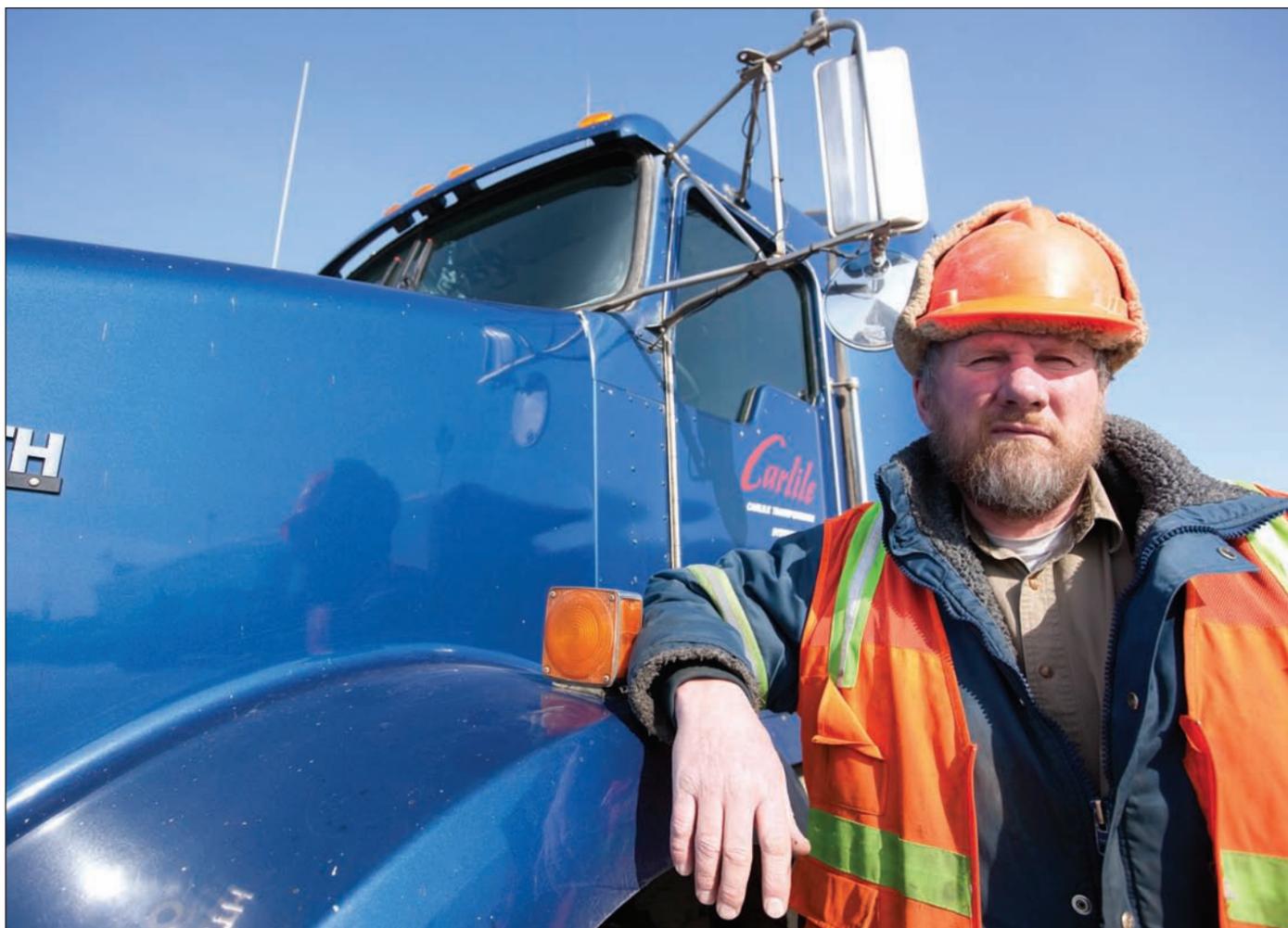


TRUCK WEST

June 2010 Volume 21, Issue 6

Delivering daily news to Canada's trucking industry at www.trucknews.com



HAVE TRUCK, WILL TRAVEL: Ice Road Trucker Alex Debogorski, 56, has remained with the show as it changed venues from the Northwest Territories to Alaska, where the current season was shot.

TV gig makes veteran trucker a star

By Jim Bray

YELLOWKNIFE, N.W.T.— He's been a bouncer and a cabby and he'll soon add 'author' to his list of careers, but if it all ended tomorrow he says he'd be okay with it.

Not that he wants it to end, mind you; he seems to be enjoying life too much for that.

Alex Debogorski, a 56-year-old driver and entrepreneur based out of Yellowknife, NWT, has also spent the past few years carving out a niche as one of the lead characters in the History Channel series *Ice Road Truckers*. And a character is what he remains, proudly.

Season Four had just wrapped

up when Debogorski slowed down long enough to be interviewed, an experience punctuated by hearty laughter. He remembers clearly when the History Channel sent a crew up there one summer, looking for characters.

"Every time they interviewed someone," he says, "the people

Continued on page 8

AMTA begins search for new executive director

By Jim Bray

BANFF, Alta. — The Alberta Motor Transport Association (AMTA) is looking for a replacement for its executive director.

According to incoming AMTA president Dean Paisley, the current executive director, Mayne Root, will be leaving his post at the end of the year.

Paisley made the announcement shortly after taking over the gavel from outgoing president Richard Warnock at the group's Annual General Meeting, held during its 2010 Management Conference at the Rimrock Resort Hotel in Banff in mid-April.

"We've got some challenges ahead," Paisley said early in his initial address as president, noting that they're going to "put the past presidents to work" looking for someone to take over Root's duties.

"They're going to be huge shoes to fill," Paisley said while recognizing Root's contributions. Paisley added he expects the AMTA will see the former executive director "very much" regardless of his retirement.

Paisley also thanked Root, to the accompaniment of much applause from those gathered, for "An excellent job."

For a full report on the AMTA's annual management conference, be sure to pick up a copy of the July issue of *Truck West*. □

EPA2010 from behind the wheel



See pgs. 22-23

Inside This Issue...

- **Roll on:** We review a book that recounts a true story about the Canadian trucking industry giving back during a woman and child's time of need. Page 7
- **A natural solution?:** Would a natural gas corridor through Ontario be enough to convince trucking companies to convert their fleets to natural gas? Page 12
- **Tax tips:** With tax season come and gone, our resident tax expert offers tips to make the process easier. Page 16
- **A new challenge:** Challenger Motor Freight isn't hiding the fact it wants a bigger slice of the LCV pie. Page 21

Mark Dalton O/O



Page 28

Reach us at our Western Canada news bureau

E-mail Jim Bray at jim@transportationmedia.ca or call 403-453-5558

To view list of advertisers
see pg. 27

Countless hours of research. One clear conclusion.



A new study confirms wide single tires are more fuel-efficient.

A four-year study sponsored by the U.S. Department of Energy's Vehicle Technologies Program, conducted by Oak Ridge National Laboratory, verifies what we've been saying for years—wide single tires can save you up to 10 percent in fuel. The 383-page report found that wide single tires like MICHELIN® X One® tires are more fuel-efficient than duals on heavy trucks, saving 6 percent overall and 10 percent with a fully loaded tractor trailer. So the more you haul, the more you save.

To read the study for yourself, visit www.michelintruck.com. Michelin®. Improving your bottom line through innovation. Now that's a better way forward.



O U R 1 7 t h A N N U A L

OWNER
OPERATOR
AWARD

SEARCH FOR *Excellence* HAS BEGUN.

If you know an Owner/Operator who exemplifies professionalism while also demonstrating a clean driving record, a commitment to safety and a track record of community involvement, nominate them for this prestigious award by completing the application form below.

We know Owner/Operators are at the heart of the trucking industry, investing both personally and financially in their businesses. We're proud to take this opportunity to recognize the best among them.

Co-founding sponsors of this award...



Heavy Duty Lubricants



In addition to a ring fit for a champion, 2010's honouree will also receive **\$3,000 CASH** and a **VACATION FOR TWO** up to \$2,500!

Nominations must be received by June 11, 2010

THE OWNER/OPERATOR OF THE YEAR SHOULD BE...

Name: _____
Address: _____
Town/City: _____ Prov: _____ Postal code: _____
Home phone: _____ Bus. phone: _____
Email: _____
Number of years in trucking/commodity hauled: _____
Primary truck and engine: _____
Number of vehicles: _____
Contracted to (if applicable): _____
How do you maximize fuel efficiency?: _____

My choice is based on:

Safe driving record Industry/community involvement Heroism Going "Green" Initiatives

Explain: _____

(Include additional information on separate paper if insufficient space)

Nominated by: _____ Phone: _____

Mail completed forms to "AWARD" Truck News/Truck West, Attn: Kathy Penner
12 Concorde Place, Suite 800, Toronto, Ontario M3C 4J2

FORM MUST BE FILLED IN COMPLETELY AND NOMINEE MUST HAVE CLEAN DRIVER'S ABSTRACT

CLASS 8 TRUCK SALES TRENDS

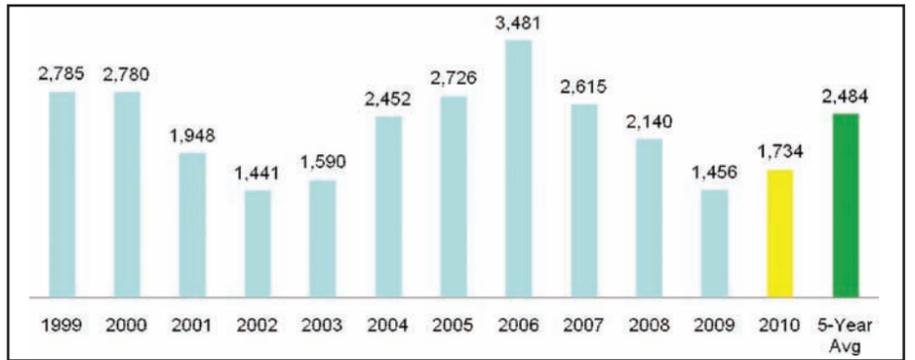
SPONSORED BY CHEVRON

Monthly Class 8 Sales - Mar 10

The economic rebound was slow to take form in 2010 but carriers are reporting encouraging freight volumes in March and April. Does that mean there is enough confidence to invest in new trucks? Truck sales also appear to have picked up a bit of steam during the final month of the first quarter, coming in at 1,734 units sold. That's still more than 700 units below the five-year average but it is considerably better than last year's disastrous sales records and also ahead of 2002 and 2003.

OEM	This Month	Last Year
Freightliner	409	387
International	409	325
Kenworth	327	142
Mack	105	127
Peterbilt	191	64
Sterling	15	126
Volvo	181	170
Western Star	97	115
TOTALS	1,734	1,456

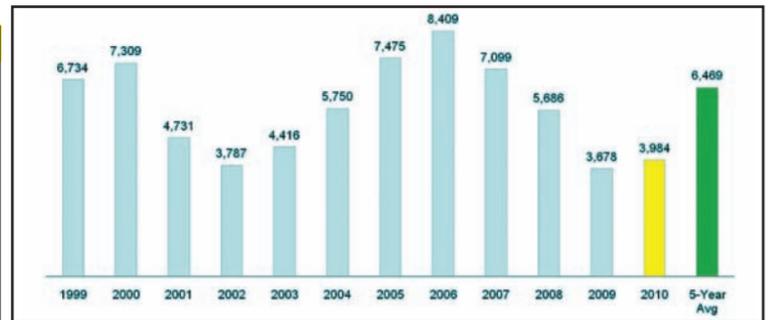
Historical Comparison - Mar 10 Sales



Class 8 Sales (YTD Mar 10) by Province and OEM

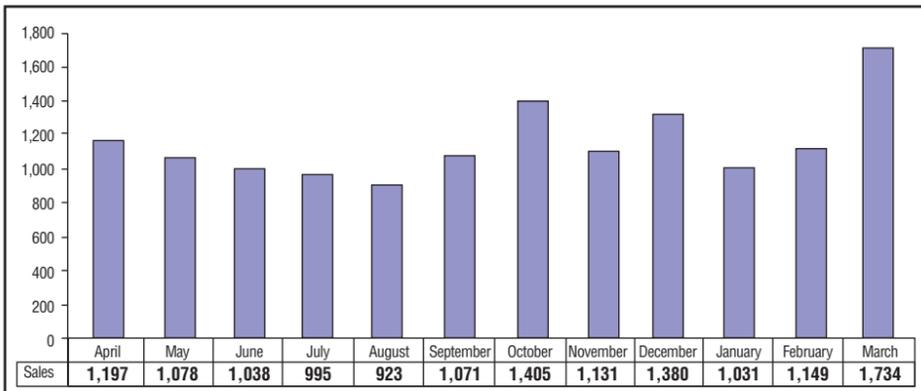
OEM	BC	ALTA	SASK	MAN	ONT	QUE	NB	NS	PEI	NF	CDA
Freightliner	60	102	77	55	382	149	61	52	0	3	941
Kenworth	67	206	51	53	144	214	15	0	0	0	750
Mack	10	19	14	24	76	49	8	8	0	0	208
International	62	100	14	58	423	273	33	34	0	13	1,010
Peterbilt	40	74	27	32	73	159	22	14	0	0	441
Sterling	8	11	1	2	2	15	0	0	0	0	39
Volvo	12	26	17	23	142	70	35	23	0	0	348
Western Star	34	64	16	6	55	33	12	26	0	1	247
TOTALS	293	602	217	253	1,297	962	186	157	0	17	3,984

Historical Comparison - YTD Mar 10

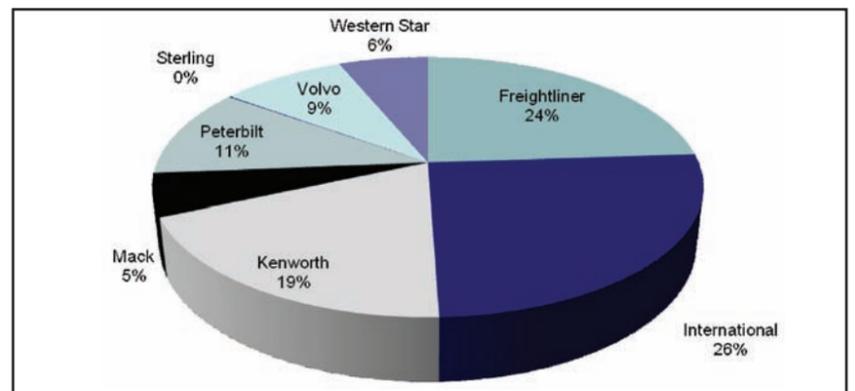


The previous year was the worst year for Canadian Class 8 truck sales of the past decade and one of the worst since the economic slowdowns of the early 90s. The first quarter of 2009 was so weak that, three months into the year, sales were about 3,000 off the five-year YTD average and about 5,000 off the banner year of 2006. The improvement in truck sales during the first two months of the first quarter of 2010 was marginal but March showed a decent pick up. The first quarter ended with sales of 3,984 Class 8 trucks, which although considerably behind the five-year average, is better than both last year's first quarter mark as well as the mark posted back in 2002.

12 - Month Sales Trends



Market Share Class 8 - Mar YTD



There are many reasons motor carriers remain reticent to purchase new trucks. Despite bankruptcies and fleet size reductions, there are still too many trucks chasing too little freight. Although indications are that freight volumes are growing, growth remains tentative. Pricing for trade-ins remains less than appealing and access to capital for new truck purchases remains limited. The new trucks also come with 2010 emissions standards compliant engines, which add about \$10,000 to the price of a new rig.

International, once again, captured the market share crown in the Canadian Class 8 market in 2009, ending up with a commanding 29% share of the market. But the fight for market share this year is proving much tighter with International standing alone with its advanced EGR solution to the 2010 emissions standards compared to the SCR option all other truck manufacturers have chosen. Although it's too early in the game to determine how the market share battle will unfold, after the first quarter, International holds a narrow 2% lead over rival Freightliner for the market share crown.

Source: Canadian Motor Vehicle Manufacturers Association

YOU'LL BE SURPRISED BY SOME OF THE PARTS THAT BENEFIT FROM DELO®.



A Chevron company product © 2010 Chevron Lubricants Canada Inc. All rights reserved. All trademarks are the property of Chevron Intellectual Property LLC.

Delo®

When is a motor oil more than just a motor oil? When it does such a good job minimizing wear and friction that it can actually improve your mileage, extend service intervals and increase the life of your equipment. Some of the largest, most advanced fleets have saved millions of dollars using Delo. Even if you only have a fleet of one, using Delo products formulated with ISOSYN® Technology can save you money. Taking advantage of the full line of Delo products could increase your fuel economy even more.

To learn more about *The Delo® Performance Advantage™* visit us at www.deloperformance.com.



DELO® DELIVERS CONFIDENCE™

TRUCK WEST

June 2010, Volume 21, Issue 6
 Canada Post Canadian Publications
 ISSN 0700-5016 – Truck West (Print)
 ISSN 1923-3531 – Truck West (Online)
 Mail Sales Product Agreement No. 40069240
 “Return Postage Guaranteed”

12 Concorde Pl., Suite 800, Toronto, Ont., M3C 4J2
 Sales: 416-510-6892 / Editorial: 416-510-6896
 Fax: 416-510-5143

Truck West, USPS 017-178 is published monthly by BIG Magazines L.P., a div. of Glacier BIG Holdings Company Ltd., a leading Canadian information company with interests in daily and community newspapers and B-2-B information services. US office of publication: 2424 Niagara Falls Blvd, Niagara Falls, NY 14304-5709. Periodicals Postage Paid at Niagara Falls, NY. US postmaster: Send address changes to Truck West, PO Box 1118, Niagara Falls, NY 14304.

SENIOR PUBLISHER – Rob Wilkins
 ASSOCIATE PUBLISHER – Kathy Penner
 EXECUTIVE EDITOR – James Menzies
 MANAGING EDITOR – Adam Ledlow
 CIRCULATION MANAGER – Vesna Moore
 CIRCULATION ASSISTANT – Anita Singh
 CREATIVE – Carolyn Brimer, Beverley Richards
 V.P. PUBLISHING – Alex Papanou
 PRESIDENT – Bruce Creighton
 Circulation inquiries: 416-442-5600 ext. 3553
 Change of address: Please include subscription number from mailing label.
 Subscription rates: Canada (Includes GST) – One year \$40.60; U.S. – one year \$66.95; foreign – one year \$66.95

Send subscription orders, address changes (incl. mailing label from latest issue) to above address. On occasion, our subscription list is made available to organizations whose products or services may be of interest to readers. If you prefer not to receive such information, please write to us. Please allow 8 weeks for changes or corrections.

PAP Registration No. 11065

We acknowledge the financial support of the Government of Canada, through the Canada Magazine Fund, towards our editorial costs.

We acknowledge the financial support of the Government of Canada, through the Publications Assistance Program, towards our mailing costs.

Canada

Advertising inquiries

Kathy Penner (416) 510-6892
 Fax: (416) 510-5143



Rob Wilkins
 Publisher
 (416) 510-5123
 rwilkins@trucknews.com



Kathy Penner
 Associate Publisher
 (416) 510-6892
 kpenner@trucknews.com



Brenda Grant
 National Account Sales
 (416) 494-3333
 bgrant@istar.ca



Don Besler
 National Account Sales Manager
 (416) 699-6966
 donbesleris@rogers.com



Doug Copeland
 Regional Account Manager
 (416) 510-6889
 dcopeland@trucknews.com



Laura Moffatt
 Research Director

TRUCK WEST is a proud member of the following trucking associations:



MAN. TRUCKING ASSN.



SASK. TRUCKING ASSN.



ALBERTA MOTOR TRANSPORT ASSN.
 ALTA. MOTOR TRANSPORT ASSN.



B.C. TRUCKING ASSN.

The publisher does not assume any responsibility for the contents of any advertisement and all representations or warranties made in such advertising are those of the advertiser and not of the publisher. The publisher is not liable to any advertiser for any misprints in advertising not the fault of the publisher and in such an event the limit of the publisher's liability shall not exceed the amount of the publisher's charge for such advertising. No portion of this publication may be reproduced, in all or in part, without the written permission of the publisher.

From time to time, we make our subscription list available to select companies and organizations whose product or services may interest you. If you do not wish your contact information to be made available, please contact our privacy officer via one of the following methods:

Phone: 1-800-668-2374

Fax: 416-442-2200

E-mail: jhunter@bizinfogroup.ca

Mail: Privacy Officer, Business Information Group, 12 Concorde Place, Suite 800, Toronto, Ont., M3C 4J2

PUBLICATIONS MAIL AGREEMENT NO. 40069240

RETURN UNDELIVERABLE CANADIAN ADDRESSES TO CIRCULATION DEPT. – TRUCK NEWS,

12 CONCORDE PL., SUITE 800,

TORONTO, ON M3C 4J2

Are LCV drivers getting their fair share?

I've written quite favourably about Ontario's LCV program and in doing so, I've invited some criticism from drivers and engaged in some lively debates. As I see it, drivers stand to benefit from the program. Carriers have told me they pay 20-30% per-mile premiums for LCV drivers. Here's an opportunity to take the training, get certified, enhance your value and make more money. For the motivated driver, what's not to like about that? If only it were so simple.

In talking to several LCV-certified drivers, it seems there's a significant discrepancy between what carriers say they pay their LCV drivers and what those drivers are actually making.

One such driver, Kassie Gibner, shares her experience: "Although it's quite the experience to pull the LCVs, and the money that's saved and made for the company is sizeable, typically it only pays three cents a mile more than running a single. Not even remotely worth it as a driver to take on the added responsibilities and extra work, only to be under such incredible scrutiny by everyone from the companies themselves to the OTA to the public."

Worse yet, she tells me she's at risk of losing her job because she's the only LCV-certified driver at her company and she's no longer willing to pull doubles for a measly three cents a mile extra. Jumping to another carrier that pays better may be an attractive option, but it's now clear why a clause was cleverly tucked into the regulations that makes the LCV certification non-transferrable. She'd have to re-certify if she moved to another fleet.

At any rate, she's not the only one who has told me the extra pay isn't worth the added responsibility and scrutiny. Many drivers say that even with a small per-mile premium, pulling LCVs is a losing proposition when you factor in the reduced speed and extra time spent hooking up and inspecting

Editorial Comment

JAMES MENZIES



equipment.

So where are the savings going and why aren't drivers getting their fair share?

Some drivers tell me the big carriers are lining their pockets with the efficiencies afforded by pulling Twin-53s. I don't buy that. I see very few carriers getting rich running LCVs. My suspicion is that the vast majority of the savings are being passed onto the shipper. But why?

Eric Gignac of Groupe Guilbault perhaps said it best at last year's OTA convention: "Why should we give the savings to the customer? That's what I'm hearing in Ontario and that scares me a lot. You need a shipper who gives you two truckloads at the same time at the same place with the same appointment time with equal weight. If you have that in Ontario, you're lucky. We don't have that in Quebec. You have savings but you also have extra costs – permits, paying more for the driver..."

Damn straight.

As an observer, I see quite clearly there's something fundamentally wrong with this picture. More than anything else, the success of the Ontario LCV program hinges on the professionalism and abilities of the drivers. They are being touted as the elite, the cream of the crop. So

treat them like they're elite and pay them like they're elite. Otherwise, there's a very real possibility this program will fall flat.

In closing, if you're the manager of a fleet that is participating in the LCV program and pay your LCV-certified drivers fairly, go ahead and tout your LCV pay packages by commenting on my recent blog on this subject at Trucknews.com.

Consider it a free ad on me (just don't tell Kathy). Perhaps it'll put some pressure on the others. In all seriousness, let's get some dialogue going. Fleet managers, what do you pay your LCV drivers? Drivers, what are you being offered to pull Twin-53s? □

– James Menzies can be reached by phone at (416) 510-6896 or by e-mail at jmenzies@trucknews.com. You can also follow him on Twitter at Twitter.com/JamesMenzies.



Don't break out the bubbly just yet

Is your head spinning yet from all the economic volatility and second-guessing about what it all means about our industry's future? After spending the last few days immersing myself in the economic turmoil taking place in Europe and what it could mean for our fragile recovery, I travelled to Ottawa to listen to the economic predictions from the menagerie of economists gathered at the Chartered Institute of Logistics and Transport's annual Outlook Conference. And I can assure you, my head is spinning. Are we ever going to get a handle on this thing? It seems every second person has a somewhat different take on what is shaping the recovery, if we are even in a real recovery.

Just last month I wrote in this space that it seems we're stuck in a prolonged in-between phase with the recession technically over but with the recovery nowhere near as robust as would have been hoped. I mentioned that many of the motor carrier executives I spoke to in January and February were telling me they've seen little in terms of growth in freight volumes. But then March and April appeared to be much better in terms of freight volumes and the government report-

Viewpoint

LOU SMYRLIS
 Editorial Director



ed that the Canadian economy created 108,700 jobs in March – more than four times as many as expected and the largest monthly gain on record. Industrial growth is looking good again and the GDP gains of the first quarter were impressive. As Peter Hall, vice-president and chief economist for Export Development Canada, told the conference: "This is the stuff of optimism." Carl Sonnen, president of the respected research group, Informetrica, went as far as to say the near term probability of a "V" shaped recession is moderately high.

Sounds like it's time to break out the bubbly. You've survived the worst economic downturn since 1961 (multiplied by a factor of seven to be precise, in terms of severity). Ah, but if it only were that simple. The economic forecasters are spinning several qualifiers into their forecasts. It seems there are several risks that could push us back into recession, according to Hall.

There is a risk the unprecedented

levels of government stimulus that jump started the North American economy will run out before businesses are ready to tackle the recovery on their own, plunging us back into the economic abyss; the financial markets, perhaps spooked by another Greece, could freeze the availability of credit, choking off business growth in the process; commodity prices are higher than market fundamentals would justify and a sharp correction to their pricing could hurt the economy; the Bank of Canada could get overzealous about controlling inflation and stifle the recovery with higher interest costs; while protectionist sentiments south of the border could start driving trade legislation.

Hate to be the bearer of bad news – would much rather believe the positive first quarter results are an indisputable sign of economy recovery – but it sounds like the next six-month period will be critical in determining if the recovery is real or not. □

– Lou Smyrlis can be reached by phone at (416) 510-6881 or by e-mail at lou@TransportationMedia.ca. You can also follow him on Twitter at Twitter.com/LouSmyrlis.

Are energy drinks a loaded gun for young drivers?

Contents may do more harm than good

By Ingrid Phaneuf

TORONTO, Ont. – So-called energy drinks: The new generation of truckers is increasingly relying on them, instead of coffee, to get from point A to Z without the ‘Zs.’ But are they really an effective cure for drowsiness? Or is consumption a loaded gun for drivers who rely on them too heavily?

Researchers at the Transportation Research Board appear to be asking the question, but are unwilling to provide any answers as yet.

“We don’t even have a first draft yet,” was all research project manager Donna L. Vlasak would say when asked what preliminary results are showing. Still, the study, sponsored by the Commercial Truck Safety Synthesis Program, and titled *Chemical Substance Effects on Driving Performance: Stimulants, Hypnotics and Nutritional Aids* would seem to indicate there are concerns.

Indeed, scientists from the John Hopkins University School of Medicine in Baltimore have called for prominent labeling for energy drinks listing caffeine doses and warning of potential risks. They’re also recommending doctors become familiar with signs of caffeine intoxication, a syndrome recognized by the Diagnostic and Statistic Manual of Mental Disorders (psychiatry’s official guidebook of mental illnesses) whose symptoms include nervousness, anxiety, restlessness, insomnia, upset stomach, tremors, tachardia (rapid heart beat) and agitation.

In other words, drinking too many energy drinks may actually increase fatigue by depriving drivers of rest when they turn off the engine and cause them to drive more aggressively when they turn it on. Those are serious side effects when you consider that aggressive driving actually caused five times more highway crash fatalities on US highways in 2006 than drowsy driving (30,731 versus 5,464), according to recent figures from a National Cooperative Highway Research Program. And when you consider that the use of energy drinks is growing, not shrinking, among younger and yes, even Canadian drivers, despite the dangers, those side effects become even more alarming.

A recent report from Agriculture and Agri-Food Canada indicates that since energy drinks broke into North America in the early 2000s, their use, especially among young males and time-conscious consumers (ie. truck drivers) has increased dramatically. According to the report *Market Update: Energy Drinks in North America* released in August 2009, “With over 210 brands in the North American market alone and a value growth of 43% from 2003-2008, competi-

tioners) is intense...While there are exceptions (Red Bull and SoBe’s line of juices, elixirs and teas), the energy drink segment is dominated by sales to males, most notably the 20-30 age range. These energy drinks are generally high in sugar, caffeine, taurine and other booster ingredients that claim to increase energy and alertness.”

As the market for young men becomes saturated, states the report, and “as the older generations pay more attention to their energy needs, it creates an opening for new marketing techniques or new entrants with differentiating product claims. Targeting mature consumers based on time pressures may be beneficial for new energy drink brands or product launches. An example is the introduction of energy shots (a new category of energy drinks) into the market.”

Indeed, it appears that, thanks to the “shot,” energy drinks have already become more attractive to an older audience, one not just interested in studying or partying, according to the report, which states that the market for shots increased 100% in 2008 alone. According to the report, “the shots target the older adult market and a wide variety of occupations with non-traditional hours of work such as truck drivers, nurses, and office workers. Overall, these products are pushed by a much tamer advertising campaign, more generic packaging, and promoted by figures that are respected outside of the traditional energy drink celebrity sphere (ie. Lance Armstrong).”

The good news is that brand name shots like 5-Hour Energy, which, at the time of the report had 60% of the market share in convenience stores (including truck stops) and with sales reaching \$169.7 million, claim to not just rely on caffeine for their kick. In fact, there is less caffeine in a two-ounce 5-Hour Energy shot than there is in a cup of coffee, a substantial decrease from drinks like Red Bull, which contain the equivalent of several cups. But can you drink just one?

It all comes down to whether drivers over-consume energy drinks, no doubt a question that will be addressed by the Transportation Research Board study currently underway.

For now, the data is largely anecdotal. According to industry insiders, age and, to a lesser degree, health-consciousness, is the determining factor.

Older = wiser?

According to older, more seasoned trucking industry professionals, the caffeine and sugar kick provided by most energy drinks, shots or even coffee is a temporary fix and may even get in the way of good driving and good health.

“Our fatigue training emphasizes that, regardless of what you’re



WHITE KNUCKLE DRIVING: Can too much reliance on energy drinks make drivers a road risk? One school of thought suggests so.

using to give you a perk-up when you have a lull, it’s going to be very short-lived,” says Bob Halfyard, director of safety and compliance for Challenger Motor Freight, headquartered in Cambridge, Ont. “And what you have to know is that, if you try to artificially heighten your energy or alertness with caffeine or sugar, you’re going to get a big bounce for 20 minutes or a half hour and then when you come down, you’re going to come down harder.”

Still, everyone is going to have a cup of coffee from time to time, says Halfyard, who himself admits to having cut down from up to 15 cups of coffee per day to three cups per week.

“The only way to combat fatigue is to rest,” Halfyard says. “You can try to use artificial means, but eventually it will catch up with you, in terms of your health and in terms of your ability to drive.”

Indeed, the increased health- and safety-consciousness of older and more experienced consumers (and truck drivers) has energy drink manufacturers scrambling to create healthier, less caffeinated alternatives.

One such manufacturer, new to the US market and hoping to make in-roads in Canada, is a working independent owner/operator himself. Danny White is the proud creator and owner of Big Ol’ Trucker Energy Juice, coming soon to a truck stop near you.

White’s drink, developed in collaboration with a chemist he hired with money from his own pocket, is rapidly gaining press in the states. In fact, trucking blogger Allen Smith has even reviewed the drink, touted as a healthy, low-cal, no-caffeine energy drink for health-conscious truckers, on his popular AskTheTrucker.com Web site.

“I actually enjoyed it,” wrote Smith, who is not a fan of energy drinks in general, due to the caffeine and sugar content as well as what he calls “other ingredients” (like taurine – also present in red wine) which tend to make him leery.

“A lot of drivers use energy drinks,” says Smith. “The 5-Hour Energy shot seems to be the big one they like, but they like it because you don’t have a crash afterwards – they tell me there’s no after-effects – you don’t come crashing down and feel totally exhausted after they wear off. As for me personally, I think it’s a bad thing and don’t need to be high on any-

thing when driving a rig. For me it’s a safety issue, I don’t want to have any kind of high – whether it’s caffeine or not. I have known some drivers who used them (energy drinks) and I would see them standing there with shaking hands at the truck stops. I had to wonder to myself, are they in need of a fix? I don’t want that guy out there on the road.”

Smith’s concerns mirror White’s. “More aggressive driving is definitely a possibility,” says White, based in Illinois. “Caffeine speeds you up, you become less patient in traffic and you’re not alert the way you need to be as a driver. You can make erratic lane changes, take unnecessary chances, and it all happens unconsciously. Drivers need sustained alertness, not the kind of hyped up sudden alertness you get from caffeine.”

Health concerns were also a major driver behind White’s creation. “Truckers suffer from things like high blood pressure and obesity, so drinks with lots of caffeine and sugar just aren’t good for them. Truckers need a healthy source of energy.”

In response, White and his chemist-for-hire came up with a drink that has only 70 calories per 16-ounce serving, sweetened with stevia (an organic sugar substitute) and chock-full of ingredients as crunchy-granola sounding as hawthorn berry, “recognized for its contribution to the cardiovascular system which may contribute to the enlargement of blood vessels, the lowering of blood pressure and the strengthening of the heart muscle,” according to a brochure endorsement from naturopath Sherin Lee.

Birkenstock-wearers aside, the drink is fast headed towards being a hit with truckers, at least according to White’s marketing man, Mike Carr, a former sports drink skill.

“When I began to look at the branding, it made perfect sense,” says Carr. “There’s nothing like it out there – drivers are eating and drinking so poorly and they need a healthy drink to help them stay awake while driving. That’s how Big Ol’ Trucker Energy Juice was born.”

The nescient company has a Web site flush with trucker video testimonials to prove its popularity, points out Carr. (Never mind the pin-up girls, also stimulating, and also non-caffeinated).

Now if only someone could invent a way to allow drivers to get a good night’s sleep. □

BOOK REVIEW

Roll On

By James Menzies

TORONTO, Ont. – On Sept. 12, 1993, Claudia Belair lost her husband and best friend Jean-Claude. He was a born trucker who worked hard to provide for his family. His sudden death of a heart attack stunned the family and left them swimming in grief.

Consumed by her own grief, Claudia realized she needed help in comforting her children, particularly 12-year-old Marc. Not knowing where to turn, she sent a letter to the editor to then *Truck News* editor Brenda Yarrow (now *Truck News* sales rep, Brenda Grant).

What happened next forever changed the lives of Claudia and her son Marc and is the subject of a new book called *Roll On*.

The letter to the editor, which appeared in *Truck News* shortly before Christmas 1993, struck a chord with many readers. Like a scene out of a movie, the Belairs' postal worker began showing up at their door with bags of letters, postcards and gifts, mailed to Marc from truckers and industry suppliers all across Canada.

There were hats, jackets, model trucks, pictures and everything imaginable.

"Almost every day became a new day of surprises," Claudia writes in her book. "We never knew what to expect."

"I froze as I listened to his words. I felt fear and panic throughout my entire body, 'Oh my God,' I thought, 'he wants to die, he wants to die to be with his dad. What am I going to do? Does this mean he would commit suicide? Could he?'"

In his grieving state, I believed he would be able to go that far. I had to do something, but what? I was struggling to keep my own grief under control, how in God's name was I going to save my son if I could not even save myself?"

The highlight of the trucking industry's generosity came in the form of a special day dubbed Marc Day, provided by local fleet Big R Express. The company invited Marc to visit their operations, let him sit in the trucks, presented him with a company jacket and took him to lunch. He was basically able to live his dream of being a trucker for a day.

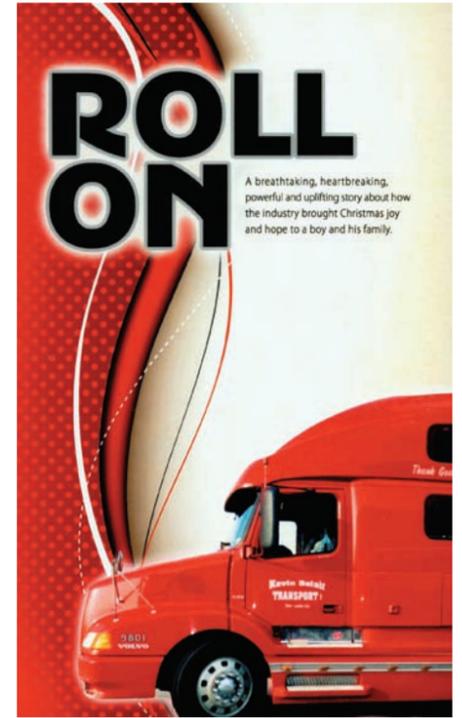
Claudia describes her book as: "A true story about a young mother's struggle dealing with grief and loss, and how the Canadian trucking industry came to her rescue and the amazing events that took place to help her young son deal with the loss of his father."

In a world where the trucking industry is often villainized, or at least misunderstood, it's a refreshing read. Those who've been around the industry may even recognize some of the characters – folks who took the time to write and are still involved in the industry today.

The book includes a list of all the people who wrote Marc including several pages of letters that he received. Claudia said she wrote the book as a way to give back to the industry and recognize how caring and compassionate its professional drivers are.

"*Truck News* is one of the main reasons for my book. If they hadn't printed my letter at the time, the chain of events would never have happened and who knows where our family would be right now?" Claudia told me. "Through the thoughtfulness and kindness of your readers, they gave us our strength and courage to not only go on in our lives, but to go on knowing that people really did care about other people."

Publishing the book has proven to be a struggle. Claudia spent years working on it and then published it herself. The purchase price of \$20 is just enough to cover her printing costs and she's donating \$1 from every sale



to the Breakfast Clubs of Canada, a charitable organization that has helped her through the years.

Claudia will begin marketing the book in earnest this summer, first with an appearance at the *Truck News* booth at the Stirling Truck Show June 19.

The book can be purchased at the show, or ordered directly from Claudia for \$20 + \$2.35 shipping and handling by sending payment to: C. Belair; 600, 16th Avenue; LaSalle, QC; H8P 2S3. You can also find Claudia online via the *Truck News* facebook page at www.Facebook.com/TruckNews or you can e-mail her at bella.bonn@hotmail.com. □

IMMEDIATE OPPORTUNITIES FOR CANADA ONLY TEAMS!

Contact us today!

1.800.GO.BISON • Recruit@BisonTransport.com

We have a wide range of opportunities available

- Positions available in B.C., Alberta and Manitoba
- Full-time and part-time
- Canada/U.S.
- Turnpike*
- Single
- Teams
- Regional
- Drivers with less than 24 months experience are welcome to apply!*

Opportunities that fit your lifestyle and income needs:

- Steady Miles
- Scheduled Runs Available
- Excellent Equipment
- Dedicated Dispatch Team
- Safe Driving Reward Program
- Rider Program
- Referral Bonus Program
- Great Benefits and more!

*Certain conditions apply. Call us for details.

Bison Transport is committed to employment equity and encourages applications from women, visible minorities, persons with disabilities and aboriginal peoples.



www.BisonTransport.com



The ice man

Continued from page 1

would suggest that if they wanted a real character they should get a hold of me.”

He says the producers eventually did come around to his place and “I teased the pants off the lady in charge and they decided they liked it, I guess.”

So began yet another new career, one that has taken him from the Northwest Territories to Alaska and elsewhere as a TV personality and ambassador, not only of the show itself but, as he puts it, “The trucking industry in North America.”

Life for Debogorski began in Berwyn, Alta., between Peace River and Fairview, and included time in the bush trapping beaver and muskrat.

“We had 1,200 acres,” he recalls, “and lived in a log house where we didn’t have power or water.”

He spent a year taking General Studies at the University of Edmonton, planning a career in law, but marriage and family sent him looking for work instead and he ended up at a coal mine in Grande Cache for about four years.

“I did everything including shop steward for the steelworkers for a couple of years,” says the self-described rebel.

“I ran coal trucks coming down the mountain and ended up in a wreck, broke a leg and ended up in the hospital.”

Upon healing and returning to the mine for a while longer, he decided to go looking for gold around Barkerville, in the Cariboo region of British Columbia.

The Klondike it wasn’t.

“I lost my pants,” he says. When he returned from his personal gold rush, his family was “very happy to see me for about a week and then they decided I should go and get a real job.”

And that’s how he ended up in Yellowknife, working four jobs for the first couple of years until he got “burned right out.”

It was during this period when he spent time as a bouncer and cabbie, as well as starting Eagle North Contracting, which he’s run since then.

“I dig dirt and I’ve got dump trucks,” Debogorski says. “I had a number of men for a while but went back to working by myself most of the time.”

He has also hauled on the ice for different operators, mostly small ones, “Blasting rock and trying to get gold out of it,” he says. Then he starting hauling to the mines and, as they say, the rest is history.

One of the reasons Debogorski took the show, he says, is because he figured if it worked out it would make a nice time capsule for him, a record his grandchildren could watch after he’s dead. He claims the desire stems from

the fact he has no record of what one of his grandfathers, who he says was shot by a firing squad in Auschwitz, looked like: “So my kids will get the other extreme; they can just watch me on TV.”

As *Ice Road Truckers* has evolved, it has moved from its origins in the NWT to Alaska and, though he moved with the show, he thinks it was a mistake for Canada to have lost out on the production.

The reasons for the move are the stuff of rumour, and Debogorski says he isn’t supposed to talk about such things, but he is willing to say “The mines up here don’t like the show.”

And that’s a shame, he says, because the show (which according to his publicists is the History Channel’s most watched series and is syndicated in over 20 countries) is an excellent introduction to Canada’s north and would benefit not only the NWT, but the routes through Alberta people take getting there.

“We have people coming to Yellowknife, Inuvik and Fairbanks,” he says.

“And they don’t want to shoot animals, they don’t want to smell the flowers – they just want to meet an ice road trucker or be where the ice road truckers are. What better thing could you have for tourism than something like that, where someone’s just going to spend money and not do any damage?”

He says it would have been to everyone’s advantage to have the show stay in the NWT because “it has put Canada on the map. It has put Yellowknife on the map.”

Debogorski does see some longer term benefits from the show anyway, thanks to reruns. “I travel all around the States and all of a sudden everybody knows where Yellowknife is, they get to see the north of Canada – it really did make a difference in what people think of the country.”

Moving the show to Alaska also meant parachuting Debogorski into a new venue, one in which he could have been seen as taking business away from truckers who’ve been there for years.

And it did cause some angst, he says, at least in the short term.

“When you show up with three or four truck drivers and movie cameras and say ‘We’re going to show everybody how to drive,’ what do you think they’re going to say?” he asks, rhetorically.

On the upside, however, “you gotta remember we came in there last year at the beginning of the economic crisis so the idea that we’re (interlopers) is kind of silly because we bring with us half a dozen to 20 jobs and the show’s got maybe a couple of hundred people employed.”

Factor in all the rental cars and hotel rooms, he says, and it adds up.



UP NEXT...A BOOK?: Alex Debogorski says his next move in the public spotlight will be to publish a book about his experiences.

Each character also has a chase truck now, and they’re all driven by local people. In all, Debogorski says only two local driving jobs were lost: his and fellow driver Hugh Rowlands.

“We were there two-and-a-half months,” he says, “and by the end of the season there were fewer and fewer people who were upset.”

Debogorski also attributes the declining animosity from the locals to the fact that he and Rowlands can, indeed, do the job.

“You’re going up and down the road meeting the guys, you’re doing the job, you didn’t kill anybody, you’re getting the load there, you’re driving through the storms,” he says.

“As long as you have over 50% of the people supporting you, all it makes for is a good argument between themselves at the coffee table over whether we’re bums or not.”

Debogorski has a reality check for the folk who say the show is more Hollywood than reality. “Driving a truck back and forth is usually not very exciting and if you just show the truck going back and forth then who’s going to watch 13 hours of just seeing that?”

That’s the reality of trucking, though, he says, and if that’s what you showed, “They’d say you told the truth, but nobody’d watch the show.”

And while he admits that some

60 people have gone through the ice over the years in the Territories, “The guy doing the talking never went through the ice and probably wasn’t in a situation where that would happen because these roads are prepared so there’s no possibility of anyone going through unless you break the rules and do something really stupid.”

As for the special effects shots showing a truck going through the ice, Debogorski points skeptics to the History Channel Web site, where they explain how they did the shots.

“It’s not like they claimed it was real,” he says.

Recording the show only takes up part of Debogorski’s year, leaving him plenty of time for other activities.

“I spent four months last year in the lower 48 out of Manitowoc, Wisconsin, about a half-hour south of Green Bay,” he says.

From his base there, he appeared at county fairs and conventions in such places as Las Vegas and California – including one at a native casino out of Albuquerque.

With Season Four a wrap, Debogorski says he’s negotiating some things, but he isn’t at liberty to talk about them.

He will say he’s contracted for a couple of truck shows on this continent, and one at Peterborough, England. “After that I’m

not sure," he says.

Much of his time at trade shows is spent being a goodwill ambassador.

"Last year we had a big line-up of people and I signed autographs and had my picture taken with people," he says with a laugh, "Shaking babies and kissing hands, trying to portray a positive image of truckers and the industry."

When asked what was the most exciting thing that has happened to him in his varied careers, he points to a time when he had to perform first aid on a driver north of Yellowknife.

"Two tankers collided, one was stopped and an empty one behind it hit it," he says.

"It broke off the fifth wheel, the door came off the truck and the driver's shoulder went down the side of the tank until his truck came to a halt. I had to get him out of the truck."

He puts it down to another day at work.

"That's always a concern because if you drive, you're going to come along those situations."

But, he says, "If a guy's going to die, I want him to die in front of a doctor, not in front of me."

As larger than life as he seems, one might think that TV stardom has gone to Debogorski's head.

"I always thought I was famous," he says with yet another

'If a guy's going to die, I want him to die in front of a doctor, not in front of me.'

Alex Debogorski

big laugh, "and now everybody else has found out."

He considers giving back to be among his responsibilities.

"I've been quite touched that I've touched people in a constructive way," he says, "and that I made an impact on some of them."

These include groups of students he spoke to at a high school in Manitowoc, as well as people who are "sick or lonely."

He also runs a ministry in Yellowknife.

"I'm Roman Catholic," he says, "and for years I've gone to the jail on Sunday or when asked to and pray with the inmates."

Debogorski's abundance of opinions, undoubtedly coupled with his rebellious streak, also shows up in the printed word.

He writes an occasional column for a Yellowknife newspaper and says that, at one time, he had the whole city "Standing on their head because I called them a bunch of Communists."

In the grand scheme of things, fame can be fleeting – and even Gunsmoke didn't last forever. Yet the thought of being a "former TV personality" doesn't seem to bother Debogorski a whit.

"I've lived life fully," he says. "We have a big family and while we've had some disasters and dif-

ferent things, we've lived through it all and I've been blessed that I can touch other people sometimes in a constructive fashion."

As for what he'll do after *Ice Road Truckers* heads down memory lane, he professes to not be concerned.

"When you're born," he says, "the government gives you 27,000 days to live, so over time I've given less and less concern over planning. I want to pay my bills, I'd like to help my family be more constructive because then they'll have a bigger impact on this country and this world. Otherwise, I'm sure that the good Lord or whatever's out there is going to put lots of stuff in front of me."

Then there's the book he has coming out, possibly in November. "We haven't come up with a name but I expect it'll be lots of personal stories. I don't know how much trucking will be in it, but I have lots of interesting stories."

Whatever the stories may be, it appears that this father of 11 and grandfather of nine (with the tenth on the way), will definitely not be shy about telling them. □

BORDER

Canada offers to cover Michigan's share of new crossing

By Ron Stang

WINDSOR, Ont. – Now it will be up to the state of Michigan to decide – and decide soon – whether to accept Canada's offer to provide up to \$550 million to fund the cash-strapped state's share of the proposed Detroit River International Crossing (DRIC) project.

Federal Transport Minister John Baird said his government, frustrated by decades of fighting and delays over the proposed Windsor-Detroit crossing, decided to come up with the April 29 offer, which he told *Truck West* was not unprecedented.

"This project is tremendously important for Canada," he said. "It's the most important infrastructure project in the country. It's desperately needed. And it's been worked on literally for 20 years."

The Michigan state legislature has set a June 1 deadline to endorse funding for DRIC. The \$550-million offer could help sway that vote.

But the vote might not come easily.

State Republicans, for example, have long argued against the spending of tax dollars on the project, especially in a state ravaged by job losses and that in March had the highest unemployment in the US at 14.1%.

They also argue the project would be redundant because the state has contributed the lion's share towards the new \$230-million Gateway Project, streamlining freeway access on the US side of the Ambassador Bridge.

This debate takes place against the backdrop of Ottawa, Washington, Ontario – and Michigan, in principle – years ago, having joined extensively in the planning of DRIC. The connecting freeway links, the locations of the new Customs plazas, and the bridge location, have all been chosen. Construction

has already started in Windsor on the nine-kilometre Windsor-Essex Parkway – a sunken, six-lane freeway connecting Hwy. 401 to the bridge.

In Michigan, the current debate hinges on a bill to approve public private partnerships (P3s) for highway construction.

That bill was passed by the state transportation committee April 29. Now it goes to the state senate, where Republicans, who hold a majority, are reluctant to pass it, especially if it includes a project on DRIC's scale.

"I'll tell you, number one, take the DRIC project out, you'll have a lot more support," Representative Marty Knollenberg said.

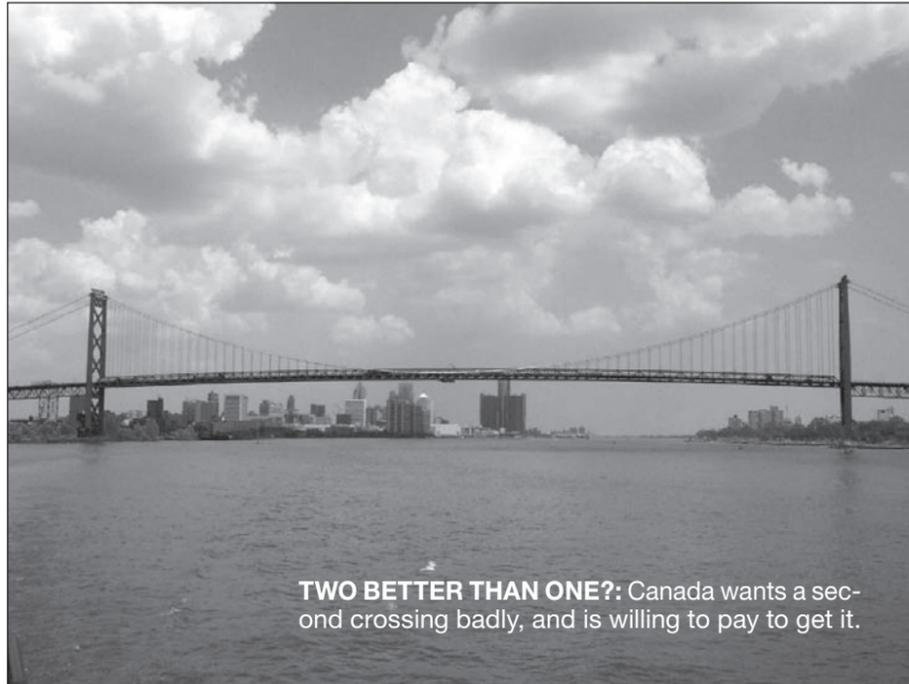
The legislators fear taxpayers will be on the hook for financing if a P3 investor defaults. They also question whether estimated traffic volumes for the DRIC bridge are sufficient to recoup investors' money.

The legislators say the \$550-million Canadian offer would not pay for the bridge itself. It would only cover costs on the Michigan side of the river for constructing a Customs plaza and access road to Interstate 75.

State Representative Paul Opsommer said the \$550 million offer was "clouding" the debate. He said the offer should not influence the P3 issue, "just because Canada now wants to loan us \$550 million dollars – money that it will make back by tolling our drivers."

State representative Tom Pearce also noted: "The \$550 million has nothing to do with the building of the bridge."

In a separate matter, the offer was also slammed by the competing Detroit International Bridge Co., which owns the Ambassador Bridge, and has long argued it has sufficient capacity – especially with



TWO BETTER THAN ONE?: Canada wants a second crossing badly, and is willing to pay to get it.

a proposed new six-lane span – to handle future border traffic.

Bridge president Dan Stamper accused Michigan Governor Jennifer Granholm of having "caused Canada to offer to buy Michigan's future for \$550 million...Michigan is not and should not be for sale." He also said the governor was aiming to "destroy" the company "that has paid state taxes since the early 1920s."

And, for the first time, the race card was introduced.

Bridge lawyer Patrick Moran accused the Canadian government of "using its legislative power inappropriately to discriminate against an Arab-American businessman who has owned and operated the Ambassador Bridge for more than 30 years."

The owner is Matthew (Matty) Maroun, born in Detroit and who is of Lebanese descent.

Meanwhile, the Ambassador Bridge has also filed a NAFTA complaint over the \$550-million offer, saying DRIC would divert

traffic from the bridge, the Windsor-Detroit tunnel and the Blue Water Bridge between Sarnia and Pt. Huron.

"The Canadian government is using its power inappropriately to coerce the Michigan Legislature into adopting legislation necessary to ensure the implementation of the DRIC project," it said in a statement.

Transport Minister Baird said he was "not going to speculate" about what would happen should the Michigan legislature reject P3 financing and therefore whether his government would offer more money to cover bridge construction costs.

He said he will be travelling to the Detroit area in the next few weeks to lobby for DRIC.

Asked if his government would compensate the Ambassador Bridge should DRIC get built, the minister gave an emphatic "no" saying there are other examples where the public and private sectors compete. □

AWARDS

Wheeler Transport repeats as top petro products hauler

By Jim Bray

CALGARY, Alta. – Call it a twofer for Wheeler Transport.

The Port Moody, B.C.-based hauler snagged the Canadian Petroleum Products Institute Western Division's 2009 Best Carrier Performance award, the second year in a row it was awarded that particular honour.

Other CPPI Western Division Fuel Carrier Safety Awards went to companies from Alberta, British Columbia and the Yukon.

At a luncheon ceremony in Calgary on April 22, CPPI's Western Division v.p. Ted Stoner noted that the CPPI's benchmark target for incidents was lowered for 2009 in recognition of a declining frequency of incidents overall.

Yet, he pointed out with satisfaction, the carriers' actual performance came in below that, with 0.34 incidents per 1,000 deliveries compared to the new benchmark of 0.4.

"CPPI members certainly congratulate and appreciate the carriers' work, and it's showing up in their performance throughout the year," Stoner said at the ceremony.

"These awards are our appreciation in recognition of that."

The Common Carrier Awards Program was started by the CPPI Western Division in 2004 to encourage and recognize contracted



REPEAT: The CPPI's Ted Stoner (left) congratulates Tony Spring (middle) and Kelly Stead on winning the top safety award for CPPI petroleum haulers for the second year running.

common carriers for reducing the frequency of incidents compared to the previous calendar year. It also stresses overall safety performance and promotes driver and fleet safety within the transportation industry.

Awards were also handed out to ECL Transportation for Most Improved Mixes, Denwill Enterprises for Most Improved Spills, Mantei's Transport for Most Improved Vehicle Accidents and Petrohaul for Most Improved Personal Injury.

Speaking to the Most Improved Mixes award, which was given out first, Stoner pointed to the varied nature of the liquids CPPI members contract to ship and applauded carriers who ensure there's no unintentional mixing of products for delivery to the various sites.

Accepting the award for ECL Transportation, Don Bietz said "Mixes are a big part of our cost, and I think I can pretty safely say that we won't have many of them this year." Their target, he said, is zero.

Stressing the importance of the Most Improved Spills award, which is given for the greatest improvement in reducing product spills, Stoner said "Obviously the public is very aware of any hydrocarbon products that's on the ground or any other place where it doesn't belong."

In accepting the award for Denwill Enterprises, Dale Tsuruda noted that the company had no spills last year, down from two the year before, and he credited safety supervisor Gord Morley and general manager Jeff Salmon for making it happen.

Speaking to the award for Most Improved Vehicle Accidents, Stoner noted that reducing vehicle accidents lowers carriers' insurance rates and "certainly improves the safety performance of the employees themselves," while also lowering costs of repairs, etc.

Glenn Dougan, on behalf of the winning Mantei's Transport, said "I think this is a direct result of the safe and defensive driving culture that we promote at our company on a continuous basis."

Any time vehicle accidents can be reduced, he said, the risk of people getting hurt is also cut back.

"That's our top priority, to keep our people safe, so this award means a lot to us."

While introducing Kate Thompson on behalf of Most Improved Personal Injury-winning Petrohaul, Stoner said "Personal injury

frequency is a very important aspect throughout the whole industry, and is taken very seriously." Thompson responded by complimenting the "remarkable team" she works with at Petrohaul.

As for what Stoner referred to as the "Grand Poobah" award given out each year, he said it went to "The best overall carrier who excelled in all safety areas" and noted with satisfaction that it was the second year running that Wheeler Transport had earned it.

Tony Spring and Kelly Stead, who had flown in that morning for the awards luncheon, accepted the plaque and obelisk and hard hat stickers on behalf of Wheeler.

"Our employees are a real asset to the company," Stead remarked, "and one of the things we really strive to do is reinforce all our training. At the end of the day we just want them to all go home safe."

Stoner said the CPPI hopes to expand the awards throughout all of Canada and challenged the carriers in the room to become national winners when that happens.

"Western CPPI division has been a little bit advanced over the rest of the country," he said after the festivities had wrapped up. "Since we're in the west and we don't have the large population of Quebec or the Golden Horseshoe around Toronto it was quite obvious that we could use the western provinces as a base to get good calculations about incident performance, which is what we've done."

The awards program has borne fruit over the years since its inception, Stoner says.

"Just look at the incident frequency and how it's improved over the years."

He points out the CPPI uses such data when selecting carriers to contract with and that "It

works out as an advantage to the carriers and the CPPI members."

The Awards Selection Committee (ASC) was made up of

three members, one each from Husky Energy, Shell Canada and Suncor Energy.

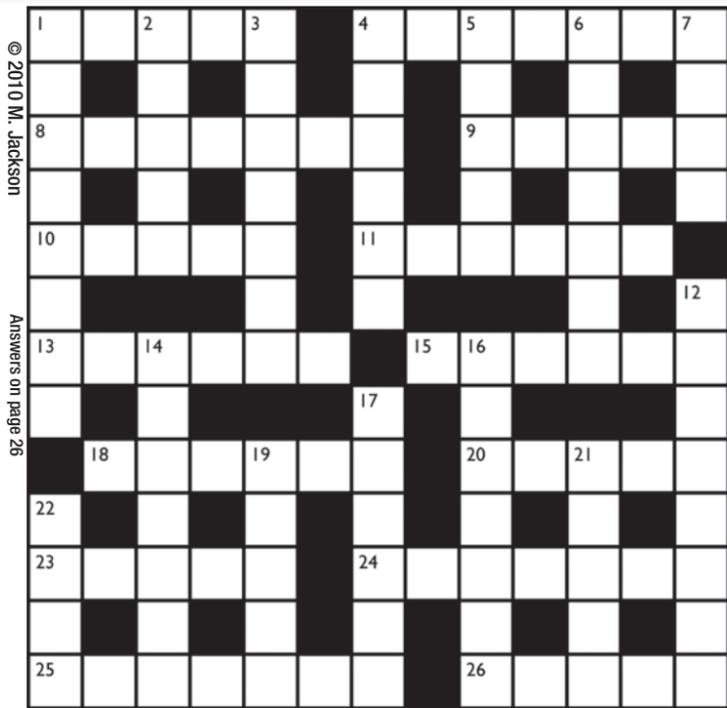
Each member serves a maximum two-year term.

To be eligible for an award, a carrier must be contracted to haul petroleum products for one or more CPPI companies but not be a CPPI member branded carrier (such as Chevron, Petro-Canada, etc.).

The carrier must also have been under contract to a CPPI member company for at least two years in a row and have no fewer than 4,000 contracted deliveries to a CPPI member company during that time.

Nominations must be made by a CPPI member company and are made at the CPPI's last Joint Distribution/Carrier Task Force Meeting before a term ends. □

THIS MONTH'S CROSSWORD PUZZLE



Across

1. Trucked goods, generically
4. Eighteen wheelers (3,4)
8. Used-truck transactions
9. Monster Truck show venue
10. Canadian pumps' diesel-fuel unit
11. Non-standard item on new truck
13. Halifax-based transport company
15. Cab and chassis without powertrain
18. Chassis and wheel-bearing lube
20. Canadian-flag leaf
23. Daily log, a.k.a. ____ book
24. Sterling model launched in '99
25. Purolator hub location in GTA
26. Succumbs to corrosion

Down

1. Diesel-dispenser type (4,4)
2. Trip-odometer button
3. Engine incontinence (3,4)
4. Bean Town
5. New Hamburg, ON-based carrier
6. Seasonal northern route (3,4)
7. Device placed on in-bond trailer
12. SoCal's Ventura, Harbor and Hollywood
14. Ford's top '96 Class 8 offering
16. Speed ____, engine-control device
17. Diesel counterpart to gasoline octane
19. An aluminum-wheel brand
21. Labour's partner on truck-repair invoice
22. Gross combined weight rating, briefly (1,1,1,1)

Try it online at www.trucknews.com

'At the end of the day, we just want them to all go home safe.'

Kelly Stead, Wheeler Transport

OVER THE ROAD

Remember to stop and smell the roses

On the Wednesday following Easter I found myself in Edmonton enjoying a day off.

The sun was out and the mercury would climb up to 15 degrees before the day was out. I was clawing my way back into the routine of getting some regular exercise and this was the perfect day to go for a run. I had changed into my running gear and was on my way out of the yard when I bumped into Art and Sherry, one of our teams.

It had been months since I had seen them and we took the opportunity to catch up on personal news, company gossip, and small talk.

We spent a lot of time talking about how busy this trucking life is. Teams are always on the go and we were soon on the topic of things you see on the road that make you stop and pause from your hectic routine. 'Jaw droppers,' as Art called them.

One of these jaw droppers was the recent show of the Northern Lights across the prairies.

We were soon relating experiences of some of the incredible scenes we had witnessed while travelling through the night away from the light pollution of the cities.

As our conversation came to a close, we agreed that we don't take the time to stop and smell the roses as often as we should.

We are often so caught up in where we have to be that we don't take the time to appreciate where we are at that moment. I think we (drivers) are our own worst enemy when it comes to taking a little personal time during the day. Stopping to smell the roses isn't about waiting for a jaw dropper to come along and grab your attention. It's about taking the time each day to do something of benefit to yourself. This is what my daily run or walk is all about.

The poor economy has intensified the normal stress factors in a driver's daily life and added additional ones. It has become more important than ever for me to take some time each day to deal with those stresses. Income and home time are where I have felt the most pressure over the last couple of years, but there have also been sweeping changes across the industry.

Combine the fact that I'm not getting any younger with the issues of the day and it is no wonder I have been feeling the blues of late.

Allowing yourself some personal downtime each day often goes against the grain and can add stress to your day if you don't keep it in the right perspective.

A number of years ago, when I first started getting some regular daily exercise, I had to force myself to do it. At first it was just another task to squeeze into my already busy day. I don't view it that way any longer.

The repetitive nature of running or walking at a steady pace takes my mind away from the issues of the day and recharges it.

I started to exercise to improve my physical health but in time found it was a greater benefit for my mental health. The physical benefits are now more of a side effect.

Do I think exercising every day



helps keep the body and mind healthy? Do I feel that exercise can help a person cope with the stresses of daily life?

Certainly I do. But I have come to that belief out of my own experience over a period of years.

There are many ways to cope with stress and it is up to each of us to find our own path.

The path starts with a commitment to take some time for yourself each day. It sounds so easy, but it is anything but. It's a personal lifestyle issue. We have all heard that there is an impending driver shortage, that employers will be scrambling to find qualified drivers in the near future. I don't think we should take that for granted.

It will take a long time for this

'I think we (drivers) are our own worst enemy when it comes to taking a little personal time during the day. Stopping to smell the roses isn't about waiting for a jaw dropper to come along and grab your attention. It's about taking the time each day to do something of benefit to yourself.'

industry to recover from the shrink it has experienced over the last couple of years.

Employers will have no choice but to find creative ways to control costs as they rebuild their market share.

I think the changes we have seen in the first decade of the new millennium will pale in comparison to what we will see in the coming decade. Drivers will face many new challenges, good and bad.

I am certain of the fact that facing those challenges is much more enjoyable when you are healthy and at ease in your own mind.

Finding that good health and ease in your life starts with taking a little time each day to stop and smell the roses. □

- Al Goodhall has been a professional long-haul driver since 1998. He shares his experiences via his 'Over the Road' blog at <http://truckingacrosscanada.blogspot.com>. You can also follow him on Twitter at Twitter.com/AlGoodhall.

GET YOUR PAPER

TRUCK WEST

Western Canada's Trucking Newspaper and Equipment Buyer's Guide

SUBSCRIBE NOW!

READING SOMEONE ELSE'S COPY?
Have your own!

NOW!

MOVING? REQUALIFY!
Send us your new address in writing on this form.

Company _____
 Name _____ Title _____
 Address _____
 City _____
 Province _____ Postal Code _____
 Telephone: () _____ Fax: () _____
 E-Mail _____

CHANGE OF ADDRESS ONLY **1 1 4** _____

Serial # from code line on mailing label

	Canada \$	USA \$	Foreign \$	<input type="checkbox"/> Charge Card	<input type="checkbox"/> Cheque Enclosed
1 Year	<input type="checkbox"/> 41.28 <small>(38.95 + 2.33 GST)</small>	<input type="checkbox"/> 99.95	<input type="checkbox"/> 99.95	Visa No _____ Mastercard No _____ Amex No _____ Expiry Date _____ Signature _____ Date _____	
2 Years	<input type="checkbox"/> 65.66 <small>(61.95 + 3.71 GST)</small>				

NB, NS & NF Add 14% HST to Price / Quebec Residents Add QST (7.5%) To Total

DO YOU WISH TO RECEIVE OR (CONTINUE TO RECEIVE)

TRUCK WEST

YES NO

Signature _____
Date _____

PLEASE ANSWER THE FOLLOWING QUESTIONS

1) How many vehicles are based at or controlled from this location? Please indicate quantities by type:

— No. of Straight Trucks _____ No. of Trailers _____
 — No. of Truck-Tractors _____ No. of Buses _____
 — No. of Off-Road Vehicles _____

2) Does this location operate, control or administer one or more vehicles in any of the following Gross Vehicle Weight (GVW) categories? Please check YES or NO:

14,969 kg. & over (33,001 lbs. & over)... YES NO
 11,794-14,968 kg. (26,001-33,000 lbs.)... YES NO
 8,846-11,793 kg. (19,501-26,000 lbs.)... YES NO
 4,536-8,845 kg. (10,000-19,500 lbs.)... YES NO
 Under 4,536 kg. (10,000 lbs.)... YES NO

3) This location operates, controls or administers:

Diesel powered vehicles... YES NO
 Refrigerated vehicles... YES NO
 Pickups or Utility Vans... YES NO
 Propane powered vehicles... YES NO

4) Do you operate maintenance facilities at this location? YES NO
 IF YES, do you employ mechanics? YES NO

5) Indicate your PRIMARY type of business by checking ONLY ONE of the following:

a) For Hire/Contract Trucking (hauling for others)
 b) Lease/Rental
 c) Food Production / Distribution / Beverages
 d) Farming
 e) Government (Fed., Prov., Local)
 f) Public Utility (electric, gas, telephone)
 g) Construction / Mining / Sand & Gravel
 h) Petroleum / Dry Bulk / Chemicals / Tank
 i) Manufacturing / Processing
 j) Retail
 k) Wholesale
 l) Logging / Lumber
 m) Bus Transportation
 n) Other (Please specify) _____

6) Are you involved in the purchase of equipment or replacement parts? YES NO

7) Are you responsible either directly or indirectly for equipment maintenance? YES NO

CLIP and MAIL

With Payment to

TRUCK WEST

12 Concorde Place,
Suite 800,
Toronto, Ontario
M3C 4J2

TODAY!

CANADA

By Jim Bray

CALGARY, Alta. – Could natural gas capture mainstream acceptance as a fuel of choice for Canada's transportation industry?

It depends on many things, including whether or not natural gas remains abundant and affordable and if the conversion to natural gas equipment can be made attractive enough to the industry.

Thanks to breakthroughs in development and drilling technology, coupled with discoveries of major new gas sources, there's plenty of the stuff available.

"We've got all this gas," says Alan Boras, spokesman for natural gas producer EnCana, "so the question becomes, what do we do with it? Our view is to expand the use of natural gas in our economy."

A gas producer pushing gas may not surprise the least cynical among humanity, but arguments can be made that a move toward natural gas could make business sense.

Natural gas – whether compressed (CNG) or liquefied (LNG) – has been little more than an interesting novelty in the transportation industry. Boras says heating and electric power generation are the major markets for natural gas currently and, while he thinks there are opportunities there, the area with the most growth potential is transportation: of the 250 million vehicles Boras estimates are on North American roads today, only some 100,000 or so are fueled by natural gas.

Lower emissions

Depending on where you live and work, moving to natural gas could also be a proactive way to keep a step ahead of The Man. Boras says alternative fuels such as LNG are being pushed in California even as you read this.

"They wanted to address some of the air issues around the Port of Los Angeles," he says, "so they called for the use of LNG vehicles to clean up the air and have far lower emissions compared to diesel and gasoline."

Boras claims the emissions from natural gas vehicles are 25-30% less than those of conventional vehicles and particulates are way down as well, "so the advantage is you get a very competitive price, you get better environmental benefits and then there's the economic spin-off."

The economic spin-off of which Boras speaks is a plentiful, North America-based energy source as an alternative to buying foreign oil. Boras says "the dollars that would go to buy oil would then go into endeavours here, with jobs staying on the continent."

Ah, but there's the chicken and there's the egg, and which came first? Natural gas vehicles and a natural gas infrastructure are unlikely to spring from the ground, fully formed.

Existing vehicles may have to be retrofitted, new vehicles created, and places to refuel offered before we're awash in a natural gas-powered future.

EnCana envisions natural gas

A natural solution?

Producers, industry look to government to help ease gas pains – naturally

corridors along the 401 through Ontario and Quebec in the east and between Edmonton, Calgary and Vancouver in the west – the routes with the heaviest commercial traffic.

"We looked at the main transportation corridors where the large populations are in Canada," Boras says, "and we have approached the federal government with the idea of coming up with a policy that would support development of the infrastructure."

Such a "pipe dream" would require the establishment of facilities to compress the gas and then fuel up the trucks at key locations along the long-haul corridors.

And it would probably have to happen before fleet owners show much interest in converting their equipment over to natural gas.

Still, it's an idea whose time may come.

According to Stephen Laskowski, vice-president of the Ontario Trucking Association, the industry is already looking into various alternative propulsion devices – whether they be hybrid-electric, fuel cell or gas – as well as tweaks such as new tire and aerodynamic technologies.

But there are many speed bumps ahead.

"You've got to look at it from the carriers' perspective," Laskowski says. "They're in the business of return on investment so if they're going to spend more on capital pieces of equipment they need to know the return on that. That's probably the role of government, to shorten that return on investment, especially in the early stages."

Laskowski says government could help facilitate a natural gas alternative by providing "some

type of capital incentive or an operating incentive for the carriers to move toward this type of equipment."

EnCana's Boras envisions a couple of possible incentives. "Government funds could go to the cost of converting existing trucks or to the purchase of new vehicles with engines built to run on natural gas," he says, "and investment could go to people who want to establish the infrastructure, namely the fueling stations along those corridors."

Boras points out that the natural gas piping network goes to all major cities in the country already, so it's just a matter of adding "the fueling component and the vehicle – and you aren't building a whole new vehicle, just changing the powerplant and the fuel that's used."

In the meantime, there's no rule that says natural gas fueling stations have to appear as if by magic at all service centres at once.

"That may be something you do down the road," Boras says, "but in the shorter term when you don't have an infrastructure, you look to fleet vehicles that return home every night – taxi cabs, garbage trucks and the like."

Boras also sees natural gas as a way to lower one's carbon footprint, which could make it attractive for government participation.

"If you convert your home to more energy-efficient appliances, such as your furnace and windows," he says, "there are government programs to support you. This is the same kind of thing. If the government decides it's important to do this, then they could come up with programs that would support it."

And the OTA's Laskowski

points out that "they have (them) for manufacturing equipment today, so certain types of manufacturing equipment that meet environmental criteria receive very favourable tax treatment and that encourages investment. I think that's what you need with alternative fuels and engines and I think the government does have to step up and take a role here."

Perhaps governments could just reduce taxes overall, leaving more in the corporate account for owners and operators to do with as fits their priorities.

"I do think there may be some who advocate that," Laskowski says. "But if you want specific measures and specific actions you need specific approaches within the tax system."

As for natural gas itself, "we currently have no board position," Laskowski says. "Typically, every alternative fuel or propulsion system technology has its own unique challenges and the market should decide."

Positive reaction

Boras says the reaction from governments so far has been positive, though no commitment has been made. He says EnCana has been speaking to the federal and provincial governments in Canada as well as the federal and state governments in the US.

"It's one of those cases where people are learning about it, trying to understand what it's about, what it would take, how it would fit their business and how it would fit government policy. In our view they're very receptive."

And of course the Obama administration is all ears when it comes to green things.

"We're a member of a group that has been active in Washington, talking about the benefits of natural gas, contributing funds and talking to legislators down there about how to expand the use of natural gas in the US," Boras says.

Government participation or not, a conversion to natural gas is obviously not going to happen overnight, yet Boras is confident.

"Sooner or later you have to replace your trucks," he says, "and if this concept is up and running and feasible then why not look at it? If you have the facilities in place – for example you return to a central fueling place each night and you want to convert some of your fleet incrementally – it could be very beneficial."

The OTA's Laskowski says that if natural gas is going to be a long-term answer, there are short-term issues that have to be dealt with to carriers' satisfaction before they're likely to put their money where their trucks are.

These include the reliability of the gas network itself, the return a carrier can expect on its investment and what operating challenges there are.

"Even if the tax policy was changed the way we'd like," he says, "no-one's going to go out tomorrow and retrofit their whole fleet of vehicles. They're going to test them and use it as a testing sounding board." □



READY TO ROLL: Natural gas-powered trucks, like this Pete Model 384 LNG are already in production. Now, all that's needed is the fuel.



ON THE OPEN ROAD EVERY KILOMETER COUNTS.

If you're not moving, you're not making money. That's why we train and audit our service specialists to the highest possible standards. So no matter where the road takes you, you know you'll get the same great service and pricing from coast-to-coast. And with the best 24-hour emergency roadside assistance available, if unforeseen circumstances take you off the road, we'll get you back on it in no time.

For more information, visit Goodyear.ca/truck. **Be Truckwise.**



OPINION

Looking for political leadership

If you listen to the most recent reports from economists, speculators and forecasters, Canada is leading the G20 with a swift, positive recovery from the worst economic recession since the Great Depression.

Now the banks, mortgage companies, finance companies and loan sharks are lining up to make it harder for you to get financing and jacking up the interest rates.

The oil companies are anxious to raise fuel prices to cushion the blow to their profits over the past year. The politicians have their hands out, topping up their salaries, expense accounts, pensions – and doing whatever it takes to get elected.

Out governments and political parties (at all levels) are out of touch with taxpayers and their concerns. They all need a shake-up and a complete overhaul so we can get back on track.

Our legislators have been misled and do not understand how their legislation changes are not working in the real world to make a positive impact on safety.

Their pursuit of deregulation, hours-of-service, speed limiters, EOBRs, restricted truck routes



and anti-truck legislation has not improved safety, has weakened our economy and has destabilized the health of the trucking industry, literally driving some of the best people out of the industry without enough suitable replacements.

Non-trucking special interest groups have way too much input into legislation and regulations. They are clueless on how their recommendations will work where the rubber meets the road, and who will compensate our industry for all the productivity losses?

Enforcement personnel will be very actively pursuing your wallet in the coming months. Roadside inspections and enforcement will be their primary objectives.

In Alberta, we don't have to just worry about non-local or out-of-province trucks working on our oversupplied industry, we now have to worry about our governments en-



couraging out-of-country contractors to come and flood the market with cheap rates and poor-quality work. These contractors are now coming from the US. They bring their own workforces, equipment, trucks, trailers, asphalt plants, etc. They don't use the local restaurants, hotels or mom-and-pop businesses or truck and trailer dealers, as our local contractors and truckers do.

When they're done, they take their money back to where they come from to spend it in their local US communities, denying our local communities of the positive financial impacts. How's that for an Alberta Advantage?

If we were to try to do the same in the US, we wouldn't ever get a chance to see the tenders, it just wouldn't happen. Their government would protect its own contractors and truckers.

We have advised our government of these concerns. They respond by boasting of the Alberta Advantage, the free market enterprise system and the benefit to Alberta taxpayers. I don't think so. They have in fact contributed to a serious oversupply of infrastructure contractors and truckers, creating a negative effect on the industry's ethics and standards.

Our government is not listening and they just don't get it. The most recent environmental disaster in the US should be a wake-up call to all of us.

I just completed a two-month tour of public meetings with our directors, members and invited guests in six regions of Alberta. I trav-

elled through flood zones, snow storms and power blackouts to get to Grande Prairie, Fort McMurray, Edmonton, Red Deer, Lethbridge and Calgary. These meetings were not held to fix rates or to plot against resource producers, processors or infrastructure contractors.

These meetings were held to consult with the participants and request they fill out and return our annual survey so we can be informed of their priorities and concerns. They will be included in our 2010 Strategic Action Plan.

There are 13,000-plus trucking companies operating in Alberta. At least two-thirds of them earn their living from the construction industry. It never ceases to amaze me of the sheer number of truckers who bitch, complain and whine about the people and problems in our industry, but when it comes time to ante up for membership dues for a professional association, they just don't get it.

The suppliers to our industry have an equal responsibility to show their support for those that are trying to make this a better industry.

Finally, I get a chance to talk about the positive and that is most important. Ice Road Truckers – Driving the Dalton Highway in Alaska is a series that should be a mandatory watch for everyone who drives a motor vehicle of any kind on a public road. Why?

The people who put this series together should be rewarded for creating the best educational tool for anyone driving a motor vehicle. To develop their level of respect for the road, conditions, common sense and the people that drive them safely.

Even the Canadian ice road trucking veterans like Hugh and Alex learn a thing or two from the veteran Alaskan drivers as they are groomed for the Dalton Highway in their jump seats.

Finally, ACTA secretary treasurer Jennifer Singer and I took the opportunity to attend Truck World in Toronto in April. If you want to be in touch with what's happening in the Canadian trucking industry, that was the place to be. This show is a 'must do' for everyone who owns and operates a trucking business.

Well, it's time to batten down the hatches for the rest of 2010. It will be a challenge indeed. Keep your head up and your stick on the ice and drive safe. We'll catch you later! □

– Ron Singer is owner of Ron Singer Truck Lines and president of the Alberta Construction Trucking Association. He can be reached at 403-244-4487 or by e-mail at ronsing@telus.net. ACTA's Web site is www.myacta.ca.



ARNOLD BROS. TRANSPORT LTD.
On the road and on time!

Now Hiring!
Canada only O/O Teams
Canada / U.S. O/O Teams and Singles

Contact us: 1-800-567-3656
Or visit us online: www.arnoldbros.com

<p>Kari Ranonis (Ontario) 8100 Lawson Rd., Milton 1-866-228-9952 or 905-693-1667 ext. 243 kariannr@arnoldbros.com</p>	<p>John Kerr (Alberta) 5300 - 55th St S.E., Calgary 403-235-5333 johnk@arnoldbros.com</p>	<p>Murray Draper (Manitoba) 73 Lagimodiere Blvd, Winnipeg 1-800-567-3656 murrayd@arnoldbros.com</p>
---	---	---

Guess Who Found A New Job?

Getting a new job is life-affirming!
Are you stuck in a job, and looking for something **NEW**?
Well, you too can find a job in 2010 on www.truckops.ca, a job website for transportation and supply chain professionals.
www.truckops.ca is brought to you by:



www.truckops.ca

Attention Employers – Job Postings Are FREE!

Your ad will appear simultaneously on three jobs websites:
www.truckops.ca, www.transportplanet.com and www.hirelogistics.ca

TRUCK NEWS

TRUCK WEST

Motortruck
Fleet Executive



Get the Castrol Hypuron 15W40 CJ4 Synthetic Blend Advantage!

At the core of any high performance diesel engine oil is the base stock. Castrol Hypuron starts with premium semi-synthetic base oils to provide natural advantages over traditional mineral base oils. Hypuron far exceeds the demands of current diesel engine oil specifications API CJ-4 and CI-4 Plus as well as those of Caterpillar, Cummins, Detroit Diesel, MACK, MBE, Volvo and others. Formulated to exceed the latest industry specifications and your expectations:

- Improved deposit control
- Better soot management
- Improved wear protection
- Better low temperature performance
- Improved volatility
- Reduced piston deposits
- Decreased oil consumption
- Advanced oxidation control
- Reduced valve train wear



IT'S MORE THAN JUST OIL. IT'S LIQUID ENGINEERING.™



TAX TALK

Four takeaways from tax season

It's early May as I write this, a couple of days after the federal income tax filing deadline, and I have to admit I'm tired and a little cranky. But I am clear-headed enough to make some observations about dealing with Canada Revenue Agency (CRA) over the past few months. Here are some lessons learned:

The squeaky wheel gets the grease

If you're not getting a reasonable response from CRA, enlist your accountant to review your return and help you complain about it.

A client of ours did just that. He bought a new truck and on Feb. 3 we filed a claim to refund the HST, a pretty good chunk of change. By April 15, CRA still hadn't assigned the claim to an auditor for review. Our client was getting anxious.

We checked the paperwork for mistakes or missing information – everything looked good – and talked to the finance company, an industry specialist who patiently allowed our client to delay the balloon payment on his loan.

If step one is to review the return, and step two is to talk to anyone who might be affected by the CRA sitting on your money, step three is to make yourself heard. Between my yelling on the phone and my client jumping up and down at his local tax office, CRA



Tax Talk

SCOTT TAYLOR

finally issued his HST refund on May 5, three months and two days from the date of the claim.

It's ridiculous. If you have an unpaid tax balance with CRA, it charges 5% interest until the amount is paid. But if your refund takes longer than normal to process, CRA pays you just 3%. How come their money is worth more than ours?

In the end, our client got \$73 interest, not even close to adequate compensation for the sweat, anxiety, and effort involved. Thank goodness for an understanding finance company.

Check the math

A few months ago I was contacted by a *Truck West* reader looking for fuel tax help. This owner/operator was on with a US-based carrier and his fuel tax charges didn't seem right, so I asked him to send me all the details he could. We ran the mileage and fuel through our system. The carrier said the owner/operator owed fuel tax of \$1,026.12. According to our report, he should have received a small refund.

This owner/operator isn't a regular client so I don't know that we had all the information we needed or that what he provided was 100% correct. Maybe the carrier made a simple mistake. Still, there's no other way to explain a thousand-dollar difference: the owner/operator was ripped off.

It's tough for owner/operators to find time to review and organize statements and receipts – and to act when something doesn't add up. This guy did the right thing in asking for qualified help.

And yes, he moved on to another carrier that I hope will treat him and its other owner/operators better.

VDP is a BFD

Not long ago, CRA actually sent out a news release saying, "When it comes to your taxes, a clean slate means a clear conscience." Nice propaganda, eh?

Apparently, it's working. In the 2008-2009 fiscal year, 11,400 people filed applications under CRA's Voluntary Disclosures Program (VDP). That's up from 7,300 in 2005-2006.

VDP allows taxpayers to come forward and correct "inaccurate" or incomplete information, or to disclose information they never reported during previous dealings with CRA. They won't be penalized or prosecuted as long as

they file a VDP application before the CRA starts an investigation or audit. So far, VDP has resulted in \$575 million in additional assessed taxes.

There are lots of reasons to come clean. The VDP can save you from an audit or criminal investigation, which can result in penalties, fines, and even jail time. Maybe your conscience gets to you. Or maybe it's the fact that CRA has hired so many more auditors lately. We sure have seen an increase in the number of owner/operators coming to us totting banker's boxes of past years to be done because CRA has been sniffing around.

HST starts July 1

Finally, HST is coming to Ontario and B.C. starting July 1. This will affect everyone who lives or drives there. Just remember that when price comparing from province to province for repairs and other expenses, HST is the same tax as GST and is fully refundable.

Which reminds me: Did you see that Ontario PST auditors will get a severance package even though their jobs are guaranteed as they move from provincial to federal employees? No wonder I'm cranky. □

– Scott Taylor is vice-president of TFS Group, a Waterloo, Ont., company that provides accounting, fuel tax reporting, and other business services for truck fleets and owner/operators. For information, visit www.tfsgroup.com or call 800-461-5970.

A new online video information series from Truck News and KRTS Transportation Specialists

www.TheDriversSeat.ca

Informative, entertaining, and focused on the safety and compliance topics you care about



Subscription service starts at low price of \$7.99/month



Boring doesn't work here!

Find out more at www.TheDriversSeat.ca

HEALTH

Take good care of your eyes

As a professional driver, taking care of your eyes is essential. Regular eye check-ups can help you stay on top of any deterioration in your sight. They can also discover unusual conditions that may affect your eye health itself, such as cataracts.

A cataract is a clouding of the clear lens of your eye. Looking through an affected lens is like looking through a frosty or foggy window. The severity of the cataract determines just how much you can see. Cataracts develop slowly. When they begin to develop, they don't initially affect your eyesight.

But as the lens becomes cloudier, your vision increasingly gets worse. At the beginning, better lighting and prescription glasses will help you get along, but as the condition progresses, you may need to have the cataract removed just to maintain your regular lifestyle. Fortunately, getting a cataract removed is usually safe.

As a cataract develops, the cloudiness may only affect a small part of the lens. However, as it grows, it affects a larger portion of the lens. The increasing cloudiness distorts the light passing through the lens more and more, eventually causing blurred or distorted vision.

A cataract may or may not affect the entire lens. Although cataracts can develop in both eyes or independently, usually they develop in



parallel in both eyes.

Since cataracts are usually not painful, you may not even know you have them.

Some common signs and symptoms of cataracts are: clouded, blurred or dim vision; deteriorating night vision; halos around lights (especially at night); sensitivity to light and glare; fading or yellowing of colours; double vision in one eye; a need for brighter light when doing finer activities (reading, working with small tools); and a frequent need to have your eye glass prescription renewed. You may find that you blink more often to clear your vision.

Certainly, when these symptoms occur, your driving will be adversely affected. Time to see an eye doctor! Because even if you are experiencing these symptoms, when you look at your eyes in the mirror, you probably don't notice anything unusual.

Usual eye complaints, such as pain, itching, redness, aching, irritation or an eye discharge, don't usually happen with cataracts.

In fact, cataracts don't really affect your eye in those ways at all.

However, if the cataracts become completely white and opaque (overripe cataract) it may cause pain, inflammation and a headache. Definitely, if a cataract causes discomfort, it must be removed.

A person may get cataracts for a variety of reasons. Aging is considered the main cause, although what actually happens to the lens of the eye during the aging process is unclear. It may be that the lens becomes less flexible and the protein fibers within the lens itself begin to clump together.

Or, free-radical damage may be the cause. Smoking and UV exposure may also play a part in their development, along with general wear and tear.

In addition to the regular aging process, the following increase your risk for getting cataracts: diabetes; a previous eye injury or inflammation; previous eye surgery; a family history of cataracts; prolonged use of corticosteroids; exposure to radiation; too much exposure to light; and/or smoking.

In fact, 75% of North Americans who are 65 years old have some amount of clouding in their lenses. By the age of 75, 70% will have severe enough cataracts to significantly reduce their ability to see.

If you have cataracts now, but it's not time yet to have them removed, you can deal with the symptoms in the following ways:

Keep your eye glass prescription up to date. Use a magnifying glass

to read. Make your reading areas brighter by using stronger light bulbs. Wear sunglasses when you're outside or driving to reduce glare. Limit your night driving.

These steps will help for a while, but once a cataract has formed, it will continue to develop. Surgery is the only way to eliminate them.

If you don't have cataracts forming yet, here are some ways to reduce your chance of getting them. Don't smoke. Smoking causes free-radicals which damage your eyes. Eat well, including plenty of fruits and vegetables.

Protect your eyes from the sun. Use sunglasses that block UV rays. Manage your overall health. Follow your doctor's treatment plan for any ongoing health conditions.

Then, if you do ever have to have cataract surgery, your body will heal well.

If you do end up having cataract surgery – replacing your cloudy lens with a clear one, rest assured – your vision should remain constant after the surgery. As well, the new lens should remain clear. If it doesn't, only laser treatment and not surgery will be necessary to fix it up.

As a professional driver, your good eye health protects you and the thousands sharing your roads. It's nothing to wink at. □

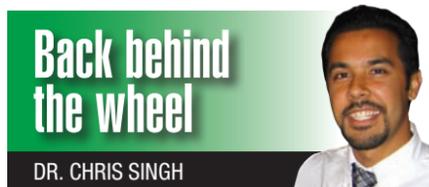
– Karen Bowen is a professional health and nutrition consultant, and she can be reached at karen_bowen@yahoo.com.

A warning about Lyme disease

During the summer months, many people venture outdoors to participate in activities such as hiking, biking and camping. Spending time in heavily-wooded or grassy areas increases your chance of contracting tick-borne conditions such as Lyme disease. I recently treated a patient whom I suspected to have this illness.

According to recent statistics, Lyme disease is the most common tick-borne illness in Europe and North America. Lyme disease is caused by bacteria called Borrelia burgdorferi. In most cases in North America, this bacterium is carried and transmitted by deer ticks. These tiny ticks are about the size of a pin head and are brown in colour. Deer ticks mainly feed on the blood of mice, small birds and deer but may also feed on the blood of humans and other animals. Often, they live in small bushes or tall grass. In order to contract Lyme disease, you must be bitten by an infected deer tick. The symptoms of Lyme disease can vary greatly from person to person.

This is due to the fact that this illness can affect different parts of the body. The most common symptom is a rash that begins as a small red bump. This rash, which may grow up to 12 inches in size, often resembles a bull's eye, with a red ring surrounding a clear area and a red center. This rash is called an erythema migrans and affects about 70-80% of infected people. In addition to a rash, Lyme disease can cause other symptoms such as joint pain, flu-like symptoms, and neurological problems. The latter is caused by inflammation of the membranes surround-



ing the brain. In rare cases, people experience heart problems, eye inflammation, hepatitis and severe fatigue. It is important to seek medical attention if you have been bitten by

a tick and experience any symptoms as the treatment of Lyme disease is most successful if administered early.

Lyme disease is treated by antibiotic medications. Oral antibiotics are the standard treatment protocol for the early stages of the illness. A 10- to 14-day course of antibiotics is usually sufficient. In cases where the disease has progressed, intravenous antibiotics are effective in eliminating the infections however, may cause side effects such as lower white blood cell count and mild to severe diarrhea.

There are precautions you can take to decrease your risk of getting Lyme disease. Firstly, wear long pants and sleeves when walking in wooded or grassy areas. Also, use insect repellents which contain DEET with a concentration of 10-30%. Lastly, check yourself and your pets for ticks and shower as soon as possible when you return inside. □

– Dr. Christopher H. Singh runs Trans Canada Chiropractic at the 230 Truck Stop in Woodstock, Ont. He can be reached at 519-421-2024.



2 Automatic Road
Unit 110, Brampton ON
L6S 6K8
 email : info@avaal.com
www.avaal.com

Telephone: 905-595-1313 Toll Free: 1-877-995-1313

EDUCATION

- Professional Development Courses
- Trucking Dispatch Specialist
- Logistics Management Specialist
- Freight Forwarding Fast Track

SERVICES

- Transportation Authorities & Permits
- Business Setup & Consultation
- C-TPAT - CSA - PIP
- US & Canada Bonds
- eManifest & Border Crossing Facilitation

TECHNOLOGY

- Transportation Management Software
- Web Development
- Network Solutions
- Computer Hardware
- Onsite Services





NEW PRODUCTS

Tires & Wheels

A new **Nord-Lock wheel nut** is now available, with the promise of reducing the risk of wheel-off incidences. The company's distributor says the Nord-Lock wheel nut eliminates unintentional loosening of wheel nuts, which is the main cause of wheel-offs. The nut fastens easily to flat-faced steel rims, the company says. It secures the wheels by maintaining a high clamp force, even under severe operating conditions, according to the company. For more info, call 954 677 8056 or visit www.nord-lock.com.



Bridgestone Bandag Tire Solutions (BBTS) has come out with a new Bridgestone **Greatec M825 wide-base single tire** offering extended life and low cost-per-mile. The wide-base drive tire is deeper and wider for longer tire life and offers weight savings compared to duals, the company claims. The tread is 29/32" deep

and it also features a stabilizing solid shoulder design to protect against side forces that can cause irregular wear. The latest Greatec offering is available in the 445/50R22.5 size with an "L" load rating. For more info, see a Bridgestone dealer or visit BridgestoneTruckTires.com.

Accuride has come out with two new sizes of its **Gunite Optimum Lightweight Drum** which will help fleets meet impending new stopping distance requirements. The new regulations go into effect Aug. 1, 2011. The new 16.5x8-inch (9020X) and 16.5x8 5/8-inch (9019X) Gold drum sizes round out the line-up and allow fleets to meet the new standards with drum brakes. Accuride says the Gold version also allow fleets to save 76 lbs compared to full cast drums, offsetting the weight penalties associated with running larger front and rear brakes. For more info, visit www.accuridecorp.com.

Webb Wheel Products has added two **aluminum trailer disc wheel hubs** to their OEM product offering. The new Webb aluminum hubs have been rated for 25,000# axle gross vehicle weight (GVW), matching or exceeding competitive aluminum hubs, and weighing 1 to 3 lbs. less. Part number 4023 for TN axles weighs 31 lbs complete with studs and bearing cups and the TP axle hub, part number 4343, weighs in at 33 lbs, the company claims.

Components

Alliance Parts has come out with a line of **EZ-Assist clutches**, which the company says require 35% less pedal effort compared to a standard angle spring clutch. The clutches can reduce leg fatigue as a result, the company says. They're available in three torque ratings from 1,400 lb.-ft. to 1,850 lb.-ft. They're manufactured from 100% new components, the company says, and they also meet all standards set out by Daimler Trucks North America and are compatible with all makes and models. The EZ-Assist clutches come with a one-year, unlimited mileage warranty and are available through more than 1,000 locations in the US and Canada. For more info, visit www.alliancebrandparts.com.

Glacier Bay, manufacturer of the ClimaCab **all-electric cab comfort system**, says it has teamed with Trojan Battery Company to offer improved battery performance. The company developed the Over-Drive AGM 31 battery exclusively for ClimaCab to make the system more efficient, the companies jointly announced. Glacier Bay says the new battery provides a steady current over extended periods of time while the truck engine is off. For more info, visit www.climacab.com.

Wheel Monitor has introduced the Proviso **electronic lift axle control system**, which it says lifts and locks in reverse like its RM-50 and RM-60 products but also has automatic lift capabilities based on axle load weight. It can be set to lift or lower the axle based on the trailer's load and it monitors the position of the lift axle, providing an in-cab light and lift axle switch for axle position monitoring and lift control. Wheel Monitor says the automatic lifting and the ability to lock the steer axle can reduce tire wear and mechanical wear of the axle. It meets logging trailer requirements set out by the Alberta Ministry of Transportation, the company adds. For more information, visit www.WheelMonitor.com.

Thermo King has added to its T-Series line of **temperature control units** for straight trucks with the T-600R and T-800R. The new reefers boast increased capacity over previous models as well as what Thermo King has dubbed "industry-leading high ambient temperature operations." The units also use the TSR-2 control system. The TRUs can be spec'd with electric standby so they can be plugged into a power source, saving fuel, Thermo King announced. For more info, see a Thermo King dealer.

Accessories

Kinedyne has published a Canadian **catalogue** of cargo control products. The 60-page catalogue features detailed product information and high-resolution images, the company says, making it easier for customer to find what they're looking for. New additions to the 2010

calendar include cast mandrel winches, E/A series beams, StrapPak and half barrels – bulk chain. To order a catalogue, call 800-268-3530 or visit www.kinedynecanada.com.

Daimler Trucks North America (DTNA) is now offering customers **e-mail notifications** to keep them up to date on special offers including instant savings on commonly-used parts. The e-mail alerts will also provide useful tips and industry news, the company says. You can sign up for the e-mails online by visiting either the Freightliner, Western Star or Detroit Diesel Web site.

Cummins Filtration has introduced an environmentally-friendly Fleet-guard **Compleat Organic Acid Technology (OAT) Coolant** in a nitrite-, amine- and phosphate-free formulation. The company says its NAP-free formula offers solid liner pitting protection and better aluminum protection than conventional OAT coolants containing nitrite. The coolant comes with a 300,000-mile (500,000-km) service interval and provides protection in temperatures as cold as -34 F, the company says.

Roadranger is now offering computer-based **training modules** for commercial vehicle service providers who are interested in expanding their knowledge about drivetrain and hybrid systems. The online courses are reasonably-priced and accessible 24/7, Roadranger claims. Modules are available for: Fuller transmission preventive maintenance; Spice driveline PM; Fuller clutch PM; hybrid electric power system service; and Fuller automated transmission service and diagnostics. Yearly subscriptions are available in addition to individual modules. For more info, visit www.roadranger.com or call 800-826-4357.



Cole Hersee has unveiled a new **SureStart Low Voltage Disconnect (LVD) Switch** 48513, which it says senses battery voltage and conserves starting power by disconnecting non-critical loads, prolonging battery life and preventing damage caused by excessive discharge. The switch is intended for utility and delivery trucks and vehicles with ancillary on-board equipment such as snowplows, hoists, pumps, floodlights, etc. or in-cab amenities such as air-conditioning. Cole Hersee says customers can use the switch to avoid costs associated with downtime, vehicle recovery and battery damage. The switch has a rating of 100A at 12V or 24V DC. For more info, visit www.colehersee.com.



www.hwtransport.com

Hiring Company Drivers and Owner Operators



Overlength Drivers Needed

- Minimal Loading and Unloading of Trailers
- Earn Higher Wages Per Mile, Plus Hooks and Unhooks

toll free: 1.888.878.9585 fax: 306.668.5849
email: driver.recruitment@hwtransport.com

A Member of Siemens Transportation Group Inc.

YOU DON'T HAVE TO GO THIS FAR TO SAVE UP TO 3%* ON FUEL...



...WITH TOTAL FUEL ECONOMY LUBRICANTS

Our field-proven Fuel Economy lubricants can reduce your fuel consumption by up to 3%* while lowering CO₂ emissions. Using TOTAL RUBIA FE engine oils combined with TOTAL Synthetic Gear and Axle lubricants translates to a saving of over \$1,000* per truck per year!
www.total-fe.com

*Results verified by both US and European labs, in comparison with standard lubricants. Figures may vary depending on multiple factors. Simulations use fuel cost at \$0.95/L, 125 000 Km/year, average fuel consumption of 43L/100Km. See www.total-lubricants.ca for further details.



The right choice in lubricants **TOTAL**

SAFETY

Every inspection report will count under CSA 2010

It would be difficult to underestimate the growing role of safety-related data in the business of trucking. Shippers are analyzing more of this information than ever before when deciding who should carry freight; insurers are using similar factors to calculate risks; banks are digging through the data to identify emerging financial troubles; and regulators are using it to target sanctions.

Every one of these groups will soon have access to a new source of information thanks to CSA 2010 – a system that will monitor the actions of fleets and drivers who travel in the US.

Despite recent delays, the associated Carrier Safety Measurement System (CSMS) went online in April, while enforcement personnel are preparing to use the reports to draft warning letters and schedule on-site compliance reviews as early as this November.

Rather than simply counting the number of collisions and out-of-service violations, the data in this system focuses on seven 'Basics,' including reports of unsafe driving, fatigued driving, driver fitness, use of controlled substances and alcohol, vehicle maintenance, cargo-related issues, and crash indicators. Results from each roadside inspection will also be used in the various calculations, even when findings are favourable or limited to an issue like an overweight axle or mechanical prob-



Ask the Expert

RICK GELLER

lem that can be fixed on the spot. And the profiles that emerge will be published for the whole world to see, making it particularly important to ensure the data is as accurate and favourable as possible.

The process of managing the data begins by educating drivers and other fleet employees about the new system, and by tracking the related information that it can offer.

The CSMS reports hardly need to be a surprise to anyone. With the help of an insurer, fleets already have the chance to analyze 30 months of existing violations, identifying issues that need to be addressed before enforcement personnel ever make a call. Carriers, meanwhile, will have the opportunity to track any changes in the records by monitoring the Federal Motor Carrier Safety Administration's (FMCSA) Web site or by signing up for automatic updates.

These are not the only ways that record-keeping procedures will play an important role.

A commitment to check every related violation report, for example, will help to spot the inspection results that actually belong to another fleet. And safety managers who

file inspection reports by state will have the opportunity to identify jurisdictions where they haven't been given credit for favourable inspections. (Equipment that tends to record an out-of-service rate of 4% shouldn't suddenly fail 90% of inspections as soon as it crosses a particular state line). It is all part of an ongoing commitment to evaluating the quality of the data behind the reports.

Once information like this is in hand, it is a matter of establishing the procedures that will lead to positive results. If an anomaly in the data is discovered, the odds of a successful challenge are actually in a fleet's favour. Looking at the 41,000 situations that were reviewed between February 2004 and September 2008, the FMCSA revised its data 64% of the time.

Meanwhile, drivers can play their own role in the paper shuffle of CSA 2010 by requesting a copy of a favourable report every time they pass a roadside inspection. Sometimes it will just be a matter of making a polite request, and enforcement officers will likely finish the document if they learn that the driver earns a bonus for that simple piece of paper. But even if an officer refuses to fill out the paperwork, drivers can still give safety managers the information they need, recording details about the time, date and location of the inspection as well as the related patrol number and badge number.

Most driver-related out-of-service issues also tend to include Hours-of-Service violations. If a fleet spots a problem before CSA 2010 becomes a reality, however, it will be able to initiate the corrective actions that will be seen in a favourable light.

Equipment-related out-of-service rates can be analyzed in a similar way. When most of the violations appear to be linked to problems that should be caught during a pre-trip inspection, it's safe to say that regulators will want to see proof of retraining initiatives to correct the issues. It proves that the data from CSA 2010 is about more than a paper-pushing exercise. It is a tool which will offer insight that a fleet can use to become as safe and profitable as possible. Everyone should welcome that. □

– This month's expert is Rick Geller. Rick is the director of safety and signature services for Markel Insurance Company of Canada and has more than 25 years experience providing loss control and risk management services to the trucking industry. Markel Safety and Training Services, a division of Markel Insurance Company of Canada, offers specialized courses, seminars and consulting to fleet owners, safety managers, trainers and drivers. Markel is the country's largest trucking insurer providing more than 50 years of continuous service to the transportation industry. Send your questions, feedback and comments about this column to info@markel.ca.

TRUCK NEWS **On-line Recruitment Centre**
 POWERED BY **driverlink**

Enter your resume directly at www.trucknews.com

This information is entered on an online database which is viewed by companies looking for drivers. Finding the best carrier to work for isn't easy but maybe we can help.

First Name _____ Last Name _____
 Address _____ City _____ Prov/State _____
 Postal/Zip _____ E-Mail _____
 Home Tel _____ Cell _____

Best way to contact me: Home Tel Cell E-Mail Other _____

Work Preferences: Owner Operator Hwy Team Hwy Single/Company Driver
 Local Lease Purchase Driver Trainer Moving Other _____

Owner Operator? Manufacturer _____ Year/Model _____ Engine/Size _____

Preferred Trailer Type (check all that apply): Flatbed Heavy Hauling/Specialized Moving Van
 Tanker Straight Truck Super B Reefer
 Van Other _____

Trailer Type Experience (check all that apply): Flatbed Heavy Hauling/Specialized Moving Van
 Tanker Straight Truck Super B Reefer
 Van Other _____

Current Drivers License: Do you have a Commercial License? Yes No
 License # _____ Exp. Date _____ Prov/State Issued _____ Type _____
 Has your license ever been suspended? Yes No Total Truck Driving Experience _____ /yrs
 Last Employer _____
 Name _____ Company City _____ Prov/State _____
 Tel _____ Start/End Date _____
 Job Description _____ Reason for Leaving _____

Certification/Training:
 Doubles/Triples Air Brake Adjustment Over-Size Loads Hazmat Air Brake (Drive) Tankers
 Name of School _____ Name of Course Completed _____
 City _____ Prov/State _____ Start/End Date _____

Can you lift 50lbs? Yes No

Cross Border Travel:
 I am able to cross the Canada/U.S. border to haul International loads Yes No
 I am willing to cross the border Yes I am FAST approved Yes No
 Would you like to be contacted by driver agencies? Yes No

By filling out and signing this application, I agree to abide by Driverlink's terms and conditions and consent to the use of personal information according to the Driverlink privacy policy.

Signature _____ Date _____

Driverlink is proud to protect the privacy of your personal information as required under federal privacy laws. If you would like to see a copy of our privacy policy, please go to www.driverlink.com. If you would like a printed copy of our privacy policy, please call us at 1-800-263-6149 and we will be happy to mail one to you.

Largest database of Driver jobs in Canada

FREE

**APPLY FOR JOBS,
UPDATE YOUR RESUME
AND CONTACT COMPANIES
NOW HIRING**

www.driverlink.com

APPLY TODAY!

1.800.263.6149

TRUCK NEWS **careers On-Line www.trucknews.com**

By Mail: 6660 Kennedy Road, Suite 205, Mississauga, ON L5T 2M9 By Phone: 800-263-6149 By Fax: 866-837-4837

FLEET NEWS

As economy improves, Challenger revs up

Fleet wants bigger piece of western LCV pie

By James Menzies

CAMBRIDGE, Ont. – Dan Einwechter has seen the future, and the future is long. That’s the conclusion one could arrive at following a recent visit to Challenger Motor Freight headquarters. Parked in the yard was a 2011 Volvo VN hooked to two shiny new 53-ft. Stoughton trailers.

In mid-April, Challenger took delivery of 300 identically-spec’d Stoughton trailers supplied by Trailers Canada. Each one comes equipped with side fairings, wide-base tires and, not insignificantly, a pintle hook. Einwechter said he’ll have 300 more such trailers by year end, providing capacity of up to 1,200 long combination vehicle (LCV) trailers if he should deploy each one as the lead trailer of an LCV configuration. And it sounds like he may do just that.

“From our perspective, we know we need to become a bigger player in the LCV business out west,” Challenger CEO Einwechter told *Truck West*. “We needed some new trailers and because the trailer industry is still in a depressed state, it was the right time to buy the equipment at the right price.”

Current pricing may not last long. According to the latest *State of the Industry: US Trailers* report from ACT Research, commercial trailer net orders rose 165% year-over-year in March, with dry van orders up 233% year to date. Conny Weyers, president of Trailers Canada told *Truck West* the Canadian trucking industry is sitting on a lot of older trailers and is being forced to rejuvenate itself. He also pointed out the strong Canadian dollar means a new trailer today costs less than it did in the ’90s.

The first of Challenger’s Ontario-based LCVs hit the road last month running Cambridge-Montreal, and Einwechter is hopeful the pilot project will be expanded.

“That’s our big hope,” he said. “Otherwise, we’ll be restricted to doing it from Manitoba to Alberta, but we’re hoping based on the performance the government has seen so far, that we will continue for the rest of this year in Ontario and they’ll follow through (after that), because it makes so much sense in so many ways and we’ll have a market that we can go from Windsor to Riviere du Loup, in essence, or from Winnipeg to Calgary.”

Challenger has also been buying new tractors to pull those trailers. The company has taken delivery of 150 Volvo VNs (with a mix of pre- and post-EPA2010 engines) and will soon be placing orders for as many as 486 tractors to replace those coming due for replacement over the next 18 months.

Meanwhile, Challenger has also been investing in new equipment for its specialized divisions to haul windmill blades and other oversized equipment for an emerging industry.

“We have spent millions of dollars to buy equipment for the wind turbine industry,” Einwechter said. “We have quite a few nine-axle trailers, some blade trailers being delivered shortly, tri-drive tractors and we’re buying tandem tractors with pusher axles, so we have a lot of stuff going on this year.”

Even during the downturn, Challenger has made some key specialty acquisitions and the diversity has helped the company weather the storm, Einwechter said.

“When one area of the company suffers, another may be a lit-



GOING LONG: Challenger has purchased 300 new Stoughton trailers, with 300 more to come later this year, in an effort to bolster its long combination vehicle (LCV) fleet. Two LCV configurations are now on Ontario roads, while the remainder will be deployed in Western Canada. Photo by James Menzies

tle stronger. That has helped,” he said. “The acquisitions have all been done, not because there’s big money changing hands, but rather because it was time for those other players to exit the industry. They were good companies, just the wrong time.”

So should Challenger’s ambitious spending spree be taken as a signal the Canadian trucking industry has finally turned the corner?

“It signals I’ve lost my mind,” Einwechter joked, before adding: “We need to make investments in the future. At the end of the day, I tell everyone when times are tough it’s not the end of time, it’s a point in time. We definitely delayed our equipment trade cycles for quite some time but it was time to do it.”

Still, Einwechter isn’t ready to declare the difficulties of the past few years officially over, as excess capacity remains an issue.

“There’s still too many trucks,” he said. “I’ve talked to a bunch of US dealers and carriers and they’re all much more optimistic than I would



EASE OF ENTRY: Challenger’s new trailers come with a clever customization, an extra step and grab handle.

be as a Canadian carrier. Do I see we have some uptick, some positive improvement? Absolutely. We think there still needs to be some tightening of supply here and the high Canadian dollar doesn’t help, but I still feel pretty optimistic about the balance of this year and next year.” □

APPS makes special delivery

By James Menzies

TORONTO, Ont. – A generous donation of 128 GM engines to Toronto high schools has been matched by an equally generous offer from APPS Transport.

GM donated the engines to the Toronto District School Board, for distribution to 19 high schools across Toronto. Problem was, getting the engines to those schools in downtown Toronto would require the services of a transport company, and those services could be costly.

That’s when APPS Transport stepped up and offered to deliver the engines free of charge. The engines were picked up at GM’s St. Catharines plant and the first of those powerplants reached their new home on May 4 at Central Technical Institute in Toronto.

Making the delivery was professional driver and Ontario Trucking Association Road Knight, Guy Broderick.

APPS president Rob McDonald was also on-hand for the hand-off. But when he stepped to the mic, it was McDonald doing the thanking.

“I’d like to thank the Toronto District School Board and GM for including us in this project,” he said. “We’re proud to be a partner in the initiative and we look forward to completing the task with any new ones that come on-board.”

McDonald added “We believe that education is the pillar of society and the foundation of our future. Having relevant equipment to work on in the schools is key to making a better transition to the future for our students. We hope that our donation of some time and equipment really helps and that our contribution to this project helps make these students successful in the future.”

Students assembled at the ceremony were genuinely enthusias-



SPECIAL DELIVERY: Warehouse manager Lance Lund (left) and APPS driver and OTA Road Knight Guy Broderick prepare to unload some new GM engines at Central Technical Institute in Toronto. Photo by James Menzies

tic and could hardly wait to begin working on the new engines, a combination of V6s and V8s.

“The value of this donation is immense in the automotive teaching area,” said Tony Rende, automotive co-op teacher at Central Technical Institute.

“The engines that GM is donating

are in pristine condition, essentially cutting edge technology. Students will leave our program with experience working on state-of-the-art engines which will help them in their career path.”

The transportation of the engines required two 53-foot trailers, engine hoists and forklifts. □

ROAD TEST

More than the sum of its parts

Volvo makes strong case for vertical integration with VN780, D13 EPA2010-compliant engine, I-Shift transmission and integrated safety systems



**By James Menzies
GREENSBORO, N.C.** – In the months leading up to the launch of EPA2010-compliant engines using selective catalytic reduction (SCR), much was made of the driver's role in ensuring compliance by monitoring and maintaining diesel exhaust fluid (DEF) levels.

As if to apologize for imposing that minor inconvenience on drivers, Volvo has added several enhancements to its EPA2010 truck and engine combo that will more than compensate for the time and energy spent periodically replenishing DEF. Several new features will introduce new efficiencies into the driver's day while also benefitting the owner's pocketbook.

Chief among them is a handy new Pre-Trip Assistant, which automates cumbersome parts of the pre-trip inspection process, making it a simpler one-person job.

Pre-Trip Assistant

When activated, the Pre-Trip Assistant first checks the tractor and trailer's entire lighting system for any electrical faults. It then notifies the driver if a problem is detected via the in-dash driver message centre.

The system will also notify you if a lamp is out, but not the specific bulb – the driver will have to get out of the truck to determine which bulb needs to be replaced.

The Pre-Trip Assistant will also cycle through the lights so a driver doesn't have to return to the

cab multiple times as he or she completes the walk-around. Activating the system will cause it to cycle through (left signal, right signal then four-ways as well as high and low beams) so the driver can check all the lights in a single lap around the vehicle. It's important to note, the Pre-Trip Assistant is just that – an assistant. It's not designed to replace a walk-around and complete inspection, just to help streamline the process.

The new feature also includes an air leak monitor that helps the driver complete an air brake system check. It instructs the driver to depress the brake and then it provides a one-minute countdown and displays the pressure and the pressure drop between the primary and secondary systems, Volvo Trucks' Frank Bio explained before we headed out on the highway for a test drive in North Carolina.

"It would show you how much the pressure went down in that one minute and whether it passed or failed the test," Bio said as he demonstrated the system. "You don't have to watch the gauge, it will tell you all that information."

Before we hit the road, I noticed a couple interesting items on the exterior of the VN (a VN-L64T780, to be precise).

One item of interest was a new integrated fifth wheel from Fontaine, available as an option exclusively through Volvo – at least for the next year. The fifth wheel saves about 100 lbs by eliminating parts and using the existing truck

frame for support. Volvo helped develop the fifth wheel (hence the exclusivity), which turned out to be a nice marriage since Volvo's frame has a consistent stiffness from front to back, Bio pointed out. The integrated fifth wheel is suitable for on-highway applications and is one way to gain back some of the payload lost to the new SCR-related components.

Another interesting feature on the exterior was an adjustable trim tab roof fairing extender mounted to the back of the cab which can be raised or lowered to optimize air flow over the trailer. Bio explained the system is designed for companies that can't optimize their trailer gap, which in a perfect world would be less than 40 inches.

"As the air passes over the roof of the vehicle, this pulls the air down and matches the top of the trim to the top of the trailer," Bio explained. A diagram on the back indicates which groove the trim tab should be set at, depending on the trailer height and the gap between the cab and trailer.

"A lot of people think what you're trying to do is push the air over the top of the trailer, but in reality what you're trying to do is bring the air down to the trailer so it flows evenly across the top of the trailer," Bio explained. "If you push it up high, it goes up and then tumbles along the top of the trailer and that creates drag."

The adjustable trim tab is an inexpensive option, costing about a couple hundred bucks. It would be rendered pretty much inef-

fective on our drive, however, since we were pulling a lowboy trailer with a Volvo loader that was not exactly aerodynamic, or lightweight, for that matter. We grossed 80,000 lbs on the button as we pulled out of the Volvo parking lot.

Inside the cab, the Volvo we were driving was equipped with an optional battery-powered no-idle cab comfort system that provides heating and cooling. It also came with the Bendix SmarTire tire pressure monitoring system which has been integrated into Volvo's driver information display.

The VN also had a heated windshield, designed to prevent snow and ice accumulation while driving – another option that'll be useful in Canada if not on our five-hour drive through the rolling hills of North Carolina.

On the road

From a performance perspective, the transition to EPA2010 will be pretty much seamless for the driver. The VN I was driving had a gauge on the dash that displayed DEF fluid levels. If not for that, it would be impossible to determine it had a 2010 engine under the hood. The needle on that gauge, incidentally, barely budged over the course of several hours of driving.

While Volvo engineers were busy developing their EPA2010 solution, they still found time to build some new enhancements into the engine.

Volvo engines now come with a feature called Eco-Torque, which automatically switches between two torque outputs in the top two gears, depending on driving conditions.

The 500-hp D13 I was driving, for instance, was rated at 1,550-1,750 lb.-ft. torque. In the lower gears it always had the full 1,750 lb.-ft. of torque but in the top two gears where the upper range was no longer required, the engine utilized only 1,550 lb.-ft. of the available torque. When driving situations necessitated a boost, like when pulling a long grade, Eco-Torque kicks in, providing a 200 lb.-ft. boost and making the full 1,750 lb.-ft. available.

Volvo's powertrain manager Ed Saxman, describes Eco-Torque as a "new software personality." An attentive driver will be able to feel when Eco-Torque has been engaged and may even notice the needle jump slightly on the boost pressure gauge. Saxman said Eco-Torque saves fuel by allowing the transmission to remain in top gear under conditions that would normally warrant a downshift.

When the extra torque is no longer required, the engine reverts back to its normal operating characteristics; in our case it once again becomes a 500-hp, 1,550 lb.-ft. engine.

On an Eco-Roll

During my drive through the beautiful rolling hills of North Carolina, there were plenty of opportunities to experience the Eco-Roll feature built into the I-Shift transmission. Eco-Roll, active only when cruise is set, saves fuel by allowing the engine to free-roll in certain situations, such as when descending a long, gradual grade. It's ideal in terrain with rolling hills and kicked in frequently during my drive.

You can tell Eco-Roll is functioning when the needle on the tach drops and the engine noise cuts out. Miles run with Eco-Roll active are basically free miles. Volvo likens the feature to riding a bicycle downhill – why spend energy pedaling when simple physics will work in your favour and get you down the hill effortlessly?

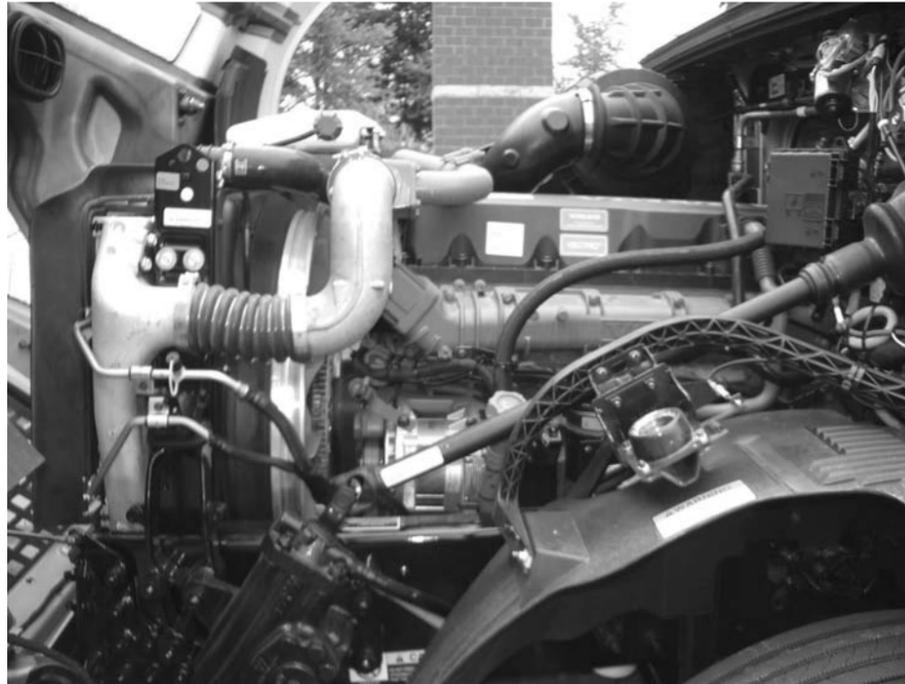
With Eco-Roll active, I sometimes had to avoid the temptation to get back on the throttle a little sooner than the engine wanted to kick back in. It seemed to me that we lost a little too much momentum before the engine re-engaged. I mentioned this to Saxman and he assured me otherwise. A great deal of engineering went into determining when the engine should re-engage, he told me.

Why must we always try to outsmart the electronics?

Another noticeable improvement is that the Volvo's cruise is less aggressive than it once was. It used to charge back up to the set cruise speed quite aggressively, now it makes the climb more gradually, saving fuel as a result.

Safety features

The truck I was driving was equipped with several safety systems, including Volvo Enhanced



Cruise (VEC) – Volvo's version of the Bendix Wingman Active Cruise with Braking system. VEC provides audible alerts when following a vehicle too closely. The warning point can be customized, but the default following distance is 2.8 seconds.

I admit I triggered a few alarms, but it wasn't my fault – I swear! It was mostly due to aggressive motorists pulling in front of me. I can see how VEC would improve truck safety, especially when the driver is drowsy, the eyelids are getting heavy and the attention span is waning.



The high-pitched alarm is enough to jolt a driver from a restful state – and probably even a sound sleep. The shrill beeps may not be appreciated by the sleeping member of a team, especially when the alarms are inevitable such as when navigating heavy traffic. It would seem VEC is best-suited for single drivers at this point. In addition to providing audible alerts, VEC can also intervene with active braking when a collision is imminent.

Fortunately, I didn't have to put that particular functionality to the test.

The VN I drove also came with the Vorad radar side-detection system that sounds an alarm if the right turn signal is activated while there's a vehicle alongside the truck or trailer. This blind side detector provides peace of mind just by being there, provided of course, that the driver is signaling lane changes.



SCR inducement strategies

The fact I was driving an EPA2010-compliant vehicle was, quite frankly, forgettable, since the SCR system went about its business completely transparently.

Much has been made about how regulators would ensure truckers keep their DEF tanks filled, thereby allowing the SCR system to do its job. Volvo has gone to great lengths to ensure that when an engine is derated due to insufficient DEF levels, it will only do so where there's DEF available.

But if you ever find yourself in a



derate situation, you may be better served parking the truck and throwing the key into the nearest river, because you probably shouldn't be driving in the first place. You'd have to willfully ignore a whole lot of audible and visual warnings before the truck is actually derated.

The first line of defense comes in the form of that new gauge on the dash that displays DEF levels at all times. The VN780 we drove was fitted with an 18.5-gallon DEF tank that weighs about 160 lbs when full and should last about 4,000 miles before requiring a refill. A blue cap ensures drivers don't mistakenly fill the DEF tank with diesel fuel and in case they should try, the neck has been designed so it's too narrow to fit a standard diesel nozzle. Someone, somewhere will inevitably put diesel in the DEF tank but there's really no excuse.

The Spec's

Tractor: Volvo VNL64T780
Engine: Volvo D13 500 hp, 1,750-1,550 lb.-ft. Eco-Torque EPA2010
Transmission: Volvo I-Shift ATO2612D 12-speed
Steer Tires: Bridgestone R280, 295/75R22.5H
Drive Tires: Bridgestone Greatec singles, 445/50R22.5L.

When DEF levels dip below the quarter tank mark, drivers will receive an alert via Volvo's standard in-dash message centre and a lamp on the dash will light up.

The pop-up alert on the driver message centre can be programmed to appear in French or English and will be accompanied by an audible alert, making it difficult to miss. It will remain there until the driver acknowledges it by pressing the Escape button on the control stalk.

If the driver chooses to ignore these warnings, the engine will eventually be derated by 25% – enough to get the driver's attention but not render the vehicle undrivable. The driver will also be warned that a 5 mph maximum speed will be imposed if DEF isn't soon added. But even when the 5 mph major inducement is armed and loaded, it won't be activated until triggered by the addition of diesel fuel, Saxman explained, so in theory DEF should be readily available.

"The mere fact you just put diesel fuel in the truck means you are either at a truck stop or perhaps at your home facility. Either way there's likely DEF on-site," Saxman explained. "Not only do we not shut the truck down, when we get a major inducement on a Volvo truck, it happens at a truck stop. But by this time, the driver has ignored a whole lot of clues that he needs to add this stuff. So far, we haven't had anybody run out of DEF on a highway."

Conclusion

Somewhere along I-40 near Greensboro, it occurred to me that this was more than just a test drive, it was also a lesson in the benefits of vertical integration. Some of the more advanced features offered in the I-Shift are only possible as a result of the high level of integration between engine and transmission.

And the safety systems such as Volvo Enhanced Cruise, or for that matter the tire pressure monitoring system on the truck I drove, were also fully-integrated into the vehicle with messages appearing on Volvo's in-dash message centre, thus reducing the potential for driver distraction.

Even the fifth wheel, built by Fontaine by fully integrated into the Volvo chassis, provided benefits such as weight savings, which will be ever-important going forward as manufacturers try to claw back payload lost to the hefty SCR system, which, while packaged cleanly, still adds several hundred pounds.

Now that Volvo can finally move beyond preparing for 2010 and focus on developing new enhancements and exploring how they can mine further benefits from the sophisticated integration of their powertrain products, I'm excited to see what they'll come up with next. □

Want a chance to drive the same truck I drove? You'll get your chance when the Volvo Driving Success Tour reaches Canada later this year. For a complete schedule, visit www.volvotour2010.com.

INDUSTRY

Setting national fuel economy standards for trucks requires unique understanding

Recently, Canada's Minister of Environment, the Honourable James Prentice, indicated through the media that the government of Canada, perhaps in conjunction, or at least consistent, with the federal government of the US, will be unveiling draft regulations to introduce new fuel economy standards for heavy commercial vehicles.

The announcement, we are led to believe, could even come by the time you read this article or shortly thereafter. The Canadian trucking industry has always been the leader in North America in terms of fuel efficiency.

For a number of years now, CTA has been promoting the enviroTruck initiative for reducing air contaminants and greenhouse gases (GHG) from trucks. We foresaw the day when fuel economy standards would become a reality and wished to be proactive on that front.

It is hard to respond to something you have not seen – and to date there has been virtually no consultation on this – but CTA's knee-jerk response is not to oppose measures that can assist the industry in improving its fuel efficiency.

Indeed, a regulation that is consistent with the equipment and technologies promoted by CTA's enviroTruck initiative and which is accompanied by appropriate financial incentives, regulatory flexibility, etc., could be a posi-



Industry Issues

DAVID BRADLEY

tive thing. But, there is still a lot of water that needs to go under that bridge before we can give the thumbs up or the thumbs down to whatever the minister is thinking about doing.

If, for example, anyone thinks you can basically follow the same thought processes for establishing a fuel economy standard for trucks as for cars, they would be sadly mistaken. The trucking industry is not a homogeneous entity.

Trucks are used as the conveyance to ship all types of commodities and products, from the lightest of weights (ie., potato chips) to the heaviest (ie., industrial machinery) and any number of products requiring specialized tractor and trailer equipment. A one-size-fits-all fuel efficiency regulation will not work.

This was highlighted in a recent paper from the National Academies (NA) entitled: *Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles*.

Secondly, heavy truck weights and dimensions standards in Canada fall principally under provincial jurisdiction, which complicates the setting of national standards.

The current vehicle standards were developed in the early 1980s and while they have served the country well (indeed they have allowed for more fuel-efficient goods movement in Canada versus the US in many respects), they were not developed with environmental concerns in mind. Consequently, in many instances they now represent a barrier to adopting some of the technologies that will be required to comply with new fuel efficiency standards.

Transport Canada's manufacturing standards have also recently been identified as being similarly problematic (ie., impeding the use of rear trailer aerodynamic devices commonly referred to as boat tails).

Third, CTA is extremely concerned that the above issues are not well understood and if the thought is to simply adopt Made-in-USA standards, the Canadian trucking industry could be placed at a competitive disadvantage compared to US carriers and ultimately, shippers who rely upon trucks for getting their goods to market, or for receiving much-needed inputs into their business processes, could be negatively impacted.

The prevailing truck weights and dimensions standards in the US and Canada are quite different.

In general, the Canadian provinces have adopted a more liberalized weights and dimensions regime than what exists under federal and state law in the

United States.

It is conceivable that the US trucking industry could meet new fuel economy targets by "coming up" towards the Canadian standards already in existence.

This would place an added burden on the Canadian industry to adopt additional measures to achieve similar order of magnitude fuel efficiency gains.

While enviroTruck has many parallels with the US Environmental Protection Agency's SmartWay Transport initiative and with the recently introduced California Air Resources Board regulations aimed at improving truck fuel efficiency, it also takes account of the uniqueness of the equipment used in the Canadian heavy truck fleet.

Again, in principle, CTA does not oppose the setting of fuel efficiency standards for heavy trucks in principle. However, we need to ensure that it is done properly and in a way that is fair to Canadian motor carriers. We have already seen policies created in the absence of a basic understanding of the complexity of the trucking industry and the uniqueness of the Canadian industry in particular.

We can't afford to see it happen in the setting of fuel economy standards. □

– David Bradley is president of the Ontario Trucking Association and chief executive officer of the Canadian Trucking Alliance.

OPINION

Gauging fuel efficiency

Whenever some government or another proposes standards and targets for improvements or reductions, I get a little nervous. All too often, it's the old 'day late and a dollar short' scenario.

Take our failed commitment to the Kyoto Protocol. Canada was one of the first countries to sign on to Kyoto, agreeing to reduce greenhouse gas emissions by 6% over 1990 levels by 2012. But by 2006, four years after formally ratifying the Protocol, our GHG emissions were up by 24%.

So much for targets. When Stephen Harper's newly-elected Conservatives tabled their first budget that same year, it contained no mention of the Kyoto Protocol. It pledged instead to develop a "made-in-Canada" climate change program, and there's been little meaningful progress to report in the intervening four years.

But just a few weeks ago, our Environment Minister, Jim Prentice, announced that Canada would introduce mandatory vehicle emissions reductions – fuel economy standards – for passenger vehicles and light-duty trucks. These rules would mirror regulations recently unveiled in the US, so we'll effectively have North American fuel economy standards for cars. Yahoo!

And Prentice, like the Americans, has said he'll also introduce plans to set fuel economy standards for heavy-duty trucks – possibly within the next couple of months. Whoa!

While there would be certain benefits to building cars to a continental



Voice of the O/O

JOANNE RITCHIE

standard, Prentice and his standard-setters need to understand that what passes for suitable fuel economy standards (GHG reductions) for American heavy trucks might not be achievable in Canada.

But there's a much larger question that would need to be addressed first: how can you possibly set a fuel economy standard for a vehicle population as diverse as this industry's? Could Prentice be foolhardy enough to adopt US heavy truck fuel economy standards as our own – and in such a ridiculously short timeframe?

That's why I get nervous when I hear governments are about to start setting standards. The problem lies in the measurement. Fuel economy standards for cars – the typical X mpg, or X L/100km – cannot be applied to trucks because of the tremendous variation in vehicle size, weight, power requirements, and the number of different applications. An 80,000-lb, five-axle combo would do well to get 7 mpg US. But you'd never see a number like that with a tri-axle, a quad, or a Super B-train.

A better way to measure truck fuel economy is load-specific fuel consumption or gallons per tonne-mile. With this method, you're measuring

the amount of work done per gallon of fuel.

Another method of measuring "fuel economy" would be to rate engines on their thermal efficiency, or their competency at turning diesel fuel into useful energy. But the technology to increase the thermal efficiency of today's best engines by even 10% is at least a decade away, certainly not within Prentice's time frame of "later this spring."

Other possibilities for improving heavy-truck fuel efficiency would be wide-scale adoption of energy-saving technologies such as aerodynamic fittings on trucks and trailers, reducing or eliminating idling through truck stop electrification and anti-idle equipment, and using more fuel-efficient wide-base single tires.

Were Prentice and his provincial counterparts to think in practical terms like these – or of lifting weights and dimensions restrictions, or letting trucks be as efficient as they can be like, say, opening up HOV lanes to trucks – we might get somewhere on the fuel economy front. Or – here's a novel idea – how about freeing up some money to help fleets and owner/operators overcome the capital cost hurdles of going green? There's little money left in industry's pockets; we're still reeling from the \$15,000 upcharge resulting from EPA07 and 2010.

The other dilemma that Prentice will have to resolve is who to regulate: truck maker, engine maker, or end user? The auto consumer has a choice between, say, a Prius and a Lincoln Navigator. Either will get you to work and back, but at what cost? When it

comes to trucks, it's not that simple. With trucks, would we be forced into a ProStar with an 11-litre engine when we really need (or want?) a W900 with a 600-hp ISX? A genuine need exists for the high output engines in some applications, but is it government's place to determine that need? And by what criteria? Would truck makers be held to the CAFE standards (Corporate Average Fuel Economy), where compliance is determined by the number of fuel-efficient vehicles offered and sold? Or would carriers be required to have a percentage of high efficiency vehicles in the fleet?

Or how about the owner/operator whose truck is overpowered for a particular application? Maybe the last job was hauling lumber on Super-Bs, but the current carrier hauls mattresses in dry vans. Would the owner/op be penalized for running too big a truck for the job? Setting so-called fuel economy standards for heavy trucks is no simple matter, and given that Prentice's ministry has done no consultation with industry up to now, I'm thinking that whatever emerges "before summer" should get tossed right back at him before Canada Day. I think it would be to this industry's advantage to have some means of gauging efficiency, where the smart operators are credited for their efforts and ingenuity. But simple fuel economy standards aren't the way to go – especially if the measurement tools aren't even our own. □

– Joanne Ritchie is executive director of OBAC. Do fuel economy standards measure up? E-mail her at jritchie@obac.ca or call 888-794-9990.

KEEP OFF THE SHOULDER AND ON THE ROAD.

If you're not moving, you're not making money. That's why we train and audit our service specialists to the highest possible standards. At Truckwise, we developed our eight standards to ensure that no matter where the road takes you, you'll get the same great service and pricing from coast-to-coast.

The eight audited standards that keep you moving.

Tire mount, dismount and inflation:

For optimum tire performance and operating efficiency, our trained, qualified professionals will ensure that tire mounting, dismounting and inflation are safely carried out to industry specifications.

Tire repair:

We use only the highest quality repair materials and procedures to protect the investment value of your tires.

Air pressure management:

Proper tire pressure is integral to tire performance and safety. At Truckwise, we use only calibrated or weekly verified gauges to ensure your tires have a long life.

Wheel retention management:

Our four stage "Commercial Vehicle Wheel Service" standards wheel retention process will keep your wheels securely where they belong – on your truck.

Ride disturbance management:

Vibration affects driver comfort, cargo safety and equipment wear – all of which affect your bottom line. Vibrations have many causes, but at Truckwise we help smooth your ride with trained associates using the latest calibrated equipment.

Tire performance management:

We have the tools and the resources necessary to maximize tire performance and reduce overall tire costs within your fleet. Goodyear's Fuel Max, Duraseal and other innovative tires and retreads help manage your expenses.

Training:

All Truckwise authorized personnel are trained to our highest standards to ensure they meet and exceed industry standards and regulations. So no matter where the road takes you, you'll get the same great service from coast-to-coast.

Quality management system:

Every Truckwise location has a Truckwise Quality Management System in place to ensure that our high standards never slip. We also perform external audits periodically to make sure nationwide standards are maintained.

Even more reasons to be Truckwise:

- One-stop HQ for truck tires, retreads, maintenance and roadside service
- Consistent service, products and programs across Canada
- 24-hour roadside service across North America
- Air Miles® Reward Miles for new tire purchases – for owner operators and small fleets



Are you up for the challenge?

Goodyear's Truckwise Challenge is back. From September 13th to October 17th play online for a shot at great prizes including **10 Grand Prize 42" Panasonic LCD TVs.**

Register online at truckwise.goodyearchallenge.com today. With great prizes awarded daily, this is one time you can afford to take a break from the open road!



10 42" Panasonic LCD TV Grand Prizes
Total of 950 exciting prizes plus ballots for the grand prize draw



25 Canon Digital Cameras



50 Apple iPod Touches



125 Petro-Canada Gas Gift Cards
250 Visa Gift Cards
500 Prizes of 50 Air Miles® Reward Miles

For more information, visit Goodyear.ca/truck. **Be Truckwise.**

NEW PRODUCTS

ArvinMeritor unveils new trailer suspension series

By Adam Ledlow

FRANKFORT, Ky. – Determined to push any lingering thoughts of “recession” behind, ArvinMeritor has unveiled an all-new series of durable, trailing-arm air-ride trailer suspensions: the Meritor Trailing-Arm Air (MTA) suspension series.

Coming on the heels of its Meritor 14X tandem drive axle launch at the Mid-America Trucking Show in March, the manufacturer invited both trade media and customers back to Kentucky to get a close-up look at the MTA series, designed for North American truck-trailer operators in vocational markets – including platform, tank, grain, dump, chassis, bulk, specialty, lowboy, livestock and specialty vans.

The series was revealed in Frankfort, Ky., at the heart of the company’s US trailer products operations, and though the struggles the economic downturn created were discussed by ArvinMeritor executives, the overwhelming sentiment conveyed was one of rejuvenation, renewal and a sense of moving forward.

“We’re standing here because we survived,” said Joe Mejaly, president of aftermarket and trailer for ArvinMeritor, while also mentioning the strides forward the manufacturer has made in other markets such as India, China and South America, post-recession.

And with those strides forward, the MTA series of top-mount and low-mount models completes the company’s line-up of air suspension solutions, according to officials.

The first model of the group to be launched, the MTA23, will have any kinks with customer integration and manufacturing readiness ironed out this summer, with its production launch slated for the fall.

“We are focused on and committed to providing only the highest quality suspensions,” said Craig Frohock, general manager of trailer products for ArvinMeritor. “Over the coming months, we’ll work closely with our customers, our supply chain, and our manufacturing and quality teams to ensure flawless delivery and product



THE MTA: ArvinMeritor is moving forward with a new suspension series.

performance for our customers.”

The five subsequent models will be unveiled in the last quarter of the year and through summer 2011.

Officials say the suspension series features three technology advancements with distinct operational benefits. The first is a patented pivot bushing which is designed to absorb road input resulting in a softer ride, more cargo protection, and reduced torsional stress on the vehicle’s structure. Patented steel interleaf shims in the bushing are designed to provide improved fore-aft stiffness aiding in dynamic axle alignment, better tire wear, and controlled roll steer.

The second advancement is larger, more robust shock absorbers which have been specifically tuned to Meritor suspensions with three times the damping power over competitors, according to the company. Larger bore design for greater suspension control, and more consistent tire contact with the ground also assist in reducing tire tread wear, improved braking and enhanced handling, ArvinMeritor claims.

Lastly, the series’ products feature a unique, patent-pending axle wrap design for a secure and durable axle connection. It also contributes to superior suspension durability, according to company engineers.

The integrated design includes Meritor trailer axles and brakes, and is available with Q Plus cam or air disc

brakes, automatic slack adjusters, the SteelLite X30 drum and lightweight hub, and the MTIS (Meritor Tire Inflation System) by PSI.

“This new suspension series provides customers an engineering-proven solution in our suspensions portfolio. Our track record of serving OE and fleet customers with specifications – quality manufacturing – and ‘after the sale’ support is unsurpassed,” said Frohock. “It’s another way we can help provide our customers with

superior suspension technology and reliability.”

The suspension offers a five-year, 500,000-mile warranty.

“We’ve listened closely to our customers,” said Frohock. “The time is right, the technology is honed and proven, and as our customers consider purchasing and specifying trailers, they must closely consider the Meritor MTA series suspension.”

“The Meritor brand stands for strength and dependability that transcends to the company’s commercial vehicle axles, brakes and suspensions, products which carry some of the toughest loads imaginable on roadways all across North America,” Frohock added.

The company says its district managers located across the Canada and the US will assist fleets and dealers with specifications, technical support, and training and service of the new trailer suspension series.

For after-the-sale support, officials say the company’s aftermarket business, complete with parts inventory and service specialists in Florence, Ky. and Brampton, Ont., is prepared to supply the aftermarket channels with comprehensive service parts to support the new suspension for minimal downtime and maximum operating time. □

PeopleNet to offer tire pressure monitoring

MINNEAPOLIS, Minn. – PeopleNet has partnered with PressurePro to offer tire pressure monitoring capabilities.

The partnership makes tire pressure monitoring available through PeopleNet’s legacy systems beginning with BLU In-Cab PC, the companies announced.

“As the first PeopleNet system with fully-integrated tire pressure monitoring, BLU In-Cab PC will provide fleets with yet another tool for optimizing vehicle performance efficiency with greater MPG, improved safety and lower maintenance costs,” said Randy Boyles, vice-president of integration with PeopleNet.

“Partnerships with leaders in complimentary technologies help us provide our customers with an increasingly comprehensive array of tools they need for minimizing cost drivers across their businesses.”

Tire pressure monitoring will be available from PeopleNet by the end of the second quarter, the company announced.

PeopleNet is also now offering new services to help the trucking industry prepare for and comply with CSA 2010 and electronic on-board recorder (EOBR) requirements in the US.

PeopleNet’s EOBR bundle is touted as a low-cost fleet management offering that will provide electronic driver logs and improve hours-of-service compliance.

The company is also offering a more comprehensive CSA 2010 bundle that includes electronic logs, on-board event recording, speedgauge, engine fault code monitoring, speed alarms and more.

The company is confident its offerings will allow fleets to improve their score under CSA 2010. □

MISSING

JUSTIN RUTTER 5636-V



Date Of Birth: May 6, 1995
Missing since: October 8, 2009
Missing from: Ottawa, Ontario
Height: 5' 4"
Weight: 110 lbs.
Eyes: Brown
Hair: Light Brown

Characteristics: Justin Rutter is believed to frequent the Market/Lowertown/Overbrook areas of Ottawa. When last seen, he was wearing a brown/white patterned hooded coat (seen in photo), dark blue jeans, brown t-shirt and white/black Adidas running shoes.

Phone Ottawa Police: 613-236-1222
www.ottawapolice.ca

www.ontario.childfind.ca

Anyone with information please contact: All Calls Confidential - No Name Required

CHILD FIND 1-800-387-7962

1	C	A	2	R	G	3	O	4	B	I	5	G	R	6	I	G	7	S
	A		E		I		O		R		C		E					
8	R	E	S	A	L	E	S	9	A	R	E	N	A					
	D		E		L		T		N		R		L					
10	L	I	T	R	E		11	O	P	T	I	O	N					
	O		A		N				A				12	F				
13	C	L	14	A	R	K	E	15	G	16	L	I	D	E	R			
	K		E				17	C		I					E			
	18	G	R	E	19	A	S	E	20	M	A	21	P	L	E			
22	G		O		L		T		I		A		W					
23	C	O	M	I	C		24	A	C	T	E	R	R	A				
	W		A		O		N		E		T		Y					
25	R	E	X	D	A	L	E		26	R	U	S	T	S				

This month's
CROSSWORD SOLUTION
 is brought to you by

TRUCK NEWS

TRUCK WEST

Motortruck
Fleet Executive

Try it online at www.trucknews.com

INDUSTRY

Surveys: Boone or bane?

Have you ever been asked to complete a survey? Okay, that was a rhetorical question.

We are all regularly inundated with requests that we complete surveys on all manner of topics: which newspapers we read and why?; what do we think of the services provided by the cities or towns in which we live?; are we in favour of a nuclear energy plant in our neighbourhood?

As often as not, these surveys arrive through the postal system despite the 'No Junk Mail Please' notices that we post on the box. (I wonder when a spam filter for postal deliveries will be invented?)

And there are the telephone surveyors who want to elicit our opinion on the state of the economy or your views on current affairs. Of course if you're really lucky there is a trip to Florida on offer if you answer a few questions.

Now, if you are like me, for the most part the paper-based surveys that arrive at home end up in the blue box on collection day, while the telephoned approaches engender a polite (as polite as I can be on a Tuesday night at supper time, or during Saturday morning's leisurely breakfast), "Thanks, but I'm not interested," type of response.

I simply can't generate enough enthusiasm about most of these issues to make me take the time to express my views (assuming I even have one) to strangers and I'm certain I'm not



Private Links

BRUCE RICHARDS

alone in my thinking on this one.

Recently, with a fairly innovative approach, one such survey that arrived at home included a twonie that I was invited to use to 'enjoy a cup of coffee while I answered the questionnaire.' Well, it was a nice touch, but as it happens, I don't drink coffee and in any event the time it would have taken to answer all the survey questions would have required more than one cup of anything.

At the office, there is no end of consultants calling for information about the industry, and they all want it for free. They, in turn, sell that information to their respective clients, so as much as I understand that everyone needs to eat, I seldom respond to those folks on principle.

But – and there always is a but – sometimes we've just got to participate. Information is critical when you work in an industry as diverse and dynamic as trucking, with its enormous economic and social impact. The ability to analyze such industries is critical to industry watchers, to investors, to suppliers, and particularly to government. And include in that list the associations to which you belong that need to gather

statistics and to understand members' views on a variety of subjects. Effective analysis requires sound information and the source of that information is the people who work in the industry.

I'm not suggesting that anyone offer up privileged information such as a company's revenues or customer contact lists. I'm referring to more generic information that would help shed light on the demographic of an industry such as ours. And there is value in that information.

For example, absent a clear picture of the magnitude and importance of the trucking industry, there would be little reason for government to support proposals for regulatory change, or initiatives designed to improve conditions and help the industry prosper.

Fortunately, many in the trucking community do respond to industry-related surveys from responsible parties. The information gathered has, in many cases, been used to drive improvements. Some examples are the surveys conducted by the Canadian Trucking Human Resources Council. Over the years these surveys have identified needs for improved training for entry-level and professional drivers, dispatchers, and owner/operators. That in turn led to support from the federal government for the development of training tools that the industry had identified as critical.

Without solid information on the impact of trucking on the economy as a first step, I doubt that the support mentioned above would have been made available. Once the value of

the industry was established, the door opened a little to allow us to express what we needed if the industry is to remain effective in providing the services Canadians have come to expect.

Another type of survey is the one that consolidates information on operational best practices. If adopted more broadly, these best practices could make the trucking industry even more effective than it is today, which in turn would make it interesting to the bright and energetic young people that we want to attract for our future. These are the types of surveys that PMTC periodically conducts among private fleets because we, and the participants, think the results are helpful at ground level.

We know that in the private trucking community, fleet operators are willing to share information on operational practices with each other. Since these fleets don't generally compete on a trucking level and since they are all looking for ways to make operations more efficient and effective, sharing information and ideas on best practices is actually good for everyone.

So, if it sounds like I've come full circle on the subject of surveys, that's only partly the case. I'll still ditch the ones that don't matter to me, but I will definitely pay attention to those that can help move the industry forward. □

– The Private Motor Truck Council is the only national association dedicated to the private trucking community. Direct comments and questions to trucks@pmtc.ca.

OPINION

Don't count out long-nose conventionals just yet

It appears as though Jim Hebe has stirred things up yet again. Mr. Hebe is a well-known exec over at Navistar who reported recently that long-nosed Class 8s are losing market share. He is correct, market share for these beautiful beasts is on a constant decline, but that doesn't mean you'll stop seeing them anytime soon.

You see, owners of these machines are a passionate lot. They eat, drink and sleep long-nose and to even suggest changing to a more environmentally-friendly truck would, at the very least, result in a long-winded heated debate (a debate that will probably go on for years).

I, for one, love to see these rigs rolling down the road. You just know the person behind the wheel is a trucker in the purest sense. I suppose it's something that I absorbed at a very young age. In those days, as I'd watch our old RCA, it seemed that whenever Hollywood needed a truck, they'd feature a long-nose driven by a John Wayne-type guy. (Sorry ladies, there weren't any Mrs. John Wayne-type girls driving way back when).

Bragging rights may have a lot to do with why someone runs a long-nose. I'd think there'd be very few who would deny the beauty of a washed and waxed traditional-style tractor. Sure, they may drink more diesel than others but their owners know this going in.



Publisher's Comment

ROB WILKINS

They argue that there are many factors that contribute to fuel efficiency, and just because it's a long-nose conventional doesn't mean it's not fuel-efficient.

One could compare this debate to the classic muscle cars of the 70s. They were all the rage back in the day, but slowly lost market share as gas prices ramped up (remember 39 cents a gallon? Me neither, but it did exist). Anyway, 40 years later they are back and a growing segment of the new car market.

I love the new Camero, great lines and it goes like stink. It's a perfect example of why the classics, despite what some perceive as ancient technology can survive and prosper when fueled by the passion of their owners.

The long-nose conventional will survive as long as the passion remains.

I'm betting that the majority of future long-nose owners will be the sons and daughters of today's long-nose owners. It gets in your blood, or so I've been told. □

– Rob Wilkins is the publisher of Truck West and can be reached at 416-510-5123.



LIST OF ADVERTISERS

Arnold Bros. Transport	14
Avaal Technologies.....	17
Bison Transport	7
Career Opportunities	7,14,18
Chevron Global Lubricants.....	4
Child Find	26
Crossword.....	10,26
Goodyear.....	13
Great Dane Trailers.....	31
HWT.....	18
Mack Canada	32
Michelin	2
Owner/Operator of the Year Award	3
P.M.T.C	29
Total Lubricants	19
Truck-Ops.....	14
Truck West/DriverLink.....	20,25
Truck West – The Driver's Seat.....	16
Truck West – Subscription	11
Wakefield Canada	15
Yokohama Tire.....	30

Mark Dalton: Owner/Operator

Licence renewed

By Edo van Belkom

The story so far...

Mark is looking for a load. Bud has a sweet one to California that won't be ready for a few days. In the meantime, Bud asks Mark to help an older driver, Charlie Knowles, get his licence renewed. Charlie's a real character and Mark agrees to help out.

After a call to the MTO to get an idea of what's needed to renew an A/Z licence, Mark meets up with Charlie. The man is as abrasive as ever and is worried Mark will be charging him for his help. When Mark tells Charlie he's doing a favour for Bud and there's no charge, Charlie starts making demands, testing Mark's patience.

"Before we begin," Mark said, "I want to know if you've got the preliminaries taken care of."

"What are you talking about?"

"Well, have you had your physical?"

"Aye."

"And?"

"What do you think?" Charlie said, annoyed. "I passed it with flying colours. The doctor told me I'm as fit as a 35-year-old... I bet I'm in better shape than you."

Mark didn't doubt it. Charlie was a small, wiry man who could probably run farther, faster and longer than Mark could on the best of days.

"You need to stop eatin' those sausages and bacon so you can be lean and mean... like me." Charlie punctuated his words by gritting his teeth, balling his hands into fists and flexing his arms and shoulders.

Mark tried to watch what he ate, and did some exercises to keep in shape, but it was tough sticking to a routine when he was on the road all the time. But while Charlie didn't seem to have any trouble keeping fit, he did wear a pair of glasses. "What about your eye test?"

"My eyesight's not the best, I'll admit. But I've have the same prescription for glasses for the last 10 years and nothin's changed."

"So you had your eyes tested?"

Charlie looked annoyed again. "Of course I did. I have to have them tested now, don't I?"

"Right," Mark said, somehow feeling silly for asking. He almost didn't want to ask the man any more questions, but there were still aspects of the licence renewal he had to get through. "What about the written test?"

Charlie didn't answer.

"Well?"

"I haven't done that yet," he said, soft spoken... almost timid.

"Why not? You've got to get it done be-

fore your road test."

Charlie sighed. "I don't like written tests. I didn't like them when I was in school, and I certainly don't like them now."

"You want me to go through the book with you?" Mark asked. "You know, help you study?"

He shook his head. "I've been through the book half a dozen times. I know everything that's in there by heart. It's just something about sitting down and being tested that makes me nervous. I get so worried I can't sleep, and on the day I just know I'll be so flustered I won't remember a thing."

Mark could understand Charlie's fears. He'd had similar troubles in high school and never did well on math tests no matter how much he studied. So Charlie's problem wasn't so much learning the material as it was getting through the test. And if that was the case, then Mark had a few ideas about how to help.

"If you're going to have that much trouble with the test, we could cheat."

"Eh?"

"I could do up some cheat sheets with all the answers so you could look at them during the test."

Charlie beamed. "Now you're talking."

Mark grabbed the training booklet, a pad of paper and a pen. Then he opened it up to a page on road signs and began making notes.

"You're a good teacher," Charlie said.

"How's that?" Mark didn't look up from his paper.

"I feel better about taking the test already."

A while later they'd found a quiet coffee shop around the corner and – sitting across from each other – went through the book, page by page. As Mark questioned Charlie, it was obvious to Mark that the man had a great deal of driving experience. He had road smarts by the trailer load, but came up with less-than-a-load when it came to the book-smarts department.

For example... "When you've experienced a breakdown on a roadway," Mark asked, "how far back from the end of your trailer must you place the road flares?"

"What?"

"How far?"

"What do you mean?"

Mark didn't think he could ask the question any more simply, but he tried. "How far back do you put your flares?"

Charlie shook his head. "Far enough behind so people coming up the road can see them."

It was a good answer, and he'd probably place them the right distance apart if he ever had a breakdown, but the test required the answer to be a bit more specific. "I'm looking for the distance in meters."



"Meters?"

"Yeah, how many?"

"How should I know?"

"You should know because you're going to be tested on it."

"The number of meters?"

"Yes."

He said nothing more, obviously thinking hard.

Mark decided to try and help the man find the answer he probably already knew. "Try this," he said. "Imagine putting the flares out on the roadway... and then estimate how far they are from the back of the trailer."

"Aye, I can do that." Charlie closed his eyes a moment, then said, "I'd guess 100 feet... that would be about what, 30 metres?"

Mark looked at Charlie, and smiled. "See, you knew the answer the whole time."

"Is that the right answer?"

"One flare 30 metres in front and one 30 metres to the rear of the vehicle," Mark said, writing the answer on a narrow slip of paper Charlie would be able to tuck away in his sleeve.

Charlie was smiling. "Maybe it won't be so bad."

They carried on for another hour until they'd gone through the entire book.

"I think you're ready," Mark said at last.

"You really think so?"

Mark nodded, looking at his watch. "There's still time. Why don't I drive over to the DriveTest facility so you can take the test."

"What? Today?"

"Right now!"

"I don't know," Charlie said, his voice suddenly edged with fear and self-doubt.

"You know the answers," Mark said.

"And even if you don't..." He held the cheat sheets in the air and waved them back and forth. "You've got these."

"Right," Charlie nodded. "Let's do it."

"Now you're talking."

Mark took Charlie to the DriveTest facil-

ity in Brampton and parked in the Home Depot parking lot next door. As Charlie readied to leave Mother Load, Mark handed him a few slips of paper – all blank – to slip under his sleeve.

"Wish me luck," Charlie said, getting out.

"You won't need any."

Just over an hour later, Charlie returned to the truck, a sheet of paper in his hand and a big grin on his face.

"How'd you do?" Mark asked, as Charlie climbed into Mother Load.

"Near perfect score."

"What about the cheat sheets?" Mark asked.

"Didn't need them. I knew all the answers and when you know the answers, the test is easy."

"What'd you do with them?"

"Tossed them in the garbage on my way out. I didn't want to have them... you know, in case I got stopped or something."

Mark put a hand on the man's shoulder. "I knew you could do it."

"Of course I could," Charlie said, chest out and looking like he might call Mark a loser at any moment. "I've been driving for 45 years. It'll take more than a wee written test to get me off the road."

Mark smiled. Charlie had every right to be pleased, but it was a bit too soon to be overconfident. "Now all that's left is the road test," he said.

"Oh yeah, the road test," Charlie sighed, his spirits coming back down to earth in a fireball of uncertainty. "Thanks for reminding me." □

– Mark Dalton returns next month in the conclusion of *Licence Renewed*.

Did you know that there are two full-length novels featuring Mark Dalton?: Mark Dalton "SmartDriver" and Mark Dalton "Troubleload." For your free copy register with ecoENERGY for Fleets (Fleet Smart) at fleetsmart.gc.ca



The continuing adventures of *Mark Dalton: Owner/Operator* brought to you by **MICHELIN NORTH AMERICA (CANADA) INC.**



TSQ

BOWMANVILLE, Ont. – The announcement that Canadian Tire will become fuel provider and convenience store operator for all of Ontario's 23 service centres along the 400-series highways has stirred up a variety of reactions in the trucking industry.

Some have expressed confusion about the choice, while others remain cautiously optimistic that the retailer will keep truckers' interests in mind. Others are simply pleased they'll be able to collect Canadian Tire money at the locations. Harry Rudolfs, who once drove for Canadian Tire, explores the issue further in this month's cover story, but for now, let's head to the Fifth Wheel Truck Stop in Bowmanville, Ont. and see what drivers there had to say.

Clyde Huycke, a driver with LMB Transport in Belleville, Ont., says that an organization as renowned as Canadian Tire will likely do well running the facilities. As for



Truck Stop Question *How will Canadian Tire perform as fuel provider at Ontario's service centres?*

ADAM LEDLOW – Managing Editor



Clyde Huycke

improvements that could be made to the service centres, Huycke suggests the availability of parts, tires and proper equipment to clean your truck.

In general, Huycke says, truckers

just want the service centres back open to help lessen the disruptions of the past several months. "There's a lot of dead time now; you have to pull off the road and just sit and wait until your appointment time because they won't take you 15 minutes prior, and if you're late by an hour they won't take you at all," he says.

Rob McLaughlin, an owner/operator with New Brunswick-based Belle Tran Limited, says the whole process of the ownership change will be a learning experience both for Canadian Tire and for truckers.

"The big fuel outlets now have a system in place. I'm not sure if Canadian Tire will be able to do



Rob McLaughlin

that immediately or if it's going to be a learning process," he told *Truck West*. "We are to the point right now where we're almost desperate for rest areas because of all the closures at once, so any news is welcome news, but I'm not so sure (how Canadian Tire will do) because I'm familiar with Canadian Tire as an old gas bar in New Brunswick for small vehicles, but not in the commercial traffic application."

Ty Alexander, a driver based out of Trenton and Belleville, Ont., says he could care less who actually runs the new service centres so long as they get them up and running again.

"I have no idea what kind of job they are going to do. I think just as long as somebody gets the damn things up and running again, because I think it's ridiculous that they've got them all closed down at the same time. It's a real pain not having them there."

As far as improvements are concerned, Alexander says bigger and more parking spaces for trucks would be ideal so there's more room to maneuver "so it's not so crowded that you're sleeping on the highway."

Paul Shandz, a driver of 34 years who works for an Ontario-based feed and supply company, says he's lucky enough to not need to use the service centres much because of his schedule, but does have suggestions for improvement.

"I know before they shut them down there were quite a few of them that could have used a lot more parking space. There's not nearly enough parking space for trucks in those service plazas and when they're rebuilding them I don't know if that's going to be included in that or not, but that's a big thing."



Wayne Armstrong

Wayne Armstrong, a driver with Meyers Transport out of Belleville, Ont., says he thinks Canadian Tire will do a pretty good job. "They do a pretty good job with everything else they do," he says. Armstrong says that most of the service centres he visits have just about everything you need, especially the presence of another renowned Canadian franchise – Tim Horton's. □

ZENVIRONMENT. CHANGING THE LANDSCAPE.






Introducing Yokohama's breakthrough new Zenvironment technology. With a stronger, more resilient rubber compound that resists cuts and chips, it's revolutionizing the trucking industry. Zenvironment offers a longer original tread life, better retreadability and lower rolling resistance for better fuel economy. And the casing comes with a 7 year limited warranty. Plus it's guaranteed to have a cost per kilometre lower than any major competing brand by at least 15%. So join the movement. Ask your dealer about it today.




101ZL 103ZR 501ZA 703ZL



www.Yokohama.ca

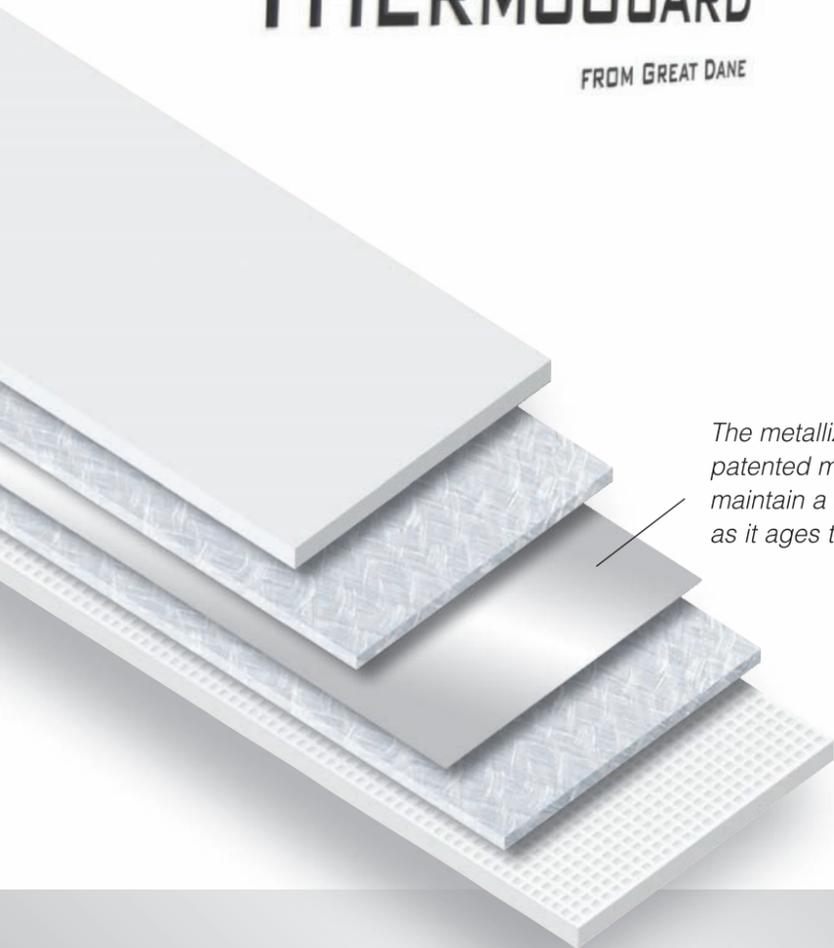
THE ONLY REEFER LINING ACTUALLY PROVEN TO WORK

PROTECTED BY



THERMOGUARD

FROM GREAT DANE



The metallized layer in Great Dane's patented multi-layer design helps maintain a trailer's thermal efficiency as it ages to extend its useful life.



Only one reefer interior liner has proven it can help you profit from less maintenance downtime and extended insulation performance. **ThermoGuard**, using Great Dane's exclusive, revolutionary patented multi-layer design, adds years to the useful life of a trailer by helping maintain thermal efficiency as it ages, and reduces cooling unit run time for greater fuel efficiency. But the results speak for themselves. In-service reefers equipped with **ThermoGuard** after five years showed a loss of thermal efficiency comparable to what many trailers experience in just one year. When put to the test, the only reefer liner that's proven it's no gimmick is **ThermoGuard**.



Great Dane

To learn more about the proven results, visit us online at www.greatdanetrailers.com/thermoguard

NOVA ENTERPRISES LTD.
Truro, NS
(902) 895-6381

LIONS GATE GREAT DANE
Coquitlam, BC
(604) 552-0155

PIERQUIP, INC.
Mirabel, QC
(450) 438-6400

St. Nicolas, QC
(418) 836-6022

MAXIM TRUCK AND TRAILER
Calgary, AB
(403) 571-1275

Edmonton, AB
(780) 448-3830

Brandon, MB
(204) 725-4580

Winnipeg, MB
(204) 925-6500

Prince Albert, SK
(306) 922-1900

Regina, SK
(306) 721-9700

Saskatoon, SK
(306) 657-5600

GLASVAN GREAT DANE
Alliston, ON
(705) 434-1423

Mississauga, ON
(905) 625-8441

Putnam, ON
(519) 269-9970

Whitby, ON
(905) 430-1262

BUILT

LIGHT, STRONG AND EFFICIENT



BUILT LIKE A MACK TRUCK®



ADVANTAGE #87

THE MACK® PINNACLE™ RIDES ON A LIGHTWEIGHT-YET-STRONG CHASSIS AND IS DRIVEN BY AN MP™ ENGINE ENGINEERED WITH AN INCREDIBLE POWER-TO-WEIGHT RATIO TO HELP YOU MAXIMIZE PAYLOAD.

SEE ALL THE ADVANTAGES AT MACKPINNACLE.COM

©2010 Mack Trucks, Inc. All rights reserved.

ClearTech™
SCR SYSTEM