

CARGO-CRIME FIGHTER:

"If you lose a load, call me," York Detective Lou Malbeuf, Pg. 21



Today's Trucking

The Business Magazine of Canada's Trucking Industry



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YOUR BUSINESS?

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October 2013

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Today's Trucking

The Business Magazine of Canada's Trucking Industry

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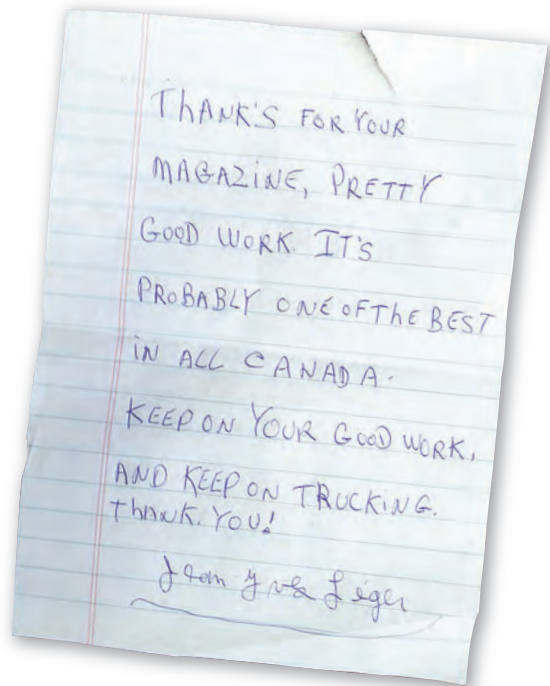
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**Kenneth R. Wilson
Award Winner**



Best. Letter. Ever.



Trial by Headline

The Toronto headlines for the first day back to school talked about how a 14-year-old was killed crossing the road by a heavy truck.

After the first story, the next was about why trucks should be banned from school zones. A later story was about how the Metro Toronto Police were testing the truck like the one involved in the accident by racing through a stop sign, turning left and slamming on the brakes.

That is not how you decide if a vehicle is safe.

Yes, I agree it was a tragic accident and my heart goes out to the girl's family and her classmates.

But what they do not tell you is why that truck, along with other trucks, are in the area in the first place.

There is a lot of construction going on in the area. Schools produce garbage, too. School supplies are delivered by truck, not train. To automatically blame the truck without an investigation is wrong.

To make comments like "trucks should not be around school zones between 7:00 a.m. and 5:00 p.m." creates a whole bunch of other problems.

Can you imagine the complaints?

If they are that concerned about trucks, why do they build schools in industrial areas?

Once again, politicians who are clueless when it comes to trucking are playing the blame game and working without all the facts.

As for the Metro Toronto Police, can you imagine pulling into a scale and having the inspection officer jump into your truck, take it for a spin and then come back, telling you it's unsafe?

What I saw on the news last night was nothing but a show and a clueless officer doing a stunt for news reporters. That's not an investigation.

According to news reports, the driver stopped at the stop sign.

So why are the police racing through the stop sign?

As a driver for 38 years, a father of three and grandfather of seven, I am very concerned for youngsters and everybody else's safety, all the time. When I hear of an accident around a school zone, I think of them right away.

I also wonder what the school is teaching about safety around large vehicles.

— **William Haidenschuster, Orangeville, ON**

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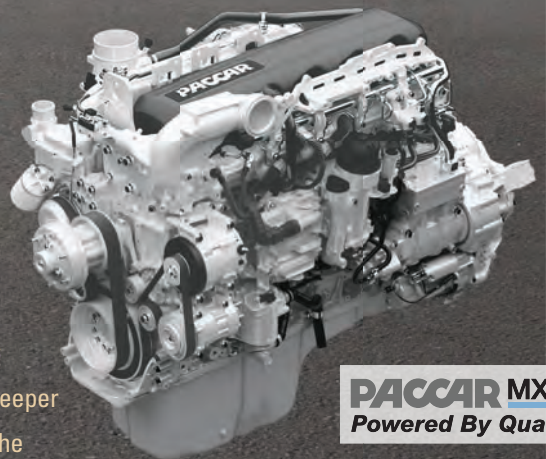
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By Rolf Lockwood



Resistance is Futile

Unless you're talking rolling resistance, which will be one of the many new things you'll have to consider in trucking post-2014.

There's been so little written and said about the fuel-economy and emissions mandates coming next year that I wonder if we're back in the bad old days of 2002 and thereabouts. A decade ago, despite countless words penned by the likes of yours truly, truck buyers were thrown into a tizzy when they suddenly realized that buying new power units meant buying very new and largely untried technology. Some soldiered on—and suffered—while many others held back. For both groups, in different ways, it wasn't pretty.

And now we're half a year away from yet another emissions regime, this time with the addition of a minimum fuel-economy mandate, for commercial trucks from class 2 on up. Actually, a couple of engine and truck manufacturers are already selling 2014-spec machinery so some of you already know a little about what's coming. Let's do a brief review.

It all began with a presidential decree in May of 2010 that led to the Medium- and Heavy-Duty Greenhouse Gas Emissions and Fuel Efficiency proposed rule-making, with a final version written in 2011.

With any luck, next year will bring a useful improvement in fuel economy, and the rules demand progressively greater reductions in both carbon-dioxide emissions and fuel consumption through 2018. By that last year of the mandate, class-8 trucks are required to be anywhere from nine to 23-percent more fuel-efficient than they were in 2010. We'll see.

The final rule is over 400 pages long so I can't go into it here. To call it complicated is to understate the case radically, but what else could it be? The idea that trucks in their limitless variations can be subjected to car-like fuel-economy rules is... well, back in 2010 I called it both ridiculous and impossible. I've yet to be convinced otherwise, though I own an open mind.

President Obama just recently announced yet another new mandate for the post-2018 era. In Washington, DC, last month he talked proudly of the rules we'll see next year and said he'd "...partner with truck makers to do it again for the next generation of vehicles." No details were offered, but it's clear that anything and everything is on the table.

So what are you going to see? In the first year or two of the new regime engines won't seem to have changed much from what I can gather. They'll sport things like higher injection pressures,



more efficient aftertreatment systems, and certainly a lot of new software. The fuel-consumption rules apply to whole trucks (not including trailers), which means manufacturers will use all manner of tools to use less fuel—like low-rolling-resistance tires, idle-shutdown timers, and lighter components.

As we get to 2016 or so you'll see more adventuresome things like the electrification of parasitic loads in place of belts and gears. Two-stage turbochargers and turbo-compounding will be with us before long as well.

And one other technology—waste-heat recovery—promises to improve heavy-truck fuel efficiency by some six percent all on its own, according to Cummins. It's already on the road in prototype form, being used in the Department of Energy's SuperTruck initiative. Part of that is a joint program in which Cummins and Peterbilt are playing lead roles, and the truck they've developed has shown a 54-percent increase in fuel economy so far.

If such a truck can be made reliable, it bodes well for our collective future. But that reliability factor is crucial because a truck sitting in the shop is delivering zero mpg and even less profit. We've learned that truth all too well since 2002. TT

Rolf Lockwood is vice-president, editorial, at Newcom Business Media. You can reach him at 416-614-5825 or rolf@todaystrucking.com.

Dispat

Time to Take This Up a Notch

Backed by Ontario Premier Kathleen Wynne, Canadian Trucking Alliance President David Bradley is taking the case for mandatory entry-level driver training to the Ministry of Training Colleges and Universities.

— By Jason Rhyno

After a meeting with Ontario Premier Kathleen Wynne on the shortage of qualified truck drivers, Canadian Trucking Alliance (CTA) President David Bradley took the issue to Brad Duguid, Minister of Training Colleges and Universities (MTCU).

According to statement from the Ontario Trucking Association (OTA), Wynne agreed with Bradley that action should be taken to address the problem of a shortage of qualified truck drivers in Ontario.

One of the ways to address the shortage of skilled, professional drivers is implementing mandatory entry-level driver training, Bradley said. "... [Wynne and I] discussed the fact that in order to oper-

ate a heavy truck safely and productively—in other words to be employable—requires a higher level of entry-level skills training today than ever before," Bradley wrote in a letter to Duguid.

Many truck-driver training schools provide excellent entry-level training, Bradley explained, but the quality of skills training overall is inconsistent and often inferior "with the standard of training provided predicated on how many dollars the prospective student driver has in their wallet, not what is required to be considered for employment by all but the most irresponsible carriers or driver agencies."

According to Bradley, much of the low assessment can be attributed to a lack of

adequate funding sources, a Class-A licence test that is too easy to pass, and a multiplicity of standards and curricula. The fact that there are two ministries involved (MTCU and MTO) has created an inconsistent approach, plus there's a general deficit of awareness and buy-in.

What the trucking industry wants and needs in terms of driver training has been lost, Bradley explained, adding that the trucking industry also "shares in the responsibility for not enunciating its requirements sooner and therefore allowing the current situation to arise."

"Mandatory entry level training is essential if we are going to address the training quality issues that confront the industry. And, without



the industry's ability to attract young people who are increasingly turning to the trades as a career choice will be severely constrained," Bradley wrote.

To get the ball rolling, the

ches

AMBASSADOR BRIDGE — PG. 13

Windsor Folks Sue Bridge Owners for \$10-Million

CSA — PG. 15

FMCSA Getting Closer to Decision on Crash Accountability

BETWEEN THE LINES — PG. 24

Sit Happens

Sitting is killing us but there is in fact much we can do about it.



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STAFFING

Want to Be a Highly Successful Carrier? Pay Your Employees More

Benefits, bonuses for referrals, and driver recognition awards can all help your company become more successful, says a new study.

According to a 2013 Texas Trucking Industry Study, highly successful companies (HSC) offer more benefits to recruit and retain drivers when compared to all other trucking companies.

In terms of recruitment, 91 percent of the HSC regards driver referrals as useful, compared to 66 percent of all other companies. The study also found HSCs are twice as likely as all others to pay referral bonuses to referring drivers and the HSCs that do pay bonuses appear to pay higher bonuses than all other companies: The average HSC bonus was \$532 per driver referral compared to \$321 for all others.

As for benefits and pay structure, HSCs appear to be more likely to offer these benefits tracked in the report than all other companies in 2013:

HSC vs REGULAR JOE'S

Driver recognition awards:

67% vs. 45%

Bonus-pay for

accident-free driving:

62% vs. 44%

Health care insurance:

57% vs. 34%

Longevity bonus:

52% vs. 37%

Commissions on sales:

35% vs. 22%

Fuel surcharge pay:

33% vs. 21%

Signing bonuses:

24% vs. 19%

401(k) retirement plan:

33% vs. 14%

Eighty-six percent of successful companies also use contract drivers, compared to 42 percent of all other companies. Still, it's good to mix it up: 76 percent of HSCs employ a mix of both contract drivers and employee drivers, compared to only 30 percent of all other companies.

To qualify as "highly successful," companies had to report revenue growth in 2012, a net profit margin of at least 10 percent in 2012, and a minimum of 11 drivers. The survey includes responses from 300 trucking company owners, CEOs and senior executives at Texas-based trucking companies. **TT**

CTA, OTA and the other provincial trucking associations, along with Trucking HR Canada, will be starting a proposed three-year project to lay the foundations for mandatory entry-level

training. That will include updating the existing National Occupational Standards, supporting curriculum development, and exploring various accreditation models, CTA said. **TT**

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INFRASTRUCTURE

Don't Expect Much Love from the U.S. Congress, says ATA's Graves

With the Obama Administration having a full-plate, American Trucking Associations' (ATA) President Bill Graves doesn't foresee Congress getting to work on highway infrastructure and other trucking issues.

— By Jason Rhyno

Don't expect much action on transportation issues from Washington over the next few years, said American Trucking Associations' (ATA) President and CEO Bill Graves to an audience of Commercial Vehicle Outlook Conference (CVOC) attendees in Dallas, TX. in August.

Graves gave a brief rundown of the headwinds and tailwinds that the American trucking industry is currently navigating, starting with and ending with politics.

"I suppose some of you are going to yawn, or just go 'why?' Because it's the world we work in and it's the world that dictates our success and failures, whether it's a policy issue or a regulatory issue."

Graves said that as it relates to transportation, Obama is fabulous at "talking the talk, but not walking the walk. He probably has been more vocal and outspoken about transportation in our nation than any president I can remember. Unfortunately, it's not getting backed-up with action."

A lot of that action has to do with funding, he said.

"Why would anybody in congress want to put their toe in the water on raising the fuel tax if the president is not going to help you out? You need to have someone give you some cover, and here he is in his second term and yet unwilling to take that kind of a gambit."

The former two-term Kansas governor pointed out that he raised fuel taxes "not once, but twice" and voters stayed with him. "Folks get it—roads aren't cheap and free."

Graves added that Obama has "many things coming at him, so many policies, that it's hard for him to get a break." Things like the healthcare program, National Security Agency problems, immigration reforms, and foreign policy concerns.

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“And finally, we’re trying to figure out our own financial problems in this country; we need to do something on tax reform, we’re starting to see some of the implications of the sequestration and we’ve got a debt ceiling issue looming over the congress.

“That doesn’t bode well for getting a whole lot done on issues that matter to us.”

Graves also noted that the Highway Trust Fund is being drained more quickly than it’s being filled. Twenty-five percent of the funds in the Highway Trust is going to public transportation. “We’re not going to drive that number down, but we’re darn sure not going to support the number going up. There will be conditions on our support that make darn sure the money that’s flowing into the Trust Fund, funds road and bridge construction to the tune of what it does today. The way those other funding diversions are locked in, we’re not going to get them changed—that’s just the way Washington works.”

Still, Graves stressed earlier in his talk that it’s important to engage politicians, “Everybody has different political leanings, but I just like to see everyone involved. Be engaged, because the outcomes in these elections do matter to your personal and professional lives.” **TT**

AMBASSADOR BRIDGE

Windsor Folks Sue Bridge Owners for \$10-Million

Canadian citizens are suing the American owners of the Ambassador Bridge, claiming the company has ruined their homes. The Bridge owners, however, are telling the Canucks to point that lawsuit at their own city council.

A few citizens living on the Canadian side of the Ambassador Bridge have sued the American owners of the bridge for \$10 million, claiming that the company has caused such severe degradation to their part of town that they can no longer enjoy their homes.



In response, the people who own the bridge blame the Windsor City Council.

The Detroit International Bridge Company (DIBC) President Dan Stamper says Windsor city officials are hypocritical and that they’re obstructing progress at the expense of Windsor citizens.

In a statement, Stamper says Windsor residents who live close to the bridge, which includes the

people who’ve launched the lawsuit, have been “pawns in an attempt to prevent us ever building a replacement bridge.”

Over the past decade, a company called Canadian Transit Company, an affiliate of the DIBC, has purchased 112 houses on Indian Road and Rosedale Avenue, about one kilometer from the Canadian end of the existing Ambassador Bridge.



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If and when the company gets approval to build a new bridge, these homes would be torn down to make way for the new crossing.

Stamper says he wants to work with the citizens to “accomplish good things, including quality jobs for the region.”

“The City government,” Stamper says, “specifically Mayor Eddie Francis, has tried very hard to stop any improve-

ments near the Ambassador Bridge. Hypocritically, the City government has continued to demolish structures and close roads to improve the City-owned Tunnel at taxpayer expense. We say this is unfair treatment.”

Meantime, downriver, plans for a new jointly operated bridge are proceeding, despite the efforts of the Ambassador Bridge owners to derail the project. **TT**

OPS

5 Reasons You're Not Using Fuel-Saving Technologies

If you equipped one of your trucks with currently available fuel technologies, it could save you \$20,000 with a payback time of 18 to 24 months. Here are five reasons why you're not doing it.

— By Jason Rhyno

A recent report published by The North American Council for Freight Efficiency (NACFE) and Cascade Sierra Solutions (CSS) has named five hurdles that are keeping fleets from adopting fuel-saving technologies.

“The report clearly shows the gap between perceptions and reality of the adoption of technologies. If implemented, currently available trucking technologies could earn fuel savings of as much as \$20,000 per truck with a payback time of less than 18 to 24 months,” said Mike Roeth, executive director of NACFE.

So what are the hurdles?

1. Payback time and high initial cost of trucks
2. Lack of access to capital
3. Lack of credible information
4. Insufficient reliability, and...
5. Unavailability of technology.

All five barriers do not exist in a vacuum, NACFE says in the report, and are inherently linked in many ways. The over-arching barrier? Credible information.

“For example, if there is a lack of credible information with respect to verifying the real-world fuel-saving potential and/or reliability of a technology, this makes accurate calculations of payback time a challenge,” NACFE explained.

Moreover, lack of information can also affect the ability to obtain capital to invest in new technology.

“Taken together, uncertain fuel savings and reliability as well as lack of access to capital contribute to slow technology adoption,” NACFE said.

That depressed demand means that manufacturers are less likely to invest in new technology development, which leads to a reduced number of product

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offerings. “This lack of technology availability has a feedback effect by reducing technology uptake,” NACFE explained, “which in turn limits the ability for technology performance data to be generated.”

Data for the study was collected using in-person interviews, focus groups, and online surveys of various stakeholders throughout the on-road freight industry: large and medium sized fleets, for-hire, private, lease/rental, fleets that only purchase used trucks, as well as owner-operators.



AXLE ROWS: The North American Council for Freight Efficiency has been taking a closer look at fuel saving technology, like 6x2 axles.

They also surveyed companies within the truck and trailer supply chain that manufacture, sell, and service fuel-saving technologies.

The five barriers all affected stakeholders to different degrees, with smaller end users naturally more concerned

about cost than larger carriers—no surprise there. Interestingly, however, was the significant difference regarding the availability of technology between the end users and the manufacturers of the technology. All of the end users were very outspoken about the lack of product availability, while the truck and trailer integrators saw it as a non-issue.

You can download the full report at theicct.org. 

CSA

FMCSA Getting Closer to Decision on Crash Accountability

It's a big issue: If a crash is clearly not a carrier's fault, should it still be included in its CSA score? We'll soon have an answer.

— By Oliver Patton

The Federal Motor Carrier Safety Administration (FMCSA) has finished its analysis of crash accountability and is now reviewing the work in preparation for public release.

An agency spokesperson, Marissa Padilla, could not say how long the review will take but it is apparent that after more than a year's effort the agency is approaching a decision about this lightning-rod issue.

Transportation interests have been at odds over crash accountability ever since the agency began to deploy its CSA safety enforcement system in 2010.

The agency's approach was to aggregate crash data in the CSA Safety Measurement System without reference to fault as it tracks a carrier's safety performance.

It explained that its ability to distinguish fault was limited, and, overall, there is a statistical probability that some of the crashes will be the carrier's fault.

This gave rise to the contention by both the agency and the safety advocacy community that past crashes are a predictor of



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future crashes no matter who is at fault.

But for trucking interests, it is intuitively and logically incorrect to include non-fault crashes in a system that measures safety performance.

“It’s simply outrageous to motor carriers that crashes that are not their fault are used to prioritize enforcement against them,” said Rob Abbott, vice president of safety policy at American Trucking Associations (ATA).

The agency acknowledged carriers’ concerns and at one point in early 2012 was close to making changes but then pulled back, saying it needed to answer some questions that had been raised by safety advocates.

This led to the analysis that now is under review at the agency.

The analysis looks at three questions. Are police accident reports reliable enough to determine accountability?

Will a system that includes accountability be a better predictor of future safety than one that does not? And how should the agency manage the process, giving the public a chance to participate?

As part of its analysis, the agency asked its civilian advisory board, the Motor Carrier Safety Advisory Committee, to weigh in on the issue.

A majority of those who prepared the draft said that when the carrier clearly is not at fault, the crash should not be counted in the carrier’s Crash Indicator score.

The board is still working on its report but its draft recommendations agree on some points and disagree on others.

A key area of agreement is that the agency should extend its efforts on determining fault in crashes.

Specifically, the draft says the agency should look past police accident reports to other investigations that might apply, such as criminal reports, civil lawsuits or accident reconstruction reports.

Also, that the agency also should look

at the research that’s been done on the accuracy of police reports, and should consider alternatives—and the cost of those alternatives—for determining fault in a crash.

The draft also highlights the same differences that have divided the transportation community from the beginning.

A majority of those who prepared the draft said that when the carrier clearly is not at fault, the crash should not be counted in the carrier’s Crash Indicator score.

But a smaller group, representing the safety advocacy community, said that all crash reports, regardless of fault, should go into the score.

Their fear is that in the process of assigning fault, the police report will be misinterpreted and that the cost of determining fault will be greater than the benefit.

Trucking interests agree that it will not be possible to determine fault in all crashes, but argue that when a crash is clearly not the carrier’s fault it should not be included. **TT**



THE POWER TO

DRIVERS

Alfy Meyer's Write Turn

— By Peter Carter

Longtime Erb Group driver Alfie Meyer has written an amazing novel.

It's called the "ABAJAM Chronicles: Two Families Lost in Time" and it's for sale at Chapters/Indigo, and Kobo, among other places.

I read ABAJAM and was, quite simply, gobsmacked. www.abajamchronicles.com

It's very readable, funny, and surprisingly inventive. (If I start a book and find it boring, I put it down. Life's too short. I didn't put Alfie's down.)

Some of my fascination with ABAJAM had to do with the fact that a good part of the story unfolds in my ancestral homeland of area-code 705 (Sudbury) plus it's about a truck driver. And it includes a sexy girl reporter in my hometown.

Mostly though, I was wowed by Meyer's talent. And drive.

Most of the ABAJAM Chronicles, Meyer wrote on the road. Talk about a



WHAT ALFY'S ALL ABOUT: The driver's novel is funny, never boring and one whacky weird episode after another.

fabulous way to kill time at a waiting dock or truck stop. I wish I had that kind of discipline.

I met Meyer a few years ago and learned early on that he is one of those outstanding drivers who make the most of their time behind the wheel.

Meyer is fit, he loves to actually explore the places his job takes him, and from time to time he writes stories and columns for this magazine. His writing sparkles.

I've been an editor for more years than

I care to admit and if I had a toonie for every person who says that "Someday I'm going to write a book," I'd be the richest guy in Toronto. The vast majority of people who say they're going to write, don't.

Meyer did. And not only did he write a book, it's a whopper.

Other writers have told me that producing a book can feel like giving birth to a daughter or a son. You think about it day and night for years; you sweat over it, you love it and then when it gets published, your book goes out into the world and you have precious little control over what happens next.

You just watch with amusement and hope.

I hope ABAJAM Chronicles hits the road, sees the world, makes friends and has all sorts of adventures and gives its dad, Alfie Meyer years of pleasure. Maybe money, too. I also hope it inspires other drivers to make the most of their time behind the wheels.

The more drivers do to keep their bodies and brains in top shape, the better off their industry will be. **TT**



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logbook2013

October

2

Toronto Transportation Club Night At The Races/Dinner

Woodbine Racetrack, Toronto, ON

Website:

www.torontotransportationclub.com

2-3

General Meeting

Canadian Trucking Alliance, Montreal, QC

Website: www.cantruck.ca

9-11

National Trailer Dealers Association 23rd Annual Convention

Waldorf Astoria, Naples, FL

Website: www.ntda.org

11-13

3rd Annual Trucker Social Media Convention

Harrah's Resort & Convention Center, Kansas City, MO

Website: www.truckingsocialmedia.com

16

Surface Transportation Summit

Mississauga Convention Centre, Mississauga, ON

Website: www.dantranscon.com

18-19

40th Anniversary Celebration Owner-Operators Independent Drivers Association

Including a concert starring "Kansas"

Website: www.ooida.com

19-22

Management Conference & Exhibition American Trucking Associations (ATA)

Marriott's Orlando World Center, Orlando, FL

Website: www.truckline.com

21-23

Canadian Transportation Equipment Association 50th Anniversary Technical Conference,

Delta Chelsea Hotel, Toronto, ON

Website: www.ctea.ca

23-24

Annual General Meeting

Atlantic Provinces Trucking Association, Charlottetown, PEI

Website: www.apta.ca

24-26

Fleet Safety Council Conference

Crowne Plaza Hotel, Kitchener, ON

Website: www.fleetsafetycouncil.com

November

6-9

14th Annual Convention Used Truck Association

Lake Buena Vista, FL

Website: www.uta.org/convention

13-14

OTA Annual Convention & Executive Forum

Ritz Carlton Hotel, Toronto, ON

Website: www.ontruck.org

December

5

Christmas Party British Columbia Trucking Association

Surrey, BC

Website: www.bctrucking.com

5

100th Anniversary Platinum Ball Toronto Transportation Club

Metro Toronto Convention Centre, Toronto, ON

Website:

www.torontotransportationclub.com/events/2013-calendar-of-events

12

Annual Awards & Christmas Dinner

Atlantic Provinces Trucking Association, Moncton, NB

Website: www.apta.ca

NEW YEAR

January 2014

27-30

Heavy Duty Aftermarket Week

The Mirage, Las Vegas

Website: www.hdaw.org

March 2014

4-5

The Work Truck Show and NTEA Convention

Indiana Convention Center, Indianapolis, IN

Website: www.ntea.com

23-26

Annual Convention Truckload Carriers Association

Grapevine, TX

Website: www.truckload.org

27-29

Mid America Trucking Show

Kentucky Exposition Centre, Louisville, KY

Website: www.truckingshow.com

April 2014

10-12

TRUCK WORLD

The International Centre, Toronto, ON

Website: www.truckworld.ca



Get in the Game!

Do you have an event you'd like to see listed on this calendar or on the interactive www.todaystrucking.com online calendar?

Contact **Nickisha Rashid** at Nickisha@newcom.ca or 416 614-5824

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No purchase necessary. Contest begins on October 1, 2013 at 9:00 AM Mountain Time ("MT") and closes on November 29, 2013 at 11:59 PM MT. To enter, you must be a resident of Canada and 21 years of age or older. There is 1 grand prize available to be won consisting of a trip for two to either Los Angeles, California, or Miami, Florida, USA to participate in a Dream Car Tour (with an approximate retail value of \$7,000 Cdn); and 120 Instant Win Prizes consisting of gift cards each valued at \$125 Cdn (2 prizes to be awarded each day of the Contest Period) with a total retail value of \$15,000 Cdn. Skill-testing question required. For complete contest rules, prize descriptions and entry details, visit winwithmobil.ca © 2013 Imperial Oil. Mobil, Mobil 1, Delvac 1 and Esso are trademarks or registered trademarks of Exxon Mobil Corporation, Imperial Oil Limited or one of their affiliates. Other trademarks and product names used herein are the property of their respective owners.

Heard on the Street

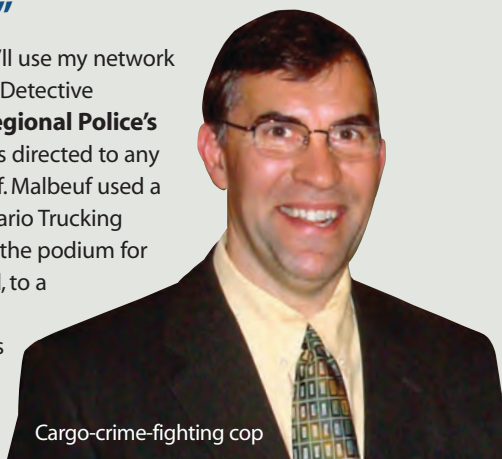


Ryder Heads To the Patch

Ryder is drilling for gold in the oil patch by launching a series of 3PL and other logistics services aimed at the energy industry. The new services include dedicated fleets, transportation management, and fleet leasing and rental services.

“Lou You Gonna Call?”

“Call me. If I can’t help you right away I’ll use my network to find somebody who can.” That from Detective Sergeant **Lou Malbeuf** of the **York Regional Police’s Commercial Auto Theft Unit**. And it’s directed to any trucker out there who’s been ripped off. Malbeuf used a recent Canadian Trucking Alliance/Ontario Trucking Association crime-prevention event as the podium for his invitation and repeated it afterward, to a *Today’s Trucking* reporter. “I mean it,” he told *todaystrucking.com*. “905-955-1682’s my cell. My email’s 405@yrp.ca.”



Cargo-crime-fighting cop

Mac Gets Bigger

The folks at Guelph, ON-based **MacKinnon Transport** are building a new terminal to nurture their growing flatbed operation and they’ll be getting some new roomies, too. President and CEO **Evan MacKinnon** said that construction is set to begin next year and Altruck International will be consolidating their two Guelph operations and relocating to MacKinnon’s facility at the south end of Guelph, a strategic move that puts the International dealer closer to the 401 corridor.

PeopleNet Strikes Oil

PeopleNet will be drilling deeper into the U.S. energy services transportation sector. “We’re fast-tracking our product expansion by combining PeopleNet fleet mobility solutions with proven technologies from GEOTrac, the leading technology supplier to Canada’s energy services sector, and ALK Technologies, a global leader in transportation technology and navigation software,” explained PeopleNet’s Chief Technology Officer, **Mark Botticelli**.

Qualcomm Sells Omnitrac

Qualcomm Inc. has sold Omnitrac to **Vista Equity Partners** for \$800 million. “The opportunity for fleet management and telematics is evolving rapidly, and we believe Omnitrac is well positioned to continue its leadership position as a stand-alone entity,” said **Derek Aberle**, executive vice president and group president of Qualcomm, in a statement. Adds **Mike Ham**, VP, Shaw Tracking. “And I think that Omnitrac has been bought by what we believe to be one of North America’s leaders in the diversified software environment.”



Appointment of Merit

Ivor Evans has been named **Meritor’s** Chairman, CEO and President. On Meritor’s Board since 2005, Evans has been serving in the position since May. Prior to joining Meritor, Evans was president and CEO of Union Pacific Railroad and vice chairman of Union Pacific Corporation. Before that he served in various executive positions at Emerson Electric Company and spent 21 years at General Motors.

Best Fleets Deadline Looms...

The **Truckload Carriers Association** (TCA) has opened up nominations for their popular **Best Fleets to Drive For** contest. The survey-slash-contest requires owner-operators and company drivers to nominate the fleets they drive for; that’s not only a great way to get on your boss’s good side, it could boost your paycheck as the annual driver pay at past finalists has risen by at least 10 percent over the past five years. Deadline for nominations is Nov.1. Click on www.bestfleetsodrivefor.com

...and the three-downs version

Trucking HR Canada will take the reins of the Canadian version of Best Fleets to Drive For. And it won’t only be for-hire carriers that can enter—private fleets are welcome, too. Both the **Canadian Trucking Alliance** (CTA) and the **Private Motor Truck Council** (PMTCC) are on board. **CarriersEdge** will supply the systems and technology. Watch for the first call for submissions in 2014.



Why own a fleet of Hino trucks? Simply stated, every Hino comes with **Hino Premium Protection**, a comprehensive vehicle protection plan that is included at no additional charge for all 2014 and newer vehicles.

The program consists of the following:

- ✓ *1 year scheduled maintenance, up to 50,000 kilometers*
- ✓ *Complimentary oil changes and lubrication services for years 2 and 3, up to 150,000 kilometers*
- ✓ *3 year HINOWATCH roadside assistance and*
- ✓ *5 year* engine warranty*

In addition, service is available through Hino's extensive coast-to-coast dealer network.

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Trending

THE BEST FROM
Today'sTrucking.com

In the News

Cops Seek Trucker Who Lost His Pickles

MONTREAL — The Montreal police are looking for victims of cargo theft. Specifically, according to the Southwest Transportation Security Council, the cops are trying to identify “victims and or complainants” related to the following list of recovered items:

- GE Profile Series refrigerators, stoves or microwaves;
- Toyo Tires;
- Various models of Yamaha generators;
- 2x4, 2x6 or plywood;
- Pickles;
- Shrimp.

“Be advised that the thefts are likely from the United States AND Canada and may consist of older thefts from months or years ago,” authorities have stated. Anyone with information on the loss of these products is encouraged to contact CargoNet at 1-888-595-2638. CargoNet is an international anti-cargo-theft organization.

For **MORE NEWS**,
 Be Sure To Check
Today'sTrucking.com

Facebook Fun



So one of our regular readers and story-idea-makers sent us this picture of her beloved dog behind the wheel of her Pete. Our question to you is, what breed of dog makes the best trucker dog? And why?

From the Blogs

An AMJ-Campbell-Style Very Cool Move

In August, Today's Trucking Editor Peter Carter witnessed a former AMJ Campbell employee (who's husband and son both still work at AMJ) pay for another woman's gas.

Just over one month ago, a friend of mine named Doug Wagar died in an ATV accident. He had been working at our house on Friday afternoon and planned on returning Monday but on Saturday night, the ATV he was riding near my hometown of Sudbury crashed and Doug was killed.



A MOVING EXPERIENCE:
 Jeanette and Joe Walsh

Doug leaves behind one of my favorite people: his 21-ish-year-old daughter Sam, who is a delight. I'd trust her with my debit-card pin. She's funny and pretty and has one of those unpredictable personalities like the feisty women you sometimes see in great cowboy movies.

She takes after her dad.

At his funeral, one of Sam's cousins, Amy, mentioned in her speech that, among other things, Doug

was always buying coffee for the guy behind him at the Tim's drive-thru and was always really embarrassed when the person caught up to him to say thanks.

And so it was this very morning I found myself in a Tim Hortons and sure enough, Doug's spirit didn't merely nudge me on the shoulder he whacked me upside the head.

For the full story, visit todaystrucking.com and type amj into the search box.

What's Tweetin'?

Our Favorite Tweets This Month:

@formertrucker18:

A lot of the problem is simply many drivers want to complain, no matter what. And fail to educate themselves properly about rules.

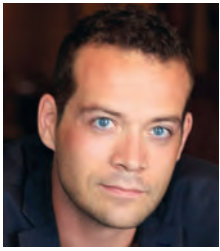
@Al_Goodhall:

Finding an effective way to present driver concerns in a meaningful way is an uphill battle.

@truckeryako:

There's nothing like a smiling truckstop waitress in the morning. Even if it's a fake smile. #awwwww

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Sit Happens

Between the Lines *Sitting is killing us but there is in fact much we can do about it.* By Jason Rhyno

My left arm, fingertips to shoulder, was numb. My dress shirt began losing its composure as I leaned backwards into a thick strap around my back, holding on to a couple of handles that were there to ensure I didn't fall completely.

"I know this isn't your fault and that this isn't the product," I said quietly to Dr. Chuck Tillotson, a chiropractor who was showcasing an FDA-approved product he designed to help people with their back muscles and nerves and other things I know absolutely nothing about. "But my arm is numb. Which, you know, if a driver were to purchase this and had his arm go numb, what should he do?"

Dr. Chuck looked me in eye. "Finish doing this and I'll fix you up."

Here's one of the things truckers and trucking journalists have in common: we sit too much. And as it turns out, sitting is killing us.

A number of studies have been released over the last few years that show a direct correlation between sitting and obesity, diabetes, cancer (!) and cardiovascular disease. The most recent study I was able to find, from the British Journal of Sports Medicine, concludes that "excessive sitting warrants a public health concern."

Don't expect to see higher taxes on La-Z-Boy's or grotesque warning labels on chair packaging, but based on the level of media attention it's getting, expect some movement around the issue (or, at the very least, an office employee to request new ergonomic furniture). The problem, however, is that if your job requires you to sit all day, exercise will only marginally combat



ENTERING THE BACKSTRETCH: *Today's Trucking's* Heather Donnelly tries out Dr. Chuck's portable decompression device.

Show. He was showcasing a portable decompression device that stretches out the nerves in the lower back. Those nerves basically get crunched from sitting all day, and this device allows drivers to hook it up and stretch out that lower back area.

My arm was going numb because that's what it does; I tore something a few years ago.

Dr. Chuck's advice? Stretch. And get to a chiropractor.

That's what Total Transport Solutions driver Mark Perkin advises too. Or rather, do yoga.

The bearded and broad-shouldered Perkin kept tweeting out something about yoga and wrestlers this past summer. Turns out, the wrestler Diamond Dallas Page is into yoga and has

the problem; you can quit smoking, but you can't quit sitting.

My life is full of sit: I have to drive to work, I sit at work, I sit on my drive home; I sit at press conferences, in trucks, on planes...

In the last two years, I literally busted the button on two pairs of pants, and gained roughly 30 pounds. My back started hurting more and for a period, I was getting sharp pains up and down my left side when I was sitting. And I felt weak—baby kitten weak.

So, I started lifting weights in April, exercising and eating better.

Three months later, my belts are too big, and my strength has increased. My back, however, is sending Stop Doing Stuff messages to my brain.

Which is why I dropped by Dr. Chuck's booth at The Great American Trucking

videos you can buy that show you the yoga moves, which Perkin bought.

(Yes, he did get chirped by other drivers. "If I see you with Lulu Lemon pants at the back of the truck stop, I'm going to disown you," one of his friends said.)

He's been doing 15 or more minutes of yoga in the morning and evening since May. He's lost 35 pounds. "These are basic stretches," he told me.

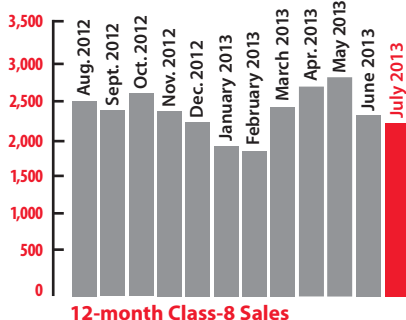
But that's the thing—it doesn't take much to feel better. A few minutes of stretching here, dropping Coke and cheese from your diet there, some sit-ups in between and you'll feel a thousand percent better. **TT**

"Between the Lines" is *Today's Trucking* Associate Editor Jason Rhyno's monthly column. If you want to let him know what you think, email him at jason@newcom.ca

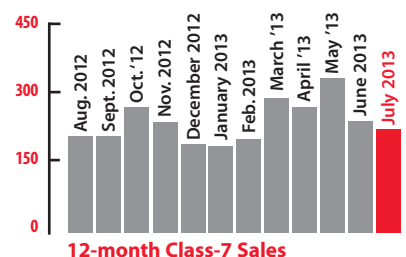
Canada – Truck Sales Index

July 2013

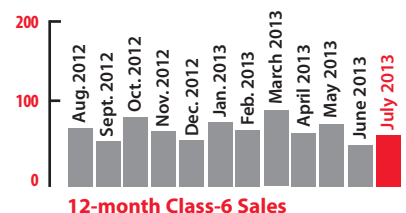
CLASS 8	This Month	YTD '13	YTD '12	Share '13	Share '12
Freightliner	564	4147	4478	25.7%	24.4%
Kenworth	417	2969	3830	18.4%	20.9%
International	300	2237	2842	13.9%	15.5%
Peterbilt	256	2210	2442	13.7%	13.3%
Volvo	261	1879	2082	11.6%	11.3%
Western Star	214	1402	1328	8.7%	7.2%
Mack	227	1297	1363	8.0%	7.4%
TOTAL	2239	16,141	18,365	100.0%	100.0%



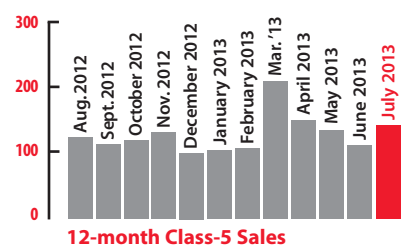
CLASS 7	This Month	YTD '13	YTD '12	Share '13	Share '12
Freightliner	48	449	465	25.7%	24.4%
International	65	414	578	23.7%	30.4%
Kenworth	40	333	355	19.1%	18.7%
Peterbilt	34	298	295	17.1%	15.5%
Hino Canada	34	251	210	14.4%	11.0%
TOTAL	221	1745	1903	100.0%	100.0%



CLASS 6	This Month	YTD '13	YTD '12	Share '13	Share '12
Freightliner	21	165	188	37.8%	27.8%
Hino Canada	20	150	198	34.3%	29.2%
International	17	109	283	24.9%	41.8%
Peterbilt	2	13	8	3.0%	1.2%
TOTAL	60	437	677	100.0%	100.0%



CLASS 5	This Month	YTD '13	YTD '12	Share '13	Share '12
Hino Canada	64	573	667	60.6%	57.4%
International	58	287	341	30.4%	29.3%
Mitsubishi Fuso	11	73	134	7.7%	11.5%
Freightliner	0	8	12	0.8%	1.0%
Peterbilt	1	4	2	0.4%	0.2%
Kenworth	0	0	7	0.0%	0.6%
TOTAL	134	945	1163	100.0%	100.0%



Eastern Canada
www.easterncanada.cummins.com

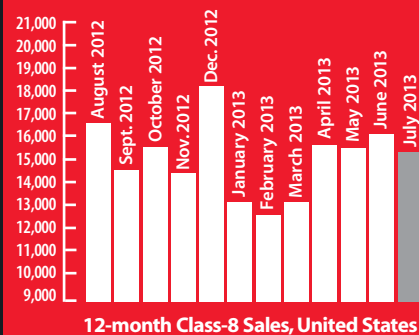
Western Canada
www.westerncanada.cummins.com



- Wholesale parts distribution
- Retail parts sales
- Engine and power generation equipment sales
- Maintenance & Repair

U.S. – Retail Truck Sales

CLASS 8	July 2013	YTD '13	Share '13
Freightliner	5261	38,700	38.2%
International	2402	14,638	14.5%
Peterbilt	2067	13,665	13.5%
Kenworth	2093	13,481	13.3%
Volvo	2012	10,766	10.6%
Mack	1240	8,129	8.0%
Western Star	261	1,780	1.8%
Other	4	20	0.0%
TOTAL	15,340	101,179	100.0%



Canada – Provincial Sales (Class 8)

CLASS 8	BC	AB	SK	MB	ON	QC	NB	NS	PE	NL	CDA
Freightliner	52	43	21	33	279	75	36	3	16	6	564
Kenworth	51	141	71	0	92	53	9	0	0	0	417
International	15	48	3	26	141	48	12	6	0	1	300
Peterbilt	41	95	29	6	39	23	22	1	0	0	256
Volvo	27	15	5	22	123	46	15	6	0	2	261
Western Star	38	60	3	12	34	47	4	14	0	2	214
Mack	12	29	18	5	101	35	12	14	0	1	227
TOTAL	236	431	150	104	809	327	110	44	16	12	2239
YTD 2013	1795	3509	869	735	5214	2944	654	309	41	71	16,141

2014 HIGHWAY STAR OF THE YEAR

\$15,000 IN CASH AND PRIZES

Next year's winner will receive...

- ★ \$10,000 in cash
- ★ An Espar Heater System
- ★ Road-ready, trucker-friendly laptop from OBAC
- ★ Special-edition leather *Today's Trucking* jacket with winner's name and Highway Star of the Year logo
- ★ Travel and accommodations for two to Toronto for Truck World 2014




We're looking for one driver who embodies the term professional. A driver with that certain outlook on life and the industry that sets them apart from the rest. A driver who gives to the community, operates with the highest regard for other road users, and who generally sits tall in the saddle. In short, we're looking for a driver with STAR quality to be the 2014 Highway Star of the Year.









The Highway Star of the Year award is open to ALL drivers — company drivers and owner-operators alike. If you know someone worthy of such an honour, please submit your nomination as soon as you can. We'll be presenting the award during Truck World 2014 in Toronto, on Saturday April 12, 2014. **Forms are available on-line at www.todaystrucking.com/hsoy.**

THE HIGHWAY STAR OF THE YEAR

HALL OF FAME

	2013	2012	2011
			
	Brian Bertsch Hi-Way 9 Express Ltd., Drumheller, AB	Stephen McGibbon Milltown Trucking, Oak Bay, NB	Reg Delahunt Independence Transportation Lanark, ON

2010	2009	2008	2007	2006	2004
					
Cliff Lammeren Praxai Edmonton, AB	Bud Rush Armstrong Moving/ United Van Lines Oakbank, MB	Dale Hadland international Freight Systems (IFS) Beachville, ON	Jean-François Foy Transport J.C. Germain Neuville, QC	Terry Smith Highland Transport Miramichi, NB	René Robert Classy Transport inc. (contracted to SLH Transport) Calgary, AB

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Meeting Face-to-Facebook

Drivers *How veteran driver Michael “Motor” Rosenau put the camaraderie back into trucking. By Nickisha Rashid*

When Michael “Motor” Rosenau, owner-operator with Rosenau Transport, first got behind the wheel some 25 years ago he kept in contact with family and friends using a brick-sized cell phone.

Today his Facebook status update says “Getting a tire fixed in Kelowna.” He has more than 1,000 Facebook friends and 2,000-plus photos capturing life on the road; including show and shines, charity convoys, truck shows. If it involves a truck, Rosenau is interested. But mostly the pictures are of his beloved ‘98 Freightliner known to most as the Freightrod.

Trucking is in his DNA. He’s a third-generation trucker; his grandfather started Rosenau Transport in 1957. His younger brothers Mark and Tony drive for the company.

One of the first things you figure about Rosenau, besides that he’s one of the nicest guys you’ll meet, is that he loves his

job. “Sometimes I can’t believe I get paid to do this,” he says. “The scenery changes every day. I love being a truck driver.”

Rosenau has seen a lot of changes in the last 25 years. “Definitely the camaraderie is not there as much anymore, the brotherhood, the readiness to help a fellow driver,” he says. “Everybody is busy. It’s a very fast-paced, go-go-go industry. Everyone is on a schedule.”

But Rosenau is not the kind of guy who dwells on the negative too long; he quickly follows up with “it’s a fantastic thing where technology has taken us today. You’ve got Facebook, Skype, FaceTime. It doesn’t put you there for the one-on-one but it still gives you a piece of that.”

He used his Facebook to create a virtual community, with trucking friends from coast to coast.

He spends half an hour

to an hour, in his words, “playing” on his computer at night. This time is spent “checking out what’s going on and putting out what’s happening in the world of trucking,” he says.

Through photos, videos and updates, Rosenau’s FB page tells the story of the many charities he’s involved with. Every year he suits up as Santa for the 18 Wheels of Christmas food drive delivering donated goods to Calgary food banks, a cause he has embraced since 2005. He’s driven in three of the World’s Largest Convoy for Special Olympics. And he plans on driving in the next Alberta Convoy for the Cure to support of the Breast Cancer Foundation.

Rosenau is known as the guy with the huge heart. “Motor is always willing to give you the shirt off his back. He’s one of the best guys you’ll meet and a great one to call a friend,” says his fellow driver and friend Edward Tucker, who works in Canada Post’s transportation division.

An added bonus of Rosenau’s Facebook activity: presenting a positive image of the trucking industry. What started as a way of

keeping in touch turned into a way to share what life is like behind the wheel. Scrolling through his profile, you quickly notice that Rosenau is all about promoting this industry he loves so much.



Michael Rosenau



FRIENDS REQUEST SENT: Social media provides Rosenau with a much-needed tool for staying in touch with his friends and industry contacts.



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MERITOR

Having received the 20-year two-million-km award for driver health and safety in 2012, Rosenau is yet another driver shedding a more positive light on the industry. And it's great that his social media presence is increasing the visibility of a trucker's life.

In January he even created a second Facebook account called "The Rosenau Support Our Troops Big Rig" filled with

pictures and events that are dedicated to all things military. Famous for his "Support Our Troops" trailer, Rosenau is a member of the UN-NATO Veterans Group and is present—along with his truck—at many fundraisers supporting veterans and wounded soldiers.

The road can be a lonely place so it's important for your mental health to stay connected and have a sense of community.

For a driver in today's technology driven world, social media platforms provide simple ways to do this.

At the end of a long day who wouldn't love to catch up with an old friend or share a picture with your family about your day?

"Trucking has changed so much over the years that you can communicate with your family and friends daily," says Rosenau.

So why not take advantage of it? **TT**

PUT ON A HAPPY FACEBOOK!

Who hasn't heard this before: "Kids today. All they know how to do is click click click. They don't know how to hold a conversation like we did in the old days."

As interesting an observation as that may seem, there's no evidence to support it. In fact, it might be the opposite.

According to a recent study of 2,225 Americans from a wide variety of backgrounds, social media users in fact have more friends, better relationships and higher levels of support from their family members. People who use Facebook regularly, for example, are



also more likely to be engaged in their communities through politics.

The research was conducted by the Pew Research Center as part of its Internet and American Life project.

"The findings suggest that there is little validity to concerns that people who use SNS [social networking sites] experience smaller social networks, less closeness or are exposed to less diversity," the researchers state.

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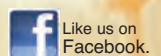
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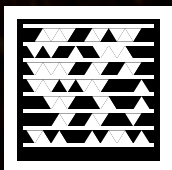


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To my PhD, Just add A/Z

Drivers *Why I went from my university graduation to truck driving.*
Dr. Peter Fairman

Dear Uncle Pete:

I read last month that you had mentioned my PhD in your magazine! Years ago, I would have thought that kind of thing completely lacked context, though I did appreciate the nod.

Now that I have my A/Z, I see the connection.

Like many Canadians finishing school this year, securing a job in my field was discouraging.

Then, while on the 401 relocating from Ottawa to Mississauga, I saw on the back of a Schneider truck that Schneider was not only hiring, but if you completed a recognized driver-training course, your tuition would be reimbursed.

Free school, learn a trade in six weeks, and get a job? Sign me up! (Before this the only thing I knew about Schneider was that a company by the same name made great hot dogs.)

After a few calls, I sat down with Melissa Roberts, the campus manager at the Hamilton branch of the Transport Training Centres of Canada (TTCC). Then I took a test-drive with Russell Sharp, one of the instructors. I decided to give it a shot.

The following Monday, I found myself in class surrounded by a number of really interesting people. In addition to myself (microbiologist and immunologist), there were construction workers, a mechanic, a former car-company manager, an electrical engineer, two

accountants, and a variety of others. Despite our diversity, we all were very interested in getting back to work.

Within days we got a pleasant surprise: company recruiters came into the classroom offering to pay for

the trucking lifestyle.

Examples of this included gyms at Schneider terminals, White Oak's accommodation of gym usage along delivery routes, and healthier food choices at the rest stops frequented by employees of

You'll be glad to hear I passed my test on the first try. (I recall Mom telling me you scored yours on something like your fourth?)

I've also managed to land a job with a fantastic company in Alberta.



the course we were currently enrolled in and to offer us employment.

This was completely new to me. Also new to me were the generous medical and dental benefit packages that were promised. Some of the quoted numbers went as high as 100-percent coverage (others were close to this too). We also liked the company-matched RRSP contributions, paid vacation time, and the personal approach some of the companies took (particularly White Oak and SGT). Combined with the declaration that lay offs were never a problem, I was flooded.

They also made it clear that physical fitness was becoming a more important aspect of


these companies.

The long and the short of it (get it?) eventually came out in the wash. In addition to the economic side, the recruiters talked to us about the trucking lifestyle. While I don't believe you can fully appreciate any lifestyle without living it, the recruiters made a genuine effort to help prepare us for the road. True or not, I felt wanted and that I would be given a chance.

If any fleets who need drivers are reading this, I promise that visiting trucking schools can make the difference between being approached by candidates or remaining unknown. I had no idea many of those great carriers existed before they came to class.

I also met and befriended some incredible people along the way.

I've often thought that impulse purchases are frequently more satisfying than those made after long periods of thought. My spur-of-the-moment decision to try trucking sure reinforces that idea. I bet the other folks from my class who are now driving professionally feel similarly.

See you at Christmas,
 Pete 

Before passing his CDL, **Dr. Peter Fairman** earned a doctorate in biochemistry from the University of Ottawa. He is now driving in Lac La Biche, AB. Dr. Fairman is *Today's Trucking* Editor Peter Carter's nephew.

The **Big** **Switch**

As the U.S. recovers, you can expect more loads coming north. The question is, will Canadians be able to move stuff southward too?

BY JASON RHYNO

Jacquie Meyers of Meyers Transportation out of Belleville, ON, is too busy to talk in-depth about her outlook for the remainder of 2013. She has meetings and, according to her Twitter account, recently brought in some new equipment.

“You could likely use the same things I said last year,” she says, half-joking, referring to a conversation we had in 2012 on the same subject. “Maybe,” she adds, “with a slightly ‘rosier’ tint.”

“And I do mean ‘slightly.’”

Meantime in Manitoba, Allan Penner, president of Penner International, tells me he is “cautiously optimistic.”

“The problem,” he says, “is getting southbound. There seems to be all kinds of freight coming north.”

That problem, as Homer Simpson once

said about alcohol, “may be the solution to, and cause of, all of life’s problems.”

Doug Payne, president and CEO of Nulogx, is also pointing south. Nulogx, in addition to providing various services to shippers and logistics companies, publishes the Canadian General Freight Index. The index highlights changes in the prices paid for freight transportation by Canadian shippers, and represents general truck transportation, not including bulk, liquid and other specialty transportation services.

“If we look at straight base rates—take fuel out of the equation for now—we’ve seen a sharper drop than what we traditionally see going through March, April, May, and June. It dropped lower than what we’ve seen in the past and that was mainly driven from cross-border.”

The cross-border marketplace has done a complete flip from having more southbound to now more northbound.

Exports to the United States in July





CENTRAL CANADIAN STABILITY

More optimism and less uncertainty was what came out of the **Ontario Trucking Association** (OTA) 3Q13 Business Survey. Here're the stats to back it up.

67% Are optimistic about Q4. That's 22 percent higher than Q1 '13.

35% Are banking on improvements in Ontario over the next six months.

28% Expect a boost in southbound lanes.

8% Are more pessimistic about southbound lanes. That's the lowest level since 1Q '11.

65% Expect no change in volumes, compared to Q2's 42 percent.

66.67% Expect no change in northbound volumes.

77% have seen rates firm up, an 18-point increase from last quarter.

Other good news: "Southbound rates bucked four straight quarters of falling expectations in the persistently soft sector and posted the highest rate since 3Q12," OTA noted.

NORTHERN EXPOSURES

Miles Villanueva is a logistics officer with Chisholm International, a company that trades in agricultural commodities, partners with major carriers and is one of the largest private operators in its trade lanes. Villanueva's job is to find carriers to help him get product from point A to point B in North America. *Today's Trucking* asked Villanueva what he's seeing on northbound/southbound lanes:

"Canada seems to be

steady and exports to the U.S.A. are consistent," says Villanueva, "as they usually are year in and out."

"It seems that trucking companies have so many loads coming out of the Midwest that they can pretty much pick and choose which loads they want," he says.

However, he adds, "the southeastern states like Florida and Georgia are becoming very expensive because nothing is coming out of those states to haul back.

"For shipments from the east, like North Carolina, Virginia and New Jersey—or any eastern state—it's becoming increasingly hard to find trucks. We have been struggling with that since the end of summer."

"Midwest to California is starting to die down and rates going into California are going to increase over Q4 but the reverse is true as products coming out of California will be cheaper."

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grew by 0.8 percent from June. Imports from the U.S., meanwhile, increased by 2.7 percent, according to recent StatsCan numbers. The trade deficit with the U.S. is widening.

"We really haven't made any headway," Payne says. "Rates haven't gone up in the last two years. There have been spikes where they've gone up, sure, but then it's given way again."

That might sound bleak, but there is a "rosier" outlook coloring the North America transportation industry.

"We're all growing and we will continue to grow," said Dr. Jeff Rosensweig, director, Emory University's Global Perspectives Program, to an audience of carriers at Commercial Vehicle Outlook Conference (CVOC) in Dallas, TX. this past August. "It's just not that exciting."

What Rosensweig was excited about, however, was all the trade happening in North America, specifically NAFTA. Rosensweig, who specializes in global strategy, global economics, and international finance, said the "action for the U.S. economy is really more and more in a north/south axis. Mexico and Canada are physically touching us."

To put it into perspective, he pointed to U.S. exports to the Pacific Rim, roughly \$360 billion dollars. "But look at how much we export just to Canada and Mexico: half a trillion dollars—just to those two countries! These two are biggest markets for us and now think about that in a transportation

situation—we don't need air freight or container ships. We export more to Mexico than we do to the 18 countries that use the Euro. And we export more to Canada than we do to Mexico."

And trucks are moving the brunt of it. According to the Bureau of Transportation Statistics (BTS) of the U.S. Department of Transportation, June 2013 saw \$93.5 billion of freight moved between the U.S., Canada, and Mexico, with trucks hauling 60.7 percent of the \$93.5 billion, followed by rail at 15.8 percent, vessels at 8.2 percent, pipelines at 6.5 percent and air at 3.9 percent.

Just between U.S. and Canada, June freight flows came in at \$52.7 billion, with trucks handling 56 percent of that number.

"We sell to North America,"

Rosensweig said plainly. "The good news is Canada is growing. They are blessed with all those commodities, they have a fairly good demographic profile—like we are, they're aging, but we're not about to become very old like Japan is, and neither is Canada."

What that means is that Canadians are still buying and will continue to buy. Boomers are still demographically young, Rosensweig said. They're still spending

money, and so are their children. For all the talk about an aging population, countries like Japan have it much worse than we do here, he says.

"We're starting to hear more about retailers and people starting to want to do business in North America again," Payne tells me. That means manufacturing, he says, but "we're only hearing it—we haven't seen that happen yet."

"Economies," as Penner says, "don't change overnight."

In the meantime, "truckers will have to adapt and get better at what we do and meet continually rising customer demands," Meyers summarizes.

And it looks like Canadian carriers are doing just that. "I keep an eye on what's going on with accessorials, because that drives costs up," Payne says. "In the last eight to nine months,

we've actually seen them come down by a couple of points and stay steady. That tells me that shippers and carriers alike are working better to drive those costs out.

"When you go two or three years with basically no changes to cost, no major movement, I think that shows shippers and carriers alike have been very astute at driving costs out and streamlining.

"And I think that's positive." **TT**

TOP 10 TRADING STATES FOR CANADA

1. Michigan
2. Illinois
3. California
4. Texas
5. Ohio
6. New York
7. Pennsylvania
8. Washington
9. Indiana
10. Minnesota

Source:
Bureau of Transportation Statistics,
June 2013



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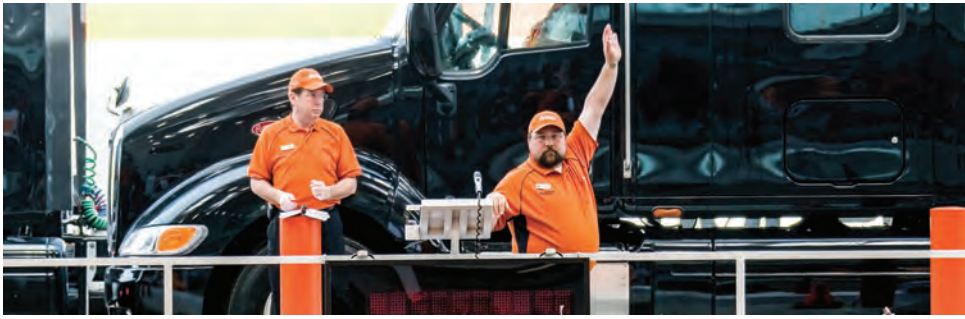
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AU

GOT YOUR AUCTION EARS ON? The atmosphere at a good auction is half horse race, half boxing match.



ctionAction



In 1945, five Americans—Jake Ruhl, Paul Stern, Robert Schreiber, Ben Mellinger and Art Walters—put three cars up for auction in the town of Manheim, Pennsylvania. And although they only managed to offload one of the three, they decided to hold more car auctions and by 1959 Manheim Auto Auction was the largest auto auction in the world. Now owned by Cox Enterprises, Manheim has 130 locations in North America, Europe, Asia, and Australia. The 200-acre facility at their Canadian headquarters in Milton, ON., looks like an internal combustion farm; covered with row after row of vehicles, ready to be auctioned off.

In 1958, Dave, Ken and John Ritchie of Kelowna, BC., had a bank debt to pay so they decided to auction off surplus inventory from their furniture store. They raised \$2,000. And they, too, caught the auction bug.

Ritchie Brothers (which now trades under the symbol RBA on the New York Stock Market) is the world's largest industrial auctioneer and recently opened an office in China.

Besides the fact that Manheim specializes in automobiles and Ritchie in commercial equipment, both companies also auction off commercial trucks. So they both want your business.

Both offer regularly scheduled auctions at locations across the country (check manheimcanada.com and rbauction.com for locations and dates nearest you) and it's all premised on the idea that you would probably rather get rid of your old trucks than having them sit on your property with For Sale signs in the windshield.

One of the big differences between the two auction houses lies in their origins. Manheim founder Walters was a Firestone dealer and Mellinger sold Ford cars and they thought a general public auction would cut into their core business so they restricted their auction sales to auto dealers. Today, Manheim's auctions are still limited to people in the business. (A lot of truckers are authorized dealers.)

Ritchie on the other hand is open to the public. And, as Ritchie's Senior VP for Canada Kevin Tink says, Ritchie's other killer app is the unreserved nature of the auctions. Everything goes. "It means a seller can't say 'we won't accept anything less than \$20,000' for an item. It's much more transparent."

While Manheim does offer reserves, the auctioneers have what they call an "If process" so if the top bid doesn't top the reserve, the buyer and seller can still negotiate.

As well as administering, Tink is an auctioneer, having been born into a family livestock business in Grande Prairie. And, he says, all live auctions sales, if they're done professionally, are inherently exciting. The bidding adds to the urgency. (*Today's Trucking's* recent visit to a Manheim auction underscored

How to make the most of the live truck auction scene.

BY PETER CARTER

Auction Action

Tink's observations. The atmosphere was half boxing match, half horse race.)

And of course heavy truck auctions are not limited to those run by Manheim and Ritchie. Fleets can hold private auctions, and heavy trucks can be sold as part of regular, local sales.

Buyers and sellers can attend the auctions in person or online, but unlike online auctions, such as ebay, you must be

prepared to make on-the-spot decisions.

For reasons far too complex to explore in this limited space, sales of glider kits and used-trucks—particularly trucks built between 2004 and 2007—are soaring. The question arises: Are auctions smart choices for truckers to be buying and selling? *Today's Trucking* approached a handful of carriers for their opinions and frankly, most admitted to minimal experi-

THINKING OF BUYING AT AUCTION?

Auction advocate **Randy Dunlop** of Lethbridge's Dunlop Western Star Dealership shares the following advice for neophyte buyers:

TAKE ADVANTAGE OF INSPECTION DAY

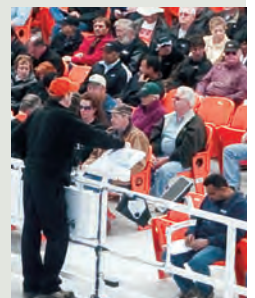
Before most auctions, there is an inspection day. This is a day where you can get a close and personal look at the trucks that you'll be bidding on later. In some cases you might even get to do a test drive. If not, look under the hood and check the tires, which is more than you'll be able to do on the day of the auction. If you don't have a list of the model names and years of the vehicles, make one now.

EXPECT THE WORST

With your list of vehicles in hand, hit the computer to find out how much they're really worth. Keep in mind that if you didn't have a mechanic inspect them, you should expect that they are in the worst possible condition. This probably isn't the case, but you have to be prepared in the event that you're bidding on a clunker (or a fleet of clunkers). The end goal is to walk away knowing that

you've made a good deal, not feeling like you've been ripped off. At an auction, if you do get ripped off, you have no one to blame but

yourself because you're determining the price! So go in with a "high" price in mind, that is, the maximum amount you're willing to pay for the used heavy trucks, and stick to it. If the bidding goes higher than you were willing to pay when you were level-headed and not pumped full of auction adrenaline, it's time to bow out.



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SOLD TO THE MAN IN THE TRUCKERS' CAP!

Auctioneer **Kevin Tink** on how to make the most of the auction selling process



- 1 Consign early.** Trucks that have been consigned well ahead of the auction tend to realize better returns than trucks with minimum exposure. Some specialized assets may require an extended period. Check with your auction house.
- 2 Remember that first impressions count.** Take a good hard look at the trucks you're selling. What is a prospective buyer seeing? A cracked windshield? Worn tires? Obvious body work? Attention to detail maximizes results.
- 3 Make sure the auction's right for you.** Will your auction attract the right buyers? What else is up for auction that day? How about timing? Five days before Christmas might not be ideal. Is the auction date competing with any other important industry event? (Election dates are particularly notorious for cutting into transaction action.)
- 4 Keep expectations in check.** Talk to somebody from the auction house beforehand so you will know what to expect. Visit websites to get a sense of what similar assets may have sold for.
- 5 Be generous with information.** If possible provide maintenance for purchasers. The greater the comfort of the purchasers the greater the likelihood they will bid aggressively. Remove as much grey area as possible. Well-prepared documentation and maintenance records will add value.

ence with live auctions, though they all said they're curious about what happens. And all the auction houses are eager to have your business. One auction veteran is Doug Coleman, who runs the for-hire carrier by the same name out of London, ON. He's been an auction user for some 20 years. Coleman has used auctions to move both trucks and trailers and says they can be particularly advantageous in trying to

move older equipment.

"I think some auctions have given a bad name to the industry by not paying the seller in time or delaying payment. I was very surprised how quickly Manheim forwarded us the final settlement. The next day," Coleman reports.

Our advice? Get thee to an auction and decide for yourself. At the very least, you'll be entertained. **TT**

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BY JIM PARK

Think of a hammer. A big hammer like a jackhammer, pounding away at the end of your driveshaft about 40 times every second. Each time a cylinder fires in today's truck engines, it sends a shock wave called a torque spike down the driveline, through the clutch, the transmission, the u-joints and finally into the crown and pinion gears in the differentials.

With today's higher-torque, lower rpm engines, those torque spikes are more like shots fired by a 50mm cannon than a .030 cal machine gun. Older engines produced less torque and cruised at higher rpm, making the torque spikes more like a buzz to the drivetrain than the thump, thump, thump of today's 1,100 rpm, 1,750 lb-ft engines. Today more than ever, you need a drivetrain that's up to that kind of punishment.

The most significant powertrain advancement in recent years is the concept of downspeeding. First revealed by Volvo Trucks in September 2011, the company's XE13 powertrain package takes cruise engine speed down to 1,150 rpm with torque output of 1,750 lb-ft. Volvo followed the XE13 eight months later with the XE16 package. It pumps a whopping 2,050 lb-ft of torque through the drivetrain at 1,225 rpm rather than the more traditional engine speed of 1,425 rpm at 62 mph.

To reduce engine speed to that degree, Volvo uses a 0.78:1 ratio overdrive transmission and axle ratios of 2.64:1 or 2.69:1 in the case of the XE13, and 3.21:1 and 2.64:1 ratios with the XE16.

Engine rpm has been trending downward over the years, with 1,500 rpm engine speed in most 80,000-lb applications now starting to seem like the 2,000-rpm screamers of a bygone era. Volvo's Ed Saxman, now marketing manager for alternative fuels but previously the powertrain product manager, says the industry is progressing toward a lower cruise speed 'sweet spot', from the current 1,300 to 1,500 rpm range to something closer to 1,100 rpm.

"Customers gain about a 1.5 percent fuel efficiency improvement for every 100 rpm of downspeeding," he says, "so fleets that spec our XE13 can expect up to a three-percent improvement when compared to another overdrive transmission in a similar operation."

Three percent gets people's attention these days.

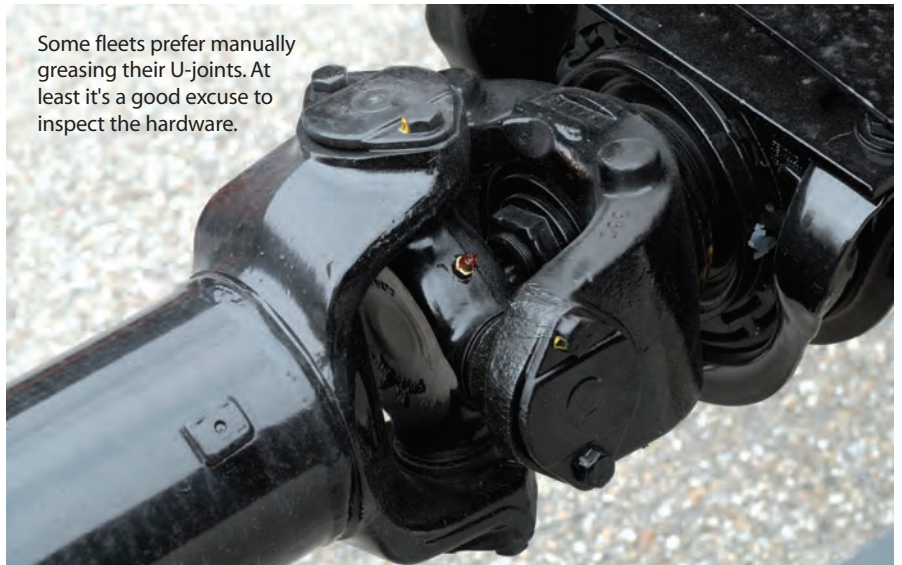


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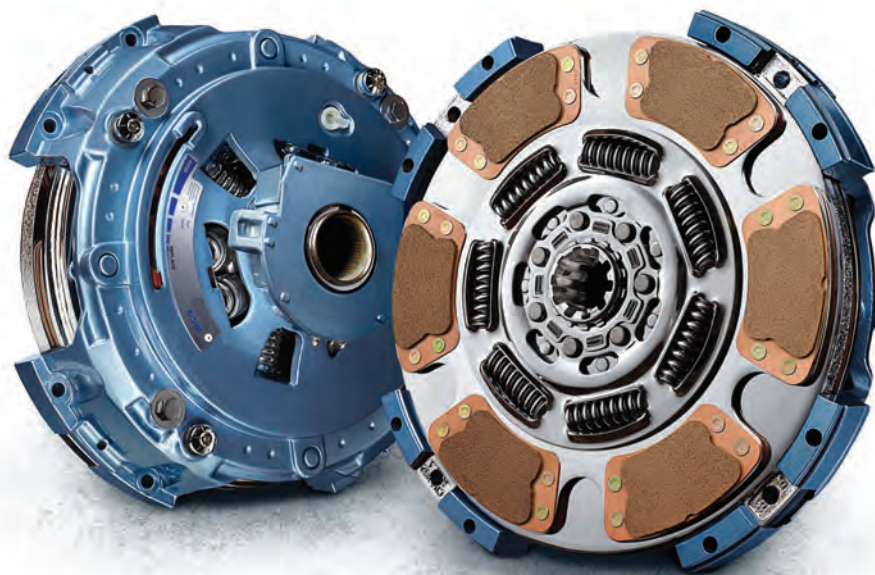
It stands to reason that if your engine is producing gobs of torque, you need the strength in the backfield to handle the extra stresses. Even the humble driveshaft has undergone some big changes in response to the downspeeding concept.

“Downspeeding the engine and using faster axle ratios puts some significant strain on the driveline in two areas,” says Tom Bosler, global director of product planning, Driveshaft Products, Dana Holding Corp. “The additional torque requires a physically larger and therefore stronger driveshaft, and the higher torque affects bearing life in the u-joints.”

Bosler says these changes apply equally to trucks using the downspeeding concept as well as applications where high torque and horsepower are required, such as the logging and oil-field sectors, and generally to trucks pulling higher gross weights common in this country.

In the spring of 2013, Dana launched its SPL-350 driveshaft. That launch was followed in the late summer by the complementary SPL-250 inter-axle shaft. Both were designed specifically to handle increased stress placed on the driveline by high-efficiency on-highway trucks, as well as severe vocational applications.

While there’s not much room for customer input in the driveshaft, clutch or rear-axle spec beyond the desired engine speed and torque, users can choose low- or no-service components. It’s a user preference, usually based on cost or, sometimes, past experience, says Meritor’s Charlie Allen, general manager, North



Bad Vibrations

Mechanical clutches play a big role in protecting drivetrain components from torsional vibrations, or torque spikes. Eaton Corp. published a technical paper last year, titled “The Role of Mechanical Clutches in Dampening Torsional Vibrations.” It explains how modern damper technology can help preserve your driveline.

“Over the years, we’ve seen peak torque drop from 1,400 to 1,200 rpm, and even lower,” notes Prashant

Kulkarni, engineering manager, Mechanical Clutch Team at Eaton, and author of the paper. “In the next few years, all engines will be producing peak torque at 1,000 rpm. The industry is going there regardless of the drivetrain vibration implications or clutch damper technology.”

That’s why proper clutch selection is so important. The OE’s will look after that on a new truck, but when replacing a clutch on a modern engine, or as we note in the other sidebar, if you’re building a glider kit, you must

have the correct damping factor in the clutch lest all those big torque spikes wreck everything downstream of the clutch.

The paper describes how modern dampers work with today’s high-torque, low-rpm engines. There is also information on how friction material and the number of springs in the clutch improve the damping factor.

It’s a must-read for anyone doing driveline overhauls or building their own driveline.

It’s available for download here: <http://ow.ly/oQs3W>

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Do-It-Yourself Overdrive

Like it or not, glider kits are becoming increasingly popular. It remains to be seen if and when they will come under regulatory scrutiny from an emissions perspective; they are all the rage now and for some good reasons. But that's another story.

With a glider kit, you install your own 'experienced' powertrain between a set of brand new frame rails. That gives rise to the possibility of do-it-yourselfers trying to duplicate the extreme gear-fast, run-slow philosophy espoused by some OEs. There's no problem with that, as long as you remember to up-spec certain drivetrain components to handle low-rpm, high-torque operation.

Not all driveshafts, u-joints and crown-and-pinion gears are created equal, cautions Dana's Tom Bosler.

"If you're taking any of the engineering specifications out of the OE's hands, the person building that glider better be an expert at driveline spec'ing or be able to refer to the proper people to spec those components," he cautions. "You simply won't get the bearing and u-joint life from lesser components when you're sending all kinds of torque through a driveline at low rpm."

The transmission is a significant consideration as well. While it's generally agreed that a direct drive transmission is more efficient since there are fewer gear meshes and lower countershaft speeds in top gear to sap energy transfer to the wheels, direct drive also sends torque through the transmission at a 1:1 ratio.

Some OE's limit differential availability in high-torque applications to drivetrains with overdrive transmissions as the overdrive ratio—usually 0.78:1—limits the potentially damaging torque sent back to the crown and pinion gears.

"The risk is in the lower gears," says Meritor's Charlie Allen. "Transmissions multiply the engine torque output by a factor of 15:1, 16:1 or even 17:1. The question then becomes, how big a driveline do you need to handle those multiplied torque spikes?"

Driveline spec'ing is not for the inexperienced. If you're contemplating a radical gear-fast, run-slow powertrain, get some expert advice. In the case of the driveshaft in such an application, bigger is always better.

American Technical Service.

"The OEM will size the driveline based on the application," Allen says.

"On the maintenance end, the customer can choose a low-maintenance component. The monthly grease job isn't a big deal, but our RPL25 is lubed for life.

"We consistently see drivelines going a million miles or more," Allen says, "so whether you still like to have a hand in

that process or you'd prefer to leave it alone, you know it's built to last."

That's a taller order than it might seem, given the stresses on such components. And sometimes they fail. If a replacement is required, resist the temptation to throw on a white-box or a will-fit part. A lot of engineering and testing goes into a million-mile driveshaft. You won't see that kind of quality coming out of a white box. **TT**



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“We’ve had seven new categories driven by emissions, from CE in 1988 to CI-4 Plus and CJ-4 today,” McGeehan says.

There’s more than fuel economy behind the new category.

Since the current category was developed and put in place in 2006, there have been a lot of changes in engine hardware, including types of injection systems, increased combustion temperatures and pressures, even the metallurgy and coatings used. Plus, parts for the engines used for some of the current industry-standard tests will no longer be available by 2016.

In addition to better fuel economy, the new category will be designed to improve oxidation stability, shear stability, scuffing/ adhesive wear, aeration and compatibility with biodiesel blends - in both new and older engines.

For instance, “For next-generation engines, EMA has said there’s going to be an increase in engine operating temperature up to 10 degrees,” Arcy says.

For every 10-degree increase in engine heat, he said, you double the rate of oxidation. Oxidation, a reaction between oxygen and the lubricant, can cause acidic compounds to form in the oil.

Another key improvement will be shear stability. Shearing occurs in multi-grade oils when the long-chain polymers in the viscosity index improvers are mechanically broken down, or sheared, into smaller molecules that are less effective in maintaining the oil’s viscosity.

“Some oils are seeing greater shear than engine makers would like,” Arcy says. So the committee will re-evaluate the test used to measure resistance to shearing.

That’s just one of the many tests the ASTM committee is evaluating, McGeehan explains.

There are currently nine tests used for CJ-4. Some of those will be carried over to

Shear Confusion

Oil *Just when you thought you CJ-4 licked, in seeps a new engine oil category. By Deborah Lockridge*

Three years from now, you’ll see a new API diesel engine oil-service category, designed to help meet greenhouse gas/fuel economy standards, which have a final phase-in date set for model year 2018 trucks.

At the request of engine makers, the American Petroleum Institute (API) formed a team to develop the new oil category to replace the current CJ-4.

And for the first time, there will likely be two standards; one designed for improved fuel economy in new engines, the other designed for backwards compatibility.

“One of the ways we know we can get improved fuel economy and lower CO2 emissions is going with a lower viscosity,” explains Dan Arcy, global OEM technical manager for Shell Lubricants. “But the

real key here is, there can be no compromise in the durability of the engine.”

Arcy is heading up the API committee developing the new oil category, currently referred to as PC-11, for proposed category 11. It’s about a five-year process, and the schedule calls for it to be ready by January 2016.

The API committee works hand in hand with a committee from ASTM International, formerly known as the American Society for Testing and Materials. Jim McGeehan, manager, heavy-duty diesel engine oil technology for Chevron, is chairman of the ASTM heavy-duty engine oil classification panel.

We’ve had seven new categories driven by emissions, from CE in 1988 to CI-4 Plus and CJ-4 today.

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the new category. There are also new tests the ASTM committee is considering, including ones using EPA-2010-compliant engines that measure oxidation that causes bearing corrosion, and scuffing between the rings and the liner. McGeehan says a decision will be made by mid-year which old and new tests to include.

Instead of opting for another engine test or an on-road test such as SAE/TMC Type II fuel economy testing, McGeehan explains, EMA asked for what's called a bench test. That test, key to the new oil category, measures high temperature/high shear viscosity—the ability of the oil to maintain its thickness under high-temperature/high-shear conditions.

Lower HTHS viscosity tends to improve fuel economy and lower GHG, but higher HTHS viscosity affords better wear protection. Therefore, a careful balance must be found when formulating an engine oil.

Regular viscosity grades are determined through tests that measure the viscosity of the oil at 100 degrees C, or 212 degrees F, for the upper number. A 30-weight oil is thinner at that temperature than a 40-weight oil.

The HTHS bench test measures the oil film at 150 degrees C, or just over 300 degrees F, while mechanically shearing the oil.

“It’s a parameter that’s always been there, but it’s never been known to the outside customer so much,” McGeehan says.

Right now, the CJ-4 category requires an HTHS score of better than 3.5.

The proposed PC-11 category will reduce that to 2.9.

The lower score will result in better fuel economy.

A PC-11 10W-30 oil would get better fuel economy than a current 10W-30 CJ-4 oil, which already offers fuel economy benefits over traditional 15W-40 oils.

You can’t just look to the viscosity rating, Arcy explains.

You could have two oils that are both SAE 10W-30, but one might be blended to meet the lower HTHS numbers and therefore offer higher fuel efficiency, while the other might be blended to work in older engines with a higher HTHS number.

In other words, one is at the bottom of the HTHS viscosity number range for a

10W-30 and the other is at the top of that range.

Oils with the higher HTHS number will still be usable in older engines. Oils meeting lower HTHS numbers will be in the new fuel-efficient oil category.

Of course, having two different standards raises a host of other questions the API committee is grappling with. For instance, do you come up with two com-

pletely different category names, like CK4 and CL4? Or do you use some sort of sub-category designation, such as CK4 and CK4-HT (for high-temp)? “The customer clearly has to know this 10W-30 oil is different from the previous 10W-30 oil,” McGeehan says. **TT**

Deborah Lockridge is Editor of *Heavy Duty Trucking Magazine*.



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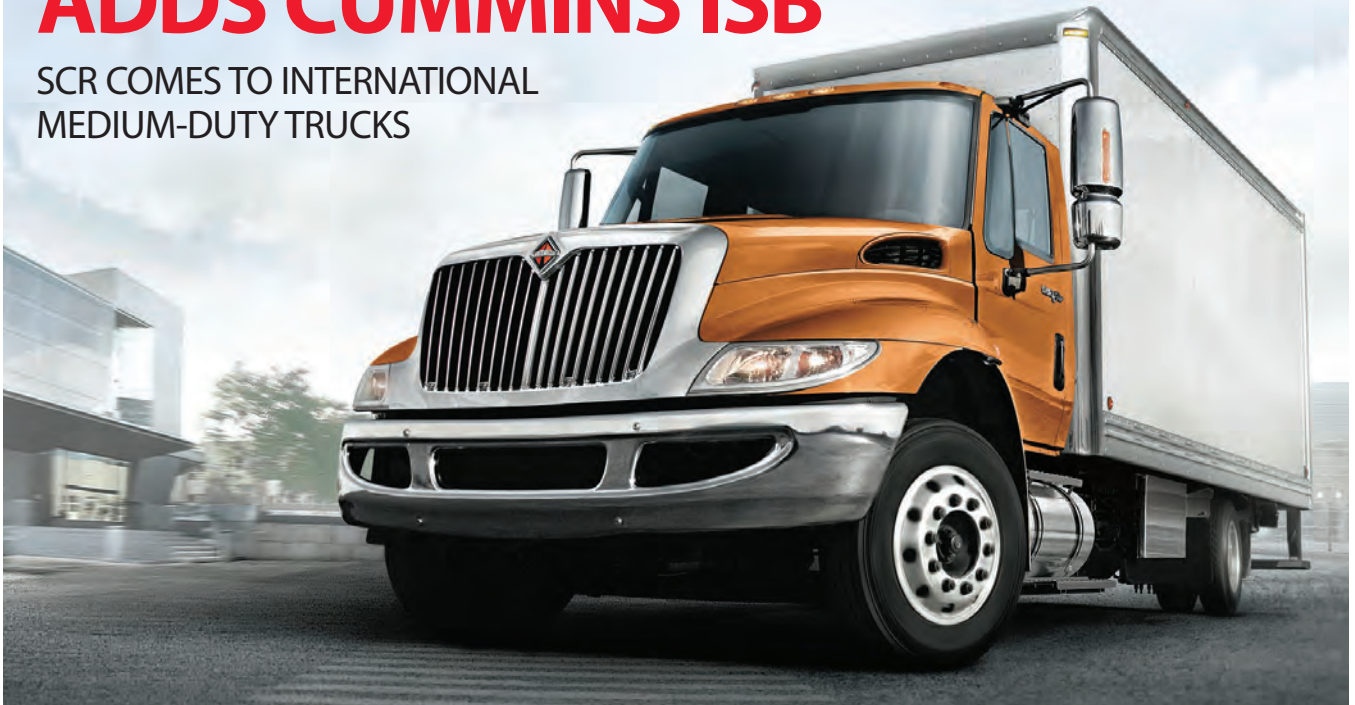
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NAVISTAR ADDS CUMMINS ISB

SCR COMES TO INTERNATIONAL
MEDIUM-DUTY TRUCKS



Navistar International has expanded its medium-duty engine offerings to include the Cummins ISB 6.7-liter engine—with selective catalytic reduction (SCR)—for International DuraStar medium-duty trucks as well as its IC Bus CE Series school buses. Full production of trucks will start in December but orders are being taken now.

The ISB will complement the existing International engine offerings, says Navistar, not replace them. It will continue to offer EGR-only versions of its mid-range engines using its medium-duty emissions credits.

DuraStar trucks and CE Series school buses with the Cummins ISB will be Navistar's first medium-duty vehicles with SCR emissions aftertreatment. Orders will be taken immediately with

initial truck builds later this month and regular production for trucks scheduled for December. Regular production for school buses is scheduled for late-January 2014.

Medium-duty truck and bus customers are very familiar with the Cummins ISB, says Navistar, adding that it has its own experience with the engine. It's been packaging and manufacturing trucks with the ISB since 2010 through its Ford Blue Diamond joint venture.

Navistar has also launched production of its International TranStar regional-haul tractor with the MaxxForce 13 engine with Cummins SCR technology,

the second such launch in the last couple of months. The WorkStar vocational model also now sports an SCR engine.

The TranStar's MaxxForce 13 SCR engine can be spec'd with 370 to 410 hp and 1350 to 1900 lb ft of torque. The Cummins Westport ISL G natural gas engine with 320 hp and 1000 lb ft of torque is also offered.

The transition of heavy-duty Internationals to SCR engines began in December 2012.

As of now, the lineup includes the ProStar, PayStar 5900 set-back axle, and the 9900i, all with the Cummins ISX15 engine. The International ProStar, WorkStar, and TranStar are available with the MaxxForce 13 SCR engine.

See www.navistar.com, www.internationaltrucks.com, and www.cummins.com





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WATER ON A STAR

WESTERN STAR AND KLEIN PRODUCTS HAVE DEVELOPED A HIGH-CAPACITY WATER-TANK TRUCK

Western Star now offers a 6500-gal (24,600 liters) water-tank body on the 4900XD chassis. Developed in collaboration with Klein Products of Jacksonville, Texas, the truck features Klein's K650 water tank to provide more efficient road-dust-control operation for construction, quarry, and mining applications. It's available in Canada.

Klein manufactures water-distributing equipment, patented pump systems, and related components.

Available as a daycab, the 4900XD is equipped with Klein's largest available water tank for class 8 vehicles, reducing the need for frequent refill trips. The K650 tank's distinctive trapezoid design is said to improve rearward vision for drivers significantly.

The 4900XD features an extremely low center of gravity, says Western Star, and is available with a rollover protection



Western Star water-tank truck

system (ROPS). The truck comes with outboard cab mounts and up to 20,000-lb front and 70,000-lb rear suspensions to maximize stability on uneven terrain.

Spec'd with a custom-drilled 3.8-million-RBM steel frame, 'galvannealed' steel cab and aluminum fenders, the

truck aims to provide critical protection and long-term durability.

The 4900XD can be equipped with a Detroit DD15, DD16, or DDC 60 Tier III engine, each easily accessible through the truck's three-piece butterfly hood.

See www.westernstar.com



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EATON COBRA SHIFTER

THE UPGRADED COBRA SHIFTER IS NOW OFFERED ON SOME FREIGHTLINER VOCATIONAL TRUCK MODELS

Eaton's Cobra-style shifter is now available on some Freightliner vocational truck models equipped with the UltraShift Plus automated manual transmission. It's an upgrade to the standard shifter, designed to provide drivers with "maximum" comfort, ease of use, and more efficient vehicle operation.



Eaton has also announced that its manual transmissions are now available as options on any Freightliner chassis equipped with a Cummins Westport ISX-12 G natural gas engines. The transmissions will debut on

Cascadia daycabs with Westport engines that are scheduled to go into production in September of this year.

The Cobra shifter is available as an option on Freightliner 108SD, 114SD, and Coronado 122SD vocational models. It has also been requested by some Cascadia buyers, according to Eaton.

The shifter includes a newly designed boot that completely seals and isolates the electronics package from cab spills, dust, and other debris. Its improved fiber-optic lighting allows drivers to see gearing selections easily.

See www.eaton.com/roadranger

FILTER CATALOG APP

CUMMINS FILTRATION HAS LAUNCHED A NEW FLEETGUARD CATALOG APP

Cummins Filtration has introduced a new Fleetguard Product Catalog mobile phone application—a time-saving way for users to quickly find products that fit a specific vehicle or engine, the company says.

Available for use with the Apple iPhone (iOS version 4 and up) and Android-enabled mobile phones (Android version 2.2 and up), the Fleetguard app is a free download available from the Apple iTunes App Store and the Google Play Android market.

The app allows users to easily find

product literature as well as part details and descriptions. It allows cross-referencing using the parts numbers from other manufacturers. Users can click on a product image and zoom in for a more detailed view, and then download or e-mail the image.

The app's numerous sections and features include a search facility for Fleetguard products by vehicle type, manufacturer, model, engine and model year.

The smartphone app installs the complete catalog database on the initial run, allowing users to view the catalog while not connected to the Internet.

See www.cumminsfiltration.com

FUSO WITH MORGAN BODY

CANTER WORK TRUCKS CAN NOW BE ORDERED WITH THE MORGAN MAXIMIZER BODY

Mitsubishi Fuso has partnered with Morgan Corporation to make the latter's Maximizer step-in body available



on its full line of Canter FE Series cabover work trucks.

The Maximizer body provides convenient, safer curb-side access to the cargo area through a low step-in entry on the body's front passenger side. The roll-up door at the step-in opening assures maximum interior space for cargo or installed equipment. The cargo area is separated from the cab.

The new Maximizer body option will be available from Morgan through the Fuso dealer network throughout the U.S. and Canada.


See www.mitfuso.com and www.morgancorp.com

FACT #5 (of 6)

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Product Watch

FLEETIO MANAGEMENT SOFTWARE

FLEETIO ONLINE FLEET-MANAGEMENT SOFTWARE HAS BEEN REVAMPED

Fleetio has released a no-charge major update of its “state of the art” fleet-management platform that’s automatically available to all existing customers. The upgrade includes new features and refines existing functionality, the company says,

while retaining a user-friendly feel.

As an online system, Fleetio is said to be constantly evolving. The latest revamp gives a nod to future product expansion while still making ease of use the central focus. It’s sold on a monthly subscription basis, which hasn’t changed.

With the new version, Fleetio says its goal was to “drastically enhance” the day-to-day user experience and lay the

groundwork for more features to come.

The new Fleetio is centered around helping users enter and retrieve information easily. Intelligent searching, sorting, and filtering functionality in the software turns even the novice into a power user, the company claims. With no training required, Fleetio is said to allow companies and individuals to start managing their fleets within minutes.

As with the previous version, the new Fleetio is optimized for use on all major web browsers, so it can be accessed from anywhere. You can try the new Fleetio for free at the company’s website.

See www.fleetio.com



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GT RADIAL STEER TIRE

THE GT RADIAL GSL213FS STEER TIRE IS NOW AVAILABLE IN A 16-PLY RATING. A new 16-ply rating version of the SmartWay-verified GT Radial GSL213FS long-haul steer tire from **Giti Tire** has been introduced. It’s intended for the increasing number of tractors with heavier front axles and higher gross vehicle weights.



The new 295/75R22.5 16PR GSL213FS offers a higher load-carrying capacity and maximum pressure compared to the current 14-ply offering.

“There is growing demand for emission engines which are heavier, resulting in front axles that are set back higher and increasing front end loading,” says Giti Tire.

It calls the new tire “a premium cost-efficient alternative for this growing market.”

See www.gtradialtrucktires.com

TRUCKS OF THE YEAR



WIDE RIDE: The T680 cab is a full 2.1 meters across.

Earlier this year the American Truck Dealers Association named the **Kenworth T680** with the PACCAR MX-13 engine as the **2013 Heavy Duty Commercial Truck of the Year**. (Class 8 Division.)

And in the classes 3 to 7 division, the winner was the hybrid class-5 **Hino 195h**. The Hino 195h utilizes advanced diesel-electric hybrid technology and Hino's EPA 2010-compliant SCR system to achieve improvements in both fuel economy and engine exhaust emissions.

In late August, Kenworth invited a selection of journalists to PACCAR's Technical Center in Washington D.C., to experience the award-winning spec on the company's test tracks as well as on the highways around Seattle.

The company used the same event to trot out its new T680 with the 52-inch sleeper option; clearly aimed at the growing short-haul market. The 52-in. option was announced at this year's Mid-America.


The cab is big enough for comfort but hardly large-car status and the carefully designed interior has a cool swivel driver's seat that turns the truck into a dual working and living space.

Also on the agenda for the ride-and-drive event: A spin in the new **T880**, an upgrade of the familiar T800. The T880 was launched at Mid-America.


The Truck of the Year winners are announced each February.



THIRD TIME LUCKY: This marks the third time in four years of trying that Hino came first in its division.



Diesel Price Watch



CITY	Price cents per litre	(+/-) Previous Week	Excl. Taxes
WHITEHORSE	138.9	0.0	121.1
VANCOUVER *	144.5	-1.2	99.9
VICTORIA	138.9	0.4	102.1
PRINCE GEORGE	132.4	2.9	99.4
KAMLOOPS	133.2	-0.3	100.2
KELOWNA	134.2	0.5	101.2
FORT ST. JOHN	136.2	-1.8	103.0
YELLOWKNIFE	137.6	0.0	117.9
CALGARY *	117.4	1.8	98.8
RED DEER	116.3	0.0	97.8
EDMONTON	117.4	2.8	98.8
LETHBRIDGE	124.9	4.0	106.0
LLOYDMINSTER	116.4	1.5	97.9
REGINA *	121.5	-0.2	96.8
SASKATOON	122.9	1.8	98.0
PRINCE ALBERT	118.9	0.0	94.2
WINNIPEG *	123.7	1.0	99.8
BRANDON	121.7	0.0	97.9
TORONTO *	128.6	-1.3	95.5
OTTAWA	133.9	1.0	100.2
KINGSTON	128.9	-0.5	95.8
PETERBOROUGH	127.6	2.0	94.6
WINDSOR	127.1	1.3	94.1
LONDON	129.6	3.2	96.4
SUBURBY	131.0	0.0	97.6
SAULT STE MARIE	132.7	0.0	99.1
THUNDER BAY	136.2	0.8	102.3
NORTH BAY	130.5	1.0	97.2
TIMMINS	132.1	0.0	98.6
HAMILTON	129.5	0.6	96.3
ST. CATHARINES	128.0	-0.5	94.9
MONTRÉAL *	134.9	0.0	93.1
QUÉBEC	140.9	1.3	98.3
SHERBROOKE	140.9	0.0	98.3
GASPÉ	140.4	0.5	101.7
CHICOUTIMI	139.9	0.0	101.3
RIMOUSKI	140.4	-0.5	99.8
TROIS RIVIÈRES	140.9	0.0	98.3
DRUMMONDVILLE	135.9	0.0	94.0
VAL D'OR	137.9	2.0	99.6
SAINT JOHN *	140.1	3.4	100.7
FREDERICTON	140.9	3.5	101.5
MONCTON	139.7	1.7	100.4
BATHURST	143.2	3.5	103.5
EDMUNDSTON	140.4	1.8	101.0
MIRAMICHI	142.2	3.5	102.6
CAMPBELLTON	141.3	3.6	101.8
SUSSEX	140.8	3.2	101.4
WOODSTOCK	143.1	3.8	103.4
HALIFAX *	138.2	1.2	100.8
SYDNEY	141.8	1.2	103.9
YARMOUTH	140.9	1.2	103.1
TRURO	138.8	0.0	101.3
KENTVILLE	139.9	2.1	102.2
NEW GLASGOW	141.0	1.1	103.2
CHARLOTTETOWN *	143.2	0.0	101.4
ST. JOHN'S *	141.7	1.6	104.9
GANDER	142.0	2.5	105.2
LABRADOR CITY	155.9	2.0	117.5
CORNER BROOK	143.2	2.4	106.2
CANADA AVERAGE (V)	128.8	0.2	97.2

Updated prices at www.mjervin.com • Prices as of September 10, 2013 • V-Volume Weighted. (+/-) Indicates price variations from previous week. Diesel includes both full-serve and self-serve prices. The Canada average price is based on the relative weights of 10 cities (*)

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HINO NO-CHARGE PROTECTION

HINO PREMIUM PROTECTION IS A FREE-OF-CHARGE WARRANTY AND MAINTENANCE PLAN



Hino Motors Canada has introduced a new and comprehensive warranty and maintenance plan, Hino Premium Protection. It's available on all 2014-model-year Hino trucks contracted for retail sale before March 31, 2014. The retroactive plan also covers 2014-model vehicles sold prior to the announcement.

Hino Premium Protection, at no additional charge, offers the following:

- One year of free scheduled maintenance, up to 50,000 km;
- Complimentary oil changes and lubrication services for years two and three, up to 150,000 km;
- Three years of HinoWatch Roadside Assistance;
- Plus a five-year limited engine warranty (includes transmission for COE models).

Hino is a Toyota Group Company with assembly operations in Woodstock, Ont.

See www.hinocanada.com

ABEX DISC BRAKE PARTS

A NEW DIGITAL ABEX COMMERCIAL VEHICLE AIR DISC BRAKE CATALOG IS NOW AVAILABLE

A comprehensive new electronic catalog featuring the expanded **Abex** line of original equipment-quality replacement air disc brake pads for commercial vehicles is now available from Federal-Mogul.

The Abex Air Disc Brake Catalog (No. AB803) covers the brand's broad line of premium replacement brake pads and hardware kits for most OE air disc brake systems

utilized in city bus, over-the-road coach, and tractor-trailer applications. Each brake-pad listing includes a detailed component photo and illustration. The catalog also includes an illustrated 'Trouble Shooter Guide' to common brake-wear issues and a comprehensive competitive interchange.

The digital catalog includes 'flippable' pages that match the convenience of paper catalogs, the company says. Users can also print any page or the entire catalog. A helpful 'Notes' feature can be used to attach reference notes to each page.

See www.fme-cat.com



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- Susanne Trimbath**, CEO & Chief Economist, STP Advisory Services, "*Key Economic Indicators for 2015*"
- Eric Starks**, President, FTR Associates, "*New US Trucking Legislation Update*"
- Richard Swierczynski**, A-Z Claims Services, "*Cargo Theft and Identity Fraud – Who Really Has Your Cargo?*"
- Angelique Magi**, VP Strategic Initiatives, Guarantee Company of North America, "*The Impact of Technology on the Transportation Sector*"
- Jacques DeLarochelière**, President, ISAAC Instruments, "*Measuring Driver Behaviour on the Road Through Latest Innovation*"
- Bill Simpson**, President, Supply Chain Systems, "*Balancing Inventory Warehousing and Transportation Costs*"
- Tim Roulston**, Director of Sales for Intermodal, CN, "*Customer First, Passion, Engagement, Execution*"
- Richard Kunst, Mariela Castano-Kunst**, Sr. VP & VP, Kunst Solutions, "*Creating Warehouse Key Performance Indicators*"
- Ronald Snyder**, Partner, Fogler Rubinoff, "*Dismissals 'Without Cause' and Random Alcohol/Drug Testing in the Transportation Industry*"
- Harvey Sands**, Partner, Richter, S.E.N.C. LLP, "*Business Opportunities in Resource Mining & Forestry, Involving First Nations*"
- Mark Feduke**, Director Trade Compliance, VLM Foods, "*From FSMA to SFCA - implications for North America's import sector*"
- Keith Mussar**, VP Regulatory Affairs, I.E. Canada, "*Canada's New Food Regulation-Implications for Transportation & Distribution*"
- Carol Beaul**, President Intelli Trade Inc., "*How to Survive the Border Successfully*"
- Stefan De Smit**, Associate, Hodder Barristers, "*Piercing the Corporate Veil in Ontario-When Can the Individual Be Liable*"
- Michel Huart**, Lawyer, Langlois Kronström Desjardins, "*Negotiation & Arbitration Under Bill C-52, New Canadian Railway Law, Service Level Agreements*"
- George Magliano**, Sr. Principal Economist, IHS Automotive, "*Current Trends in the Automotive Industry*"
- Al Boughton**, President, Trailcon Leasing Inc., "*History and Future Trends of Trailer Rentals as Economic Indicators for Shippers and Carriers*"

FEATURED MODERATORS:

- Doug Munro**, President, M-O FreightWorks
- Dave Corcoran**, Director, National Transportation and Distribution, Nestle Canada
- Mike Riggs**, Chairman, Jack Cooper Holdings
- John Fiorilla**, Capehart & Scatchard
- Christine Brown**, Shipper-Carrier Breakout

Last year, over 300 companies attended the event in order to learn and exchange views on logistics innovation and cost savings. Manufacturing companies from the consumer goods, automotive, grocery industries, as well as trucking, railways and intermediaries, receive an overview of the solutions to a number of current problems in the transport industry. This year we will be focusing on cargo theft, insurance discounts, based on analytics and capacity issues.

VDO ROADLOG VIDEO

VIDEO SHOWS HOW THE NEW EOBR CAN HELP DELIVER HOS COMPLIANCE

Continental Commercial Vehicles & Aftermarket offers a new educational video that demonstrates how the new VDO RoadLog Electronic On Board Recorder (EOBR) can deliver what it calls "a simple and affordable solution" for compliance with the FMSCA hours-of-service (HOS) regulations that became official on July 1. The company says it



can also help both fleets and independent contractors be ready for future rule changes and new regulations.

The video provides a general overview of the VDO RoadLog EOBR, its overall affordability, and operational benefits. The EOBR does not require monthly fees and is said to deliver automated HOS logs with GPS accuracy. It has an onboard printer that can produce an instant paper log for enforcement officials at compliance inspections. VDO RoadLog also features fleet management software, which will allow fleet owners to compile data from each of their drivers and every trip they make into a single database.

It's said to offer fleets and independent operators an all-in-one way to manage daily logbook and other compliance reporting. It's really a complete regulatory compliance system, says Continental. It's compliant with IRP/IFTA reporting requirements as well as other key compliance data such as Vehicle Inspection and Repair Maintenance (DVIR).

VDO RoadLog is claimed to be the most affordable electronic log on the market. In addition to no monthly fees, there are also no long-term contracts or smartphones required. It installs in as little as 15 minutes.

See www.vdoroadlog.com

EASIER STARTING

THE MAXWELL ENGINE START MODULE CAN LOWER MAINTENANCE COSTS BY REPLACING YOUR STARTER BATTERY WITH POWER-DENSE ULTRACAPACITORS TO DELIVER QUICK-BURST POWER AT IGNITION EVEN AFTER HOTEL LOADING, IN HOT OR COLD TEMPERATURE EXTREMES

Maxwell Technologies' Engine Start Module (ESM) gives class 4 to 8 truck operators peace of mind when it comes to starting their engines, the company says. The ESM isn't a battery, rather it replaces the starter battery and works in tandem with the other batteries, using power-dense ultracapacitors in a Group 31 form factor. It can offer all-temperature starts even after hotel loading. Cold-weather reliability goes down to -40 C.

Ultracapacitors store and discharge energy very quickly and are being used in thousands of different applications and considered in a host of future applications, says Maxwell. They complement a primary energy source like an internal combustion engine, fuel cell, or battery, which cannot repeatedly provide quick bursts of power.



They're also used to harvest power from regenerative braking systems and release power to help hybrid vehicles accelerate.

Benefits include longer service intervals and reduced maintenance costs, says Maxwell. With the ESM installed, batteries and starters last longer. In fact, the ESM is claimed to eliminate virtually every costly concern with starting-related failures, from downtime to emergency towing service. It also facilitates compliance with anti-idling laws.

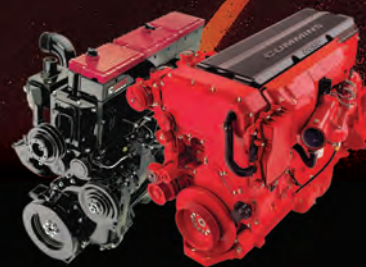
Weighing 21 lb, the ESM comes with a four-year warranty.

See www.maxwell.com



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Product Watch

12-VOLT STARTER

NEW BOSCH LONG HAUL SERIES OF 12-VOLT STARTERS IS DESIGNED FOR EXTENDED SERVICE LIFE.

Bosch has announced the availability of its Long Haul 12-volt series of starters that are specially designed to outperform and outlast their OE counterparts on most heavy-duty commercial vehicles, the company says.

Said to be built on the most current technology available in commercial-vehicle starting systems, these starters include all the features necessary for the widest range of large-displacement diesel engine applications. They also utilize the fewest number of SKUs—three Bosch Long Haul starters replace more than 186 competitive part numbers.

High-compression diesel engines require greater amounts of torque and power to turn over in all temperature ranges, Bosch says, adding that these starters use a shock-absorbing planetary gear system originally designed in-house. Mounted on rubber shock absorbers and located in a steel drive-end housing, the planetary gear carrier is said to resist 'kick back' and eliminate drive-end breakage common in many competitive designs.

Other notable features include the easy-to-use universal mounting flange that reduces SKU count which, in turn, simplifies inventory. Over-crank protection is said to prevent damage and ensure a longer life, while an internal magnetic switch (IMS) ensures optimal voltage for starting in all weather conditions.

The fixed over-running clutch with 50% less moving mass protects internal components in case of 'blind start' or 'click, no crank' situations. There's a meshing spring for positive gear



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engagement during cranking, which eliminates 'click, no crank' and prevents costly damage to the engine ring gear.

An isolated external ground circuit promotes optimal grounding and maximum starting power, says Bosch, and the open-nose design resists moisture, dust and dirt, preventing damage to internal electrical and mechanical components.

Finally, a protective cover shields the solenoid and critical electrical connections, ensuring positive connections and maximum starting power.

See heavyduty.boschautoparts.com 

FUEL FOR THOUGHT

INFLATION: IT'S NOT JUST FOR TIRES

— By Bob Tebbutt

Twenty years ago the U.S. government wanted everyone to own his own home; regulations were changed to reduce the level of minimum credit required to get a mortgage. These mortgages were packaged together as “sub-prime” with low payments and interest rates.

Problem was, real estate didn't rise and when higher rates and payment schedules came into force, house selling became so rampant, prices fell below mortgage values, panic selling resulted and defaults became a flood. Sub-prime mortgages

became worthless and most banks' capital was destroyed so they couldn't lend money.

Across the world central banks printed money to buy back all the toxic mortgages. This took the better part of five years, as banks filled up their balance sheets with the printed billions. In the U.S., this was done at about \$80 billion per month. While this was going on, and this is important, the U.S. Treasury told the banks to restrict lending until their balance sheets were solid.

It appears the U.S. Federal Reserve thinks this bank-

strengthening is about to end and there will be a reduction in these bond-buying programs.

The banks are again in a more solid position and now they will be able to use the printed money to lend and be circulated into the market place.

Already there are signs of improvement in the U.S., Europe and China.

The Nobel winning economist Milton Friedman said it best when he said inflation is caused by excessive money printing and excessive is what we have seen.

But whether we continue to print at the rates we have seen in the past five years or not, we

still have the results of the printing that has been done over those years.

The result is, we are on the verge of explosive inflation. Investors had better be looking at anti-inflation investments; i.e., hard assets like gold, silver, bullion and mines as well as other commodities that will rise as the billions are let loose in the market place.

So we know that the “sub prime” program led us to a disastrous economy and it has taken five years to normalize. But will we learn from these transgressions and never do it again? As Homer Simpson says, “DOH”

Bob Tebbutt is a partner with Armour Asset Risk Management Ltd. Today's Trucking provides no personal investment advice. Armour offers education and training services only. It does not offer brokerage services or personal investment service.

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RODÉO DU CAMION / TRUCK RODEO

RÉSULTATS 2013 / RESULTS 2013



CLASSE A		
	BOBTAIL	CHARGÉ
1 ^{er}	Sylvain Noël # 100	Sylvain Noël # 100
2 ^e	Vincent Couture # 13	Dave Benoît # 24
3 ^e	Nelson Drouin # 88	Vincent Couture # 13
4 ^e	Steve Goulet # 23	Steve Goulet # 23
5 ^e	Dave Bernier # 25	André Turcotte # 20
6 ^e	Dave Benoît # 24	Normand Coons # 424
7 ^e	Tyson Brandt # 407	Normand Lapointe # 6
8 ^e	Stephen Bourassa # 75	Jean-François Tessier # 16
CLASSE B		
	BOBTAIL	CHARGÉ
1 ^{er}	Pascal Labranche # 12	Luc Trudel # 15
2 ^e	Luc Trudel # 15	Charles Biron # 999
3 ^e	Joe Lemerise # 410	Sébastien Elliot # 94
4 ^e	Charles Biron # 999	Jacques Lafleur # 30
5 ^e	Dominic Gauvreau # 2	Pascal Labranche # 12
CLASSE C		
	BOBTAIL	CHARGÉ
1 ^{er}	Daniel St-Pierre # 402	Patrick McLean # 432
2 ^e	Randy McKeachnie # 412	Mario Fournier # 438
3 ^e	Patrick McLean # 432	Denis Dénommé # 434
FREE FOR ALL		
	BOBTAIL	CHARGÉ
1 ^{er}	Vincent Couture # 13	André Turcotte # 20
2 ^e	Nelson Drouin # 88	Jacques Lafleur # 30
3 ^e	Francis Coulombe # 666	Sébastien Elliot # 94
ZÉZETTE		
1 ^{er}	Franco Touzin # 456	
2 ^e	Don Grant # 453	
3 ^e	Francis Coulombe # 666	

GAGNANTS GRAND TIRAGE FINAL / WINNERS OF THE FINAL DRAW

33^e édition du Rodéo du Camion de Notre-Dame-du-Nord /
33rd edition of the Truck Rodeo of Notre-Dame-du-Nord

ORDRE / ORDER	BILLET / TICKET	GAGNANT(S) / WINNER(S)	VILLE / CITY	PRIX / PRIZE
1	3823	Julien Savignac	Ville-Marie, Qc	5 000 \$
5	1382	Chislain Dubé	Malartic, Qc	500 \$
10	3584	Denise Cormier et Alain Beaumont	Ville-Marie, Qc	500 \$
15	2645	Lucien et Nicole Lafrenière	Timmins, On	500 \$
20	2623	Daniel et Martin Couture	Hearst, On	500 \$
25	1881	Paul Davidson	Beeton, On	5 000 \$
30	1140	Gisèle Rivard	New Liskeard, On	500 \$
35	1550	Nicole Delay	Québec, Qc	500 \$
40	1786	Francine Martin	Rouyn-Noranda, Qc	500 \$
45	0010	Ashley Raymond Lafrenière	New Liskeard, On	500 \$
50	3706	Groupe Vente Paquin Ford (Patrick Paquin)	Rouyn-Noranda, Qc	5 000 \$
55	1047	Levis Bourque	Barraute, Qc	500 \$
60	2032	David Farr	Haileybury, On	500 \$
65	2821	Groupe de 5 (Yvan Coulombe)	Ville-Marie, Qc	500 \$
70	3445	Jean Guay	Cacouna, Qc	500 \$
75	0694	Raymond Tourangeau et Harold Allen	St-Jean-sur-Richelieu, Qc	5 000 \$
80	1195	Daniel Ouellette	Hearst, On	500 \$
85	1578	André Lemay et Juliette Ste-Marie	Rouyn-Noranda, Qc	500 \$
90	1602	Laurette Champoux	Notre-Dame-du-Nord, Qc	500 \$
95	1301	Diane Turcotte et Hélène Soucy	Notre-Dame-du-Nord, Qc	500 \$
99	2735	Maurice Aubry	Rouyn-Noranda, Qc	20 000 \$
100	3826	Dany Pard	Amos, Qc	100 000 \$

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YOU CAN'T GET THERE FROM HERE

A River Runs Under It

Last month's contest took you up Alberta's number 897 to where it crosses—via a very yellow bridge—the Saskatchewan River. Bob Hare of Sanford, MB., submitted that photo. We'll let you know next month if any sharp-eyed readers recognized the crossing because none had by the time we went to print. Meantime, if you're among the first 10 to let us know where this month's sign hangs, you'll get a swell **Today's Trucking Cap**. Contact **Jason Rhyno** at Jason@newcom.ca or 416 614-5827. And if you phone your answer in don't forget to leave snail-mail details so we'll know where to send the hat. Finally, if you spot any roadside sights you think suit our contest, send them along too.



September Answer:
Alberta's number 897



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Or email: Jason@newcom.ca

P.S. If you call your answer in, don't forget to leave your contact details!





By Peter Carter

Hindsight

Why you have to know that next time, I'm doing it WITH the anesthetic

When the nurse asked me how I planned on getting home after the procedure, I said, "On my bike." She responded with, "Are you talking bicycle or motorbike." Me: "Motorbike."

Her: "You can't drive after the anesthetic."

Me: "There's an anesthetic? I didn't have one last time."

I had undergone my first colonoscopy five years earlier. I don't remember being put to sleep. I was sure I'd have recalled going under if it had happened. And that's what I told the nurse.

The doctor enters.

The nurse says to him, "Peter maintains he had the test done last time without an anesthetic."

Doctor, very skeptically: "We can try but I don't know. It's been a long time. And the old bowel can get pretty crotchety."



Nurse: (She really did say this.) "Did you just say the bowel can get crotchety? Ha ha."

Me: "Ha ha. Let's do it." I wanted to ride my Sportster home.

Well now. Here's my advice. Next time you get a scope, check the "with-anesthetic" box.

It wasn't the intrusion of the foreign object that was so objectionable, it was the fact that said object was like one of those plumbing snakes that kept going in and in, and wherever it went, it pushed a pocket of air ahead of itself. As it snaked through my gizzard, it inflated various parts of me. My stomach kept getting pumped up and then the air moved around, desperately seeking an escape valve.

So blowback is something that happened. I should not have been awake but I was.

"Don't be embarrassed," the nurse said.

At one point, I twisted my head toward the doctor and said, "Stop! Stop! I'll tell you whodunnit!"

The nurse laughed and said it was her break time. I heard somebody else enter the room. I was flat on my gut, my face squished up against the pillow. I could only imagine another young nurse entering and seeing a sweaty old man laying face down butt up. I hope they're paid well.

"Peter's a real character," Nurse number-one said to Nurse number-two.

"Peter feels like Kate Middleton did two days ago," I managed to squeeze out. Two days earlier Prince George had been given birth to. (Never thought you'd read about the royal family and colonoscopies in the same story, didya?)

Then I said a swear.

The new nurse just kept pressing my tummy finding pressure points and squeezing air out. I was human bubble wrap.

When the doctor finally withdrew the scope and said I could get up, he sounded almost timid. I think he thought I was going to punch him.

Instead, I just put my pants on and rode home. Determined that next time, I'm going to do the smart thing and take the anesthetic.

Looking back though, I'm glad I had the scope.

A decade ago, one of my older brothers had his prostate cancer diagnosed and zapped because of a scope. So scopes saved at least one life.

And now I have a 21-year-old son. I hope by the time he's my age, there will be no reason to go through this scopey thing anesthetic or no, because with luck, prostate cancer will have been beaten.

To that end (get it?) we at *Today's Trucking* are going to do what my colleague and editor of *Canadian Technician* magazine Allan Janssen recommended. We're going to use our magazine to promote prostate-cancer awareness and Movember. (Allan's doing something similar with *Canadian Technician*.)

But we'll need your help.

Doesn't matter whether it's you individually or you as a member of a group. Let me know—with photos and stories—about how you're doing and I'll help you brag and inspire others enough to join the fight.

You know how to get hold of me. Peter@newcom.ca or 416-614-5828.

As for you, prostate cancer, listen up. You haven't seen the back of me yet.



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