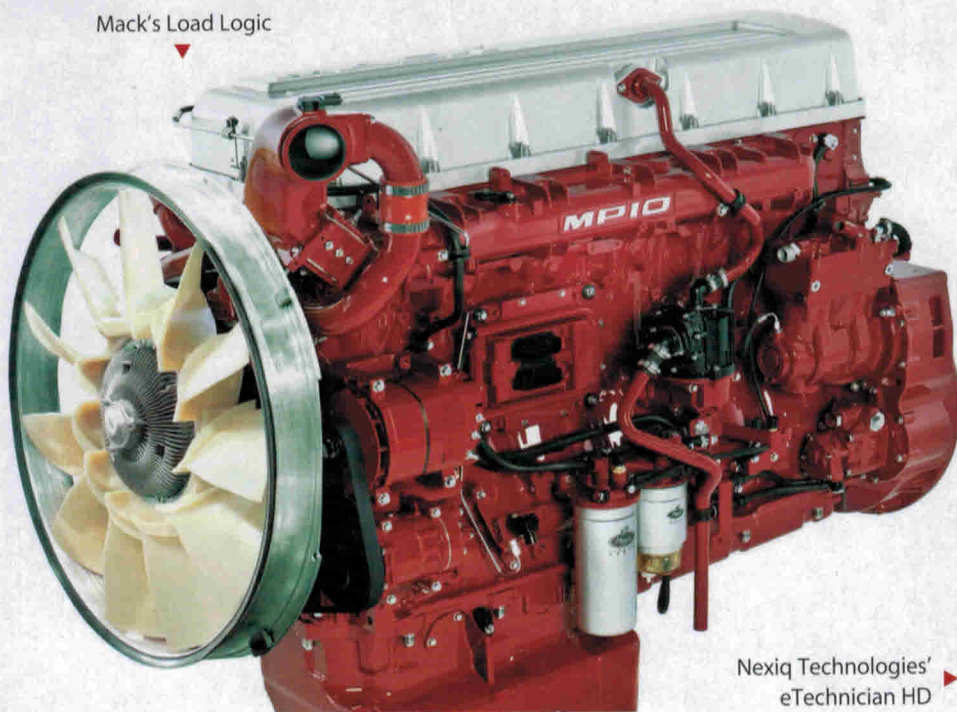
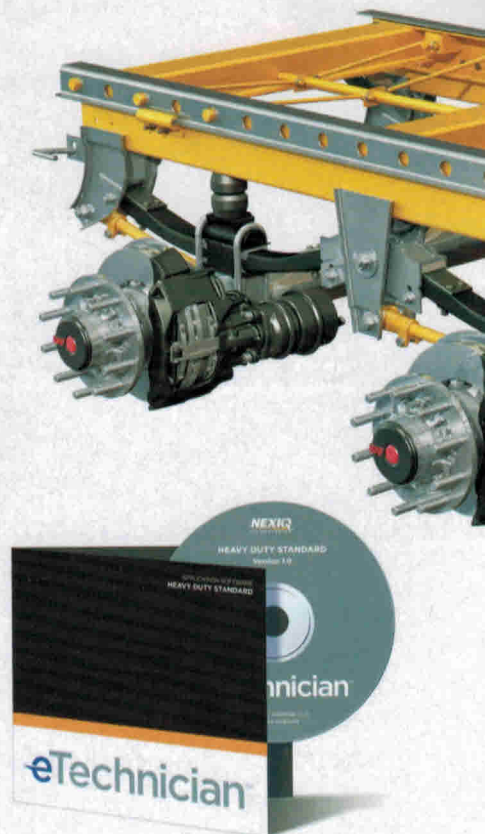


Mack's Load Logic



Nexiq Technologies' eTechnician HD



The Lockwood Report

Ten products that grabbed this writer's attention last year.

By Rolf Lockwood

Like every year for as long as I can remember, the trucking technology introduced in 2015 was fascinating.

Applause is due. To the engineers and chemists and software geeks who produced it all, but also to the suits who said 'yes' to the ideas in the first place.

With glass raised, then, I offer this short and entirely subjective review of the highlights of 2015. Just 10 items big and small from a potential cast of thousands, so to make things a little easier I've ruled out whole trucks and trailers and other products that may have been announced but weren't actually available in 2015.

The latter qualification rules out a bunch of things, but I'd be hard pressed to avoid mention of the autonomous Freightliner Inspiration truck unveiled last May in a spectacular evening ceremony at the Hoover Dam near Las Vegas. Daimler Trucks North America (DTNA) outdid itself with that production and certainly with the truck. It's the first such commercial vehicle to be licensed to run on an open public highway in the U.S., but who knows when you'll be able to buy one.

I should also mark the introduction in late November of the Detroit DD5 and DD8, though we won't see them until later this year and full production won't happen until 2018. And PACCAR

is expanding its range of diesels in North America with the introduction of the 10.8-liter MX-11, also

based on a successful European engine. We'll see it available for order in Kenworths and Peterbilts trucks and tractors very soon.

There was lots of other forward-looking news on the tech front. Bendix, for example, is moving technology ahead with its "next generation" air compressors. The "revolutionary design" reduces the weight by over 40 percent compared to the current BA-921 compressor — and it all adds up to a reduction in power consumption of up to 30 percent.

And Cummins has an interesting DPF advance for 2017, the EcoFit Single Module DPF said to be 60 percent smaller and 40 percent lighter than what's been required since 2013. It's claimed to improve emissions reduction performance while delivering better fuel economy. And end-users should get a more robust and reliable aftertreatment system.

I could go on and on but let's get to the top 10, in no particular order at all.

One final note: both Mack and Volvo introduced interesting 6x2 drive-axle technologies in 2015 but they're absent here because of their limited applicability in Canada.



SAF-Holland's
ULX40 UltraLite

Wabash National Truck Body ▶



Mack Fuel-Saving Option

Mack's Load Logic integrates an advanced sensor in the rear suspension with the Mack mDrive automated manual transmission. When a fully loaded trailer is detected, it operates as in direct drive transmission, locking out 12th gear for increased performance and pulling power. When an empty trailer is sensed, the transmission switches to overdrive, enabling 12th gear to lower cruise rpm and maximize fuel efficiency.

Load Logic is available exclusively with Mack's efficiency-focused Super Econodyne system. In this combination, Load Logic is claimed to deliver up to an additional 2 percent improvement in fuel efficiency when compared to a standard engine rating.

www.macktrucks.com

Composite Spring Trailer Suspension

SAF-Holland's latest trailer suspension, the ULX40 UltraLite slider with composite springs, is claimed to be the lightest of its type in North America. Packaged as an all-in-one system, it's a complete integration of suspension, axles, springs, and SAF drum or optional disc brakes with a 40,000-lb capacity. It offers the industry's first 10-year suspension and axle warranty.

The one-piece composite springs are said to deliver a ride and handling control comparable to equivalent air suspensions, without the complexity, while also delivering maintenance savings, and longer life. The ULX40 is up to 100 lb lighter than other mechanical trailer suspensions.

SAF Integral air disc brakes are an optional feature on the ULX40, though they're more than double the cost of standard drums. They represent 8-12 percent of the company's trailer build, more than the estimated industry average penetration of about 5 percent.

A tridem version of the ULX40 is likely in the works.

www.safholland.com

PC-Based Diagnostic Software

Nexiq Technologies' eTechnician HD provides the basic functions to diagnose most electronically controlled vehicle systems, including module support for engines, transmissions, brakes, trailers, body controllers, instrument clusters, and emissions. This comprehensive support enables technicians to switch easily between each of the elements of the vehicle system. eTechnician HD supports a wide array of heavy-duty vehicles.

The product includes a utility that launches OEM software applications seamlessly, for quick access to additional support and functionality. To provide an even broader range of diagnostic support, eTechnician HD can be integrated with the company's SmartTech subscription service, which grants technicians instant access to diagnostic fault-related service information. SmartTech — sold separately — anticipates the detailed information required to fix the vehicle and is said to retrieve it in seconds.

www.nexiq.com/eTechnician

Truck Body Line

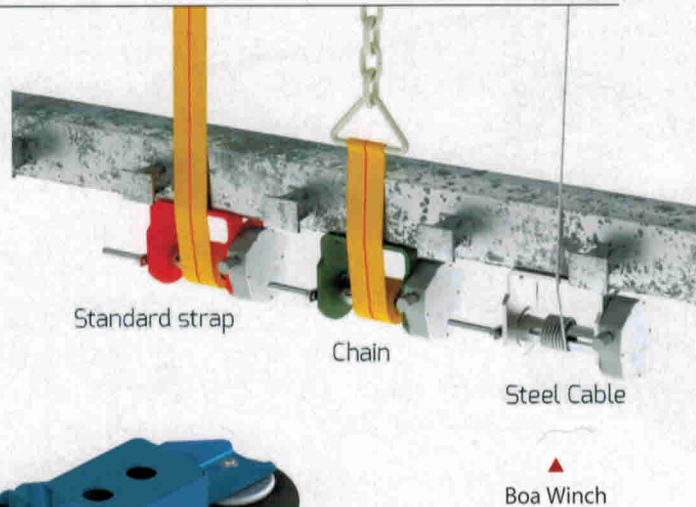
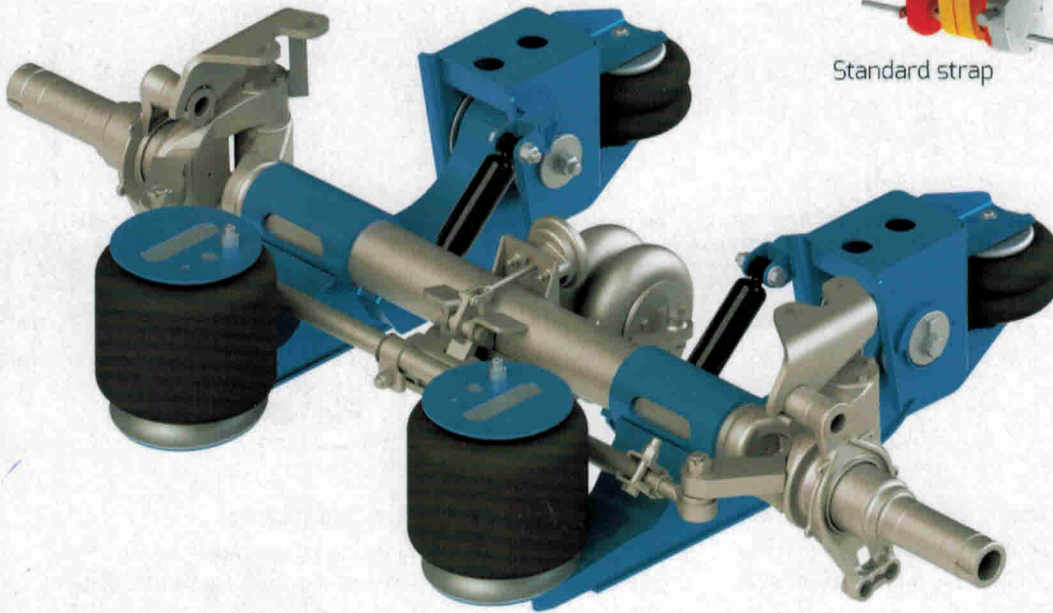
Wabash National introduced its first line of dry and refrigerated truck bodies for class 6, 7 and 8 chassis, leveraging decades of experience in the semi-trailer market.

"They're constructed using "state-of-the-art" bonding assembly technology combined with a patent-pending composite panel, providing up to 25 percent improvement in thermal efficiency when compared to conventional designs. This also reduces weight by as much as 15 percent "without sacrificing strength and durability," the company says.

The bodies are constructed with its DuraPlate composite panels, used in heavy-duty freight applications for nearly 20 years. They also feature a rear under-ride guard tested to U.S. and Canadian standards.

www.wabashtruckbodies.com

Ingersoll Axles
Underslung Suspension



Underslung Trailer Suspension

Ingersoll Axles has added what it calls the industry's first fully integrated underslung suspension to its product line. The versatile suspension is said to improve performance on dropdecks, lowboys, specialty vans, and auto haulers.

The new underslung suspension is designed to be fully compatible with all brands and sizes of disc brakes as well as all sizes of drum brakes, including on self-steer axles. The fully wrapped and integrated design is said to provide 100 percent disc brake compatibility and a zero-maintenance axle connection.

Other features include: industry-standard components; commonality of parts through ISS models; 25,000-lb capacity; available ride heights from 6.5 to 10 in.

Benefits claimed for Ingersoll's new suspension include: a fully integrated axle connection and no U-bolts, so lower maintenance costs.

www.ingersollaxles.com

Automatic Lift-Axle Control

Meritor WABCO's SmartTrac portfolio of stability control systems expanded with the addition of an automatic trailer lift-axle control system that automatically raises or lowers the axle based on cargo weight. It helps reduce fuel costs, tire wear, vehicle downtime, and labor and maintenance costs while also increasing wheel-end and brake life, the company says.

The new product integrates with the company's trailer roll stability support (RSS) and anti-lock braking systems (ABS), resulting in a more cost-effective solution compared to stand-alone lift

axles requiring separate electronic control units, the company says. The system is fully automated, which means drivers no longer need to adjust the axle position manually. The system, which can control multiple trailer lift axles, is especially useful for fleets that frequently reduce load during multiple deliveries.

It's also compatible with any air ride-equipped lift-axle suspension on a trailer and can be configured in several ways. Axles can be lowered automatically when the trailer is parked. A switch can be added to give drivers the ability to lower an axle manually. Pressure limits are user-defined to comply with local road laws.

www.meritorwabco.com

Safest Tiedown Device?

For load-securing operations on flatbeds, the **Boa Winch** is claimed to be the safest tiedown device on the market. It replaces all comparable tie-down systems.

It uses a worm gear in a "revolutionary" mechanism that's claimed to reduce considerably the effort required to tie down a load securely. Because it allows equal tension and greater precision on all straps, regardless of the load, securing a load is said to be much faster.

Thanks to the use of a 10-in. ratchet handle rather than a 34-in. winch bar, the system allows loads to be secured to the desired tension on the strap by applying a uniform force on the handle, which is impossible with traditional winches.

Users can "effortlessly" achieve much greater tension on straps than is possible with traditional systems.

www.2t2group.com/BoaBenefits_en.html

A Tablet for Drivers

Rand McNally, saying that it's answering calls for "one device that does it all," launched the TND tablet last year. It marries the company's TND truck-specific GPS device with an Android tablet pre-loaded with trucking applications and access to the Android marketplace.

Priced at US\$499, the in-cab device is designed to serve drivers on the road, in their mobile offices, and with their lives in general. The new tablet brings together tools such as truck-specific routing, mileage tracking, and an on-board dash cam, plus pre-loaded applications to help manage the business of driving like document scanning, load matching, and book-keeping assistance. There's even a load board app.

And, since the device is on the Android platform, it enables drivers to check e-mail, keep up with social media, and download entertainment on a sharp, 8-in. screen.

The tablet is also compatible with rear or side-view cameras, sold separately.

www.randmcnally.com/tndtablet

Camera Sees It All

Continental's Commercial Vehicles and Aftermarket business unit launched a new monitoring system, the ProViu ASL360. It's a camera system that allows drivers to monitor the entire vehicle and its surroundings at a single glance on one video screen, maximizing the field of view and eliminating blind spots.

Four wide-angle micro-cameras monitor the front, rear, and sides of the vehicle and display the video feeds as a single panoramic stream on a 7-in. display. There's a choice of angles: top-down bird's eye, raw 180-degree, specific focus single views, and multiple split screen.

ProViu ASL360 is easily adapted to current vehicles and can be integrated into the existing center rack display.

It can be used while in motion or standing still, so the driver can keep an eye on both the vehicle and its cargo.

www.usa.vdo.com/generator/www/us/en/vdo/main/home/home_en.html

The Tandem Work Bench

Minimizer has released a unique work bench that sits securely atop tandem-axle tires and holds up to 300 lb of parts and tools.

It looks like an effective way to deal with problems like tools falling off the truck or bolts rolling off the tops of tires.

The bench features two removable tops along with a deep base, and comes with Minimizer's lifetime guarantee.

www.minimizer.com



Continental ProViu ASL360 Monitoring System



Minimizer Work Bench

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