

SUPPLY CHAIN: "The price of a bargain can prove to be very steep." PG.25



CPX's
Jim
Mickey

Today's Trucking

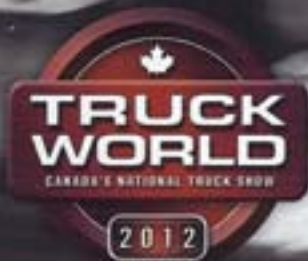
25 YEARS

The Business Magazine of Canada's Trucking Industry

SMOOTH OPERATORS

Lubes news you'll have to use, **PG. 35**

Keeping trailers in top trim, **PG. 41**



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www.truckworld.ca

PLUS:

Lockwood's 10 Coolest

NEW PRODUCTS of 2011, **PG. 30**

February 2012

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automatically to JumpTech's servers and each customer's backend systems.

The cost per truck with JumpTrack is 80 percent less than traditional terminal solutions, the company claims.

The JumpTrack app is available free on the Android Market and the Apple App Store for all iPhone, iPod Touch, and iPad devices running iOS 4.0 or later. The proof-of-delivery service costs US\$75 per truck per month.

See <https://market.android.com/details?id=com.jumptech.jumpod> and <http://itunes.apple.com/us/app/jumppod/id459210658?ls=1&mt=8>.
www.jumptech.com

ROLLING MECHANIC'S STOOL

THE TAIL BONE MECHANIC'S SEAT ROLLS OVER AIR HOSES, CORDS, AND DEBRIS. Creators of "The Bone" mechanic's creeper, **Dale Adams Enterprises** now offers The Tail Bone, a unique rolling mechanic's stool. Made with 5-in. wheels, it's said to roll easily over cords, air hoses and debris with no tipping or flipping. Its unique bucket seat and tripod base provides a naturally stable working platform that's claimed to be the most durable in its class.

The Tail Bone makes working on lower areas of vehicles more manageable, particularly on rough floor surfaces with cracks and debris. And because it turns with the user, the legs stay out of the way for greater comfort and reduced back and knee pain.

The Tail Bone and its bigger sister product, The Tail Bone Rough Rider, employ a tripod design using high-strength polypropylene copolymer, which is impervious to most solvents. The Tail Bone has a 130-lb rating per wheel and a



seat height of 12 in. The Tail Bone Rough Rider has a 250-lb rating per wheel and a seat height of 13 in., making it a better option for outdoor use. Both have a 350-lb weight capacity and a limited warranty.

The Tail Bone carries an MSRP of US\$152.95 while The Tail Bone Rough Rider's MSRP is US\$179.95. They're both available at WizardDistribution and ProductNewsChannel.

See www.wizarddistribution.com, www.productnewschannel.com, and www.bonecreeper.com

SALT, SAND SPREADERS

TWO TRUCK-POWERED ELECTRIC MODELS FROM HINIKER

Hiniker Company's dual-motor electric salt and sand spreader is said to allow accurate and convenient tailoring of material application rates. Powered by the truck's 12-volt electrical system, it provides individually variable speed control for both the conveyor and the spinner. The two electric motors run quietly, the company says, making them unobtrusive in residential and office applications.

The spreaders also feature blast control for quick, extra-dense applications and a reverse switch to clear jams quickly. Two stainless-steel electric spreader models are available: the 6.5-ft model 635 and the 8-ft model 835.

Standard hopper capacities are 1.50 cu. yd. for model 635 and 1.80 cu. yd. for

model 835. A tip-up spinner assembly makes unloading unused material simple, says Hiniker, and provides easy trailer hitch access.

See www.hiniker.com

MAPPING AND DISPATCHING

NEW CAPABILITIES INCLUDE IMPROVED CONTROL OF DISPATCHING, EASE OF USE. Software designer and developer **Carrier Logistics** has launched its FACTSmap version 2.0, said to offer dispatchers increased routing optimization capabilities and ease of use, for its FACTS transportation software suite.

Current customers who have the FACTS total freight-management system with the optional FACTSmap 1.0 module are entitled to a free upgrade. The new version offers many enhancements like the ability to provide ETA alerts for shipments that have been delayed. There are real-time alerts when traffic jams occur, enabling trucks to take an alternate route to avoid delays.

Users also have increased flexibility to manage dispatching and operations at multiple terminals instead of just one. As well, there's the ability to switch pickups and deliveries from one driver to another by a click of the mouse.

Geo-coding enables dispatchers to re-direct shipments headed to the wrong location, avoiding late deliveries.

See www.carrierlogistics.com ▲