

PACCAR

POST

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ALLOWANCE

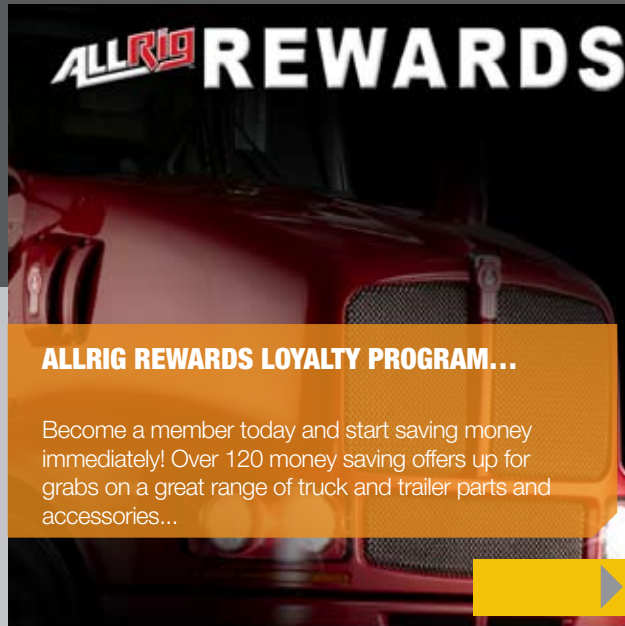
Welcome to the PACCAR e-newsletter

Communicating the latest information about Kenworth & DAF products, industry and dealer news...




ADR 80/03 – 2011 EMISSION STANDARDS

Australian Design Rule 80/03 is Australia's next round of engine emission regulations for heavy vehicles which come into effect in 2011...



ALLRIG REWARDS LOYALTY PROGRAM...

Become a member today and start saving money immediately! Over 120 money saving offers up for grabs on a great range of truck and trailer parts and accessories...



DAF FOR SOUTHERN GENERATORS & ELECTRICAL

Based in Dingley, Victoria and Minto, New South Wales, Southern Generators and Electrical (SGH) specialise in generator hire, sales, servicing and maintenance...



EDITION 4



ADR 80/03 – 2011 EMISSION STANDARDS

What is ADR 80/03?

Australian Design Rule 80/03 is Australia's next round of engine emission regulations for heavy vehicles which come into effect in 2011.

The development of emission standards for on-highway vehicles and engines is coordinated by the National Transport Commission (NTC). The regulations - Australian Design Rules (ADR) - are administered by the Department of Transport and Regional Services.

Australian emission standards for all heavy vehicles manufactured from 1 January 2011 are based on European (Euro 5), US (EPA07) or Japanese (JMLT619) regulations.

To meet these regulations, the amount of exhaust particulates and NOx (Nitrogen Oxide) that an engine produces, leading to smog and soot, needs to be reduced.

How will DAF achieve ADR 80/03?

The current DAF range achieves Euro 5 standards by continuing with proven Selective Catalytic Reduction (SCR) technology previously used with Euro 4 models.

The SCR process purifies the NOx of diesel combustion engines by introducing an additive, a urea solution, after the combustion process. The urea solution then converts the exhaust emissions to water and Nitrogen, meeting the 2011 regulations.

For further information visit www.daf.com.au or contact your local PACCAR dealer.

How will Kenworth achieve ADR 80/03?

For the Kenworth T3 range, the ISLe5 engine will utilise SCR technology similar to DAF.

For other Kenworth models, these emission standards mean the addition of an exhaust aftertreatment system (Cummins Particulate Filter) to the existing ISX engine.

The Cummins Particulate Filter replaces the existing vehicle muffler and filters the exhaust stream to reduce particulate emissions.

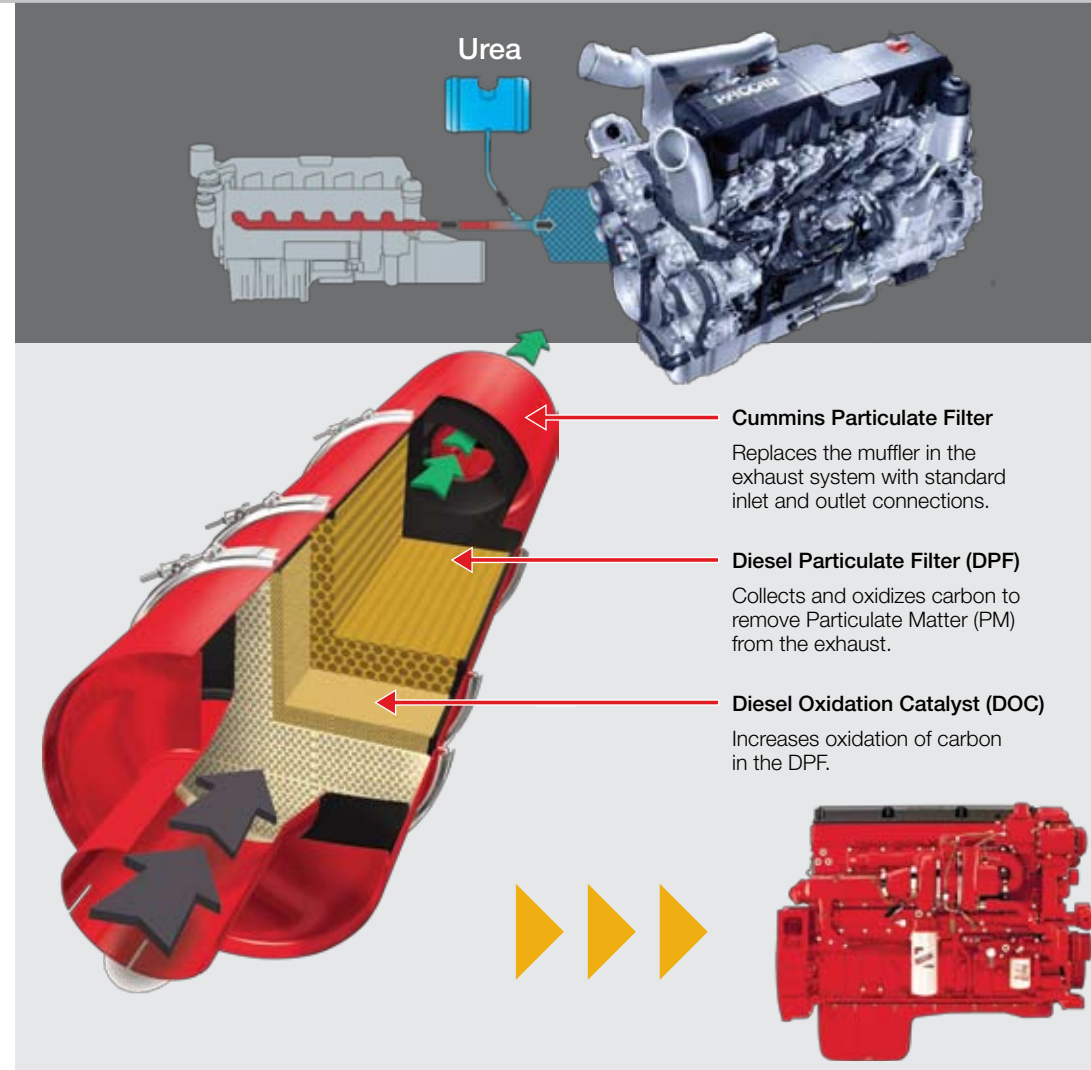
The Cummins Particulate Filter is integrated with cooled Exhaust Gas Recirculation (EGR) technology and incorporates a Diesel Oxidation Catalyst (DOC) and a Diesel Particulate Filter (DPF) to reduce NOx and particulate matter emissions.

While new to Australia and New Zealand, Cummins have over 450,000 of these filter units in operation today in North America, meeting the EPA 2007 and 2010 on-highway emissions standards already in place in the US with proven success.

Providing this stable engine architecture is a reassurance for PACCAR customers that the Cummins ISX and Signature engines they are operating today will be the same base engines for ADR80/03 in 2011 and beyond.

Importantly, the Cummins Particulate Filter is designed to last the life of the engine.

For more information on the Cummins Particulate Filter visit www.kenworth.com.au, www.southpacific.cummins.com or talk to your PACCAR or Cummins dealer now!



Cummins Particulate Filter
Replaces the muffler in the exhaust system with standard inlet and outlet connections.

Diesel Particulate Filter (DPF)
Collects and oxidizes carbon to remove Particulate Matter (PM) from the exhaust.

Diesel Oxidation Catalyst (DOC)
Increases oxidation of carbon in the DPF.



ALLRIG REWARDS

Over 120 coupon offers that
save you money...



THE ALLRIG REWARDS LOYALTY PROGRAM

Become a member today and start saving money immediately! Then you can take advantage of savings available **ONLY** to privileged ALLRig Rewards members. There are over 120 money saving offers up for grabs on a great range of truck and trailer parts and accessories.

The ALLRig Rewards card is your membership access to over 120 coupon offers that save you money throughout the year. Whether you are after a pair of landing legs or a selection of chrome items to even further spruce up your truck, there is opportunity to make significant savings by becoming a privileged member of this fantastic program.

With the ALLRig Rewards card, you're in the driver's seat. The card features dozens of discounts across at least 30 brands and product categories. As an ALLRig Rewards member you have web based access to new coupon offers as they are released. You can also keep abreast of the cumulative savings made over the year as you progressively redeem the offers at participating ALLRig dealers. The result is a cost-effective way to not only reduce costs, but to also track purchases and savings.

Owner-operators, fleets, repair shops – businesses of all sorts and sizes can benefit from the cards' extensive range of coupon offers. In addition, since each card is managed through the Web, your account information is always just a few clicks away – not to mention safe and secure. You can view and update your contact details via this secure website at any time. Customer service is available, either over the phone or via e-mail, so you can receive support no matter where you are.

Get your ALLRig Rewards card at any participating

If you have any questions, please **email** kWAus.AllRig.Rewards@paccar.com or **phone** (03) 9721 1675.



DAF FOR SOUTHERN GENERATORS & ELECTRICAL

Based in Dingley, Victoria and Minto, New South Wales, Southern Generators and Electrical (SGH) specialise in generator hire, sales, servicing and maintenance. Chris Warner and his team can provide a generator for any application.

According to Chris, SGH service the needs of a wide range of customers from small private functions to major events requiring over 50 generators, through to providing the unique standby and prime power requirements for hospitals, essential services, shopping centres, office buildings and a wide range of construction, utility, telecommunication and industrial applications.

“Our customers are located throughout Australia and their requirements vary from planned events and scheduled maintenance through to the provision of emergency power, so our turn-key service is geared around 24 hour, 7 day a week support.

“To assist with rapid response, our larger generators are all skid mounted which enable us to load the generators onto our trucks with a 20 tonne crane and then deliver, off-load and re-load using tilt-trays without the need for lifting equipment at the other end.

“Because of the size of some of the bigger gensets, we often found that we would be working on the load limit, so late last year we decided to expand the fleet to enable us to carry a gross combined mass of up to 45.5 tonnes.

“In order to ensure that we covered all the bases, three of us were involved in the decision making process that narrowed our options down to a choice between Volvo, Iveco and DAF.

“And after driving them all it's fair to say that the specs on all of them were good, but the DAF CF85 8x4 delivered a few extra benefits that the others just couldn't match.



“For us the DAF CF85 package has delivered everything we wanted and we are really delighted with how it's come together...”





DAF FOR SOUTHERN GENERATORS & ELECTRICAL (continued)

► “Most importantly the DAF CF85 enabled us to carry more weight than the Iveco and the Volvo, and after driving all three it was unanimous that the DAF drove better and had better appointments in the cab.

“In terms of price, DAF and Iveco were pretty competitive while the Volvo was marginally more expensive, but at the end of the day it wasn't about price, it was about choosing the right truck for our needs – and for us that was the DAF.

“DAF's twin steer configuration enabled us to carry more weight over the front axle which had been a bit of a problem for us in the past, as a 500 kVA generator weighs around 10 tonnes, so when we added the ancillary equipment meant that we'd always have to keep a close eye on the steer and total GCM.

“The other main features that helped the DAF stand out was the integrated mobile phone connection, the high standard of the interior finish, the comfort of the driver position, the sleeper cab set-up and the ZF AS Tronic 12 speed semi automated transmission with hill start assist that really put the CF85 in a class of its own. Plus it came standard with all the latest safety and braking technology.

“The DAF also gave the body builder a number of distinct advantages over the other two makes with its flat chassis and neat design behind the cab enabling them to get the tray a long way forward, which increased the length of the deck and enabled us to utilise all the chassis for deck space.

“We spent a lot of time working with Neil Cooper at Australian Trailer Manufacturers on the individual aspects of the tray which enabled us to go with a higher tilt angle than our other trays. We also incorporated a sliding winch set-up, instead of a centre fixed winch, that features three hydraulic rams enabling us to move the winch sideways to correct the wind-on angle of the load which has really proved to be invaluable.

“Being able to carry more weight over the front axle is a distinct advantage for us as it enables the DAF to handle the 12 tonne limit easily, whereas with the Volvo and the Iveco it would have been touch and go.

“In terms of driveability, the DAF is incredibly stable on the road and has been well received by everyone who drives it. The twin steer configuration handles rough roads beautifully – even at 100 kms on a very rough road, it's smooth and easy to handle unlike our other trucks that really throw you around.

“By going with the ZF AS Tronic automated transmission we can put any driver behind the wheel without having to worry about damaging gearboxes or burning out clutches. “And the difference in terms of driver fatigue is remarkable. With the DAF you can be behind the wheel all day without getting tired, so we are definitely converted.

“The CF85 has done over 15,000 kilometres in just under 4 months and as we'd expect it hasn't missed a beat and has proved to be very fuel efficient, while up front the 460 horsepower engine easily handles the combined weight of the truck and trailer loads.

“So my advice for anyone considering adding a new truck to your fleet is to do your research and go into the exercise with your eyes open. And it's important to have an open mind when it comes to what brand might ultimately suit your requirements best as it might not necessarily be a brand that you're familiar with.

“For us the DAF CF85 package has delivered everything we wanted and we are really delighted with how it's come together. And if anyone out there is finding it hard to make a decision, please feel free to call me anytime on (03) 9558 3600, as I'd be only too happy to talk to you about the benefits the DAF has brought to our business.” Chris said.



“At Kenworth, protecting your driver, vehicle, payload and other road users against unexpected hazards has always been a paramount consideration.”

ESP – Electronic Stability Program



ACB – Active Cruise with Brakes



TRM – Trailer Response Management

SAFETY FIRST

Kenworth Australia has unveiled the latest advance in safety technology - Kenworth Electronic Brake Safety Systems (EBSS) and is at the forefront of development in advanced braking technology for Australian truck operating conditions.

Kenworth EBSS uses the Bendix ABS-6 Advanced platform anti-lock brake system, but additionally now incorporates Electronic Stability Program (ESP) calibrated specifically for Australian models, road conditions and applications. The system is further enhanced with the development of an electronic trailer brake actuation system for EBS equipped trailers, and additional ABS related functions.

These new technology systems provide both an important added safety margin and potential cost benefits. Whilst of special interest for hazardous goods haulers, there is also widespread application for both small and large fleet customers with agitators through to refrigerated road trains.

The features of Kenworth EBSS are:

Level One – includes anti-lock braking (ABS) and Automatic Traction Control (ATC). As well, as part of the installed software that controls the trucks' Bendix ABS-6 Advanced Braking System, Drag Torque Control (DTC) is also included.

Level Two – includes all the features of level one, but adds Electronic Stability Program (ESP) controls.

Level Three – includes the same features as levels one and two, adding the Trailer Response Management (TRM) for customers with trailers fitted with EBS.

According to Andrew Hadjikakou, Director Sales and Marketing, PACCAR Australia, “We needed to adjust the system to Australian conditions; in particular we calibrated the software for local applications, such as road trains and B-Doubles, and truck wheelbase options.”

Kenworth EBSS integrates with the current Kenworth braking system so there are only a few changes needed to incorporate the safety features. “This reduces the complexity of the installation and helps keeps the cost to the customer to a minimum,” Andrew added.

Alongside these active safety measures, Kenworth's emphasis on driver safety has seen the company take the lead with a large number of locally developed passive safety measures – such as, deep, wide windscreen designs, a number of seat options, Bluetooth and hands-free phone, adjustable steering columns, unobstructed view of gauges and easy access to controls.

Truck operators can contact their local Kenworth dealer for further information on Kenworth's advanced truck safety systems, including the latest on EBSS.

Video footage of ESP testing can be viewed on the Kenworth website



FUEL DIET FOR TIPPER FLEET

Two Cummins ISX Fleet 450 engines are doing for M Collins & Sons in Sydney exactly what they were bought for – delivering top fuel economy.

Operating seven truck-and-dog combinations, M Collins & Sons specialises in the supply of sports turf as well as landscaping and quarry materials.

The long established family business has two turf farms, a quarry and four 'Materials in the Raw' retail outlets for landscaping and building materials.

The two latest Kenworths in the fleet are T402s. Their ISX Fleet 450 EGR engines drive through Eaton Autoshift transmissions to 4.3:1 rears.

"We don't need big horsepower, and the Fleet 450 looked to be ideally suited to our operation", says Graeme Mitchell, the company's transport and workshop manager.

He considered the Cummins ISM in the T3 series Kenworth, but after a lot of thought settled on the 15-litre ISX.

Cubic capacity was important. "The ISX isn't a little engine doing a big job," he says.

Then came the critical issue of fuel economy. Series 60s rated at 430 hp in the fleet were achieving 1.8 km/litre.

"In spec'ing the new trucks, our main concern was not to go backwards with fuel economy," he says.

"As it turns out we've actually improved fuel economy, with the Fleet 450s consistently achieving around the 2 kilometres-per-litre mark versus 1.8 for our Series 60s."

The trucks are operating in metropolitan Sydney for most of the time which means a lot of stop-start, slow-speed operation. In fact, ECM downloads show 40% of the operating time is in the 0-15 km/h range.

"Driver acceptance is excellent," says Graeme Mitchell. "They're quick off the mark which the drivers appreciate in metropolitan work."

The ISX Fleet 450 was introduced in 2009 for fleets wanting to maximize fuel economy while retaining strong performance.

While rated at 450 hp, the engine actually punches out 460 to 465 hp in the critical cruise range of 1500 to 1650 rpm. And this is backed up by peak torque of 1650 lb ft from 1150 to 1400 rpm.

Unlike Cummins' other ISX ratings, the Fleet 450 can't be electronically uprated to higher power and torque settings. The engine has stand-alone hardware that is specifically tuned to achieving top fuel economy at the 450 hp setting.

"The support from Cummins has been great," says Graeme Mitchell, summing up his experience to date with the Fleet 450 engines.

He speaks for a company with a long and distinguished history in the transport industry.

M Collins & Sons had its origins over 100 years ago when Matthew Collins began business as a carrier and contractor in Marrickville, an inner Sydney suburb, using teams of horses and wagons.

Horse transport eventually gave way to motors and during World War II the government commandeered the Collins trucking fleet to carry supplies to and from ports and rail heads.

Matthew's son John took over the business and during the '50s and '60s the red M Collins & Sons trucks were a familiar sight on Sydney's roads as the company supplied turf, soil and manpower for the Sydney Cricket Ground, Royal Randwick Racecourse, the Royal Agricultural Society's Showground at Moore Park and the White City tennis courts, as well as for many other cricket pitches, bowling greens, tennis courts, racecourses and parklands.

The company also became involved in industrial waste collection, and in 1969 formed a new company, Collex, which grew rapidly to become one of the largest waste businesses in Australia.

John Collins' son Matthew is Managing Director of the business today.



Graeme Mitchell

"In spec'ing the new trucks, our main concern was not to go backwards with fuel economy..."



PACCAR - TRUCK MANUFACTURER STAND OF THE SHOW



The International Truck, Trailer and Equipment Show (ITTES) held in March at the Melbourne Showgrounds drew a crowd of over 35,000 local and overseas visitors.

The Town Square Hoecker – renamed ‘PACCAR World’ – was among the largest exhibits showcasing more than 15 of the latest Kenworth and DAF truck models. At the conclusion of the event, PACCAR Australia was awarded Truck Manufacturer Display of the show. We were delighted to be able to offer all visitors to our stand an exciting and informative display.

BARRY MANEY GROUP 2009 KENWORTH DEALER OF THE YEAR



One of Kenworth's longest standing dealerships – the Barry Maney Group in Mt Gambier, South Australia – has been crowned Kenworth Dealer of the Year for 2009.

The Kenworth accolade is widely regarded as the industry's most coveted prize for dealers. The award is judged on a points system across five main areas, including general dealership performance, and truck sales, service, parts and finance customer support.

L to R: Dealer Principal of the Barry Maney Group, Fred Hill, with Chairman Barry Maney, accepts the Kenworth Dealer of the Year for 2009 from PACCAR Australia Managing Director - Joe Rizzo.

Read full story at

▶▶▶ SNAPSHOTS

HALLAM TRUCK CENTRE 2009 DAF DEALER OF THE YEAR

KENWORTH SUPPLIER OF THE YEAR



The 2009 Kenworth Supplier of the Year awards were announced in April with Air Brake Corporation taking out the overall award.

Air Brake Corporation supply brake chambers, air fittings and nylon tubing to Kenworth.

L to R: Graham Wylie - General Manager & Director of Air Brake Corporation, receives the award from Joe Rizzo - Managing Director of PACCAR Australia.

Award-winning Melbourne dealer – Hallam Truck Centre – was named DAF Dealer of the Year for 2009, following an impressive year of sales and customer service.

Similar to the Kenworth scoring system, the DAF award is also judged on a points system across the five main areas.

L to R: Brad Wolstenholme - General Manager DAF Trucks Australia, Helene Mawyer - Vice President PACCAR Inc, Michael Crawford - Managing Director CMV Group and Joe Rizzo - Managing Director PACCAR Australia.

Read full story at



PACCAR MX ENGINE EARNS EPA 2010 CERTIFICATION

In May 2010, PACCAR Inc. announced that the Environmental Protection Agency (EPA) has certified the PACCAR MX 12.9-litre diesel engine to the US 2010 emission standards. The PACCAR MX engine certification and compliance with EPA 2010 emission regulations allows the PACCAR MX engine to be installed in Kenworth and Peterbilt vehicles in North America, effective immediately.

"PACCAR customers have benefited from the superior performance of the PACCAR MX engine in DAF vehicles for years," said Mark Pigott, PACCAR Chairman and Chief Executive officer. "Kenworth and Peterbilt customers will now be able to enjoy the industry-leading reliability, fuel economy and resale value of world-class vehicles with PACCAR MX engines.

"The EPA certification is an important milestone in establishing the PACCAR MX engine in North America," said Jim Cardillo, PACCAR president. "The proven performance of the PACCAR MX engine will deliver outstanding reliability and durability, as well as excellent fuel efficiency and lower operating costs to our customers. Over 1,500 Kenworth and Peterbilt vehicles with MX engines have been ordered."

The PACCAR MX engine is available with a horsepower range of 380 to 485 h.p. and torque up to 1,750 lb-ft. MX engine production in North America begins this summer at PACCAR's new engine facility in Columbus, Mississippi. The PACCAR MX engine has completed over 50 million miles in an extensive testing program. In addition, the MX engines have successfully completed evaluation in hot and cold temperature extremes, high altitudes and difficult vocational applications.

PACCAR previously announced the use of selective catalytic reduction (SCR) with its MX engines to meet the oxides-of-nitrogen (NOx) requirements for the 2010 EPA diesel engine emissions regulations. "The MX engine meets the stringent emission standards of 0.2 grams per brake horsepower hour of NOx and the 0.01 grams per brake horsepower hour of particulate matter," said Craig Brewster, PACCAR Vice President. "The combination of SCR, a diesel particulate filter, and controlled exhaust gas recirculation (EGR) will provide PACCAR customers a highly efficient solution to the US 2010 emission requirements."

PACCAR is a global technology leader in the design, manufacture and customer support of high-quality light-, medium- and heavy-duty trucks under the Kenworth, Peterbilt and DAF nameplates. PACCAR also designs and manufactures advanced diesel engines and provides financial services and information technology and distributes truck parts related to its principal business.



WETTENHALLS GROUP SWITCHES TO LNG

Transport and Logistics specialist the Wettenhalls Group has switched to liquefied natural gas with the purchase of a Kenworth K108 prime mover fitted with a Westport gas engine.

The prime mover will carry freight for dairy food company Fonterra from Victoria's western district to Melbourne.

The engine is the latest Westport high pressure direct injection GX 15-litre engine.

It produces around 25 percent fewer emissions than the equivalent diesel-powered Cummins ISX-EGR engine with no performance loss.

The truck will use Evol LNG's new refuelling facility at Deer Park in Melbourne. Evol also provided operator and workshop training, technical support and company and driver information sessions.

Wettenhall Group Business Development Manager Chris Garschagen says the company decided to trial LNG to reduce the environmental impact of its truck fleet.

"Our new LNG vehicle is a highly visible display of our determination to reduce carbon emissions; this is a goal that is important to both the Wettenhalls Group and our customer Fonterra," Garschagen says.

Wettenhalls Operational Development Manager Steve Biggs says the company did plenty of research before deciding to trial the prime mover, but expects the company might have 60 LNG-powered trucks in its fleet within 10 years.

"This is our first major investment in reducing the carbon emissions from our vehicle fleet," he says.

ATN - May 2010



SNAPSHOTS



A NEW LOOK FOR TOWNSVILLE

The Brown and Hurley Group has continued its multi-million dollar new dealership and upgrade investment program, with the recent opening of the relocated Townsville branch.

The new dealership is situated one kilometre further north along Ingham Road, past the old location, and is now open for business.

As Dealer Principal Len Roberts recalled, "In 1975, Brown and Hurley started a small dealership in Townsville just down the road. That dealership was re-developed four times to accommodate growth. We outgrew it several years ago, but we couldn't expand the building any more." Today, Len and his team have a new state-of-the-art premises to work in and are excited about the future of this dealership.

Alan Brown OAM, co-founder of The Brown and Hurley Group, and his wife Lil officially opened the dealership at a function on Saturday 15 May. Customers were involved with the opening by being the first to take delivery of their new trucks at the new dealership. One of the trucks included the 1,000th Kenworth sold by Brown & Hurley Townsville to Blenners Transport.

Contact Details:
 662 Ingham Road, Bohle QLD 4818
Phone (07) 4758 4000
Fax (07) 4758 4070



CLASSICAL GAS

Enjoy this story from soon to be released Issue 11 of the Kenworth Down Under magazine.



For a wealth of product information, informed editorial, news and views, as well as a broad spread of customer stories and applications from across the extended Kenworth family, make sure you get a copy of the latest Kenworth Down Under magazine.

Classical GAS

From an old V8 petrol banger to the latest Cummins-powered Kenworths, the Sawyer family has been delivering a dedicated, reliable service to BOC Gas for over 35 years.

story + photographs **australian truck photography**

Times change and, sometimes, so do people, but not David Sawyer. Sawyer Transport's family patriarch started his company's association with BOC Gas back when it was known as Commonwealth Industrial Gas (CIG). Back when the job description was carting gas bottles back and forth to Melbourne from their home-base in Albury.

That hasn't changed. Much.

Today, David Sawyer's initiative has evolved into a dedicated family transport enterprise. His eldest son, David Jnr joining his Dad 18 years ago, with younger brother, Bob signing up six years later.

In total, the Sawyer men have over 60 years experience with BOC Gas! And, over the years, the Sawyer transport operation has grown with the needs of its clients, wearing out a number of truck brands before standardising on

Kenworth for all its long haul work.

The Sawyers had always wanted Kenworth trucks and their first, a T404, proved itself by clocking up a faultless million kilometres. That truck has now completed over 1.5 million kilometres and, with a repower, it's still going strong.

"The T404 was the best decision we've made," David Jnr said. "We still haven't touched the gearbox, or the diffs, and the cab is as tight as the day we bought it."

In fact, the T404's only downtime was the week spent fitting the new engine. That kind of reliability makes buying the next truck an easy



Over 60 years combined experience looking after BOC's transport requirements - (L-R) Bob Sawyer, David Sawyer Sr and David Sawyer Jnr





Sawyer's T408 is loaded and ready for BOC gas deliveries throughout the Vic/NSW borders region

decision.
"When the T408 came up we took it. We couldn't buy anything but Kenworth now!"

Experience has also proven Cummins engines in the Sawyer's operation with the current choice being the 475hp Cummins ISX in the T404 and the 500hp version of the same engine in the T408s.

The T408 is rated for B-Doubles and will be re-rated to 550hp when they get the go ahead to load north to Brisbane.

As there's little variation in the weight of the BOC gas bottles whether they're full or empty, the trucks usually operate at maximum legal axle loadings.

"We deliver all the medical and hospital supplies in the region," David Jnr explained. "It's up to us to make sure the supplies reach their destination."

"We've not experienced any difficulties with the Kenworth/Cummins pack-

"... still haven't touched the gearbox, or the diffs, and the cab is as tight as the day we bought it"



age ... it's just perfect!"

Similar to its association with BOC, Sawyer Transport's relationship with its local Albury/Wodonga Kenworth dealer, Twin City has also been a long-standing partnership. And, along with looking

after the purchase of Sawyer Transport's new Kenworths, Twin-City are also called on for maintenance and service. For Sawyer Transport, compliance and accreditation requirements make the outsourcing of service and maintenance a sensible option.

"We just run the trucks in to Twin-City and advise them what we need doing. In turn, the guys tell us if there is something else requiring attention ... it's a good relationship."

Both David Jnr and Bob have toured Kenworth's Bayswater manufacturing base, which David says provides an insight into the design and engineering of each Kenworth.

"We do a run up to the Riverina on the roughest roads in the district. It shakes the life out of the gear, it wrecks our trailers but the Kenworths stand up."

"That's why we held onto our T404."

A few scrolls and aluminium deck plates courtesy of McCracken Signs and Truck Detailing in Wodonga mark the new Kenworth out. The T408 keeps three drivers busy running non-stop five days a week starting on Sunday night. It gets the weekend off, but even so still manages to consistently clock up around 5000 kilometres a week.

Departing Wodonga five nights a week, the T408 is loaded with empty gas bottles for BOC's Melbourne depot in Preston. On arrival the trailer is swapped for a loaded flattop for the return trip to the border.

At Wodonga the gas bottles are unloaded and another driver climbs onboard. The forklift cage is bolted onto the rear of the trailer, the forklift loaded and the T408 is ready for its regional deliveries.

Sawyer Transport deliver BOC gas

"... we haven't experienced any difficulties with the Kenworth/Cummins package ... it's just perfect"



throughout northern Victoria and southern NSW, mainly to BOC agents and hospitals as well as direct delivery to BOC customers.

The T404 had been working in Melbourne, but has been brought home

to Wodonga to cover the Melbourne run while the T408 trips to Brisbane.

"The Kenworths don't stop very much at all," Bob Sawyer explains. "They're built to work and we enjoy working 'em ... we're proud of our trucks and we're proud of the service we provide."

That pride permeates through the company, with driver Marty Marr cleaning and polishing the T408 for our photos while the rest of Sawyer's staff were at a dangerous goods seminar.

"We call him 'TB' (Tyre Black). He's a real professional. He's got two pairs of boots - his driving boots and his work boots. We're lucky to have him," smiles David Jnr.

According to David Jnr the team at Sawyer's Transport all love their Kenworths. "Most truck drivers do (love Kenworths), even if some won't admit it."

To read more stories from Issue 11, or previous issues, purchase a copy at your local newsagency or order online at

Issue 11 on sale in July.

KENWORTH DOWN UNDER





WOMEN IN TRANSPORT

Transport Women Australia Limited (TWAL) promotes the contribution women make to the transport industry and pursues their right for input to issues and policy.

We speak with Jacqueline Brotherton, Chairperson of TWAL, (and Transport Manager for Oxford Cold Storage) about her introduction to the transport industry and the TWAL organisation.

How did you first become involved in the transport industry?

In 1970, my parents bought a General Store at North Bourke in Western NSW. This quickly turned into a stopping place for trucks as my parents treated the drivers as part of our family and were always willing to lend a hand. This enabled me to meet lots of people including my future employer, Bruce Dickinson, from Bruce Dickinson Transport (BDT) at Dubbo and he encouraged me to learn as much as possible and also to join the Livestock Transporters Association of NSW. I have been a Life Member since 1998. This is now the Livestock and Bulk Carriers Association (LBCA). I am still involved in the LBCA and in March they helped me raise \$13,460 for the Leukaemia Foundation in the Worlds Greatest Shave.

What do you love about the transport industry?

Most of us involved in the transport industry love the dynamic range of people and personalities we deal with on a day to day basis. I love the mateship and support for each other and the acceptance from everyone (so long as you can do your job and treat people decently).

How did TWAL come about?

Transport Women Australia Limited was formed in 1999 by an enthusiastic group of women involved in various capacities in the Road Transport Industry. These women shared a common view that women in all modes of the transport industry could benefit from a national independent organisation that focused on support of women and the concept of dealing with industry issues from the perspective of women.

After 10 years of TWAL, what is the biggest influence the organisation has had?

TWAL has undertaken research such as "Economic and Social Viability of Owner Operators and Small Fleets, in Remote, Rural and Regional areas of Australia" and has awarded scholarships to young people in the industry.

Why join TWAL?

People and organisations should join TWAL to have an industry voice that is a little bit different to the rest. A voice that will be heard and pushed to achieve the results. After 10 years we see ourselves as just hitting the ground and feel that the next 10 years is going to see us achieve some fantastic goals. It also offers a great opportunity for networking with other likeminded people.

Do you have any advice for women in the transport industry?

- (1) Anything is achievable if you work hard enough for it;
- (2) Love what you do and do it well;
- (3) Find a mentor and never be afraid to ask questions.



Jacqueline Brotherton
Chairperson
Transport Women Australia Limited



INVESTMENT ALLOWANCE TAX BREAKS STILL AVAILABLE*

Claiming your Investment Allowance - 30% by June 30, 50% & 10% by December 31 2010

Last year Federal Parliament passed legislation for "The Small Business and General Business Tax Break" measure. The legislation provides an additional deduction for business investment in new, tangible depreciating assets, including new Kenworth and DAF truck purchases.

The tax break is worked out using a rate of 50%, 30% or 10% dependant on annual turnover and when the new truck(s) were ordered and delivered. If you are a small business (less than \$2million annual turnover) the tax break is worked out using a rate of 50%. The 10% or 30% rate will be used for all other eligible businesses depending on when the truck(s) were ordered and delivered.

To qualify for the tax break, your new DAF or Kenworth truck order(s) must have been in place by either June 30, 2009 or December 31, 2009.

Provided all of the eligibility criteria are satisfied for the income year, the tax break can be claimed as a tax deduction in the tax return for the year in which the truck(s) is ready for service.

To qualify for the 30% deduction you must:

- Meet your 'new investment threshold',
- Have ordered your new truck(s) between 13 December 2008 and 30 June 2009, and
- Have your new truck(s) ready for use on or before 30 June 2010.

To qualify for the 50% deduction you must:

- Have less than \$2million annual turnover,
- Have ordered your new truck(s) between 13 December 2008 and 31 December 2009,
- Meet your 'new investment threshold', and
- Have your new truck(s) ready for use on or before 31 December 2010.

To qualify for the 10% deduction you must:

- Have ordered your new truck(s) between 1 July 2009 and 31 December 2009,
- Meet your 'new investment threshold', and
- Have your new truck(s) ready for use on or before 31 December 2010.

Talk to your financial adviser about claiming The Small Business and General Business Tax Break

**This should not be considered as tax advice. You should seek your own independent advice to determine eligibility.*



WHAT'S COMING UP?

JUNE

11-12 **LTASA 2010 Conference**
West Beach, SA

AUGUST

5-8 **NatRoad 2010 Conference**
Gold Coast, QLD

6-7 **LTAV 2010 Conference**
Warrnambool, VIC

17-19 **AGQUIP Field Days**
Gunnedah, NSW

25-31 **National Road Transport Hall of Fame**
15 Year Reunion Celebrations
Alice Springs, NT

SEPTEMBER

10-11 **ALTA National 2010 Conference & LTACBC 2010 Conference**
Perth, WA

21-23 **Henty Machinery Field Days**
Henty, NSW



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