

Arkansas Trucking Association Maintenance & Technology Council Meeting 11/11/08

Welcome

Today marks a milestone for our council; I'd like to call the **50th** meeting of the Arkansas Trucking Association's Maintenance and Technology Council to order at this time. This is your council. We encourage your involvement and hope everyone takes away some benefit for your time invested.

I want to thank Mr. Kenneth Calhoun for a job well done in my absence

Housekeeping

- Point out emergency exits.
- Informal Meeting format, feel free to use the facilities as needed and point out location.
- Out of courtesy to others, please turn off or put on silent cell phones and pagers, if you need to make a call step out of the room.
- Participation is encouraged but please be recognized then stand and state your name.
- Robert's Rules of Order, as revised will govern our proceedings.

Safety message

When you look at injuries it seems that it is the new techs and young guys that get hurt. I think if you have safety meeting everyday day or shift not a long meeting just one topic a 10 or 15 minute might keep safety on their minds and that you do care about them and their families.

Introductions

Before we begin with introductions, we would like to thank Larry Adkins of FedEx Freight for delivering his presentation on sustainability and Pat McNamara of SAF/Holland for underwriting a portion of last meeting and for bringing the show trailer for us to see.

We have four presenters today.

They will be informing us on EPA 2010 Engine Emission Strategies.

Alberto Alcala Territory Manager Cummins Inc.

Ed Saxman Product Manager Powertrain Volvo

Tim Tindall Director of Component Sales Detroit Diesel Corporation

Tim Shick Director Business and Product Strategy Big Bore Engine Navistar

I would also like to thank Cummins Mid-South, Diamond International, Tri-State Truck Center, and Truck Centers of Arkansas for underwriting a portion of this meeting. Please make sure that you are supporting these business that help to support our council.

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Do we have any other guests today?

Now I would like for us to do self-introductions,

I am Ed Szarmach of Cal Ark Trucking your Chairman.

Reading of the minutes of the last meeting dated

The minutes from our last meeting in Springdale were published on the web site. Do I hear a motion to waive the reading of those minutes and approve them as published? Is there a second? All those in favor say aye. Opposed?

Reports of Standing Committees

Mr Kenneth Calhoun will give us a report on the Annual Inspection Committee.

The committee is currently looking at 2 outside parties for help in designing & branding an inspection program. These parties will provide training & certification to technicians and possibly offering discounts to member fleets.

Chairman's discussion

We had a great man in our industry passed away the morning of the 2nd of November 2008. Dean Wilkerson ,73, died of lung cancer . He was in the trucking industry for 47 years and many of those he owned Wilkerson Diesel then sold the company to United Engines, for which served as a Fleet Sales Representative until he retired. Dean is survived by his wife Joyce and his sons Dean Jr., Micheal and host of many family members. He is now with the father because Dean is a believer in the Lord Jesus Christ our Savior and now we could have a moment of silence.

The next meeting will be on 15th of January 2009 in North West ark. And we will be going over Advanced Glass Mat batteries. Our presenter will be Mr. Bruce Purkey.

If there is anyone that is interested in becoming a presenter at future meetings please see Sarah Sheets, Kenneth Calhoun our Vice Chairman, Tim Wilson, our Secretary, or me and we will make those arrangements.

We are fortunate today to have several guests. If you are interested in joining our council I encourage you to speak with Sarah Sheets, Dean Green Chairman of the membership Committee or me.

New Business/Old Business

Under the heading new business, I would like to ask Mr. Paul Erb to come up and inform us on the up coming year at the Northwest Technical Institute

Is there any old business we need to address today?

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Is there any new business from the council at this time?

Dismissal

If not, I would like to ask for a motion to adjourn the business portion of our meeting at this time, is there a second? All in favor say aye.

Meeting Adjourned our presentation will begin as we finish lunch.

2010 Engine Panel

(see presentation)

Shick – “Navistar will not be doing anything different on the 2010 high pressure common rail system”.

Alcala – “Cummins will be using SCR to meet the 2010 emissions. We will be using approx. 2% Urea, we will also be using a common rail fuel system. There will be approx. 200lbs added for the Urea injection piping and the SCR catalyst”.

Saxman – “Volvo will also be using SCR to meet the 2010 emissions”.

Tindall – “Detroit will be using SCR, there will be a 13 gallon tank for the Urea and this will take the truck approx. 3900 miles.

Questions

What will the service intervals for the system?

Volvo – Once a year filter change, Detroit – Once a year filter change, Cummins – No interval to announce.

Is the whole system Stainless?

All metal components, yes

What is happening - looking past 2010?

Onboard diagnostics by 2013

What happens @ high & low temps?

The tanks are made to accommodate expansion of the Urea. All lines drain when not in use. High temps degradation (meaning prolonged exposure to 90^o+ F.) while in storage, while in truck tank there is no concern for degradation.

Is there a weight exemption to accommodate the additional pounds?

No, not yet but will be state by state.

Will pumps have a different nozzle?

Yes, the tank hole size will be 19mm and will not allow the diesel nozzle in the filler neck.

What is the production plan for the components?

Everything will be serviceable – parts will be available within the service system.

Will manufacturing of the Urea be done in the U.S.?

Yes, there are several companies in the U.S. that manufacture Urea.

How long can a driver go without refilling an empty tank?

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First, the engine will not shut down, second, the engine will de-rate after 5% in the tank to 55mph. Once the driver stops and fuels the truck will not achieve higher than 5mph after re-fueling.

What is the additional cost of the trucks?

No one will discuss costs in this forum; however we anticipate costs to be near the 2007 increase.