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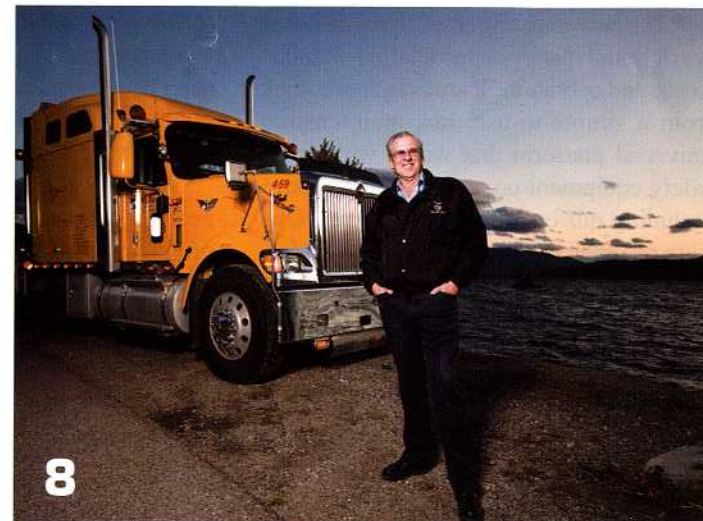


Photo by Kevin Trowbridge, courtesy of Teleflex.

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OCCUPATIONAL HEALTH & SAFETY

Experienced cold weather trucker relies on Proheat Air to keep warm

Wayne Love sleeps under a thin summer-weight blanket and sheet in his 72-inch sleeper during rest periods even when the mercury outside dips under minus 40 degrees Fahrenheit.

"I grew up in the '40s with wood and coal furnaces," Love said. "We needed to have lots of blankets to keep warm as the fires died down during the night. Before you went to bed you filled the furnace full of wood and coal to get it nice and toasty warm. Then you woke up early in the morning to get the furnace fired up."



Love routinely drives through some of the coldest regions in North America during the winter seasons. Yet, he doesn't pay hundreds of dollars each month running his gen-set or idling his truck engine to stay warm. Nor does the 66-year-old truck

adequate heat.

That's because a year ago Love had the Teleflex Proheat Air A2 auxiliary heater installed under his sleeper bed so that he could keep the temperature in his sleeper a toasty 80 degrees. The Proheat Air A2 offers 6,800 British thermal units (BTUs) of heating capacity while consuming much less fuel than his gen-set.

It features a unique advanced driver control panel that makes setup and operation quick and easy. With its unique controller, drivers can set the Proheat Air unit to keep the ambient temperature constant within a few degrees. Plus, the controller allows drivers to program start times based on their schedule and needs.

Love estimates that he saves about 65 to 70 percent on diesel fuel costs by running the Proheat auxiliary heater rather than the gen-set. That saves Love hundreds of dollars in fuel costs over the course of a winter season.

Love has been driving truck for nearly 40 years. Of that, he's spent 22 years as an owner-operator. During the 2002 winter season, he drove for Mullen Transportation on the Mackenzie River Ice Road from Yellowknife to Diavac in the Northwest Territories, which has



Photo by Kevin Trowbridge, courtesy of Teleflex.

stranded in the middle of nowhere waiting for the weather to get better.

Love said one winter season in the early '60s, he spent nine days in his cardboard-lined truck waiting out a storm out

but the trucks didn't have the insulation that they have now so even when idling the engine it was still cool in the sleeper," he said. "So, I can remember waking up in the middle of the night when those

Love routinely drives through some of the coldest regions in North America during the winter seasons. Yet, he doesn't pay hundreds of dollars each month running his gen-set or idling his truck engine to stay warm. Nor does the 66-year-old truck driver suffer from aggravated arthritis, chattering teeth, hellacious goose bumps, numb toes and fingers, or any of the other common problems drivers ordinarily associate with operating trucks in cold climates without

rather than the gen-set. That saves Love hundreds of dollars in fuel costs over the course of a winter season.

Love has been driving truck for nearly 40 years. Of that, he's spent 22 years as an owner-operator. During the 2002 winter season, he drove for Mullen Transportation on the Mackenzie River Ice Road from Yellowknife to Diavac in the Northwest Territories, which has been featured on the History Channel's hit series "Ice Road Truckers." When he first began his truck driving career in the '60s, Love said it wasn't unheard of for him to spend hours, even days

stranded in the middle of nowhere waiting for the weather to get better.

Love said one winter season in the early '60s, he spent nine days in his cardboard-lined truck waiting out a storm out on the middle of Great Bear Lake, with wind chill factors reaching down to the double digits below zero.

"Back then, it was necessary to idle the truck's diesel engine to keep warm,

Photo by Kevin Trowbridge, courtesy of Teleflex.

but the trucks didn't have the insulation that they have now so even when idling the engine it was still cool in the sleeper," he said. "So, I can remember waking up in the middle of the night when those damn metal screws (that kept the cardboard liner attached to the sleeper) would touch my skin. I sure wish I could have had the Teleflex unit back then."

Love is based out of Aldersyde, Alberta, a town nine miles south of Calgary. He's leased to Mullen Trucking LP, a provider of irregular truckload and less-than-truckload service throughout Canada and the continental United States.

Love hauls heavy equipment from manufacturing facilities and different ports around North America to remote mining and drilling sites located all across North America. Many of Love's hauls take him to drilling and exploration sites in the tarsands area of northern Alberta. So, it's not uncommon for Love to encounter cold winter weather with temperatures well below freezing.

Love drives a 2002 International 9900, with the winter insulation package, and a 600-hp Cummins Signature 600 engine that provides 2,050 ft.-lbs. of torque powered through an 18-speed manual transmission. He gets an average of 2.5 to three miles per gallon.

"The Proheat auxiliary heater works just like my furnace at home to keep me warm," he said. "I can set it to keep the temperature in my sleeper warm and toasty."

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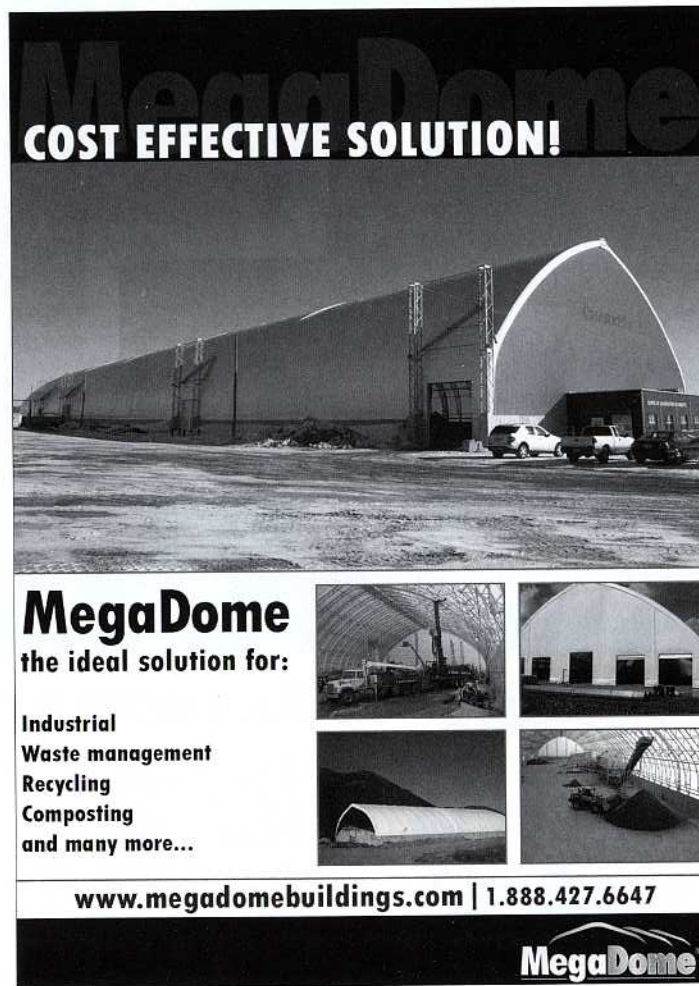
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