

TRUCK NEWS WEST

Delivering daily news at trucknews.com

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Western Canadian interest in PMTC's Young Leaders Group.

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Winter weather has hit several areas of Western Canada already this year, and with that requires a shift in mindset when it comes to driving behavior.

'Shift into Winter'

Winter driving conditions already a reality in parts of Western Canada

By **Derek Clouthier**

RICHMOND, BRITISH COLUMBIA

Drivers will again be "shifting into winter" in B.C. and across Canada in the coming weeks, and for the 11th year, WorkSafeBC wants to remind truckers to be prepared before hitting the road.

Trina Pollard, manager of industry and labor services – transportation and occupational road safety for WorkSafeBC, outlined for *Truck News-West* three key steps drivers in B.C. and across the country should be doing before driving on winter roads, with preparation being a point of emphasis.

"Heavy trucks are required to carry chains on designated highways in B.C. between Oct. 1 and April 30," explained Pollard, saying heavy trucks are defined as those 11,794 kg and over. "Commercial vehicle drivers must know when they are required to install chains or other approved traction devices, how to properly install these devices, and where the chain-up/pull-out locations and fuel stops are on their routes."

Fines for not carrying chains or using them when required by law increase Oct. 1 in B.C. Drivers will face a \$196 fine for not carrying chains during mandatory times, and a \$598 fine will be imposed for not installing chains during required chain ups. Base-level fines during previous winters were \$121 for not carrying chains or failing to install them when they were required.

Pollard also said drivers should be proactive when it

comes to checking road and weather conditions along their planned route, advising drivers to check www.drivebc.ca prior to departure.

"If possible, drivers should monitor road and weather conditions and delay travel until conditions improve," she said.

Finally, it's important for truckers to drive according to conditions, and slow down when necessary.

WorkSafeBC's Shift into Winter campaign is a joint provincial effort led by the Winter Driving Safety Alliance, which is made up of approximately 20 organizations all committed to improving safe winter driving behaviors and practices in B.C.

"The Shift into Winter campaign is designed to raise awareness of the changing weather and driving conditions across the province and how motorists and employers need to be prepared," said Pollard, adding that for those who drive for work, the months of November, December, and January are the most dangerous. "From 2014 to 2018, almost a third of all work-related crashes resulting in injury and time-loss claims occur during these three months."

WorkSafeBC aims to provide education, resources, consultation, and enforcement to help keep drivers safe on provincial roads.

"Employers have a legal responsibility to ensure the health and safety of their employees who drive for work," said Pollard, "regardless of whether they drive a company-owned or personal vehicle."

The Shift into Winter campaign provides various

MELTing things down

Humboldt families criticize Alberta's review and alleged easing of driver training standards

By **Derek Clouthier**

EDMONTON, ALBERTA

A recent report in the *Globe and Mail* indicates that Alberta has eased its safety rules when it comes to mandatory entry level training (MELT) for some farming and bus driving professions.

But as Alberta Motor Transport Association (AMTA) president Chris Nash explained to *Truck News-West*, no driver has been told they are exempt from re-testing under MELT.

"(The government) has not said to any driver they do not have to do the test," said Nash. "There are no exemptions, not right now."

The issue revolves around a possible exemption for drivers being deemed "transition drivers," as well as those in the farming and busing sectors called "extension drivers" from having to retake the MELT knowledge and road tests.

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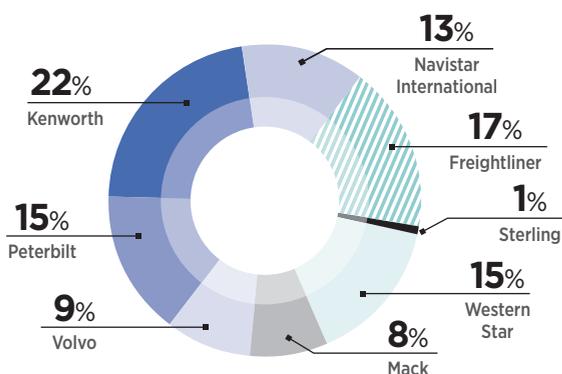
Personal preferences

O/Os outline what they look for in a used truck

Canadian owner/operators appear to have distinct preferences when it comes to selecting used trucks, our annual Equipment Buying Trends survey indicates. They don't seem to stray far from their current choices, in many cases showing strong allegiance to the brands they already drive. But there is some willingness to change brands with Peterbilts and Kenworths being the most sought after trucks among Canadian O/Os.

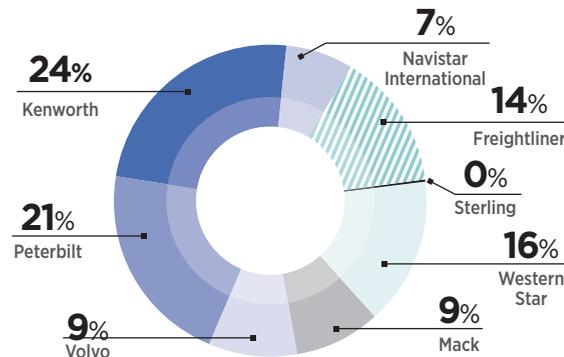
BRAND OF TRUCK CURRENTLY DRIVE

(% of respondents)



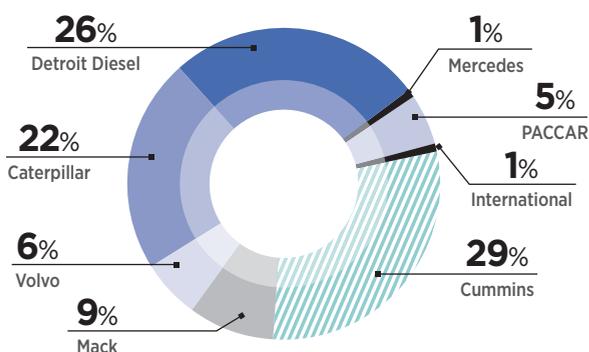
PREFERRED TRUCK BRANDS WHEN PURCHASING USED TRUCKS

(% of respondents)



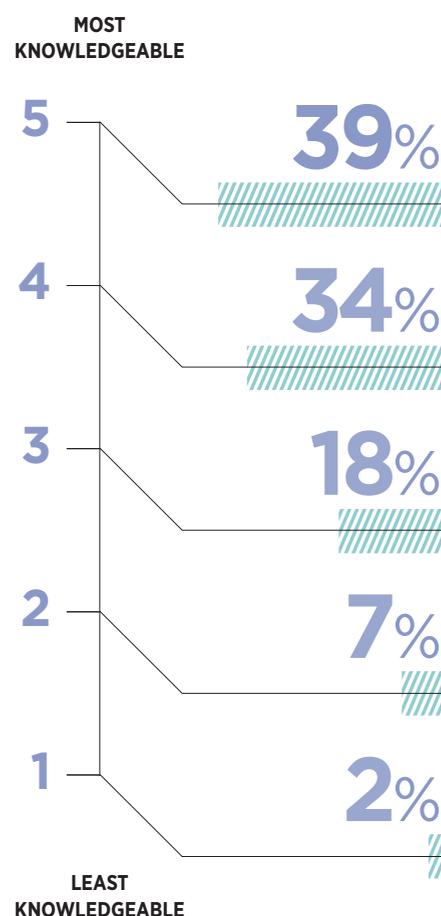
PREFERRED ENGINE BRANDS WHEN SELECTING USED TRUCKS

(% of respondents)



PERCEIVED KNOWLEDGE AND ABILITY TO PROPERLY SPEC USED TRUCK

(% of respondents)



MAIN REASONS PURCHASING USED TRUCK(S) AT THIS TIME

(% of respondents)

Current truck(s) have reached replacement mileage	28%
Increasing cost of repairs on used vehicle(s)	27%
Current truck(s) beyond repair	14%
Responding to fleet mandate to replace current vehicle(s)	4%
Looking to improve fuel economy	26%
Looking to avoid new engine emissions standards	35%
Adding to fleet due to growth projections	16%
Other	25%



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 Let's go further

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Derek's deliberation

Uniform marijuana laws needed to make life easier for carriers

For the sake of Canadian and American truck drivers, carriers across North America, and law enforcement, the U.S. federal government really needs to step up and make a decision on whether to legalize recreational marijuana use.

Say what you will about Canada's decision to legalize the substance, but at the very least, people, businesses, and enforcement know that if you are north of 49th Parallel – more accurate for Western Canada, so come on, give me a break – you can smoke and eat it to your heart's content.

Though I have nothing against legalizing cannabis, as I don't believe it's any more dangerous than alcohol, I do have issue with the timing of its acceptance in Canada. With nearly 2,000 people dying in car accidents every year in Canada, many as a result of impairment, I don't believe any controlled substance should be legalized before there is an accurate, reliable way to test for it in drivers.

Why would any politician want to hand a 19-year-old an intoxicating substance that has no reliable testing method and no accurate timeframe for how long the user will remain impaired, who can then

get into a vehicle and drive? Oh right...votes.

Anyway, I digress. In the U.S., this issue is all over the map. Some states allow marijuana for recreational use, others only for medicinal purposes, while in some it remains illegal.

It's time to get it together, 'United' States. The fact that someone can have a joint in British Columbia, where it is completely legal, and look to visit a friend in the State of Washington, where it's also completely legal, and be arrested at the border and possibly tossed in jail for breaking U.S. federal law, is preposterous.

Even the American Trucking Associations (ATA) want their federal government to stop dodging this issue and pass a nationwide law to regulate marijuana.

For carriers and drivers within Canada, this issue is a simple one. Marijuana is legal to use, and it should be treated just like alcohol for commercial drivers, with a zero-tolerance policy.

I know there are some who use cannabis for medical purposes – and my thoughts on this would be a another full column, as I question why these users can't either use



marijuana with no THC or another drug that has the same effect, but again I digress – but for the sake of safety on the road, they just cannot use while operating a truck. Their need for marijuana does not outweigh everyone else's safety.

Canadian carriers hauling cross-border, and U.S. carriers operating among states with conflicting marijuana laws are all being put in an unfair predicament. One with conflicting messages and outdated punishments.

Now, if the U.S. is wavering on this issue because of the very reason I said Canada should have – the need to have reliable testing –

then say so. Pass a law banning the substance nationwide until such testing is more accurate.

But with Canada and 11 states, including the District of Columbia, all allowing for unrestricted use of cannabis, I fear we are beyond the point of complete banishment. Besides, making marijuana illegal has stopped very few from using it anyway.

So, it's time for the U.S. government to step up and make a decision on marijuana use. Make life a little bit easier for those in transportation, and for anyone wondering if they are in a green state or one that will throw the book at them. **TN**



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Fines increase in B.C. for not following chain-up regulations



VICTORIA, BRITISH COLUMBIA

Starting Oct. 1, truck drivers traveling in B.C. started facing stiffer fines for not chaining up their tires.

Base-level fines during previous winters were \$121 for not carrying chains or not installing them when the law required.

This year, drivers will face a \$196 fine for not carrying chains during the time they are required, and a \$598 fine will be imposed for not installing chains during mandatory chain ups.

Winter chain-up in B.C. runs from Oct. 1 to April 30, with vehicles over 11,794 kg required to carry tire chains and those under 11,794 kg having to use winter tires or carry chains. Previous regulations only required vehicles over 27,000 kg to carry and use traction devices, and only one wheel needed to be chained during mandatory chain ups. New regulations are now clarified for all vehicles over 5,000 kg.

The stricter fines follow last year's enhanced chain-up regulations, which the government said was to improve safety and reliability of the province's highways during winter months.

During the winter of 2017-18, there were 35 extended closures of the Coquihalla Highway, 33 involving commercial vehicles. Following the new regulations, last year's numbers dropped to 10, with nine involving commercial vehicles.

The government delayed increasing fines related to chaining up to allow the industry time to adjust to the new regulations. **TN**

Fares for commercial trucks using B.C. Ferries could increase 2.3% annually

VICTORIA, BRITISH COLUMBIA

Rates for the use of B.C. Ferries could go up by a maximum of 2.3% annually from April 1, 2020 to March 31, 2024, including for commercial traffic.

The Office of B.C. Ferries Commissioner confirmed to *Truck News-West* that trucks will be subject to the same price cap increase as all other fares, and that the cap applies to the average of all fares.

Commissioner Sheldon Stoilen, said, "We believe these increases are in the public interest—affordable to ferry users and taxpayers, while sufficient to allow B.C. Ferries to meet their financial targets, barring any extraordinary situation."

Though the Commissioner does not set the fares for B.C. Ferries, it does place caps on how much they can be increased.

"How this will be applied to individual fares has yet to be determined," said B.C. Ferries president and CEO Mark Collins. "B.C. Ferries will work within the framework outlined in the ruling."

The B.C. Trucking Association said it does not object to the potential increases, as they are related to inflation and are not unreasonable. **TN**

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Winter driving

Continued from page 1

resources, such as a winter driving safety online course for employers and supervisors, as well as an employer toolkit that includes a policy and procedures template.

Drivers can access information on how to prepare their vehicle and themselves for winter driving, and take an online quiz to test their knowledge.

Carriers and drivers will see additional resources at www.shiftintowinter.ca to prepare for winter, including Winterizing Your Safety Plan: Information for Commercial Carriers, How to Install Chains, and Winter Driving Tips for Truck Drivers. **TN**

MELT testing

Continued from page 1

Transition drivers are any Class 1 or 2 driver who acquired their license between Oct. 11, 2018 and Feb. 28, 2019, while extension drivers are farm and bus drivers who earned their license March 1 and beyond.

The Alberta government has said all of these drivers will receive a letter in the mail from Driver Programs and Licensing Standards with details about their driving record and whether they will be required to retake MELT-enhanced knowledge and road tests to retain their commercial license.

Therefore, some of these drivers, pending their driving record review, will be exempt from retaking the

MELT knowledge and road test.

Anyone with no experience or exemptions looking to get their Class 1 or 2 license today is required to complete the MELT program to acquire their license. Farmers and school bus drivers can apply to prove they fall into their respective categories to write the pre-MELT examination and road test. If approved, bus drivers will then have until July 31, 2020, and farm workers until March 31, 2021 to comply with MELT training standards.

Nash said the AMTA supports the government's efforts to review driver records to determine retesting requirements of transition and extension drivers, and that the focus should be on pre-licensing (those looking to acquire their Class 1 or 2 license moving forward) as opposed to post-licens-

ing (those who already have it).

What the AMTA does not support is an effort from the farming community to have this exemption made permanent for all farm workers.

"We do not support a permanent exemption for this," Nash said, adding they are aware of the extension for farm workers, but do not want the exemption to be made permanent. "We do support what the government is doing with the re-testing to get the backlog out, considering everyone from Oct. 11 and 30-40 years behind all took the same test and they are on the road today."

Humboldt backlash

Following backlash from Humboldt Broncos families, Alberta Transport Minister Ric McIver took to Facebook to clarify the government's position on driver training standards. Humboldt families voiced displeasure on social media, criticizing the provincial government's review of driver training requirements. McIver posted Oct. 1 that "no decisions have been made or will be made until we hear from all interested parties about the best way to proceed."

In February, the previous Alberta government extended the deadline for farm workers to comply with the MELT program. After consultation with the agriculture industry, the government said it granted the exemption to those in the sector "to avoid undue pressure on seeding and harvesting operations this year."

The Alberta government still encouraged farmers and farm workers to complete the MELT program before acquiring their Class 1 or 2 driver's license, but it will not be mandatory during the 2019 farming season.

In a response to the argument that farm truck drivers only move their product short distances, Toby Boulet, who lost his son Logan in the Humboldt tragedy, said on Twitter, "Just driving a short distance from your home or farm! This is a ridiculous argument. Watch the reports and decide for yourself. Everyone is on the same road. It is becoming an argument about economics. The value of a load of grain and a life. I know where I stand."

McIver said on Facebook that the farming and school bus driving professions are highly flexible and seasonal industries.

"The large time commitment, cost, and rigor of a curriculum designed for full-time truck and bus drivers created a burden on two industries made up of part-time, retired, or otherwise cash-strapped drivers," wrote McIver. "Our government plans to use the time this second extension provides to work with farmers and school bus drivers to build a strong driver training system that works for our key industries while ensuring public safety." **TN**

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Why companies need a tire management program

Since tires are one of the highest operating costs for a fleet and vital to their operation, they should be treated as assets, not expendable commodities.

They need to be tracked and managed through all their life phases, from their purchase to their retreading to their disposal. That's where a tire management program comes in. Northbridge expert Bill Cowan weighs in on what should be considered when creating and implementing a comprehensive tire management strategy for your fleet. With a program in place, a company could not only save money but be secure in the knowledge that they're doing what they can to help prevent any accidents.

CHOOSE WISELY

It may seem simple, but the first step to a tire management program is picking the right tires for the task at hand. Seek out a reputable supplier, whether you are purchasing retreads or new tires. Ensure you also use an experienced tire professional to properly install, repair, and maintain all tires. When selecting tires, there are several factors that should be considered: the type of truck, weight, and run time can have a big impact on what types of tires are best suited for the application or job.

Once the appropriate tires have been selected, it's important to not have mismatched tread or tire height. This generally occurs when one or more tires needs to be replaced early, due to something like a blowout. While it may seem like a good way to save money in the short term, it can lead to several issues. Paired tires that have too great of a diameter difference can place uneven strain on the tires, which will cause one tire to scrub and wear out faster.

TRAIN YOUR EMPLOYEES

Investing in your drivers and maintenance staff's education and resources from the get-go could save you money down the line. By becoming accustomed to routinely checking their tires and responding quickly to road hazards, drivers may be able to avoid some incidents on the road entirely and if something should happen, they will be prepared. As an owner or manager, you need to establish the company's best practices for your employees to follow that will help reduce the risk of tire damage or disintegration.

As you put your maintenance and training strategy together, consider these key tips:

- Have employees check tires at least once a day, and always during a pre-trip inspection.
- Train drivers on how to identify the signs of tire failure and how to report defects based on company policies.

- Once out on the road, if a driver encounters road debris or is driving on rough terrain, they should be instructed to inspect all tires at the next stop or when it is safe to do so.
- Drivers should be trained in sound defensive driving techniques, such as active road scanning and how to safely avoid hazards.
- Educate your maintenance staff on how to safely uninstall, install, and inspect all tires for defects and damage.
- Have employees rotate, balance, and align tires periodically to ensure proper wear.

Drivers should also be instructed to drive according to the tire's maximum recommended speed. They should be aware of the tire's restrictions as sometimes it may be lower than the road's posted speed limit.

CHECK TIRE PRESSURE

Both over-inflation and underinflation of tires can change what areas of the tire are making contact with the road. This, in turn, can lead to possible loss of traction, excessive heat buildup, or increased vulnerability to cutting, punctures, or damage. The tread area may also wear irregularly when not contacting the road evenly, and this may cause tires to wear more rapidly. Proper tire inflation helps ensure the weight of the truck is distributed evenly, which can maximize treadwear life, provide quicker steering response, and provide better fuel efficiency.

That's why tire pressure should be checked regularly, especially during cold weather, to ensure the recommended tire pressures are maintained. Maintaining a record of not just tire pressure checks and adjustments, but also all performed maintenance can help ensure tires are checked frequently enough and no routine inspections are missed.

PLAY IT SAFE

Having a tire management program in place can help increase the lifespan of a fleet's tires and save the company money in the long run. It can also limit the chance of a tire blowout on the road, helping to ensure the safety of your employees and those on the road around them.

But even with proper maintenance schedules and regular training, accidents can happen on or off the road. The Northbridge Insurance Risk Services team can help your company with many aspects of your risk management program through assessments, education, and consulting. All services and training offerings offered by the Risk Services team are designed to help you run a safer, more profitable business.

Bill Cowan is a Senior Risk Services Trainer at Northbridge Insurance. Bill has served the trucking industry for 40 years as a driver, safety manager, driver trainer and in loss control and risk management.

Competence and communication keys to acceptance

Dear editor:

I am an immigrant from Austria and have held my Class 1 license since 1977. Back then, in Canada, most truckers were white males. Despite that, I cannot recall seeing any prejudice towards female, black, brown, or Indigenous drivers. Non-white, and female drivers were always part of the industry, albeit not in such high numbers as today. They all were accepted as bona fide members of the trucking community as long as they did their job well.

In this regard, I need to point out that North American truckers used to see themselves as the successors of the teamsters, who transported loads by horse or mule train across this continent. If you study the old west, you will see that cowboys and teamsters, unlike many others in society, held no gender or racial biases. As long as you did your job and were dependable, you were in. A large percentage of cowboys were black or native American, and there were female cowboys and teamsters as well.

There were, however, a few things that could exclude you very quickly from the old-style trucking community: if you were arrogant; if you were a green-horn who did not wish to listen and learn and follow advice; if you were patently unsafe in your practices and therefore a risk to others; or if you avoided social contact with your peers, you were ostracized in the industry. Everyone was given a chance, and opinions against anyone only hardened after they proved they did not want to 'belong.'

With respect to the South Asian drivers entering the industry, I do not think there existed a strong racial prejudice against them to begin with. I think some dislike for Asian drivers developed over time as a result of one or several of the following factors:

Unsafe and incompetent practices. Regrettably, while I have seen many Caucasian drivers do stupid things, the amount of bad driving I have witnessed on the part of some Asian drivers is truly scary. Perhaps that behavior is the result of bad and insufficient training, or there is an endemic unwillingness to learn how things are done in North America. I don't know. Unfortunately, this type of behavior by some will make it more difficult for other members of an ethnic minority to be accepted.

Failure to establish social contact. Whether it is because of language barriers, or societal exclusivity, it seems to me that

Asian drivers form a largely closed society within their own group and seek little or no contact with other drivers. Communication is the foundation for acceptance.

Asian drivers as a group need to try actively to become part of the larger, traditional North American trucking community. Although this is a free country, and people can decorate their trucks as they wish, there are things Asian drivers do that cause instant dismay. Among drivers today, there are a good number of former soldiers who served in Iraq or Afghanistan. They loathe the

so-called 'jingle trucks' (trucks that have all sorts of bobbles, bells, or fabric strings hanging from the top of the windshield), because they were either used as improvised explosive devices or were intentionally driving into military vehicles for the purpose of killing western soldiers. I understand the driver thinks his jingles are beautiful and give him a feeling of being at home - but I still cringe.

I don't know how things will develop from here. One thing is for sure, trucking no longer enjoys the respect it had in the 70s and 80s, when kids pumped their little arms

out of car windows at any semi they saw to get the driver to pull the air horn. It is significant to note that there are no films or TV series in the media these days that make trucking look attractive. *Ice Road Truckers*, in my opinion, is largely a freak show, and *Highway Thru Hell* and *Rescue 401* are enough to turn off any reasonable young person from trucking by the sheer examples of horrible and unprofessional driving that result in the accidents being featured.

Mike Hertwig



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Truck convoy brings attention to B.C.'s ailing forestry sector

VANCOUVER, BRITISH COLUMBIA

B.C.'s logging industry is hemorrhaging, and a recent truck convoy in Vancouver aimed to shed some light on job losses in the forestry sector.

With more than 100 trucks making up the convoy, trucks traveled through the city of Vancouver Sept. 25. Media reports from Vancouver indicated that the convoy congregated near the Pacific National Exhibition, and originated from several communities that are reeling from the financial impact of the logging industry's downturn.

David Elstone, executive director of the Truck Loggers Association (TLA), said though his organization played no role in organizing the convoy, he did thank drivers who passed by his Vancouver office to show his "appreciation for the attention they were generating for the issues facing the industry."

And there have been no shortage of issues negatively impacting B.C.'s logging sector.

In a message to industry, Elstone wrote that supply and demand for lumber is suffering. With China

imposing tariffs on U.S. lumber, more American forest products are remaining in the U.S., he stated, which translates to lackluster demand and less need for Canadian lumber.

As for supply, Elstone said sawmill costs are on the rise, and the U.S. continues to impose a 20% tariff on Canadian softwood lumber imports. He added that lumber prices are currently half of what they were a year ago, meaning the economically available timber supply in B.C.'s interior is substantially less.

"It should be no surprise then that B.C. sawmills and other forest product manufacturers have been announcing curtailments or permanent closures of their facilities in the province," wrote Elstone.

Another issue impacting the logging sector in B.C. is the decimation of pine trees due to the mountain pine beetle and forest fires.

Citing Jim Girvan, a board member and strategic advisor for the Western Forestry Contractors' Association, Elstone said 13 sawmills could close in the next decade.

The TLA is working to bring some relief to those in the industry by shaping new sections of the "Timber Harvesting Contract and Subcontract Regulation", helping replaceable and non-replaceable contractors. They also released the TimberTracks Hourly Equipment Rate Sheet to improve knowledge of equipment costs.

Elstone said in his message that government must work to generate business conditions that are favorable for investors of future manufacturing facilities, something he said is not currently being accomplished.

The B.C. government did pledge \$69 million to fund a new series of measures aimed at supporting provincial forest workers impacted by mill closures and shift reductions.

The government said the interior forest industry has been reducing production due to the mountain pine beetle and forest fire devastation in 2017-18.

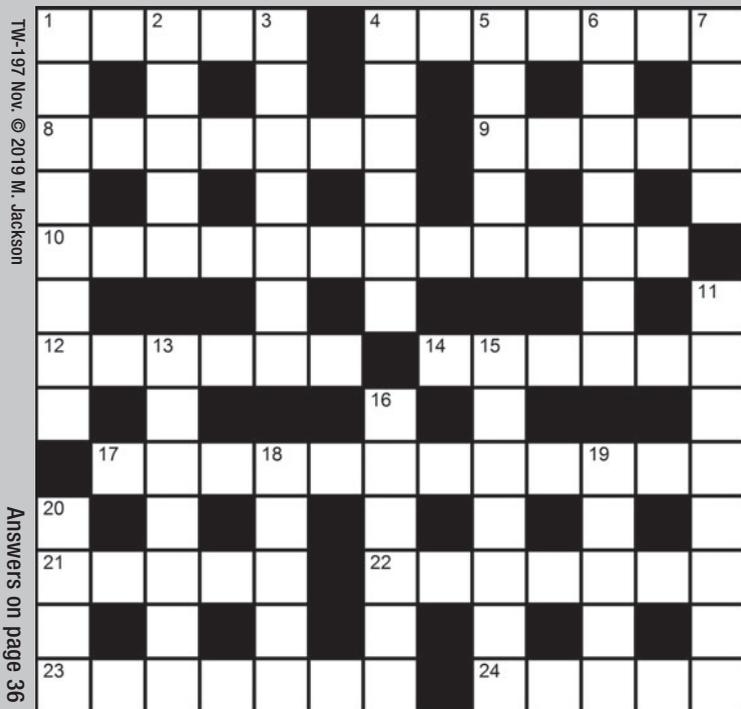
"The previous government knew that the end of mountain pine beetle harvest would disrupt the lives of forest workers, contrac-

tors, and communities, but they did little to prepare for this inevitable transition," said Premier John Horgan. "While the forest sector must reduce surplus milling capacity to remain competitive, it cannot do so at the expense of the workers, contractors, and communities who built the industry. Our government will ensure that forest workers impacted by mill closures are supported."

Horgan, along with Minister of Forests, Lands, Natural Resource Operations, and Rural Development Doug Donaldson, outlined the funding to include \$40 to establish a cost-shared, early-retirement bridging program; \$15 million for a new short-term forest employment program; \$12 for workers to access skills training; \$2 million to establish a job placement coordination office; and community support grants to communities profoundly impacted by layoffs.

"The province is committed to supporting the people impacted by this change, but we need the forest industry and the federal government to step up and do their part as well," Donaldson said. "I'm hopeful that the interior forest sector recognizes that the new industry that will arise from this transition will need skilled, experienced workers to produce new forest products that can compete in global markets." **TN**

THIS MONTH'S CROSSWORD PUZZLE



TW-197 Nov. © 2019 M. Jackson

Answers on page 36

Across

- 1 '70s Bighorn conventional brand
- 4 In-cab devices, perhaps
- 8 Exhaust stack topper (4,3)
- 9 Truck wheel brand
- 10 Certain big rig tires (5,7)
- 12 Former flat front Freightliner
- 14 "Got your ___?" CB query (4,2)
- 17 2019 Ottawa-bound convoy (6,2,4)
- 21 Repair invoice items
- 22 Paid unloading help
- 23 Roadking truck stop city
- 24 Pickup & delivery, briefly (1,3,1)

Down

- 1 Medium-duty International
- 2 Tire type
- 3 Oversize load requirements
- 4 Smokey's ride (3,3)
- 5 I-95 southern terminus
- 6 Truck defect repair programs
- 7 In-bond trailer attachment
- 11 Thorsons car carrier type
- 13 '80s GMC conventional
- 15 Motel freebie, maybe (4,3)
- 16 Dual trailer connector type (1,5)
- 18 Electric tractor brand
- 19 NS and RI tags word
- 20 Truck design detail, briefly




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Canadian carriers need to prepare for U.S. Drug and Alcohol Clearinghouse



By Derek Clouthier

EDMONTON, ALBERTA

Canadian carriers operating south of the border need to be ready for the U.S. Drug and Alcohol Clearinghouse program.

Chris Wilkinson, program consultant for DriverCheck, said though the new regulation is being implemented in the U.S., carriers and drivers operating cross-border will be impacted.

In a nutshell, the Clearinghouse will provide access to information about drivers with violations on their record, and ensure they complete the necessary steps before getting back behind the wheel or performing any safety-sensitive functions in the workplace.

The Clearinghouse is an online database containing commercial drivers' drug and alcohol violations, as well as return-to-work documentation. Employers will be required to report and query information in the database starting Jan. 6, 2020 when looking to hire new drivers. In 2023, once three years of violation data has been accumulated, employers will no longer be required to request driver information from previous employers, with the exception of those who have not completed all follow-up tests.

Wilkinson said the Federal Motor Carrier Safety Administration (FMCSA) recognized a gap in driver oversight back in 1999 with drivers not reporting infractions when job-hopping. The Clearinghouse is intended to improve compliance when it comes to drug and alcohol use and testing requirements.

"It's a tracking tool, it's a discovery tool, and it's going to benefit you in the long run," Wilkinson said during the Private Motor Truck Council of Canada's Western Educational Seminar Oct. 1 in Edmonton, Alta.

Employers, third-party administrators (TPA), substance abuse professionals (SAP), and medical review officers (MRO) will all be responsible for reporting driver information to the Clearinghouse.

MROs must report positive, adul-

terated, or substituted drug test results within two business days. Employers must report positive alcohol, knowledge violations, and negative return-to-work tests, and successful completion of all follow-up tests. SAPs are required to submit driver IDs and the date of initial assessment, and the driver's successful completion of treatment and eligibility for return-to-work. And TPAs must report as if they were the employer.

The Clearinghouse requires all positive drug and alcohol results, substituted and adulterated tests, refusals, negative return-to-work tests, knowledge violations, date of initial assessment, follow-up test completion, and successful completion of treatment. Owner-operators must use a TPA to report to the Clearinghouse. Employers, third-party administrators, drivers, state authorities, the National Transportation Board, and FMCSA will all have access to the database.

Drivers will be notified by FMCSA when information about them is revised, entered, or removed, and when it is released to an employer.

Not all drivers will need to register with the Clearinghouse. Those who remain with one employer will not be required to register, but any driver seeking employment or wanting to view their record will need to sign up. Driver profiles will include a limited as well as full query. Limited queries will indicate if a red flag is attached to a driver's profile and need only general consent from the driver to be accessed, but will require specific consent by the driver for employers to view their full query.

"As soon as you get that flag, you have 24 hours to get that full consent," said Wilkinson.

To prepare, Wilkinson said employers should update their drug and alcohol policy, prepare internal and external reporting protocols, consent forms, and training for employees. They should also register on the Clearinghouse, assign staff to work in the Clearinghouse, and purchase a querying plan in the Clearinghouse. **TN**

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Hydrogen fuel cells the right direction for Alberta's trucking industry

By Derek Clouthier

EDMONTON, ALBERTA

Alberta is the perfect place to test, produce, and operate trucks that run on a hydrogen fuel cell, according to one of the lead researchers involved in the Alberta Zero-Emissions Truck Electrification Collaboration (AZETEC).

Speaking to attendees during the Private Motor Truck Council of Canada (PMTCC) Western Education Seminar in Edmonton, Alta., Oct. 1, Jessica Lof, research lead for the Canadian Energy Systems Analysis Research at the University of Calgary, said the AZETEC project will help push the province toward a goal of reducing greenhouse gas (GHG) emissions by 80% by 2050. But Lof added that any attempt at this goal must also be technically, financially, socially, and economically credible if it's to be a success – something she believes the use of hydrogen fuel cells in trucks can accomplish.

“These changes need to bring more benefits than just reducing

our greenhouse gas emissions,” said Lof, adding that with recent technology advancements in the industry, “it's never been so cool to be part of trucking.”

Lof said hydrogen fuel cell electric powertrains offer the transportation sector in Alberta several advantages over other alternative forms of power, such as battery electric, hydrogen drive, and the common internal combustion engine. Overall, Lof said diesel engines have a 35% efficiency rating. Hydrogen drive is 43% efficient, battery electric is 68%, and hydrogen fuel cell electric offers 52% efficiency.

But with battery electric's limited range, heavy weight, and long charging times, Lof said the hydrogen fuel cell is the way to go for Alberta, and efficiency is not the only factor to consider.

Lof said Alberta is capable of producing hydrogen at an extremely low cost from a variety of sources, including natural gas, coal, bitumen, and wind power. She also said the province already has the technical expertise to stay in the

transportation fuel business for the foreseeable future.

“Alberta has all the ingredients to be successful,” said Lof, adding that 77% of the province's oil supply already goes toward the transportation sector, and efforts to move to hydrogen would help continue Alberta's dominance in that sector.

Funding for the \$15-million AZETEC project was announced in March, which includes \$7.3 million from Emissions Reduction Alberta. The effort aims to design and manufacture hydrogen fuel cell electric hybrid heavy-duty trucks with extended range. Bison Transport and Trimac Transportation will operate the trucks, which will be 64-ton B-train tractor-trailers capable of traveling up to 700 km before needing to refuel, and will emit zero emissions from the tailpipe, with only water being expelled.

Though Lof admitted that production of hydrogen is not zero-emissions, the elimination of tailpipe emissions does result in a 30% reduction in GHGs compared to the operation of diesel trucks.

Freightliner donated two of its gliders for the project, which are currently being worked on to operate using a hydrogen fuel cell. Once the trucks are ready and have gone through safety tests, they will move freight between Sherwood Park and Calgary from January 2021 to June 2022.

The trucks will be equipped with a polymer electrolyte membrane (PEM) fuel cell power generation system that will generate electricity from hydrogen – 100 kg of hydrogen will be put on each truck.

Lof said there are several issues the trucking industry is trying to address with this project, including high GHG emissions, low profit margins, high cost of diesel engine maintenance, and a labor shortage.

Lof and her team are now exploring the idea of how to expand this two-truck experiment into something much bigger, possibly growing to thousands of trucks, which could be manufactured in Alberta where there is an abundance of potential when it comes to hydrogen fuel production – Edmonton is one of the largest hydrogen fuel producers in North America, and production is probable in other locations like Medicine Hat, Fort McMurray, and Grande Prairie. **TN**

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4. Unit, a better term is force couple.
5. Adjustment or modification of the internal combustion engine or Engine Control Unit (ECU).
6. Turbine-driven forced induction device that increases an internal combustion engine's efficiency and power.
8. Works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.

Vertical

1. Unit of measurement of power.
2. Machine designed to convert one form of energy into mechanical energy.
3. Combustible or energy-generating molecules that can be harnessed to create mechanical energy.
7. Used to reduce the NOx pollutants in exhaust gases.

ATA president calls for improvements to NAFTA during MCE keynote address

By Derek Clouthier

SAN DIEGO, CALIFORNIA

In a spirited keynote address, American Trucking Associations (ATA) president and CEO Chris Spear urged those in trucking to “get out and kick some ass” in an effort to advocate for the betterment of the industry.

Speaking Oct. 7 during the ATA’s Management Conference and Exhibition in San Diego, Calif., Spear outlined several achievements and goals of the association, including improving the North American Free Trade Agreement (NAFTA), which he said has inadequate labor and environmental standards.

“We’ve been working with this administration, House and Senate, and our Mexican and Canadian counterparts to highlight the overwhelming benefits, as well as the alarming economic impact that would ensue if the pending U.S., Mexico, Canada agreement is not passed by Congress,” Spear said. “And that work is paying off.”

Also relating to Canada, Spear underscored recent moves to legalize the use of marijuana, which

he called a compounding effect of social change.

Spear said Canada, along with 11 states and the District of Columbia, have all legalized recreational cannabis, but the U.S. federal government continues to turn a blind eye.

“And guess who gets caught in the middle?” questioned Spear, saying the ATA’s new Controlled Substances, Health and Wellness Subcommittee announced its first meeting in San Diego to address these concerns. “To change direction, we need a member-led policy platform that helps lawmakers, regulators, and courts make informed decisions about the impact substance abuse is having on safety and interstate commerce. We’ll also continue pushing federal agencies to finish the mandate ATA got enacted four years ago, permitting hair follicle testing in place of traditional testing... and that those same test results populate the Drug Clearinghouse.”

Spear also doubled down on the driver shortage, despite recent media reports to the contrary.

“Denying the shortage even exists only empowers other modes to chip

away at our current market share... and they will,” said Spear. “Ignoring the facts is not an option. The problem is real. And the solution is not one thing... but many, starting with our current stable of drivers.”

Spear said numbers show there is currently a shortage of 60,000 drivers in the U.S., and the industry needs to build a well-trained talent pool to take over for today’s aging workforce.

He urged those in attendance not to poach drivers from other carriers, as this is not a sustainable growth strategy.

“We need to focus on improving access to affordable health care and wellness programs that keep our employees healthy and improves their overall quality of life,” suggested Spear.

In addition to efforts to entice former military personnel like Hiring our Heroes, Transition Trucking, and the ATA’s Workforce Hero’s program, Spear said they have taken a closer look at urban centers, which could help increase the number of minorities and women in the industry.

“And considering the average



Chris Spear.

age of our drivers well exceeds the national workforce, we need to elevate the next generation of workers who will inevitably replace them,” said Spear, “beginning with 18- to 21-year-olds.”

In the U.S., 48 states allow 18-year-olds to drive Class 8 commercial vehicles, but they cannot cross state lines. They are permitted to drive truck without any training standards or technology requirements.

Spear said the ATA is committed to teaching young drivers how to responsibly operate a truck, pointing to young military personnel as proof those in that age bracket can be successful.

The need for a robust infrastructure spending bill was another area Spear highlighted during his speech.

Using the American Transportation Research Institute’s (ATRI) data as evidence, Spear said the industry is losing \$74.5 billion a year sitting in traffic.

With commercial vehicles making up 4% of vehicles on U.S. roads, Spear said that equates to 425,000 trucks sitting idle for a year, emitting 67 million tons of CO2.

To address this concern, the ATA created a national campaign ad called Life Won’t Wait, which Spear said was praised by pro-infrastructure advocates.

“Getting a well-funded infrastructure bill passed takes resolve,” said Spear. “To succeed, we have to call out anyone who thinks fake funding, like tolling existing roads and bridges, is in our nation’s best interests.”

The ATA’s proposed solution to help fund infrastructure upgrades in the U.S. is to increase the fuel tax by 5 cents per year over the course of four years. Spear said that would generate \$340 billion in new revenue over 10 years and cost less than 1 cent per gallon to administer.

“It’s the most conservative, efficient, and equitable solution, and the most difficult to evade,” said Spear. “It’s immediate. And it’s time for Congress to do the job we hired them to do...vote. And I am absolutely convinced the votes are there to fund America’s infrastructure.”

Spear touted the ATA’s ability to advocate and work across party lines, with strong relationships having been built with the current

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Trump Administration, as well as with House speaker Nancy Pelosi and others in the Democratic Party.

Spear passionately said it was time for the industry to go on the offensive and tell its story to policymakers.

Using an example of a car traveling in the opposite direction of a truck, losing control, crossing the median and colliding with the truck, Spear said carriers should not have to pay for a tragedy the truck driver did not cause.

“We’re fed up, and I don’t know

about you, but I’m sick of playing defense while trial lawyers buy jets and yachts at the expense of trucking jobs,” Spear said, receiving an ovation.

“We will make tort reform a tier one priority at the state and federal level...we will continue to grow the ATA Litigation Center, and increase the number of lawsuits.”

In the U.S., Spear said trucking employs more than 7.8 million people, or one in 16 jobs, with truck driver being the top job in 29 states. **TN**

“Today, we have a dealer network that is up to par and competitive for our customers,” said Voorhoeve, adding that he is confident that with the products and dealer network Volvo provides, the company is poised to take it to the next level.

Expanding its dealer network was a \$700-million investment, with much of that coming directly from its network of partners.

Also announced during the press conference was VTNA’s partnership with Geotab, integrating its electronic logging device (ELD) into Volvo trucks.

“The ELD mandate has changed how fleet management is done in this industry, and Volvo Trucks is dedicated to offering the best possible solution to keep our customers’ businesses running smoothly,” said Ashraf Makki, product marketing manager for VTNA. “Geotab Drive for Volvo Trucks consolidates all of the requirements for compliance into one integrated, cloud-based system that enables customers to easily record HOS status and complete vehicle inspections from their tablet or smartphone.”

Volvo will couple its telematics device with Geotab’s ELD application, Geotab Drive for Volvo Trucks, offering customers an easy way to monitor HOS, records

of duty status, and driver vehicle inspection reports.

“Volvo Trucks takes pride in working with best-in-class partners like Geotab to develop solutions that improve the customer experience, enabling them to enhance their operations,” said Makki. “Not only is Geotab Drive for Volvo Trucks compliant with the mandate, but it is the most efficient and reliable solution available when it comes to ELDs.”

Geotab offers a cloud-based solution, with no additional hardware required. Johan Agebrand said he expects more OEMs to move toward pre-installed ELD solutions rather than relying on secondary hardware options.

In addition to the Canadian market and its partnership with Geotab, Agebrand revisited several products and services where his company has aimed to improve its product offerings. Highlights included a new workstation in the VNL 70” sleeper cab and VNX models, wide-width seats, telematics connector, a Pre-Trip Assistant upgrade, Xceed Fuel Efficiency package, Active Driver Assist, the new generation of Turbo Compound Engine, and Volvo Dynamic Steering and Maintenance. **TN**

Volvo makes headway in Canadian market



Peter Voorhoeve.

By Derek Clouthier

SAN DIEGO, CALIFORNIA

Volvo Trucks North America (VTNA) highlighted its success in Canada during the American Trucking Associations’ Management Conference and Exhibition Oct. 6, saying it now owns a 13.9% market share north of the border.

“We are building market share in Canada, which is great to see,” said Peter Voorhoeve, president of VTNA at a press conference today in San Diego, Calif.

VTNA is riding on the heels of its success in Canada over the past couple of years, which saw growth in its market share rise to 13.5% in 2018 from 10.6 the year prior.

In the U.S., Volvo’s largest trucking market, its market share has declined from 10.7% in 2018 to 9.7% this year.

Voorhoeve said VTNA is also looking to increase its footprint in Mexico, where its market share rose to 3.2% this year from 1.9% in 2018.

Overall in North America, Volvo holds a market share of 9.6%, down from 10.3% in 2018.

Voorhoeve touted his company’s continued efforts to build upon its success, with an ever-increasing dealer network across North America, which has now reached 435.



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Ritchie Bros. Edmonton auction nets over \$72 million in sales

EDMONTON, ALBERTA

Ritchie Bros.' latest Edmonton, Alta., auction brought in more than \$72 million in sales, with around 70% of the equipment being sold online.

"We continue to see strong attendance for our Edmonton auctions in 2019," said Brian Glenn, senior vice-president, head of Canadian sales for Ritchie Bros. "Oilfield transportation equipment, which was the key component to our Edmonton June event, performed very well this week. However, as the landscape for construction projects continues to change in Western Canada we did see a moderate level of pricing pressure on certain equipment categories. We are confident, as the Alberta oil and gas market gets moving again heading

into fall, the landscape for our customer base will improve and demand for used equipment will continue to rise."

Over 10,000 people from 49 countries registered for the auction, which kicked off June 10.

More than 1,100 owners took part in the auction, including Dynamic Heavy Haul, with a complete dispersal of its entire line of equipment.

"Ritchie Bros. sets the standard in the auction industry," said Eric Eckert, president of Dynamic Heavy Haul. "We've bought and sold with

them many times in the past and they are always helpful and professional, taking care of all the little important details. The exposure they provide our equipment is massive and we are pleased with the results achieved last week."

Some other highlight sales from the event include two unused 2018 Western Star 4700SB hydro vac trucks (\$802,500 combined), two 2012 Volvo A30F 6x6 articulated dump trucks (\$407,500 combined), and a 2014 Kenworth C500 T/A 385-inch WB bed truck (\$275,000). **TN**

Truck drivers pay tribute to murdered couple

WHITEHORSE, YUKON

A truck driver from Whitehorse is leading a group of truckers in an effort to remember two people killed along the Alaska Highway in B.C.

Ed Grennan placed a cross and Australian flag at the site where Chynna Deese, 24, and Lucas Fowler, 23, were alleged to be murdered by suspects Kam McLeod and Bryer Schmegelsky, who have since been found dead in Northern Manitoba. Grennan said the memorial is the work of many truck drivers who pass by the location frequently and are reminded of the horrific incident that claimed the life to two people. **TN**

Munden Ventures makes key acquisition

KAMLOOPS, BRITISH COLUMBIA

Munden Ventures has acquired the transport division of B.C.-based company Rapid Cool, taking over its reefer, truck heating and cooling, and auxiliary power unit business servicing the province's Interior.

"Rapid Cool has been the leader in providing transport heating and cooling parts, service, and support for the B.C. Interior," said Greg Munden, president of Munden Ventures, adding that the purchase compliments the company's recent affiliation as a representative of ColdFront. "This ties in so well with our existing truck, trailer, and equipment service, and emergency roadside service, allowing us to provide complete one-stop solutions to our existing customers running reefer and engine/cab heating systems."

Munden said Rapid Cool customers will benefit from the acquisition by having access to all of his company's repair and maintenance services. With the Kamloops, B.C., location operating seven days a week from 7 a.m. to 12 a.m., Munden said customers will now have a one-stop-shop for their repair and maintenance needs. **TN**


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No oil in Canadian politics

If there's one thing that's certain from the verbal slings and arrows being launched at each federal party leader these days, it's that there is no oil in politics.

Don't believe me?

Then please provide me with any reference in the Liberal platform to anything in Alberta. Oh sure, they say they're "moving forward," but to where? Quebec perhaps?

We know where the NDP and the Greens stand also — as far away from the oil sands as physically and fiscally possible.

There are 34 seats in Alberta, all but four being Conservative.

The oil sands and the oil indus-

try are safe within the political borders of Alberta, but not in the mishmash that is the politics in Canada as a whole. That raises the question of the future of the Trans Mountain (TMNX) — you remember, the one we taxpayers bought for over \$4 billion with our own hard-earned, after tax money?

There is a clear and present danger that this pipeline may be used as a conduit, not for Alberta and Prairie oil, but as a sacrificial lamb for power in far-off Ottawa. I fear we may be following a precarious path along a dangerous cliff.

We need only look to B.C. for signposts for the future of the

TMNX. The project has been blocked by the NDP minority government, which has bended to the demands of the anti-oil three-member Green Party, which hold the swing votes.

In the upcoming federal election, we may have the same scenario being painted before our very eyes — as the NDP and the Greens don't want anything to do with fossil fuel use today, let alone its development for tomorrow.

As of the time of writing this report, the race is neck and neck between the Liberals and the Conservatives, and if this holds, then it may mean a Liberal



Roger McKnight is the chief petroleum analyst with En-Pro International Inc. Roger has more than 25 years of experience in the oil industry. He is a regular guest on radio and television programs, and is quoted regularly in newspapers and magazines across Canada.

minority with the NDP holding the balance of power.

Welcome to B.C. politics Canada!

The question is then, will our current prime minister use the TMNX as a bargaining chip to bring the NDP on side? Will he flush the pipeline down the toilet as a bad idea and bad debt to go along with his bad deficits?

Beware Alberta and the rest of Canada, because drama is not his weak point. **TN**

Trucking HR Canada, AMTA team up on career resources

EDMONTON, ALBERTA

Trucking HR Canada and the Alberta Motor Transport Association (AMTA) have joined forces to offer more information for career seekers and under-represented labor groups.

The online resources were developed for the Bridging the Gap in Alberta's Trucking and Logistics Labour Market project.

"These resources provide another tool in the toolbox that can assist employers in recruiting and retaining the workers they need," said Angela Splinter, CEO of Trucking HR Canada.

A new Employer Connector Guide highlights opportunities to tap into labor pools that can be overlooked in the trucking sector — including women, visible minorities, newcomers to Canada, youth, Indigenous employees, and people with disabilities. The guide itself offers a list of organizations and resources that serve the groups in Alberta. A related Transportation Guide, meanwhile, offers insights into career opportunities that involve operating commercial vehicles, transportation maintenance, transportation operations, and warehouse and yard operations.

"The need for defined pathways in the transportation industry is critical to inviting all people into the industry as well as information for people already in the industry looking for a change," said Chris Nash, president of the Alberta Motor Transport Association. **TN**

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Engagement key for association momentum

Why should you want to be an Alberta Motor Transport Association (AMTA) carrier member? What's in it for you? There are many reasons.

As always, safety is what we deliver. We believe now more than ever the AMTA stands as the voice, the standard, and the resource of the transportation industry. A membership here means more than listing your company on our website, it is a promise that we will be your voice in addressing everything from new technology coming on board, to driver shortages, to diversity in industry.

If your company falls under the Workers' Compensation Board (WCB) industry code for general trucking, specialized trucking, or garbage collection and disposal, you are considered an AMTA associate carrier. As an associate carrier there are membership advantages such as access to health and safety committees, discounts, and invites to AMTA training and events.

As a full carrier member, however, you get that, and more. Carrier members can engage with the Compliance and Regulatory Affairs Committee, giving them access to government and development of AMTA policy positions. Their engagement is what will aid industry in finding solutions moving forward. Come to us with your most important transportation issues so we can navigate them with you.

While we help members steer through the evolution of innovation and technology in industry, our focus is centered on our Top 5 positions: Safety Fitness Certificates, mandatory entry level training, hours of service, the Foreign Workers' Program, and regulatory interceptions/application of enforcement.

The Temporary Foreign Workers' Program and mandatory entry level training in particular have been in the news recently. To the AMTA, safety in industry is paramount and the association wholly supports proper training for not only drivers, but carriers as well. In order to be at the top of your game when it comes to safety in industry, AMTA's Injury Reduction and Training department offers several quality online and classroom courses. And, we're currently working to expand our offerings even further.

We understand there is a driver shortage in industry and acknowledge that a top priority of every transportation business is the need for safe, skilled, educated, and professional employees. Our mission is to empower employers/employees by providing the necessary educa-

tion tools for safe workplaces and roadways.

These days we are seeing advancements in industry like collision mitigation technology and implementation of electronic logging devices. More innovative ideas are arriving on the scene, and the AMTA is there to help you with this. As a member, you benefit from being informed on and are at the forefront of this technology. Projects like the Alberta Zero Emissions Truck Electrification Collaboration (AZETEC) will serve to provide fuel alternatives for carriers, while reducing greenhouse gas emissions.

Carrier members are also privy to premium news alerts via our carrier e-news, private industry networking, have the inside track on lobbying, exclusive invitations to meetings and events, the opportunity to run for either, or both, the AMTA and Canadian Trucking Alliance Boards of Directors, and more.

By working together, we can help change the face of industry, while ensuring the safety of those traveling our roadways. We're more effective as a group than we are as individuals. Join your provincial transportation association today. **TN**



Chris Nash is president of the Alberta Motor Transport Association. He has more than 30 years of experience in the transportation industry, from the road to the boardroom. Chris was born, raised and still lives in Edmonton with his family.



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B.C. truck repair company making the most of its new shop software



Trimble awarded B.C.'s Dieseltech for their innovation.

Stories by Derek Clouthier

HOUSTON, TEXAS

They may be considered rookies in Trimble's eyes, but Dieseltech Truck Repair out of B.C.'s Lower Mainland knows a thing or two about keeping medium- to heavy-duty trucks up and running.

Dieseltech took home the award for Rookies of the Year – Best Up and Comer during the in.sight User Conference in Houston, Texas, this

past September, for the company's use of Trimble's TMT Service Center shop software. But for fleet services manager Mike Lackie, the process of changing over to a new software was not always easy, as it required the majority of his shop processes to change.

"The entire team at Dieseltech has been committed to work through this change, learn our new processes, and make TMT Service Center work for not only our shop, but for the cus-

tomers as well," Lackie told *Truck News-West*, adding how Trimble has also invested a lot of time into the process. "Where a roadblock exists, the entire team at Trimble has helped us get through it, either through training, or by improving the software."

Dieseltech launched in 2008, and provides in-shop and 24/7 mobile maintenance and repair to all medium- and heavy-duty trucks, as well as shunt trucks and trailers. Based in Burnaby, B.C., the company will also manage its customers' preventative maintenance programs for those that want to take that worry off their plate.

"For customers with medium to large fleets, we also have a suite of on-site services," said Lackie, "from bi-weekly greasing to having a technician on site every day for maintenance, pre-trips, and running repairs."

Lackie said the old software Dieseltech was using could no longer handle the demands of the shop, and after researching five new options, they settled on TMT Service Center.

"We were impressed by the fact that it was set up to provide the

information fleets need to track their maintenance and repairs," he said. "We are no longer working with pen and paper, maintaining separate spreadsheets to track preventative maintenance, and sifting through incomplete data to provide information for our customers. We can now see which repairs are complete on a job and which are still pending, if the technician has arrived on site, when the next preventative maintenance is due on a unit, and have complete control over our data to find any answer we need."

Trimble's Ovation Awards recognize customers that have best utilized the company's technology through innovations and integration, custom-tailored applications, process implementation, and training methods.

"The theme of the 2019 in.sight User Conference is the 'Power of Together' and this year's Ovation Award recipients embody that spirit, with each winner relying on Trimble technology to improve key aspects of their transportation business," said James Langley, senior vice-president of Trimble's Transportation Sector. "These innovative users have also been instrumental in providing valuable feedback that allows us to expand our platforms and improve our solutions—enabling Trimble to create a better experience for each and every one of our users." **TN**

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The future looks bright for the connected truck

HOUSTON, TEXAS

Drivewyze is excited about the future of connected trucks, and presented an overview of where the company sees the technology today, and where it believes it will go in the coming years.

During Trimble's in.sight User Conference in Houston, Texas, Charles Buffone, director of product management at Drivewyze, said connected truck technology is still in its infancy, with the current focus on having additional sensors on trucks that communicate with each other in a more predictive manner rather than reactive.

"The bits and pieces we are doing today will help form that future," said Buffone, adding that the vision moving forward is to have both vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) communications.

With a large and growing network, Buffone said Drivewyze has several thousand locations adding to the connected truck network, which includes its weigh station bypass technology located at 489 fixed weigh scales in Canada, where they are primarily in Alberta where the company has its head office, as well as in the U.S.

Buffone said there are four pillars of the connected truck – safety, efficiency, analytics, and compliance. Increasing safety and efficiency are areas all carriers aim to achieve, while programs like weigh station bypass add to compliance, while data collected from connected trucks creates analytics and is used for predictive measures.

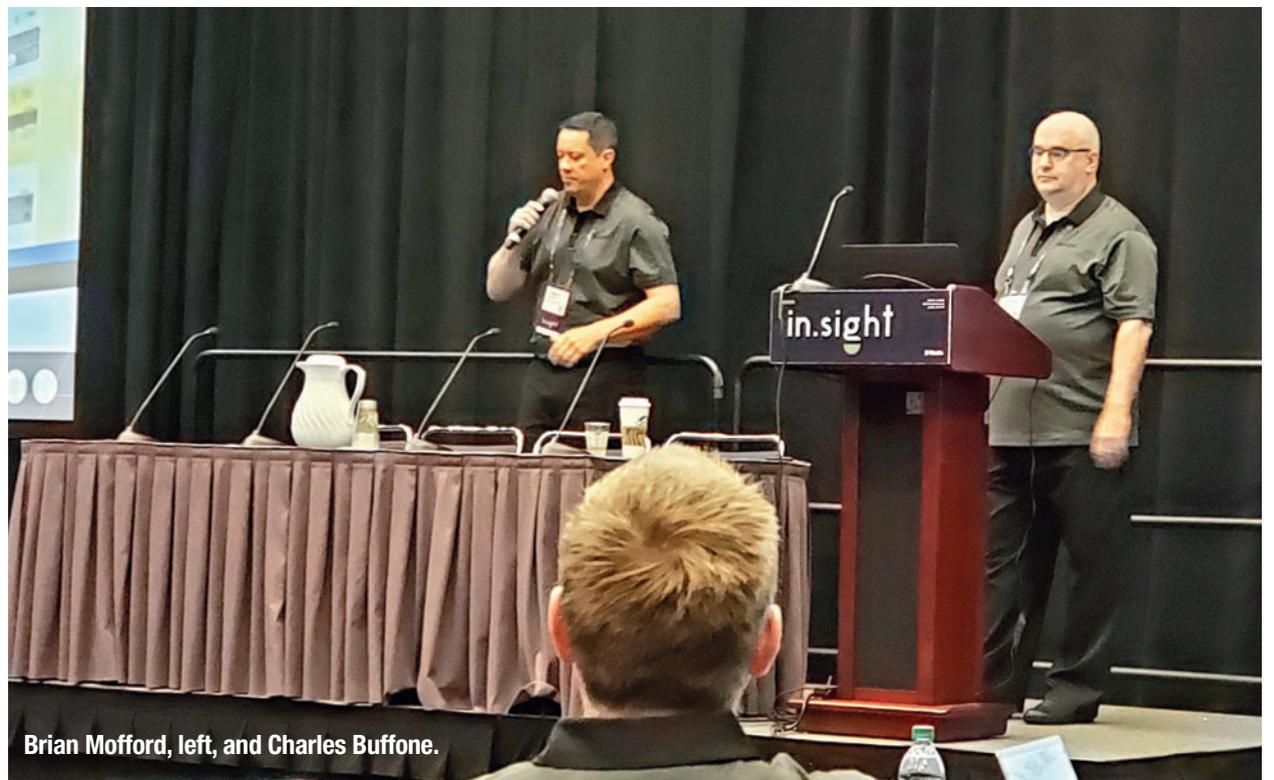
Brian Mofford, vice-president of government experience for Drivewyze, added that V2I communication is happening through the bypass program, as well as roadside monitoring through automated thermal imaging.

Another way Mofford said V2I technology is working today and benefiting the overall transportation network is truck parking. With sensors being used at truck stops to determine space, as well as increase safety, drivers are being notified where they are able to safely pull over to comply with HOS regulations.

"We're starting to see a lot of this technology that has been deployed in these different sandboxes now coming together," said Mofford.

In the future, Mofford sees connected truck technology increasing efficiencies with the sharing of information between jurisdictions, eliminating redundant checks and stops for carriers.

Buffone echoed the need to share data for connected truck technology to move forward, which would lead to greater efficiency and better planning when it comes to infrastructure and other initiatives benefiting the industry.



Brian Mofford, left, and Charles Buffone.

Adaptive notifications with smart alerts providing construction information, weather conditions, and emergencies in real-time, as well as automated inspections, would all contribute to the four pillar of connected truck technology.

"There is no way that this works without sharing data," said Buffone, urging attendees to contribute to the effort by sharing data. "Drive the future of the connected truck, which I think is going to be pretty amazing."

Trimble trends

Trimble also has an eye on the future of mobility, with the most pressing current issue being electronic logging device (ELD) implementation.

Rick Ochsendorf, general manager of North American mobility for Trimble, said his company approaches the future with a three, four, three model.

First, Trimble looks at its three-month short-term priorities and then moves to its four-quarter initiatives, which included expanding its video intelligence to light-duty applications, upgrade all its Windows-based devices, and ultimately complete the ELD implementation.

Some of Trimble's three-year priorities revolve around offering more to its customers, such as hardware agnostic solutions and various value-added solutions that are analytic, driver, and asset focused.

Part of its three-year effort includes partnering with third-party applications to help bring further efficiencies to the industry.

When it comes to its own apps, many attendees said they would like to see the company look at areas where they can merge together some of their offerings to eliminate the need to use several apps for one application. **TN**

Truckers Against Trafficking expands into Canada

HOUSTON, TEXAS

Truckers Against Trafficking (TAT) has ventured into Canada, entering into a partnership with The Canadian Centre to End Human Trafficking this past July.

A national hotline to report suspicions of human trafficking in Canada has been established, launching this past May. U.S.-based TAT is using the new hotline as part of its Canadian expansion, and is encouraging truck drivers north of the border to "make the call and save lives."

Ashley Smith, director of energy operations for TAT, spoke Sept. 17 during Trimble's in.sight User Conference in Houston, Texas about the organization's efforts.

Human trafficking is described as when force, fraud, or coercion is being used on a person to perform acts they do not want to do.

"The most powerful means traffickers use is coercion, using threats to them and their families," said Smith.

Smith said it is more often the case that those who become victims of trafficking are fleeing a country or precarious situation, and therefore are unlikely to contact law enforcement when they are being coerced into trafficking.

"Children are the most vulnerable among us," Smith said, "especially those who are homeless or come from an abusive household."

The statistics on human trafficking is staggering.

Worldwide, there are around 40 million victims of human trafficking, according to the International Labor Organization, and they can

be forced to have sex up to 20 times a day by their abusers. Smith said human trafficking is a \$150 billion illegal enterprise, second only to drug smuggling, and is occurring in all 50 states.

With an estimated 3.5 million truck drivers on U.S. roads every day, TAT recognized the potential impact this group could have on human trafficking.

"If truckers knew what this crime really is, how many victims could be rescued, and how many traffickers could be arrested," said Smith.

Goals of TAT is to have professional truck drivers trained and vigilant to recognize the signs of trafficking, particularly at truck stops, motels, rest areas, and city streets where this type of activity can occur.

And the effort is having an impact.

TAT stats show that 2,356 calls have been made into the U.S. National Human Trafficking Hotline – this does not include those made to local authorities or 911.

These calls have generated around 635 cases of human trafficking and have identified 1,186 victims.

In the U.S., there are 774,756 truck drivers registered and trained by TAT.

Smith said TAT plans to hold an event in Toronto, Ont., in October to mark its expansion into Canada and to raise awareness to Canadian carriers and drivers.

In Canada, to make the call when human trafficking is suspected, dial 1-833-900-1010. **TN**

Keep on rollin'

Best practices for tire management in heavy vocational applications



Checking inflation pressures regularly is key to making tires last in rugged vocational applications.

By Andrew Snook

Few things take as bad a beating on jobsites as the tires for fleets of heavy equipment. So, what can operators and fleet managers do, in terms of tire management, to ensure their operations run as smooth as possible? Well, the most important item on the to-do list – which, in many cases, is often overlooked – is to properly manage the air pressure in the tires.

“Air pressure is the killer of the tire industry – air pressure and speed,” says George Brown of Professional Tire based in Gander, Nfld., who has 45 years of experience in the tire business.

He says getting operators to manage their air pressure on a regular basis can be a big challenge, thanks partly to the technologies now available in the equipment. Before sensors were installed in trucks to help drivers maintain their oil levels, operators would regularly monitor them. Brown says that kind of diligence has become a thing of the past.

“Now they’re all relying on the gauges and the lights, and it’s the same thing with the tires,” he says.

Brown says this challenge is largely a generational difference between veteran drivers and young operators.

“Some of the old truck drivers I know can take a small baseball bat and from the thump pretty well tell your air pressure from within five pounds,” he says. “But some of these young guys, they go around and kick the tire and they think it’s great, but the tire could be 50%

underinflated...I get about 5% of my commercial guys that really maintain their tires, and you can tell when they come back to the shop with mileage. I can see it.”

Brown says air pressure inspection should be performed once a week, but in some cases, you’d be lucky to get the tires inspected once a month. He adds that the owner-operators tend to be more diligent in checking the air pressure than company drivers, due to the financial ramifications of poor tire management coming directly out of owner-operators’ pockets.

Operator awareness

Keeping an eye on your surroundings, especially in heavier applications, is also vital for prolonging the life of the tires.

“Operators have to be aware of their surroundings – their work area,” says Mark Montico, account manager of the mining and commercial division for OK Tire’s location in Timmins, Ont. “An example of that, more in the mining side and in the quarries, is if an articulating truck leaves and material falls out the back, the operator needs to pick that up. That spillage can’t remain there because that spillage will eventually just puncture tires,” he says.

Being aware of the type of material your tires are regularly traveling on is also very important.

Tim George, customer service and logistics manager for the aggregates division at Lafarge Canada in Edmonton, Alta., says the quality of the roads can vary greatly from one site to the next.

George spent many years in Fort McMurray, Alta., before coming to Edmonton, and says the roads at the Fort McMurray sites were definitely different from the roads in Edmonton.

“The 20-mm down here, and the pavement our guys are running on here, get them a little more use than they would in a dusty setting like McMurray,” he says, adding that the way an operator drives their truck is also very important for prolonging the life of the tires. “It’s like your car. As fast as you drive, your brakes, your turning – all of those things – slow and steady wins the race, and preserves the tires.”

George says his company’s main priority is preventing the roads from being damaged, so they keep the speed in their pits limited to 10 or 20 km/h. Lafarge’s Edmonton operation also makes an effort to keep roads smooth and free from any loose materials and waters them regularly.

“We just maintain the speed and regulate, and have designated haul lanes for them,” he says. “We definitely try and control the speeds that way.”

George adds that the age of the pits can also be a factor on the wear of tires on hauling trucks.

“Most of our pits are long-term pits, so those roads are tire-friendly,” he says. Greenfield grounds are soft, it wears a little harder.”

Perfect match

Tire matching is also important to optimize the life cycle of the tires.

“If one tire is worn and the tire across from it fails and is now disposable, putting a new tire on and the OD (overall diameter) is not the same, then the tire will wear out faster,” Montico says.

Preventive maintenance is key

When managing an equipment fleet, knowing when to replace your tires can make a huge difference in preventing costly downtime. In George’s situation in Edmonton, where Lafarge subcontracts out its aggregate hauling fleet, he recommends to operators that they replace tires before they encounter an issue.

“It’s better to replace it before it goes,” George says. “We do try to get our guys to err more on the side of caution. I always tell them it’s \$200 per hour now or \$2,000 per hour later.”

You get what you pay for

There is a wide array of tires that fleet managers can choose from, and many of them offer technologies that can assist with preventive maintenance – such as tire pressure sensors. But for many contractors and fleet managers, buying decisions are dictated by price.

“The biggest thing, for my guys anyways, is they go for price,” George says. “It may not be the best available tire out there, but when you’re replacing, a \$1,000 tire will pop a hole same as a \$300 tire. That’s kind of the mentality of a lot of these guys.” **TN**

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INTERNATIONAL ENG; MAXX DT07 230/2300, 230 HP, 5 SPD TRANS; AIR RIDE SUSP; 236" WHEELBASE, WHITE IN COLOR, 189,083 KMS, STK#631534. -1287979



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INTERNATIONAL ENG; MAXX DT07 225/2300, 225 HP, 5 SPD TRANS; LEAF SPRINGS SUSP; 272" WHEELBASE, WHITE IN COLOR, 288,833 KMS, STK#628960. -1285116



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76" ACAD SLEEPER, PACCAR ENG; MX-13, 455 HP, 12 SPD TRANS; 13.2K/40K AXLE(S), 3.25 RATIO, AG400L SUSP; 232" WHEELBASE, WHITE IN COLOR, 76" ACDN SLEEPER, GRAY VANTAGE INTERIOR, 11R22.5 TIRES STK#LJ951701. -1289693

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Interest in PMTC's Young Leaders Group in Western Canada

By Derek Clouthier

EDMONTON, ALBERTA

The Young Leaders Group (YLG) is looking to expand in Western Canada after carriers have voiced interest in the initiative.

Matt Richardson, chairman of the YLG, which was launched by the Private Motor Truck Council of Canada (PMTC), spoke Oct. 1 in Edmonton, Alta., about the group, which is made up of young leaders within the PMTC with the primary objective of promoting professional and personal growth in the transportation industry.

Members of the YLG must be between the ages of 25 and 45, be new to the industry, be in a leadership role or working toward one, and be looking to expand their network and increase their growth and business opportunities.

The idea behind the PMTC-led initiative is to attract the next generation of industry professionals by bringing education directly to students in schools, using social media, and completing surveys and a video series to help inform young people about opportunities in trucking.

"Students at the high school level really have zero idea of the opportunities available in the transportation industry," said Richardson, adding that in Ontario, educators have shown little interest in promoting trucking to students.

Part of the YLG's effort includes the Driven to Lead initiative, a four-part program provided by Eagle's Flight on behalf of the group. It offers experiential and practical training on creating a culture of accountability, building and leading teams, communicating for impact, and coaching for results.

First offered in 2018, the program had over 20 registered participants.

Richardson said Driven to Lead is not only offered to those who qualify under YLG guidelines, but to trucking professionals of all ages.

For 2020, the first module of the program (creating a culture of accountability) will be offered March 11 and will include training on how to distinguish the difference between leadership and management, define the qualities of a great leader, and how to create a personal action plan.

The second module will include instruction on dis-

covering the independence of individuals and creating team alignment.

The third and fourth modules will be available April 15 and 16 and provide insight into how to impact performance through feedback, understanding the role of a leader, how to see strengths and weaknesses, and clarifying performance gaps.

Currently, the YLG boasts 41 members, primarily from Ontario. Richardson said in addition to Western Canada, carriers

in eastern provinces have also voiced interest in the group.

Mike Millian, president of the PMTC, said there has been inquiries into holding the Driven to Lead program in Western Canada, and he would "certainly like to hold it out west, but first needs to gauge how many would be interested in attending."

The PMTC highlighted its YLG initiative during its Western Educational Seminar in Edmonton Oct. 1. **TN**



Matt Richardson.

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Women with Drive 'hits the road' with three stops in Western Canada

REGINA, SASKATCHEWAN

With the success of its Ontario and Alberta events, Women with Drive is "hitting the road," and expanding into other parts of the country, including a stop in Saskatchewan.

"Getting more women into trucking and logistics remains an important business issue for

fleets," said Angela Splinter, CEO of Trucking HR Canada. "Along with our partners, we will continue to showcase the great contributions women are making and raise awareness on the numerous career opportunities available."

The Women with Drive Hits the Road event in Regina, Sask.,

Oct. 24 is a partnership between the Saskatchewan Trucking Association (STA) and Trucking HR Canada, featuring female industry leaders who will address how the industry can increase women's contributions to trucking and logistics.

In addition to Splinter, speakers during the event included Heather Day, president of C.S. Day Transport, Erin Diehl, owner of D&E Transport, and owner of Intentional You Coaching and Consulting Jennifer Ehrmantraut.

"As the only provincial association with female leadership in the country, Women with Drive is a critical initiative in the STA's eyes," said Susan Ewart, executive director of the STA. "Workplaces need women, the trucking industry needs women – who better to usher in these initiatives than fellow women?"

Other western stops for Women with Drive Hits the Road include Winnipeg, Man. Nov. 13 and Surrey, B.C., Nov. 14. **TN**

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SPILL RESPONSE

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Mark Dalton: Owner-Operator

By Edo Van Belkom

Mark was on his way back from a nice easy trip to Calgary where he'd been able to stay a couple of nights between loads, and take in a Calgary Flames home game and have one of the best steak dinners he'd had in a long, long time.

The ride was almost over as he passed through Barrie on his way into the Greater Toronto Area. From here there was a load to Montreal and then in three days, on the 10th, he'd be on his way to California with a sweetheart load and three days on the beach already booked and paid for.

But then his phone rang.

He was expecting it to be Bud, but instead of Bud's usual caller ID, it was a call from an Ontario government number.

"Hello?" Mark said.

"Hello," said the voice on the other end. "Is this Mark?"

"Yeah, who is this?"

A pause, then, "Mark, my name is Ricardo Rivard, I'm a duty counsel lawyer here at the Davis Courthouse in Brampton."

"What the hell?" Mark thought. "What do they think I did now," he wondered. "Okay," he said slowly, unsure of what to make of the call.

"Do you know someone named Bud?"

Relief washed through Mark and he was tempted to say, "Bud who?" but this just seemed a bit too serious for those sorts of games. "Yes."

"Well, Bud gave me your number and asked me to call and see if you would be willing to be his surety?"

'Surety,' Mark thought. That's what people needed when they were in jail and needed someone's help. If Bud wanted Mark to bail him out, he must be in some pretty serious trouble. Either that, or he'd done something really stupid. Mark figured it was likely a combination of the two. But regardless of the circumstances, Bud was Mark's friend, and he was in a position to help him out.

"I suppose I could, if I had to," Mark said.

"Doesn't he have someone else?"

"He does actually," said the lawyer. "But his brother is out of town until the 10th. He'll be back on that day, so you could be his surety for a few days, then pull your bail and let his brother would take over."

Mark thought about it. "So, it's just for three days?"

"Yes."

Mark said nothing as he thought about it further. He had a sweet load to California that was to be picked up on the 10th and a vacation scheduled after that which was not to be missed

Bud's bail buddy

- Part 1 -



Illustration by Glenn McEvoy

for any reason. But that was on the 10th. In the meantime, he had a nice easy run to Montreal to fill in the three days in between.

So, if he did help Bud out, all it would entail was basically having Bud tag along for the ride to Montreal, and then Mark's responsibility would be over and done with. 'Heck,' Mark thought. 'It might even be fun to spend some time with Bud.'

"Yeah," Mark said at last. "I can do that."

"Are you anywhere nearby?"

"Just north of Toronto right now."

"Great. If you can get here before 4:30, I can ask the court to hold Bud's matter down, or if you think you'll be later than that, I can put the bail in place and you can just go to the Justice of the Peace office before it closes at 5 p.m. Your choice."

"You're in Brampton, right?"

"Highway 10 and 407."

"Let's go with the second one, then. I should be there in plenty of time, probably by 3:30, but you never know."

"Alright, I'll get the bail in place."

Mark arrives at the courthouse around 4 p.m., which was obviously late in the day judging by the number of empty parking spots there were scattered about the lot. Mark opted for a spot at the far end of the lot as Mother Load took up four full spaces and he wanted to have plenty of room to drive out of the lot when he was done.

After the long walk to the front entrance, he passed through the airport-like security and then got directions to the Justice of the Peace intake office.

After a short wait in a tiny room where Mark

filled out a sort of questionnaire, Mark was allowed inside and escorted to an office with a Justice already seated behind a desk. It was an older Asian lady with short hair, glasses and dressed in a black robe with a wide green sash over one shoulder.

"You're here for Bud?" she asked him.

"You know it's a residential surety?" the JP said.

"What does that mean?"

"It means he'll have to live with you for a while." A pause. "Where do you live?"

"I really don't have an address," Mark said. "I live in my truck."

She looked confused a moment, then said.

"He's going to have to stay with you."

"I was planning on that."

"And you'll need to provide an address."

That wasn't a problem. Mark's P.O. Box was his address on all of his government documents and there was no reason why this government document would be any different. He handed over his driver's licence with the address of his P.O. Box on it. "That's my home address."

"This is a bit unusual, but if you're sure he'll be staying with you, then I guess it should be fine."

Mark waited as the papers were drawn up, and as he signed, the JP explained to him that if at any time he wanted to relieve himself from being Bud's surety, he could do so at either a courthouse, or police station.

"You mean I have the power to pull the bail and put Bud in jail any time I want?"

"Well, yes, but it's usually only if he's not following the rules."

"My rules."

"Yes."

Mark liked the power this arrangement gave him over Bud. And to be honest, it was about time the tables were turned.

Mark sat in the lobby by the elevators for a half hour waiting for Bud to be released.

When Bud stepped out of the elevator, Mark got up to greet him without saying a word. They embraced a moment and Bud began to explain, but Mark cut him off. "I'm sure there's a really interesting story here," Mark said. "So, let's hear it over dinner. You're buying."

Bud exhaled and pressed his lips together hard. Finally, he said, "Fair enough. Let's get out of here." **TN**

Mark Dalton returns next month in Part 2 of Bud's bail buddy.

PIONEERS *of* CHANGE

CANADIANS WHO CHALLENGE THE STATUS QUO IN TRUCKING

Ron Boyd's tireless work ethic a perfect fit in Alberta



Long hours and hard work have paid off for Boyd Ventures, and its charismatic leader.

By Derek Clouthier

EDMONTON, ALBERTA

In Ron Boyd's world, there's no such thing as being too busy. For a man who loves his work, being busy is a blessing, and since the age of 17, when Boyd bought his first truck, the industry has never steered him wrong.

"I was raised around trucks all my life," said Boyd. "When I was growing up, my dad had equipment and trucks, so that's how it all started."

Raised in Sudbury, Ont., Boyd soon ventured west, settling down in the thriving Wild Rose province in 1977. Working in the oil patch and driving truck, Boyd knew he was somewhere special.

"I've watched Alberta rise and fall four times now, and this is the worst one," Boyd said of the province's most recent economic downturn. "This is a proud place to be from and I love this place. I love the work and the people I have worked with... it's a phenomenal place to live."

Boyd has long admired those who do not shy away from hard work, and he is no stranger to putting in the effort to get what he wants.

"I moved to Alberta when I was 17 years old, and you'd get up at 6 a.m. and work until 1 a.m. And I did that a lot," he said. "When you came to Alberta, you came to make money, and you'd work your 18 hours a day."

Those long hours have paid off for Boyd, operating his own company since 1983 – Boyd Ventures.

Hauling pretty much anything that fits onto a flatdeck, Boyd Ventures (previously called Boyd Trucking) services the oil and gas sector, as well as doing pipeline and powerline work. Starting with just one truck, the carrier now boasts 15 Kenworth and Peterbilt tractors, having focused on quality service as well as their ability to move unique pieces of equipment to spur the company's growth over the last decade.

Thankfully, for a man who loves to stay busy, Alberta's recent downturn has not had a negative impact on Boyd's business.

"In the springtime, we usually have a month to a month-and-a-half when we're slow and that's when we bring everything through the shop, we fix everything and every six months we give everything a good

once over," said Boyd. "In the fall and in the spring we do that, and we do our regular maintenance."

Finding experienced drivers has instead been Boyd's challenge in recent years. With most younger drivers lacking the necessary skills to haul the type of freight the company moves, Boyd has had to look for older drivers to fill those seats.

"I've got guys who are 65 years old working for me," said Boyd. "You can train the young people, but the young people today, they are so much different from the people of the past because when we grew up, if you screwed up you got your butt kicked. Young people today are so thin skinned."

Boyd is happy with his current staff, and says his employees appreciate the relaxed atmosphere at Boyd Ventures, while drivers love the freedom and trust they receive on a daily basis.

But Boyd is well aware that a new generation needs to step up to the plate, and key to their success is not only training, but also work ethic.

"You should have an internship, like they do anywhere else. You should be forced to have 400-500 hours to learn the trade and not

just hold the steering wheel," he said. "In today's world it's sad because you don't have time to mentor people the way you should. But at the end of the day, you always try to find the right people who have the attitude that they want to go to work in the morning and they want to learn something."

Running his company from a 10-acre plot in the Edmonton area, Boyd and his partner Sharon Fenske can see the finish line approaching. It just depends on when they will cross that line.

"You never really get away from it, it's always here. We've paid the price. You sacrifice a lot owning a bunch of trucks," said Boyd. "If the right government gets in, I'll stay in it, if it doesn't, I'll get out of it."

In the meantime, Boyd continues to take pride in his work. Every year, he works on one of his older trucks, rebuilding it from top to bottom over a two-month period. Why? Because he loves it.

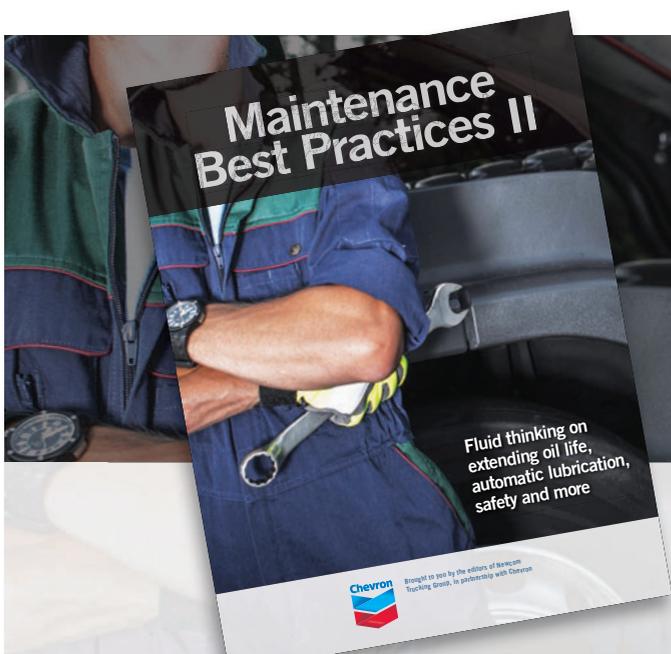
"The one compliment we always get with our trucks, is we constantly here, 'You guys have such awesome equipment,'" he said. "All our stuff is always clean, it's always shiny... it looks good and people are always impressed with our stuff."

And it's not just his trucks that impress his customers.

"Our people are of equal quality," praised Boyd "I've got awesome people who work for me. They do a hell of a job and we get tons of compliments on our people because they are proud of what they do, and that's pretty awesome to see." **TN**



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