

Fleet & Mobility

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Spotlighting Fleet Vehicles at CIAS



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Heavy Truck & Specialty

Storm Clouds Ahead

The coming years may not be easy, but we'll get through them together (again).

TEXT JACK KAZMIERSKI

Welcome to the inaugural issue of *Fleet & Mobility* magazine. As many of our readers are sure to remember, prior to the pandemic we used to publish a dedicated national magazine for the Canadian fleet industry. In fact, from 1995 to 2019, FleetDigest and CamAuto (for our French audience) were the go-to resources for Canadian fleet professionals, providing up-to-date content on light- and medium-duty vehicles.


However, once the globe was forced into a COVID coma, and once our entire industry all but shut down, we too were forced to suspend publication. After the pandemic, we got back to covering the fleet industry, but this time, as part of a larger magazine that covered all segments of the auto industry in Canada, including fleet. Fast-forward to 2025, and we're back with *Fleet & Mobility*, a dedicated national magazine, except this time, it's bigger and better than ever!

We still have out top-notch editorial team, as well as our seasoned fleet-savvy columnists, but this time we're expanding the range of topics to include light-duty, medium-duty, heavy-duty and specialty vehicles. In other words, we are now covering the entire industry for all Canadian fleet professional, regardless of the type of vehicles you have to manage. We


hope you enjoy our new publication, as well as the new format, and we look forward to your feedback.

The "T" word

Now, let's address the elephant in the room: tariffs. At the time of writing, the full tariff picture wasn't in focus just yet. That said, I'm not sure if we'll ever see the full picture, or if we'll simply have to get used to living with the threat of tariffs hanging over our heads for the next four years.

Although tariffs, whether real or threatened, have a real impact on the economy and on our stress levels, I'm encouraged by the fact that our industry has already successfully weathered severe storms in the recent past. Think back to the impossible scenarios fleet professionals had to deal with during the pandemic and soon thereafter with a shortage of vehicles, extended lifecycle calculations, parts shortages and the collapse of supply chains. While we may not want tariffs, I'm certain that our industry will find ways to cope, just as we did in recent years. Our team here at *Fleet & Mobility* looks forward to providing you with the insights and perspectives that will help you weather this storm. After all, we're all in this together. 



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Canadian International AutoShow

Spotlighting Fleet Vehicles at CIAS

There were a number of commercially-oriented trucks and vans on display at the 2025 AutoShow. Here's what F&M discovered...

TEXT **HUW EVANS**

Each year in February, the auto industry buzzes with excitement for the Canadian International AutoShow (CIAS). For more than 50 years, this expo of everything automotive has drawn people from far and wide to sample the latest vehicles and immerse themselves in the motoring experience. While the vast majority of cars and trucks on display are geared toward a consumer audience, there is also a good representation of vehicles that are highly suited for fleet customers. This year, *Autosphere Media* scanned the expanse of the Metro Toronto Convention Centre to highlight some of these vehicles for the very first edition of *Fleet&Mobility*. Here's what we came across:

Chevrolet Bright Drop 400/600

Assembled in Canada (Ingersoll, Ontario) the Chevrolet BrightDrop is built upon General Motors' Ultium EV platform, and was designed from the ground up as a battery-electric all-wheel-drive delivery vehicle. It comes in two variations, the BrightDrop 400 and 600. The 400 version boasts a GVWR of 9,990lbs (4,531 kg) and a standard range of 276 km (city), 217 km (Highway) or 256 km combined. Maximum range is 488 km (city), 377 km highway or 438 km combined. Chevrolet states maximum charging rate of 160 miles per hour. >

Although primarily a consumer show, there were some fleet-oriented vehicles at CIAS 2025.

With a 153.1-inch wheelbase, the BrightDrop 400 boasts a total cargo volume of 412.1 cubic feet and a maximum payload of 3,480 lbs (1,579 kg). The BrightDrop 600 boasts a longer wheelbase (183.5-in) and a corresponding increase in cargo volume (614.7 cubic feet). Standard range is slightly improved (293 km city/224 km highway for a combined total of 264 km), while maximum range is identical to its shorter brother. Offered through GM's Envolv Fleet portfolio of vehicles, the BrightDrop comes with GM Envolv consultative support and fleet services, which includes an EV starter kit to help fleet buyers plan a smooth transition to operation, including turnkey charging solutions, training, as well as a network of EV maintenance experts, plus telematics, data and API Services.

Chevrolet Silverado EV

The Silverado EV is the all-electric pickup that's built off GM's Ultium platform. For fleet customers, Chevrolet offers the Work Truck (or WT), which we evaluated back in April, 2024. It features a fully-independent suspension, four-wheel steering and all-wheel drive via front and rear mounted electric motors. It's massive 24 module Ultium battery pack gives it a maximum range of 724 km on a single charge, and GM says it can tow up to 10,000 lbs behind it. WT models offer a Tow/Haul mode, along with trailer hitch provisions and an integrated trailer brake controller. Although the WT does come with rubber floors (designed to ease cleaning), it's well equipped by fleet truck standards, including an 11-inch centrally-mounted touch screen that offers navigation, infotainment, charging information and exterior cameras. Although the truck is built



Chevrolet had two variations of their all-electric Silverado EV: an RST consumer version, and this, the WT or Work Truck, aimed at fleet customers.



Chevrolet BrightDrop was featured prominently on the stand during media day.

around a 400-volt architecture, the Ultium battery pack offers the option of switching from parallel to series connection, meaning that when hooked up to a fast charger, GM says that 160 km (100 miles) of range can be added in as little as 10 minutes, since in this configuration it can charge up to 350 kW on an 800-volt cycle.

Ford E-Transit

The all-electric E-Transit made its debut in 2020. The regular Transit is Canada's best-selling commercial van and E-Transit is currently North America's best-selling electric van. It boasts an estimated range of up to 254 km on a single charge and Ford added enhancements for 2024, including new dual-on-board chargers that promote faster charging. A 15-minute DC fast charge can add up to 107 km of range, according to Ford, representing a 49% improvement over the previous battery. A full charge can be achieved in under 7 hours, utilizing the Ford Pro Series 2 80A charging station. This represents a 22% improvement over the battery found in earlier E-Transits.

Part of the E-Transit's appeal is the available configurations. It's offered in two lengths, three body styles, three different roof heights and its electric motors generate the equivalent of 266 horsepower and 317 lb-ft of torque, providing decent get up and go. With improvements in range, which make the E-Transit more practical for a variety of uses (including refrigerated delivery), the E-Transit continues to broaden its appeal and cement its position as a leader in the electric van segment.



tended range electric pick up, which features a 92 kW/h battery pack, a 3.6-litre Pentastar V6 engine and a 130 kW/h electric generator with front and rear Electric Drive Motors (the former can be disconnected to freewheel when needed).

Mercedes-Benz eSprinter

Mercedes-Benz had a range of vehicles on display. For fleet customers, one of interest was the latest eSprinter electric cargo van. Although it looks nearly identical to the regular, diesel-powered Sprinter, the all-electric version is a very different beast beneath the skin. At launch in 2023 as a 2024 model, the eSprinter introduced a lithium-ion phosphate battery with a useable capacity of 113 kilowatt hours. Drive comes from a permanent magnet synchronous motor, offered in two power levels, with either 100 or 150 kW/h outputs, and the equivalent of 295 lb ft of torque.

The eSprinter, like the E-Transit, features an onboard charger, and can charge with both alternating current (AC) and direct current (DC). For fast charging, Mercedes-Benz says that with the 113-kW battery, an 80% charge can be achieved in around 42 minutes.

For the North American market, eSprinters are built at the company's facility near Charleston, South Carolina, and for 2025, a smaller battery has been introduced in an effort to make the eSprinter more affordable.

At CIAS, Mercedes-Benz displayed the eSprinter, alongside a regular Sprinter van that had been turned into a custom camper by NOMAD VANZ. [👉](#)

2025 Ram 1500

The 2025 Ram 1500 was named Motor Trend's Truck of the Year in the U.S. While it looks similar on the outside, the 2025 Ram 1500 has received some significant updates, including freshened front-end styling with a new grille and lights, plus equipment shuffles. For fleet customers, the Tradesman variant (which Autosphere sampled during a visit to Detroit) features a healthy list of standard equipment that includes power windows, adjustable power and heated mirrors, standard AM/FM satellite radio with voice activation control and external digital memory, a choice of quad cab or crew cab configurations, and an available 6 foot 4-inch box (quad cab only). Under the hood, the Tradesman model has a 305-hp Pentastar 3.6-litre V6 teamed with an eight-speed automatic transmission.

What's notable about the 2025 Ram 1500 lineup is that there is no HEMI V8 available. Instead, the hallowed engine is replaced by a pair of 3.0-litre Hurricane inline-sixes, as a nod toward better fuel economy. The top-performing twin-turbo version cranks out an impressive 540-hp, 521 lb-ft of torque and is backed by an eight-speed automatic transmission. Other new features for 2025 include a 14.5-inch central touch screen that controls multiple functions including navigation, connectivity and infotainment. There's also the off-road oriented RHO, powered by the 540-hp twin-turbo Hurricane six, plus a new topline Tungsten trim level that features, among other things, 24-way power driver and front passenger seats with massage and memory functions, special interior fixtures, plus a high-end Klipsch, Reference Audio system with 23-speakers. There's also the new Ram 1500 Ramcharger ex-



In the North Hall, we came across the 2025 Ram 1500, the first full-size pickup from the brand to not come with a HEMI V8.



Game-Changing Technology

Remote diagnostics represents a huge opportunity for fleets to improve efficiency and profitability.

TEXT HUW EVANS

Data: It's everywhere. For fleets, the ability to effectively track and harness it has never been more important, since it provides valuable insights into a wide range of parameters, including vehicle operation and optimization, maintenance, driver behaviour and more.

More efficient, more revenue

For fleets, unit optimization and maintenance are critically important, since the more efficiently vehicles can operate, and the less time they need repair or maintenance, the more they're earning for the business. That's why we've seen a proliferation in tools, such as remote diagnostics, that enable fleets to stay ahead of maintenance needs and ensure any downtime is minimized. At Geotab, Emily Williams, Head of Transportation Business Development says that when it comes to remote diagnostics, from a data and analytics perspective, it's important to be able to collect information and transform it into actionable insights. Today, an individual vehicle can generate the equivalent of more than 1,700,000 pages of data each and every hour. And with that much information, the need to provide a platform that can empower fleet customers to leverage that data, and turn it into meaningful actions, becomes hugely important.

Predictive reports

Williams says that for remote diagnostics, Geotab's GO vehicle tracking device (which essentially operates as a vehicle's central nervous system) is able to capture data on a granular level, which is then processed and analyzed through Geotab's proprietary platform. From that, she says, real-time alerts and predictive maintenance recommendations can be generated, providing Geotab's fleet customers with valuable insights so they can see what happened in the past, and plan accordingly for the future, as it relates to vehicle maintenance.

At Fleetio, Product Marketing Manager Stefano Daneri notes that because fleets are essentially mobile, effective remote diagnostics tools that can directly access vehicle data, combined with fleet optimization platforms, telematics and fuel cards can provide them with a holistic overview of vehicle operation and make decisions based on that information.

Incredible resource

Fleetio uses a combination of mobile driver inspections and telematics integration to generate vehicle diagnostic data. "Drivers are an incredible resource to communicate vehicle issues from the road," says Daneri, "since they know their vehicles best, and we provide an inspection tool that

automatically creates and assigns an issue for that vehicle upon submission.”

Additionally, by working with leading telematics providers to integrate aspects such as engine and diagnostic fault codes, fuel card alerts, and sensor data like Diesel Exhaust Fluid (DEF) levels, plus others such as battery voltage, and tire pressure readings for each vehicle, fleet operators can more easily or-

Major reductions

Emily Williams says that at Geotab, research has shown that by leveraging the remote diagnostics platform, fleets have seen a 30% reduction in downtime and an 80% decrease in towing costs. She says that one area where remote diagnostics can make a big difference is battery condition and voltage, since battery failures can be a common occurrence, particu-

“At Geotab, research has shown that by leveraging the remote diagnostics platform, fleets have seen a 30% reduction in downtime and an 80% decrease in towing costs.”

EMILY WILLIAMS

HEAD OF TRANSPORTATION BUSINESS DEVELOPMENT, GEOTAB

ganize all of their data (both real-time and historical) for each asset, and all in one place. The result enables faster, more concise and safer decision making when it comes to fleet vehicle operation and maintenance. Furthermore, if a maintenance or service issue arises, remote diagnostics can immediately trigger an alert with the operations team, which can either deal with the issue then and there, or if required, a technician can quickly be despatched to the vehicle’s location, armed with the right tools to fix the problem.

larly in places like Canada where vehicles and drivers have to contend with extreme weather conditions that often tax electrical systems. “Our Electrical System Rating, or ESR, monitors aspects like battery voltage and current temperature,” says Williams. Based on that information, ESR can predict when a battery is likely to fail, helping ensure that it’s replaced before it fails, thereby preventing unnecessary problems, such as having a truck with a load of perishable goods break down on the side of the road, en route to its delivery destination. [O](#)

Helping Drivers (and Fleets)

Today, one of the single biggest issues facing many fleets is a shortage of good drivers. According to the American Transportation Institute, an annual survey of the biggest issues impacting commercial vehicle operators has consistently revealed delays at customer facilities, and driver shortages, as the most acute challenges for fleets. Emily Williams notes that remote diagnostics can play a big part in helping reduce these issues. “Fleet driving, especially long haul, is one of the hardest jobs out there. We can help alleviate some of that stress by reducing breakdowns and making sure drivers reach their customers on time, and reduce downtime for maintenance and repairs.” She notes that when drivers experience fewer disruptions, they feel the fleet they work for cares about them, meaning they’re more likely to perform better in

their role, and more likely to stay with the company for longer. An added benefit is greater customer satisfaction from having more reliable vehicles and more dedicated, motivated employees.

At Fleetio, Stefano Daneri notes that besides boosting driver retention and performance, as well as customer satisfaction, remote diagnostics can extend a vehicle’s replacement schedule. Leveraging data to ensure maintenance and service is proactively managed means that fleets can not only predict what servicing and costs will be required, but that they can ensure their vehicles stay well-maintained and moving as much as possible, making money, as well as promoting sustainability and saving the organization both time and cost when it comes to sourcing replacement vehicles.

Unique Problems, Custom Solutions

This Canadian upfitter had to think outside the proverbial box to help a fleet customer with a challenging need.

TEXT JACK KAZMIERSKI

A properly upfitted truck is a work of art. While it's easy to add shelves to a commercial van and call it a day, some jobs call for an upfitter who can solve unique problems with outside-the-box thinking and solutions.

When B.C.-based Comtek Security approached Expertec with their upfitting needs, Expertec's Business Development Manager, Michael Chang and his team had to come up with some unique solutions. Initially, Chang explains, Comtek decided on a more conventional approach. Like many fleets, they added shelves and a ladder rack to a van. However, as their business started to grow and evolve, they needed a better solution. "A growing number of their new customers were in rural parts of the province," Chang explains, "and they needed a vehicle that could handle the rougher terrain."

Some customers were as far as five hours away, and some jobs required a team of employees, which meant that a work van with room for two was no longer a feasible solution. "If they were working on a larger project," Chang adds, "they would always need to take a second vehicle, which only added to their costs."

From vans to pick-ups

The team at Expertec put their heads together, Chang says, and they came up with a solution that would allow Comtek to send a crew to some of these remote job sites, without the need for a second vehicle.

"We noticed that they weren't using all the space in their work vans effectively," Chang explains. "We also thought that with the kind of off-road terrain they had to deal with, that a four-wheel-drive vehicle would be a better option. That's why we recommended a pick-up truck." Notably, pick-ups don't have as much cargo space as a van, but the team at Expertec had a solution. "We introduced them to a product called SpaceKap," Chang says.



The service bodies Expertec recommended are lightweight, and they simply tuck into the box of the truck.

"Instead of looking for a motel, they can jump into the trailer after a hard day's work."

MICHAEL CHANG
BUSINESS DEVELOPMENT MANAGER
EXPERTEC


"These service bodies are made of fibreglass, they're lightweight, and they simply tuck into the box of the truck. They provide ample space, and we were able to add shelving and a cargo slide. Moreover, the enclosures have locks embedded into the doors, which means everything is safe. In addition to the interior storage space, we also added a cargo rack for ladders, along with a conduit carrier."

Accommodations on wheels

Another challenge was the need for accommodations, since hotels and motels weren't always

readily available in some of the more remote parts of the province where Comtek staff had to work. "Because the service body is lightweight, and because they opted for a one-ton diesel pick-up, they had enough power to tow a trailer," Chang says. "So now, instead of looking for a motel in a nearby town, they can jump into the trailer after a hard day's work."

Expertec's upfitting solutions ticked all the boxes. The pick-up's crew cab has enough room for four or five, which means that a second vehicle is no longer necessary, and the truck can handle rough terrain because it's a 4x4. The SpaceKap service body has room for all the tools and supplies, and the trailer serves as a mobile home when hotels and motels aren't available.

"The SpaceKap service body is also transferrable," Chang concludes, "which is a return on investment and saves them money when the times comes to switch over to the next truck." 



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2025 Chevrolet Silverado 1500 Custom model shown.

The Goldilocks Dilemma

Fleet managers don't want to collect too much or too little data. They need to get it just right.

TEXT JACK KAZMIERSKI

The wonderful world of telematics opens up almost limitless possibilities, and some fleet professionals struggle to manage the abundance of data that they want to collect. Too much data, and you're likely to drown in all the numbers. Too little, and you won't have enough to work with.

"Instead of trying to collect a lot of data, focus on two or three KPIs [Key Performance Indicators] that will help you run your fleet on a day-to-day basis," says Guillaume Poudrier, Founder and President of Geothentic. "I think it's important to cover the basics first, including where all your equipment or vehicles are at any point in time, along with critical information about the engine hours or odometer. It's really surprising how many fleets don't collect this basic information. For me, this is the starting point."

One of the biggest mistakes fleet professionals make, according to Poudrier, is collecting telematics data, but then not knowing what to do with it. "Some think that collecting data is going to magically solve the problem they're trying to solve," he adds. "But you need to have someone in place who can manage the data you collect and do something with it. The goal is not to collect information. The goal is to do something with it, once you collect it."

Lost in the noise

Bob Bradley, Associate Vice President, Data Science & AI Engineering at Geotab agrees. "I think the most critical thing that a fleet manager should be concerned with is how to harness the data they have at their disposal," he explains. "So regardless of whether it's a lot of data or a minimal amount of data, they need to make sure they're using the right tools to look at the data and to find the insights that can make a difference, and that will allow them to make informed decisions."

Too much data, he adds, can be difficult to manage and use effectively. "A lot of data can seem overwhelming and it can be difficult to find the signal in all of that noise," he says, "but by using a tool like MyGeotab, this process becomes much easier,



allowing you to focus on the right areas to address your biggest opportunities."

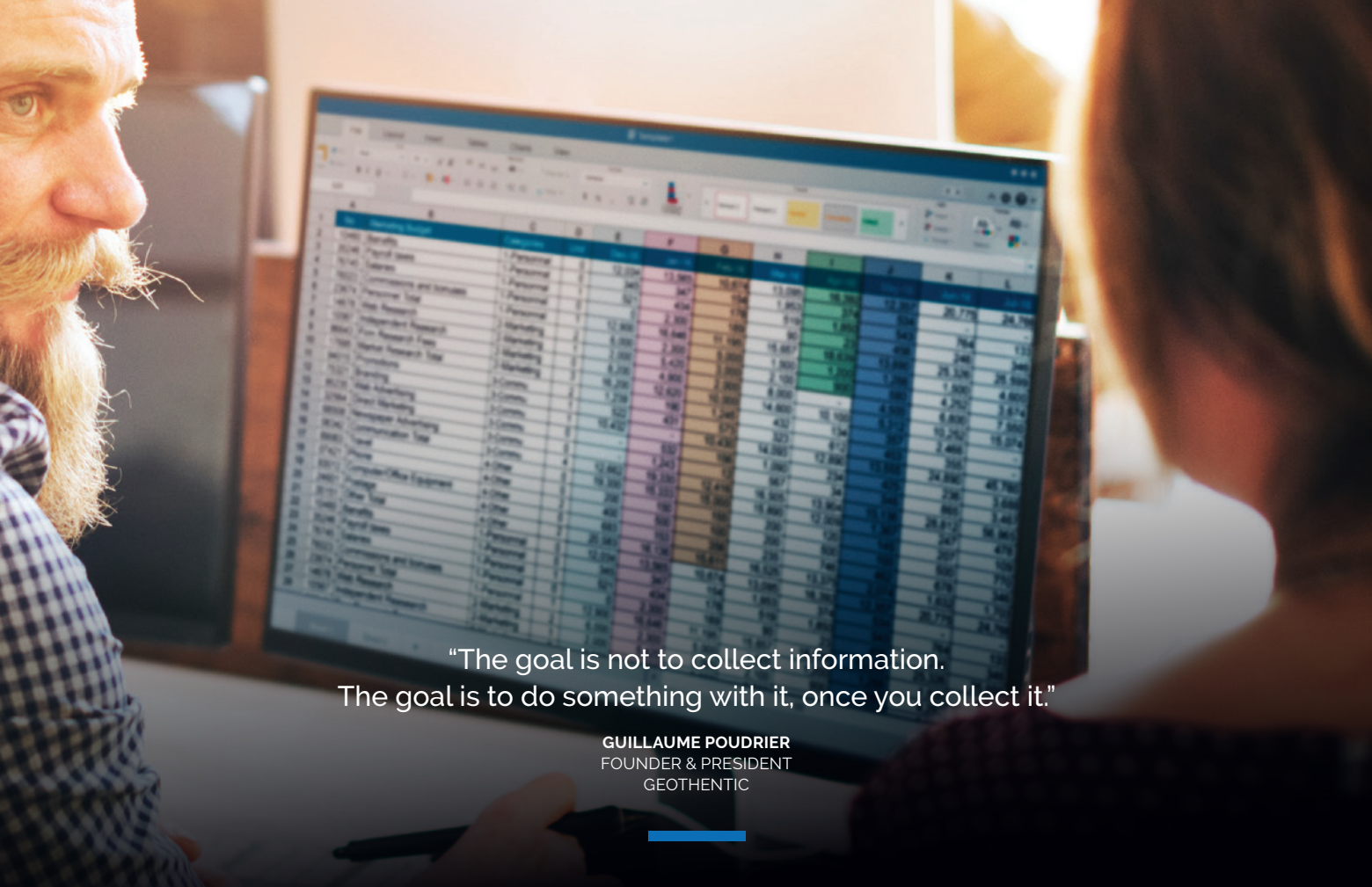
Collecting the right data

According to Oniel Crawford, Director, Strategic Advisory & Client Analytics at Element, it's critical to understand what kind of data actually need to be collected. "While clients often come to us with specific data collection requirements, we frequently find that these requests do not fully address their stated objectives," he says. "For example, a client might focus on collecting engine diagnostic codes to reduce maintenance costs, but overlook the importance of complementary data like driver behaviour or route efficiency, which could provide a more comprehensive solution."

To address this challenge, Crawford recommends a dual approach. "We prioritize collecting the data explicitly requested by the client to meet their initial requirements," he explains. "In this case we address the overall objective and guide them as to what data would be relevant."

"Simultaneously, we gather a broader set of standardized data based on proven telematics frameworks. This ensures we provide a robust dataset that comprehensively responds to their fleet needs."

Ultimately, Crawford adds, the goal is to strike a balance: collecting enough data to support actionable insights while



“The goal is not to collect information.
The goal is to do something with it, once you collect it.”

GUILLAUME POUQUIER
FOUNDER & PRESIDENT
GEOVENTIC

avoiding unnecessary complexity. “By aligning data collection with strategic objectives and industry best practices, fleet professionals can transition from being data-rich to insight-rich, unlocking the true potential of telematics solutions.”

Crunching the numbers

Once all the data is collected, fleet professionals need to make sure they have the right tools in place to analyze the numbers and make good use of it. That’s when outside help can be beneficial.

“More often than not, this analysis far exceeds a fleet operator’s internal resources, and it is extremely beneficial to align with strong strategic partners who can help you maximize the potential of your telematics solution,” says Ed Powell, Director, Consulting Services, Holman.

In addition to being the data integrator, a fleet management partner should also be a solution provider and an agent of change. “Your fleet management provider needs to make the data actionable, providing recommendations and solutions that deliver value to your organization,” Powell adds. “Together, you’ll want to leverage the data to uncover the ‘why’ behind your business challenges to develop a better ‘how’ for improvement.”

Additionally, Powell says, fleet management providers typically work with a variety of fleets (many of whom are similar to


yours), and they’re aware of unique or emerging use cases that may be able to help your fleet overcome a particular challenge.

Need for flexibility

The balance between too much and not enough telematics data boils down to the question all fleet professionals need to ask themselves: Why am I collecting the data in the first place?

“Determining the right amount of data begins with truly understanding what you are trying to achieve with your telematics solution,” says Frank Daccardi, Manager, Telematics Solutions, Holman. “What is the outcome you’re striving for or challenge you’re trying to overcome? With that intent or goal clearly defined, you can then leverage telematics to measure and report on the key metrics associated with those aspects of your fleet.”

In addition, fleet managers need to be willing to change and adapt their data-gathering goals as their situation evolves. “It is important to keep in mind that your priorities and use cases are likely going to change over time,” Daccardi concludes.

“The right amount of data today, or the key performance indicators you’re monitoring now, are going to continue to evolve as your priorities or use cases shift.” 

How fleet managers can maximize their return on investment

In Canada, financial assistance and subsidy programs play a significant role in advancing the electric transition. However, commercial fleet managers can implement additional strategies to cut costs or generate new revenue streams. Here are a few options worth exploring.

TEXT **STEPHEN KOSKOLETOS**



Fleets can maximize their return on investment by making their charging stations accessible to the public.

According to Roulons électrique, electric vehicles can lower annual operating costs by more than 75% compared to gas-powered vehicles. While they come with higher upfront costs, their energy and maintenance expenses are considerably lower. Efficient charging management is key to minimizing energy costs. Unlike the often volatile prices of gasoline and diesel, the cost of electricity per kilometre is more stable and economical. Additionally, regenerative braking helps recharge the battery while driving. The Government of Canada estimates that a battery electric vehicle costs around three to four cents per kilometre, compared to 11 to 12 cents for a conventional four-cylinder gasoline vehicle.

Electric vehicles also require significantly less maintenance since they lack internal combustion engines and transmissions. Say goodbye to oil and coolant changes.

Availability of public charging stations

In Quebec, companies can own a charging infrastructure connected to the Circuit électrique network of public charging stations. Making these stations available to all electric vehicle owners when not in use allows them to generate additional revenue.

To qualify, the charging infrastructure must meet the requirements of public access, and be equipped with a separate electrical entrance to keep the energy consumption of the charging station distinct from that of the building. Additional requirements also apply to those looking to become partners in the program.

Similar programs are offered across the country, including in British Columbia.

Programs to monetize energy savings

Energy management, and greenhouse gas reduction, offer additional revenue opportunities. Electric vehicle fleet managers can monetize their charging activities by creating compliance units equivalent to the emission reduction of one tonne of CO₂. Smart charging management platforms, such as Cleo's, collect the necessary data to produce these units, which, according to Énergir, will be valued between \$118 and \$197 in 2025.¹

Polara also launched an exclusive pilot project with Hydro-Québec to manage electricity demand during winter peak periods. Participating commercial fleet operators must reduce or shift their charging activities outside peak demand hours. In return, Hydro-Québec provides credits on electricity bills, based on the average reductions achieved throughout the season.

Contact us to learn more about monetizing your carbon compliance units, or our exclusive electricity demand management program. [🔗](#)

1. Énergir, Measures concerning the purchase and sale of renewable natural gas, R-4008-2017, 2022.



Stephen Koskoletos is a seasoned expert in energy and power electronics with nearly a decade of experience in sales and services for power plants in the North American market. He currently serves as Vice President of Strategy and Growth at Polara.



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The More Things Change...

While the future of the fleet industry may be hard to predict, the fundamentals still matter.

TEXT CHRIS HILL



Who would dare to predict the future of the automotive industry?

Ten years ago I wrote the following prediction for 2025 and thought about how things really turned out.

"You and I could not imagine how we got through the last 30 years without two things we once thought were indispensable: a land-line telephone and cable television. Yet this is a reality for many under 30's today. They will soon add one more 'can't live without' – a car. They will opt instead for self-driving cars, when they become available, but not as owners.

"By 2025, car ownership will be undergoing a switch to car service on demand. Fleets will provide that car service, and replace individuals as the major market for OEMs. Electric vehicles are simpler to automate than ICE-powered vehicles (fewer moving parts and systems), and they will last much longer. Our current business model for fleet management will be upended as a result. Lifecycles, maintenance scheduling, driver training, even managing parking spaces will change significantly. I think one should question the existence, in 2025, of two staples of today's automotive industry: car dealerships and fleet leasing companies. If they are still there, they will be very different businesses."

2025 realities

Self-driving cars have self-destructed, causing too many collisions and scaring away potential customers. Vehicles will continue to offer driver-assistance features, but there seems to be little effort in going beyond this for now. Individual ownership of vehicles compared to fleet ownership is still about the same.


Car dealerships are still here despite facing a near-death business environment because of supply shortages during the pandemic. A few continue to have loads of inventory, but many others have chosen to have limited stock on-site and prefer to order based on actual deals.

Tesla was a small niche player back in 2014, but today, it is a top-tier seller of new vehicles. Fleets are moving cautiously into electric vehicles. Although EVs now claim 15% of the new vehicle market in Canada, they haven't gained that level of acceptance with most fleets.

Fleet leasing companies have evolved further into data gatherers and information reporters. The emphasis has shifted towards technology, but the fundamentals have not. The number one driver of fleet expenses is still the number of vehicles in service. Reducing fleet vehicle count will drive down costs faster than telematics.

Predicting the future

So, any predictions for the next ten years? I'm not as bold as I was in 2015, because the forces that are at work are going in unexpected directions. A few years ago, governments were declaring climate emergencies and planning to reduce greenhouse gas emissions. Now, they are all about housing affordability and lowering the price of eggs. This focus shifts for short periods when reports of really bad weather, or towns destroyed by wildfires, occupy the front pages of media.

There continues to be a need for critical thinking in fleet management, and for fleet managers to take sensible and well thought-out risks. Fleet managers have opportunities because they handle so many lines of business beyond vehicle acquisition and disposal. Their responsibilities often include fuel, repairs and maintenance, accident reporting and insurance claims, licensing, short-term vehicle rentals, automotive equipment and facilities, data collection and performance reporting, corporate identification, communication with all parts of the organization, information technology, and compliance with road user safety regulations, to name a few. All of these are dynamic, changing rapidly as markets evolve. Keep up the good work. 



Chris Hill is Fleet Management Advisor at C. Hill Management Inc.

New Year, New Initiatives at NAFA

Changing government regulations, modules on fleet safety, as well as certification programs are just some of what's happening in 2025.

TEXT **BILL SCHANKEL**

With the new year upon us, there are lots of changes happening within the fleet industry, and NAFA continues to focus on these changes in order to provide the best education, support and resources for our members.

One of the biggest shifts we're seeing in 2025 is the changing of the federal government in the U.S. This change in administration will likely have a significant impact on policies that affect our members and the role that fleets play, not only within our sector, but the wider economy.

A voice for the fleet industry

It could also create further complexity, given the differences that exist between regulations at the federal and state/provincial levels. Those differences could become even more pronounced over the coming months and years, and it is our job to help both regulators and members navigate policies and regulations at both levels. On a positive note, we've already begun discussions with the new U.S. administration, ensuring our members have a voice when it comes to new or changing regulations or policy decisions. We've already been seeing changes at the state level too, such as California's decision to withdraw the EPA waiver for its Advanced Clean Fleets regulation, which could have big implications for fleets that operate in that state. NAFA has been actively involved in working with regulators in California to come up with workable solutions, and both here, and in other jurisdictions we will continue to ensure that the demands and requirements of fleet operators are properly represented.

A new year also presents the opportunity to look at ways to continue enhancing the value we bring to our members. We've been focusing heavily on education and will be launching a brand-new education suite on fleet safety. These new education products (eLearning course and Guidebook on Fleet

Safety) will launch officially at this year's NAFA Institute & Expo (I&E) in April, and will include a certificate program, enabling those who enroll to receive an official certificate in fleet safety.


New eLearning Courses

In 2024, NAFA introduced eight new eLearning Courses, focused on the eight core fleet disciplines. These are designed to actively involve those taking them, and apply what they've learned through a range of dynamic activities. We're seeking feedback on these initiatives, as well as looking to expand the range of eLearning programs in the future. Recently, NAFA completed a job task analysis, which has been vetted and approved by our Certification Commission and our board. We held a session with a group of fleet managers over several days, discussed what they do, and then validated these responses via a member-wide survey. We then had the original fleet managers who were part of the group analyze and validate the responses to see if they aligned with their own thoughts on the role of fleet managers. The aim is to help us, as an association, understand the needs of fleet managers so we can help meet those needs through our education and information offerings.

NAFA has also been working on a new, overhauled Sustainable Fleet Certificate Program to match the fast-changing world of sustainable mobility including market changes and regulations. Additionally, at I&E <https://www.nafainstitute.org/2025preview/>

(April 28-30 in Long Beach, Calif.), we will be featuring an indoor EV Test Track where attendees can sample the latest electric vehicles, as well as new sessions and events designed to create more interaction and networking opportunities at the event.

Inaugural Tom Johnson award

On a final note, I wanted to mention the 100 Best Fleets in the Americas program. Our nominations opened in December and we're very excited about the program, including the expansion into the corporate and private fleet categories, and the inaugural Tom Johnson award, which we will be adding this year. Tom started 100 Best Fleets, and we are proud to pay tribute to his legacy while recognizing the exceptional talent and contribution made by those in this dynamic industry. 



Bill Schankel, CAE, serves as Chief Executive Officer for NAFA Fleet Management Association. You can reach him at bschankel@nafa.org





100% Electric

Rizon Carves Out Its Place in the Canadian Market

The Daimler family has recently launched the Rizon electric medium-duty truck (Class 5) in our market, featuring all the necessary characteristics to establish itself within commercial and municipal fleets.

TEXTE MICHEL BEAUNOYER

In an era where, against all odds, everything points towards transport electrification, the Rizon truck covers the market segment known as “the last mile” in industry jargon. We’re talking about a lighter commercial vehicle whose range well suits urban delivery uses.

“Rizon’s commercialization will first focus on major urban centres,” says Jean Rivest, Electric Truck Sales Representative for the Globocam dealership network. “Recently available in Canada, and recording promising sales on the West Coast, the Rizon has completed its first road tests in Quebec and is now available for test drives at Globocam.”

Building on its successful Japanese counterpart, this North American model offers enhanced capabilities. The efficient and compact design of the “eAxle” combines the electric motor, transmission, and axle into a single unit—reducing both the number of required parts and necessary maintenance. Engineered from the ground up as an electric vehicle, the Rizon’s cab combines panoramic visibility with driver-focused ergonomics. The purpose-built EV platform features a strategic battery placement that maximizes chassis space, offering an obstacle-free frame that can be easily upfitted to meet specific customer requirements.

Its range is conservatively estimated between 120 to 200 kilometers on a full charge, depending on the chosen configuration. The Rizon’s chassis can accommodate a variety of equipment to meet numerous needs, including dry van bodies, refrigerated boxes, flatbed, tank trucks, and dump bodies with large storage compartments, ideal for landscape professionals and municipal services. ➔

The Rizon truck is designed for urban deliveries.

A capable truck

The Gross Vehicle Weight Rating (GVWR) of this truck ranges from 15,995 pounds (7,255 kg) to 18,850 pounds (8,530 kg). It comes with two or three lithium-ion batteries, with battery configurations of 82 kWh or 124 kWh available. Worth noting is the fact that the vehicle benefits from regenerative braking technology, recharging batteries during each deceleration. This feature is particularly valuable, given that the truck is intended for urban use where stops and slowdowns are common.

Regarding charging times, the manufacturer indicates on their website that it's possible to charge the batteries from zero to 100% on the 18 L model (the most powerful, with three batteries) in 76 minutes using a 104 kW DC charger, and in six hours with a 19.6 kW AC charger. Recent winter trials with a Quebec carrier showed the Rizon's exceptional fast-charging performance for its class. The vehicle has integrated power management mechanisms that protect the battery. It's also worth noting that the manufacturer offers an eight-year warranty for the batteries. "It's a very versatile truck, durable, and very pleasant to operate," says Rivest, who speaks from experience, having been a long-haul trucker for 23 years before transitioning to truck sales. "The cab is really comfortable, and the quietness is strik-



A dump body configuration, featuring integrated tool storage, will appeal to landscape professionals.

ing. The Rizon also comes with a wide variety of Advanced Driver Assistance Systems (ADAS) as standard equipment, such as Active Side Assist (ASA), Active Brake Assist (ABA),



Jean Rivest, Sales Representative at Globocam presented the new electric Rizon to our readers.

PHOTOS MICHEL BEAUNOYER, RIZON



and Lane Departure Warning (LDW). The lower deck height makes a huge difference for loading—delivery drivers are really going to appreciate this feature.”



Following its successful launch in Western Canada, the electric Rizon comes to Quebec, offering multiple configurations to suit diverse applications.

Vehicles destined for Quebec will include equipment suitable for winter operation. For example, they will be equipped with heated seats and a heated steering wheel. As our expert indicates, it’s more logical to heat the seat than the entire cab, where warm air escapes through the door at each stop during deliveries or pickups.

Still relevant?

This vehicle arrives on the Canadian market at a time when many fleet managers have committed to decarbonizing their operations. Municipalities, transport companies, and public service providers are gradually adding electric or zero-emission vehicles to their fleets. Although the Écocamionnage program has been paused, the decarbonization of heavy transport remains among the government’s priorities. A new version of the program is expected this spring. Environmental commitment, especially for private companies, cannot come at the expense of profitability.

“The electric option is viable in certain applications,” says Rivest. “Today, it makes no sense to deliver cases of vegetables in the city with a 45-foot diesel truck. A fleet manager with precise figures on usage and service routes can easily identify where using an electric truck is a logical and profitable alternative.”

Globocam, which has ten dealerships, distributes and offers service and parts for the Rizon in Quebec and Eastern Ontario. Their team can support fleet managers who need assistance integrating electric vehicles into their fleets. They help fleet managers answer critical questions like which truck model best suits their needs, how to optimize delivery routes, and where to strategically place charging infrastructure?

“We have a Class 5, 100% electric truck with a load capacity and range that corresponds to many users’ needs in Quebec,” Rivest concludes. “There’s growing pressure in our cities to reduce emissions from transportation and public services, so the Rizon arrives at exactly the right time.”

Rizon electric truck

Class: 5

Engine: 175 hp, up to 17,995 lbs GVWR

Distance: Up to 260 km

Right-Size Your Fleet

Consider these key questions when choosing delivery vans for your fleet.

TEXT JACK KAZMIERSKI

When it comes to choosing delivery vans for fleet operations, it may be a challenge at times to select the right vehicle for the right application. Fleet professionals need to weigh a number of factors when making these decisions, including the type of goods they'll be delivering, where deliveries will be made, cost of acquisition and ownership, and what kind of licensed drivers will be needed to operate the vehicles.

Moreover, with a growing number of electric delivery vans coming to the market, fleet professionals need to consider whether electrification is an option and a benefit, or whether diesel or gasoline powertrains make more sense for their fleet.

David Sowers, Director of RAM Professional Operations at Stellantis North America offers fleet professionals a long list of considerations to keep in mind as they choose the right vehicles for their particular application. These include, "the size of packages that they deliver, the weight of the packages, the type of customers that they deliver to—be that commercial, retail or both," he says. "They also have to look at geography, which means the number of distribution points they have, along with the distances they typically travel, whether they need to fit into underground parking garages, and whether they're delivering to metropolitan areas, or to mostly rural locations."

Sowers explains that each fleet should have a thorough understanding of their specific needs, and of the way they prefer to operate their business. "We're not trying to take a vehicle and make them change their operating style to fit the vehicle," he explains. "We have to provide a vehicle that works for them."

Different need, different fleets

To illustrate the difference between different types of delivery fleets and the reasons behind the choices they may have made when selecting their delivery vans, Sowers offers a few examples.

"When you have a company like FedEx, UPS or DHL, there's a significant variance in the size and weight of the packages they deliver," he says. "They tend to have a larger distribution area because they work out of central warehouses. They tend



to have a mixed fleet, but they focus on a little bit larger, a little bit heavier GVWs. Sometimes they're under-utilizing that GVW, and sometimes they might be pushing the GVW, depending on the packages that they have. All of these companies deliver to both retail and commercial addresses."

On the other hand, a company like Amazon has a similar warehousing structure, Sowers explains, but they deliver smaller and lighter packages in general, and they typically deliver to almost 100% retail addresses. "So they tend to use lighter vehicles because their packages are lighter," Sowers says.


A third category of businesses are those that work out of bricks-and-mortar enterprises, including grocery stores and hardware stores. "Typically, they're making deliveries out of their retail locations," Sowers adds, "so it's no longer a warehouse-type situation. It's more hyper-local, but these types of businesses don't have as many packages, and they don't have as many stops on one route."

Don't forget the driver

Another question these fleets need to consider, Sowers explains, is the type of drivers they employ. "What type of drivers will you need?" he asks. "Are they professional drivers with certification, or are they long-term employee-type drivers?"

Companies like FedEx, UPS and DHL, he explains, typically hire professional drivers because a lot of their vehicles are heavier, which means the drivers have certain license requirements that they have to meet.

"On the other hand, companies like Amazon are not going to have a driver who starts working for them at the age of 20



“Some of their drivers run into things, because they’re making large numbers of deliveries.”

DAVID SOWERS
DIRECTOR OF RAM PROFESSIONAL OPERATIONS,
STELLANTIS NORTH AMERICA

and stays with them until they’re 55,” Sowers adds. “Companies like Amazon expect to have higher turnover, so they prefer to avoid higher levels of licensing requirements.”

Sowers argues that companies that are in the logistics business will have a mixed fleet with both smaller and larger vehicles, but they tend to be biased towards heavier vehicles. “They need vehicles that can handle the GVW, and they expect a longer life out of the vehicles,” he adds. “They’ll operate them for a number of years, and in some cases, expect to get maybe 500,000 miles out of each vehicle. That type of durability cycle also comes along with those heavier GVWs.”

These companies rely on professional drivers who can handle trucks with larger GVWs. At the other end of the spectrum we find companies like Amazon and the Postal Service, Sowers says, and they need vehicles that are easy to drive and less likely to end up damaged.

“Some of their drivers run into things, because they’re making large numbers of deliveries, backing into driveways, or up to loading docks,” he says. “So they want smaller vehicles with great visibility because they’re not using professional drivers. The employee at Ace Hardware, for example, might be stocking shelves on Tuesday and making deliveries on Wednesday.”

For these types of drivers Sowers recommends investing in fleet vehicles that are equipped with ADAS (Advanced Driver Assistance System) technologies. “We offer 360-degree surround-view cameras and digital rear view mirrors, so when you don’t have a rear window [in your delivery van], you can still see what’s behind you,” he says. “In addition, front and

rear parking sensors can make it easier to operate these vehicles in tight environments.”

Total cost of ownership

There are pros and cons to both smaller and larger delivery vans, and this includes the total cost of ownership: the cost of acquisition, insurance, maintenance, fuel, the wage of the driver (if they need a special license, they’ll likely need to be paid more), etc.

“There are tradeoffs,” Sowers says. “Some fleets might decide to buy a lighter vehicle, and maybe it breaks down more often because it’s constantly being pushed hard, but the repairs are less expensive than they would be for a heavier vehicle, which also tends to stay out of service for longer periods of time when it breaks down.”

An ideal mix

In the real world, the choice between large and small delivery vehicles is never black and white. Sham Ahluwalia, Director, GM Envolv Canada notes that many fleets will end up with a mixture of both. “Larger vans and transport trucks can be used to deliver significant volumes of product to a hub, but the downside is that they can’t get into underground garages and they’re less maneuverable in the city,” he says. “So if you need a vehicle that can access narrow city streets, you’ll likely add smaller, more maneuverable vehicles into the mix.”

Ahluwalia says that choosing the right mix of larger and smaller delivery vehicles is a bit of a balancing act for many fleet professionals. “Once the larger volume of product has been delivered to a central location, it’s the smaller vans that will often get them to their final destination,” he says.

These smaller vans are not only more maneuverable, but they’re also more fuel-efficient, especially if they’re powered by electricity. “Electric vans are becoming a growing part of the decision-making process,” Ahluwalia explains. “We’re starting to see our customers, who already have a number of ICE products, looking for vehicles with zero emissions. We’re getting more and more questions about electrification, which tells me that there’s a shift in our industry.”

If weighing the pros and cons of all the options is enough to give you a headache, rest assured that both the OEMs, as well as the fleet management companies (if you work with one), are more than happy to walk you through the options, help you weigh the pros and cons, and guide you to a decision that will assure you have the right mix of delivery vehicles for your specific fleet needs. [🔗](#)

2025 Ram Heavy Duty: More Capable, More Features

Versatility and ease of operation were prime considerations for this new line of serious pickups and chassis cabs.

TEXT **HUW EVANS**

Having reconfigured its commercial vehicle business under the Ram Professional umbrella, Stellantis is making significant efforts in providing a range of vehicles, packages and solutions that will provide more reasons for fleet operators to consider the brand as the backbone of their business.

We've already previewed Ram Professional and the updated Ram ProMaster commercial van on Autosphere.ca, now it's the turn of the 2025 model year Ram Heavy Duty pickup and Chassis Cab models.

These have received a significant update for 2025, designed to further improve their capability and versatility.

New lights, grille, updated Cummins

Externally, the biggest difference is a new grille and standard LED headlights (with optional LED bi-functional projector units), plus revised taillights on pickup 2500 $\frac{3}{4}$ and 3500 1-ton models.

Another key feature is a more powerful Cummins turbocharged diesel engine. For years—decades in fact—the optional in-line six Cummins diesel has been a huge draw for commercial buyers and operators due to its reputation for power, torque and robustness. According to Tim Kuniskis, CEO, Ram brand more than 70% of all Ram Heavy Duty customers opt for the diesel—one reason why for the 2025 model year, it's been further enhanced.

The Cummins High Output Turbocharged Diesel in 2025 trim is rated at 430 horsepower and a whopping 1,075 lb-ft of torque. It features a redesigned block and cylinder head, heavy-duty pistons and a new, performance-oriented cast-aluminum intake manifold and higher-pressure fuel system. There's also a new helical front gear assembly on the



Ram has added significant updates to its Heavy Duty line for 2025.

Cummins that turns the camshaft and fuel pump, designed to reduce noise, vibration and harshness (NVH). Improved intake port geometry for the top feed fuel injectors is designed to improve air/fuel flow, and combined with top load lubrication and integrated fuel filters, also enables easier servicing—a boon for fleet operators.

Additionally, there's a new turbocharger, and larger intake/exhaust valves to improve volumetric efficiency. The result? Improved performance and efficiency. According to Ram's own data, a 2500 Heavy Duty equipped with this engine is over a second quicker in the acceleration stakes, able to do the 0-96km/h (0-60 mph) dash in 6.9 seconds, compared with eight seconds for its 2024 counterpart. The upgraded fuel system was designed to improve exhaust emissions when combined with what Ram calls the Diesel Oxidation Catalyst (DOC).

Trucks equipped with the diesel are now rated to tow up to a staggering 36,610 lbs (with both standard and goose-neck trailers).

More flexibility

The eight-speed TorqueFlite HD automatic transmission, teamed with the Cummins turbo diesel, has been upgraded and features stouter first and second gears for improved off-the-line acceleration, particularly important when towing or hauling. First is now a 4.89:1 ratio, vs. 3.23:1 on the old truck, enabling better pickup. Additionally, the transmission features wide ratios to maximize efficiency, whether it's powering up steep grades or maximizing fuel economy on the highway.

Additionally, all TorqueFlite HD transmissions have a new, standard electronically-operated column shifter, designed for ease of use and operation.

The standard engine on the 2025 Ram Heavy Duty continues to be the 6.4-litre HEMI gasoline V8, which is rated at 405 horsepower and 429 lb-ft of torque. Equipped with this engine, the 2025 Ram Heavy Duty has a maximum payload rating of 7,590 lbs.



Pickup models gain new taillight lenses, Ram box lockable storage is available as an option.

For chassis cabs, upfit flexibility is of huge importance among fleet customers, which extends to features such as the Power Take Off (PTO) system that's used to drive upfit equipment, such as dump bodies or cranes. On the 2025 Ram Heavy Duty chassis cab, the PTO is available for both right and left-handed operation, and can be installed at the same time for applications such as a hydraulic pump or a compressor. Additionally, for applications such as gravel dump bodies, the PTO can be driven off the engine at low speed, allowing the vehicle operator to raise the dump body while the Ram Heavy Duty Chassis Cab is slowly moving forward.

On the electrical side, Doug Killian, Development Chief for Ram Trucks notes that the 2025 Ram Heavy Duty features a best-in-class onboard inverter that provides 2.4 kilowatts per panel for electrical power. "120-volt outlets in the bed are going to drive plug-in tools, heaters, anything that's going to be needed on the job site," he says, noting that the 2.4-kilowatt system enables operators to run a number of those tools simultaneously, while also providing light and heat. With the Ram Heavy Duty stationary and the engine running, the customer can turn the inverter on via the dash-mounted touch screen and via a switch located to the left of each outlet in the bed. The truck's engine can then rev up to provide the required rpm to support the inverter.

Segment first

When it comes to onboard features, an updated Uconnect 5 system with an enhanced 12-inch touch screen, a new, reconfigurable 14.5-inch screen and a 10.25-inch passenger side screen (visible to only right front seat occupants, and a segment first for commercial light- and medium-duty trucks). This new passenger side screen provides three distinct functions, co-pilot (with navigation device management), exterior camera viewing and entertainment via HDMI. This enables the occupant to connect a device, such as a cell phone or tablet, with the passenger screen serving as a monitor for the device.

Therefore, when connected, they can surf the Internet, stream music or use apps via the Uconnect 5 system. Helping to make all this possible is an advanced Atlantis electrical architecture that enables the Uconnect 5 system to operate at speeds that are five times faster than previously offered.

Like the ProMaster van, the 2025 Ram Heavy Duty offers a digital rear-view mirror. This works by displaying video in real time from a rear-mounted camera. It's particularly useful when hauling loads or having upfit equipment that obscures the view behind the cab.

Easier maneuverability

Ram Heavy Duty models are available with handy telescoping power-assisted trailer tow mirrors for added visibility when pulling loads. Trailer reverse steering control makes it easier for drivers to maneuver when backing up the truck, while Trailer Tow Pages provide a whole host of trailer monitoring information—everything from light operation to tire pressure monitoring, trailer brake system condition and auxiliary camera shortcuts—all accessed via the Uconnect 5 system.

Standard safety features include adaptive cruise control, Forward Collision Warning-Plus, front and rear Park Sense parking assistant features (standard on the Big Horn trim level), Drowsy Driver Detection, Traffic Sign Recognition and Active Lane Management functions. An available enhanced Lane Keep Assist system leverages blind spot sensors to adjust steering inputs, ensuring the truck stays within its designated lane. Many of these functions can be accessed via the 12.3-inch digital instrument cluster, which provides the driver with nearly two dozen different safety and operating features.

All Ram Heavy Duty models are assembled at Stellantis' facility in Saltillo, Mexico and will begin arriving at Ram dealers in Canada and the United States during the first quarter of 2025.

Based on what we've seen so far, the 2025 Ram Heavy Duty lineup looks set to enhance the brand's commercial offerings and provide a wide range of enticing options and versatility for fleet buyers. [O](#)

SPECS

- **Engines:** 6.4-litre HEMI V8 (405 hp/429 lb-ft torque)
6.7-litre I-6 Cummins High Output Turbo Diesel (430 hp/1075 lb-ft torque)
- **Cab Configurations:** Regular Cab, Crew Cab, Mega Cab*
- **Maximum towing capacity:** 36,610 lbs**

*Pickup variants only

**With Cummins High Output Turbo Diesel

Your To-Do List

Tackling some of these tasks in 2025 will benefit your organization and help you breathe a little easier.

TEXTE KATHERINE VIGNEAU

One thing all fleets have in common is difficulty getting everything done. It seems like workloads have increased significantly while staffing lags. Quite often, it is the same tasks that are overlooked or pushed aside due to operational priorities. What are these tasks? They are frequently the invisible, but critical, pieces of the fleet management framework such as:

Training

All members of the fleet organization should have a formal training plan that ensures they stay up to date with technology and emerging issues. Mechanics should receive a minimum of 40 hours of training a year to maintain their skillset. Training, however, is not just for mechanics and operators. Fleet management and support staff need to be proficient in their roles as well.

Job descriptions

Many organizations have no job descriptions. Where they exist, they are often outdated. A lack of job descriptions does not necessarily hamper an organization when things are going well. When something goes off the tracks, however, the lack of job descriptions can seriously impede finding solutions.

Preventive Maintenance (PM) program

The lack of a formal PM program can cripple an organization, yet it is a common area that is overlooked. Many organizations persist in an informal approach, and do not invest the time to establish, publish and enforce a schedule.

Policy framework

All organizations can benefit from a policy framework consisting of three documents: a Fleet Management Policy Manual, an Operator's Handbook, and Service Level Agreements between fleet and their customers. The Policy Manual should address all aspects of fleet management. The Operator's Handbook should be focused on issues of importance to operators, such as what to do in the case of a crash, and the conduct of trip inspections.

Performance management

Fleets are increasingly data-driven organizations and organizations must spend some time thinking about which metrics are important to them. They should consider who needs what information, in what format, and with what frequency. Critical information that is often part of this includes vehicle downtime, PM compliance, fuel consumed and greenhouse gas emissions.

Organizations that are missing some or all these elements are usually aware of the omissions, but simply cannot find the time, or the staff to address them. There are, however, a few options that can assist:

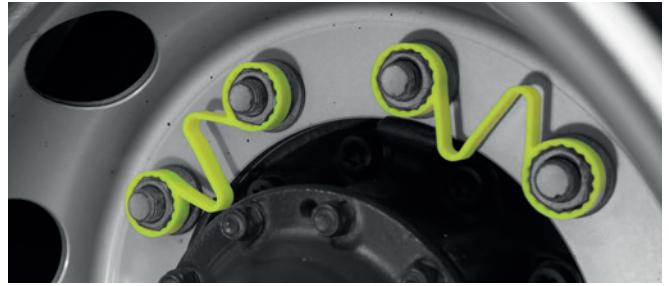
- 1. Phone a friend.** I have never met a fleet manager who was unwilling to share. Whether you need a sample policy, a job description for a new position, or recommendations for a new software tool, you should start in your local area. The wider community of manufacturers and service providers can also be tapped for their expertise in areas where you may be lacking.
- 2. Hire an intern.** Funding may not support a full-time position, however, a student intern can be a cost-effective way of addressing some of the more routine needs. Georgian College has a co-op program for their Automotive Management students, and can provide knowledgeable assistance for temporary needs.
- 3. Explore Fleet Management as a Service (FMaaS).** Many organizations don't want or need a lengthy and costly fleet audit. They just want a list of tasks taken off their plate so they can run more efficiently. Hiring a service provider capable of affordably addressing some of the tasks described can be a huge relief. This service can extend to routine monthly or annual tasks, such as replacement plan review or utilization updates. [🔗](#)



Kate Vigneau, CAFM, is Director (Fleet and Canada) for Matrix Consulting Group. She is responsible for Matrix's fleet solutions division, as well as the lead for expansion in all functional areas related to business in Canada.

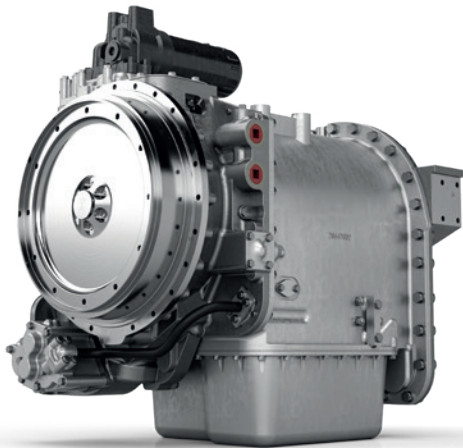
Checklink Keeps an Eye on Wheel Nuts

Marketed by Martins Industries, the Checklink combines a wheel nut loosening indicator and a retaining device, allowing it to signal any nut movement, while helping to keep them in place. The Checklink will also melt to indicate any wheel overheating issue, signaling a problem in the hub or braking system. Depending on the chosen version, the device will melt at either 125 degrees Celsius or 165 degrees Celsius. This small component is mainly designed for commercial vehicles, such as buses and heavy trucks, or hazardous material



transporters, as well as agricultural vehicles. It proves useful wherever safety-critical fasteners may loosen due to strong vibrations. A simple visual inspection can reveal the presence of a problem. [O](#)

Allison 6000 Series Boasts Advanced Diagnostic Capabilities



Allison Transmission debuted the Allison's 6000 Series transmission for wide-body dump (WBD) trucks. The 6625 WBD transmission is designed to meet the high-performance demands of WBD trucks under rigorous operating conditions, offering unparalleled operational efficiency and reduced total cost of ownership. The solution was developed based on the 6000 Off-Road Series (ORS) transmissions. Originally designed for heavy-duty vehicles including off-highway trucks, oil field rigs and cranes, this transmission now supports higher-tonnage WBD trucks, reaching a maximum gross vehicle weight (GVW) of up to 136 metric tons. Featuring Allison's patented torque converter and Continuous Power Technology, the 6625 WBD transmission enables smooth, high torque starts and delivers continuous powerful output. To anticipate maintenance needs, the transmission features advanced diagnostic capabilities, allowing drivers to monitor transmission status in real time. The Shift Energy Management function effectively protects the transmission clutch and reduces shift shocks. [O](#)

Wabash Dry Van Features Advanced Braking Technologies

Wabash recently unveiled the 2026 model year DuraPlate Dry Van featuring key enhancements including a new feature: Webb Vortex Drum with Wear Indicator, designed to improve brake performance and extend brake life by up to 25 percent. Featuring patented cooling fins, the Webb Vortex Drum dissipates heat more effectively than standard brake drums, reducing wear and maintaining optimal performance. The built-in wear indicator allows fleet crews to quickly assess repair needs, minimizing downtime. Other key features include DuraPlate Cell Core panel construction, which reduces trailer weight by 136 kg (300 lbs.) to improve fuel efficiency and increased cargo capacity; TrustLock Plus System, which eases door operation



and secures the door within 3 inches of the sidewall, preventing damage during loading/unloading; and flush mount intermediate logistics, which eliminate snag points, protect cargo from damage, and shield the logistic cavity from corrosive elements. [O](#)



Freightliner

The 5th Generation Cascadia Hits the Road in Canada

Last fall, American manufacturer Freightliner announced the introduction of the fifth generation of its Cascadia Class 8 truck. This vehicle is now making its debut at Canadian dealerships.

TEXT MICHEL BEAUNOYER

The very first Canadian presentation of the new truck took place at ExpoCam in Montreal in February in the presence of dealers and customers from across Canada.

The Cascadia 2026 will be available in Canada in the third quarter of the year. Training and demonstration models will arrive at dealerships at the beginning of the summer. Delivery times are currently estimated to be between eight and ten weeks.

The Freightliner Cascadia is the best-selling Class 8 truck in both Canada and the United States.

This evolution of a winning formula is available in a raised-roof sleeper cab version. The truck is available in cab lengths of 116 or 126 inches.

According to the manufacturer, this iteration of the truck is the result of extensive consultations with users, including both drivers and fleet managers. The outcome is a new version of the Cascadia that pushes the brand forward in three key areas: safety, profitability, and energy efficiency. ➤

The new 5th generation Cascadia will arrive at dealerships this summer.

Technologies applied on the road

“Daimler Truck, which oversees the development of Freightliner products, has always stood out for their strategy of constant technological evolution,” says Eric Raimondini, Regional Director of Highway Products for Daimler Truck in Quebec, whom F&M met at the Freightliner booth at ExpoCam in Montreal in February. “When you combine this spirit of innovation with Freightliner’s commitment to offering the best cost per mile driven, you have a formula that explains the origin of this new iteration of the very popular Cascadia.”

Raimondini highlights the work done to improve the Cascadia’s aerodynamics. These improvements help reduce drag, leading to a nearly 2% reduction in fuel consumption.

Looking at the new grille, you’ll notice a more aerodynamic hood, which facilitates airflow and reduces friction points. The redesigned air intakes ensure proper engine ventilation while reducing the amount of dust and debris that reach the filter. The front grille has been reworked, covering a larger surface area and further facilitating airflow. A-pillar deflectors direct air and water toward the sides of the vehicle.

The focus on aerodynamics is also evident in a new bumper configuration with a tighter seal between the hood and the bumper, along with measures that reduce drag around the wheels.

Freightliner has equipped the Cascadia with two-level LED headlights that significantly improve visibility, making fog lights unnecessary. Moreover, one thing Canadian truckers will appreciate is the fact that these headlights are heated, eliminating ice and condensation buildup.



The new generation of the Cascadia stands out with smarter onboard systems and a more aerodynamic design.



A connected truck

For Christian Bazinet, Business Development Director for the GloboCam dealership, which sells this truck brand, this new edition of the Class 8 Cascadia addresses fleet managers’ concerns about efficiency and safety, while providing trucks capable of sharing data to optimize operations.

“With this new generation, all advanced driver assistance systems have been revised and improved,” says Bazinet. “Within the Detroit Assurance suite, radar range and sensitivity have been enhanced. The camera linked to the advanced driver assistance system has a wider, more detailed view, and can detect objects from multiple directions while measuring their distance more precisely.”

Like modern cars, the fifth generation Cascadia features automatic emergency braking, blind-spot detection on both sides of the cab, and lane correction, if the truck attempts to merge with an occupied lane. Some of these features are available as options.

This safety aspect is crucial, as the pedestrian and object detection system will apply the brakes at low speeds in case of imminent collision. This will significantly reduce incidents and accidents involving the truck, cyclists, and pedestrians—a high-risk situation in urban areas.

Fleet managers can opt for the MirrorCam system, now factory-installed on their 5th generation Cascadia. This system consists of rear-facing camera assemblies that provide the driver with an extended and enhanced field of vision displayed on three interior screens for effortless monitoring.



This model is equipped with the MirrorCam system on the A-pillars, featuring rear-facing cameras that provide an enhanced field of view for the driver.

More efficient braking

The braking system in this new version of the Cascadia has become smarter with the introduction of the aptly named Intelligent Braking Control System (IBCS). The parking brake is now electronically activated, removing pneumatic lines from the cab. Additionally, the truck will come to a stop if the door opens, or if no weight is detected on the seat.

IBCS will also contribute to improved braking and reduced brake wear. The Endurance Braking system integrates service brake activation with engine braking to minimize brake wear and offer better braking control.

Another noteworthy safety feature optimizing truck operations is the new Tire Pressure Monitoring System (TPMS). Mount-

ed inside the wheel rim, this sensor alerts the driver to pressure issues or overheating. The collected data is also useful for monitoring tire wear and fuel efficiency.

Data on demand

Daimler Truck's Eric Raimondini explains how the new Cascadia is essentially a computer on wheels, providing fleet managers with valuable data through onboard telematics. "Managers can track the vehicle in real time, but even more importantly, they can access the necessary information to plan maintenance. Freightliner trucks already have a strong reputation for reliability, but these tools help further reduce unexpected downtime."

This connected truck can alert operators to powertrain fault codes, recommend necessary maintenance, and indicate which service point has the required parts in case of an emergency.

It is also possible to lock and unlock the vehicle remotely—an option developed at the request of operators.

The key takeaway from this new connectivity technology is that fleet managers can obtain real-time indicators about the truck's condition and the driver's behaviour.

Engines and transmissions

The next-generation Cascadia will eventually be available with multiple options for engine, transmission, and suspension. The initial models in Canada will be powered by the 15-litre DD15 engine. The DD13 and Cummins X15 engines will become available later.

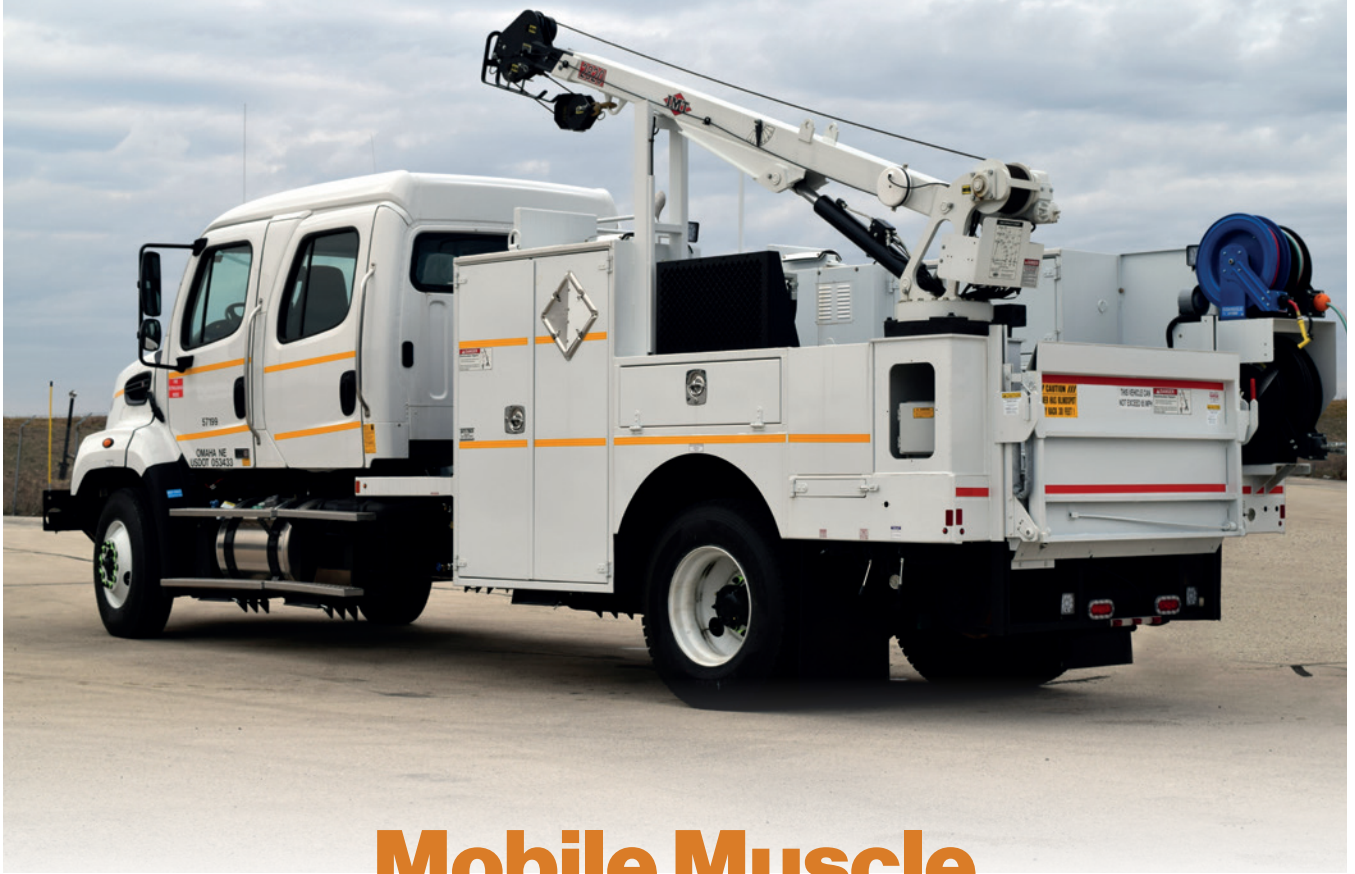
Transmission options include the Detroit DT12 On-Highway automated manual transmission, with the Eaton Endurant 12-speed automated transmission arriving later.

The factory-installed Detroit steer axle that offers a 55-degree turning angle will be supported by a Taper Leaf suspension.

As for the rear axle, it will be a Detroit model, supported by Freightliner's original Airliner suspension. [O](#)



Christian Bazinet from the GloboCam dealership network alongside Eric Raimondini from Daimler Truck during the presentation of the new Cascadia at the ExpoCam show in Montreal.



Mobile Muscle

Adding a crane to your fleet is not a do-it-yourself project.

TEXT JACK KAZMIERSKI

Fleet managers wear many hats, and while they're able to handle a variety of assignments and projects on their own, sometimes outside help is a must. Case in point: If you've been asked by your organization to add a crane to your fleet, this is not a challenge you'll want to tackle on your own.

This is especially true if you have no experience with cranes of any type. While it may be tempting to take the "how hard could it be" approach, rest assured there's more to cranes than meets the eye.

"When our customers say that they need a crane," says Mike DeCesare, Manger, Order Management at Holman, "the first thing we ask them is what are they picking up?"

Most fleet managers typically want a crane mounted on a truck, DeCesare explains. "They want to be able to drive it to the job site and use the crane to lift something in the field," he adds. "That's the most common crane request we get."

One of the most popular types of crane trucks is a mechanic's truck, DeCesare says. "It's basically a mobile workshop," he adds, "with lots of compartments for tools and storage alongside a crane."

Weight vs. distance

Before a fleet manager can decide whether a mechanic's truck will do, or whether a more heavy-duty crane is needed, it's critical to look at the numbers.

"You need to know approximately how much weight you're lifting, and more importantly, how far you need to lift it," DeCesare explains. "Is it a vertical lift, meaning simply up and down, or do you need to rotate your crane with the load? Are you reaching over the side of the truck or just in the rear? Does it need to move a significant distance? That's all going to determine what class truck and crane capacity you need."

When it comes to trucks that you can drive on a day-to-day basis, DeCesare says that you would probably max out with a Class 7 truck, such as a Kenworth T880, with a crane mounted on it. "That would lift at about 14,000 lbs.," he adds. Chassis stabilizers and/or outriggers will most likely be required.

At the other end of the size spectrum, DeCesare says that a Ford F350 (or something similar) would be the smallest vehicle he'd recommend equipping with a crane. "You could lift about 4,000 lbs. a short distance with that class vehicle, and as you go up in models to a Ford F450 or F750, for ex-



A medium-duty truck, like this Ford F550, would be on the lower end of the size scale for a crane truck.



There comes a point where even a truck-mounted crane that can handle 14,000 lbs. is not enough for the job at hand.

ample, you would be able to lift more, and lift it a further distance," he says.

Off-road job sites

Another key issue fleet managers need to consider is the location of the job site. "Once we've decided what we're lifting and what size truck we need, we then have to consider where the truck is going," DeCesare says. "Are you going off road, staying on paved roads, or going on the rail system? That's where we start having conversations about two-wheel drive or four-wheel drive, gas or diesel, electric or hydraulic cranes, etc."

Adding a crane to a fleet is definitely a complicated process that requires advice from a fleet professional who understands cranes. Moreover, there comes a point where even a truck-mounted crane that can handle 14,000 lbs. is not enough for the job at hand. That's when a dedicated crane (one that you can't easily drive on public roads) is the only solution.

The best advice, DeCesare concludes, is to get the help you need in order to make an informed purchase decision, whether you're buying new or pre-owned. "When you buy cranes used," he says, "they are often undersized, and in some cases they haven't been maintained properly. Either way, if you make the wrong decision, it can be a dangerous situation." [O](#)

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From small sedans to Class 8 trucks, this alignment machine can do it all.

TEXT JACK KAZMIERSKI

Built for the needs of the heavy-duty trucking industry, but able to manage all types of vehicles, including sedans, SUVs and light-duty trucks, Hunter Engineering's new HawkEye XL is better than ever.

Recent upgrades make the Hunter HawkEye XL easier-to-use, and more capable. "It has a new sensor system," explains Ross Iacobellis, Technical Sales & Training Manager at Hunter Canada. "All the electronics have been moved from the wheel and are now machine-mounted, which means they're mounted up high, out of harm's way."

With added additional efficiencies, Iacobellis adds, technicians are now able to mount the targets faster than before. "The camera targets themselves are very similar to the light-duty products that we've been using in the automotive world for a while," he adds. "We upscaled to a larger target, which can be seen from a longer distance."

Hunter's team of top-notch engineers realizes that in today's demanding human resources environment, finding qualified heavy-duty technicians is not easy to do. "Our easier-to-use



Although it is designed for large Class 8 trucks, the HawkEye XL can tackle alignments on passenger vehicles as well.

which locks and unlocks the plates on the front and the rear. Although it is designed for large Class 8 trucks, when equipped with the right accessories, the HawkEye XL can tackle align-

"Our easier-to-use technology, easier-to-navigate software, and an alignment system that gets technicians off the floor helps with technician retention."

ROSS IACOBELLIS

TECHNICAL SALES & TRAINING MANAGER, HUNTER CANADA

technology, easier-to-navigate software, and an alignment system that gets technicians off the floor helps with technician retention," Iacobellis says. Hunter has incorporated their fully integrated technology into this HD alignment rack so that technicians no longer have to pull pins and try to free-up turn plates. Instead, they can use the new fully integrated system,

ments on passenger vehicles as well. "The machine has all the software incorporated into it to navigate light-duty jobs," Iacobellis says. "So, it's really a dual-duty aligner."

Improved versatility

The new and improved HawkEye XL comes with features that



The larger targets can be seen from a longer distance.

make it more versatile than ever. “With the new HawkEye XL the boom moves, which means that it can now be used to do HD alignments on the floor,” Iacobellis explains. “In other words, if a shop does not have room for a rack, or if they want to do alignments in multiple bays, the new HawkEye XL is fully mobile. You can roll it over to another bay, set up portable turn plates on the floor, and do alignments in any bay.”

HawkEye XL: Key Features

- Three-dimensional XL targets are durable, low maintenance, and non-electronic
- High-definition cameras are accurate, precise, and offer extra-long-range sight
- Capture all measurements in a single rolling compensation
- See live alignment readings from three axles at once
- Perform wheel alignments on any surface, in any bay
- Fully Integrated Alignment rack integration streamlines processes
- HunterNet® 2 connectivity to see and manage your performance

Moreover, it is no longer necessary to calibrate the floor. “With the older technology, where the electronics were on the wheels, you had to calibrate each bay and measure the floors,” Iacobellis says. “The new HawkEye XL automatically does that, so there’s no need to calibrate the floor anymore.”

Trailer alignments

Hunter Engineering has ticked all the boxes with the new HawkEye XL, providing an alignment system that even works with trailers. At the 2024 SEMA Show in Las Vegas, Hunter introduced a new trailer feature, which allows technicians to perform alignments on trailers, even if the trailer will not fit into the service bay.

“You can actually back the trailer into the bay, because in some cases you can’t get trailers in forwards, due to a lack of room,” Iacobellis explains. “So, with the new HawkEye XL, you can put the sensors on a trailer, back it into a bay, and do the alignment that way.”

For more information about how the new HawkEye XL system can improve your business, please visit: hunter.com/en-ca/alignment-machines/hawkeye-xl/. [🔗](#)

HawkEye XL: Benefits at a Glance

- Quick Rolling Compensation: Compensate all wheels and capture initial measurements in one motion.
- Multi-Axle Reading: See live alignment readings from three axles at one time with guided procedures.
- Alignment in Multiple Bays: Mobile cabinet rolls wherever you need it—no dedicated bay required.
- Adjustable Height: Perform alignments on the floor or on a lift with movable camera beam.
- Always Ready: No batteries, cables or wireless signal connection.
- Low Cost of Ownership: Easy and affordable to maintain.

Cost Per Mile & Beyond

Long-haul fleets have specific needs, and these SmarWay verified tires are worth a closer look.

TEXT JACK KAZMIERSKI

Whether travelling from province to province or across North America, long-haul fleets need tires that can tackle countless miles while maximizing fuel efficiency and offering fleets a long tread life and retreadability options.

Below, we offer a brief look at a few notable options available for commercial truck fleets looking for long-haul tires that tick many of the boxes fleet professionals consider important. [o](#)



Sailun SDL70

The Sailun SDL70 combines a wide 240 mm footprint, deep 30/32nds tread, and 3PMS certification to deliver exceptional fuel efficiency and longevity. Real-world tests show it outperforming many Tier 1 brands in both mileage and fuel savings, making it a top choice for your fleet.

- Position: Drive
- Available sizes: 11R22.5, 11R24.5, 295/75R22.5, 285/75R24.5
- Number of retreads: 3
- Is it SmartWay Verified: Yes
- Available as a wide base single: No
- Ply rating: 14ply and 16ply
- Tread depth: 30/32nds



Rovelo RSL1-LF

The Rovelo RSL1-LF is a premium steer tire engineered to deliver long tread wear and superior handling characteristics. It boasts a wide footprint coupled with a 5-rib pattern, decoupling grooves, horizontal siping and four broad circumferential grooves that efficiently channel water away from the tire.

- Position: Steer
- Available sizes: 11R22.5, 11R24.5, 295/75R22.5, 285/75R24.5
- Number of retreads: 3
- Is it SmartWay Verified: Yes
- Available as a wide base single: No
- Ply rating: 14ply and 16ply
- Tread depth: 19/32nds



Double Coin RLB400

The Double Coin RLB400 is a closed shoulder drive position tire with a tight tread block-to-void ratio that improves tread wear, as does the full 30/32nds tread depth. The centre sipes in the tread block help grip the road surface, providing excellent traction and stability.

- Position: Drive
- Available sizes: 11R22.5, 11R24.5, 295/75R22.5, 285/75R24.5
- Number of retreads: 3
- Is it SmartWay Verified: Yes
- Available as a wide base single: No
- Ply rating: 14ply and 16ply
- Tread depth: 30/32nds



Yokohama BluEarth 109L (UWB)

The Yokohama BluEarth 109L and BluEarth 109L UWB are fuel-efficient trailer tires, engineered to withstand the rigours of close-quarters maneuvers. The BluEarth 109L features a modified stress control groove that resists shoulder damage from sharp turns and curbing, while an optimized tread pattern resists scaling in lateral slides.

- Position: Trailer
- Available sizes: 295/75R22.5, 11R22.5, 285/75R24.5, 11R24.5, 445/50R22.5
- Number of retreads: 3
- Is it SmartWay Verified: Yes
- Available as a wide base single: Yes
- Ply rating: 14ply: 109L; 20ply: 109L UWB
- Tread depth: 12/32nds for 109L; 12/32nds for 109L UWB

Electric Trucks: Promise or Mirage?

The Innovative Vehicle Institute (IVI), based in Saint-Jérôme, Quebec recently published a report highlighting the electrification potential for heavy-duty vehicles in the province.

TEXT ISABELLE HAVASY

Conducted in collaboration with the Quebec government and Hydro-Québec, this study confirms that many Class 6 to 8 trucks are ready to make the switch to electric power. However, the transition faces several challenges.

Although heavy trucks make up just a small portion of vehicles on the road, they account for 75% of greenhouse gas (GHG) emissions from the transportation sector. In 2021, they accounted for 42.6% of Quebec's total emissions. Unfortunately, of the 107,658 heavy trucks (all categories combined) registered in 2024, only 493 are powered by electricity. However, the potential is there: 44% of these vehicles operate daily within a 160-km radius of their home base—an ideal scenario for transition—while barely 5% undertake long-haul journeys.

A promising future

IVI's pilot project, which ran from 2021 to 2024, tested five electric trucks in a variety of configurations. They averaged 146 km per day (with the longest single-day distance reaching 302 km), primarily in urban settings, returning to base each evening. Results show that more than half (57%) of straight trucks (Classes 6 and 7) could begin the transition immediately. However, for Class 8 trucks, only 27% of analyzed scenarios proved viable. Similar to heavy hauling and forestry transport, their energy requirements exceed current battery capabilities.

The report emphasized that several factors influence electric truck performance, starting with vehicle mass. The variation is more pronounced with tractors, where each additional tonne increases consumption by 4-5 kWh/h. Batteries also add weight, reducing total payload capacity: up to 8% for a semi-tractor and 23% for a straight truck. Energy consumption increases with extreme temperatures, highway speeds, slow traffic (under



Trial closing event at Transport Inter-Nord.

15 km/h), and steep grades—with grades having an even bigger impact on fully-loaded trucks.

Tests demonstrated that a 50-kW charger is generally sufficient to replenish a truck overnight. For straight trucks, 25-kW power can be more than adequate. While using a higher-capacity unit reduces charging time, it significantly increases costs, limiting potential savings.

Favourable criteria

Certain parameters facilitate energy transition, with electrification being better suited to commuter routes in urban or suburban areas covering approximately 200 kilometres, with end-of-day terminal returns. It's also more appropriate for lighter loads (less than 9,000 kg for tractors), vehicles operating on a single shift, and those primarily running at moderate speeds (averaging 25-30 km/h).

The document highlighted the electrification potential of Quebec's heavy truck fleet. While not a universal solution, this technology can significantly lower GHG emissions for a large portion of current fleets. Fleet managers must carefully evaluate their needs to determine if this path is viable. Driver training and education on electric vehicles, combined with fuel-efficient driving techniques, will help maximize range and cut operating costs. That said, IVI emphasized that federal and provincial incentives are still crucial for making the business case work. [🔗](#)



Presentation of the Innovative Vehicle Institute (IVI) synthesis report at the Quebec Heavy Truck Show in November 2024.

Class 8 EVs

Battery-Electric Class 8 Tractors

Eight all-electric trucks that might be a consideration for your fleet.

TEXT JIL MCINTOSH

Electric vehicles (EVs) started out with cars, but they gradually moved up the line, and now battery power is appearing in large trucks, right up to Class 8 models. The segment is still pretty much in its infancy, but of course it has to start somewhere.

Just as with electric consumer vehicles, Class 8 trucks aren't without challenges. They're pricier than their diesel equivalents, and the weight of their batteries can potentially affect their payload capacity. Range can be an issue, as well as charging them, both for the time it takes, and for charging station infrastructure, which is also in its relatively early stages. Trucks with hydrogen fuel cells—basically electric vehicles that make their own electri-

city using ambient air and an onboard supply of hydrogen—are quicker to fill than a battery is to charge, but hydrogen fuelling stations are even rarer than charging stations.

Battery trucks have an energy efficiency (how they convert electrical energy into mechanical energy) of approximately 65% to 85%, while diesel trucks are only 40% to 50%. They also require less maintenance overall, but their range usually limits them to shorter-haul operations.

We've rounded up eight trucks here, but with the caveat that not all of them may be in Canadian showrooms yet. Also notable: Lion Electric recently filed for credit protection, while Nikola filed for bankruptcy protection . [O](#)



Volvo VNR Electric

Volvo's VNR is available in Canada, both as a straight truck and in three tractor configurations of 4x2, 6x2, and 6x4. The 4x2 comes with a 375-kWh battery and a range of 280 km. The 6x2 and 6x4 also have a range of up to 280 km, but can be upgraded to six batteries for up to 442 km. The GCWR is up to 66,000 lbs on the 4x2, and up to 82,000 on the other two trucks. The VNR's electric motor makes 455 horsepower and up to 4,051 lb-ft of torque. Top speed on all three models is 109 km/h.

SPECS

- **Power:** 455 hp
- **Torque:** 4,051 lb-ft
- **GCWR:** 66,000 lbs or 82,000 lbs
- **Battery capacity:** 375 kWh
- **Range:** 280 km or 442 km



Freightliner eCascadia

The eCascadia comes in single drive, rated at a GCWR of 65,000 lbs; or in tandem drive for 82,000 lbs. In single drive, the standard configuration has a range of approximately 250 km, while the long-range version goes to 370 km; and the tandem drive to 354 km. Charging is up to 270 kW with available dual-port charging, and the battery can be replenished to 80% in about 90 minutes. The single-motor system makes a maximum of 195 horsepower and 11,500 lb-ft of torque, while the dual-motor delivers 395 horsepower and up to 23,000 lb-ft of torque. The truck also features ergonomic seats, LED-backlit switches, and dual instrument cluster and infotainment screens.

SPECS

- **Power:** 195 hp or 395 hp
- **Torque:** 11,500 lb-ft or 23,000 lb-ft
- **GCWR:** 65,000 lbs or 82,000 lbs.
- **Battery capacity:** 291 kWh or 438 kWh
- **Range:** 250 km or 354 km or 370 km



Kenworth T680E

Kenworth's 6x4 T680E is based on their conventional T680 diesel tractor platform, and features a 396-kWh battery with Meritor 14Xe axles and two-speed integrated transmission. Continuous power is 536 horsepower, with a 670-horsepower peak and 1,623 lb-ft of torque. Range is up to an estimated 275 kilometres, with a top speed of 112 km/h. Its GCWR is up to 82,000 lbs, and an electric PTO is available. Maximum charging rate is 150 kW, and charging takes three hours with an appropriate fast charger. Chargers are available through Kenworth's parent company PACCAR (and for Peterbilt also).

SPECS

- **Power:** 536 hp (670 hp peak)
- **Torque:** 1,623 lb-ft
- **GCWR:** 82,000 lbs.
- **Battery capacity:** 396 kWh
- **Range:** 275 km



Peterbilt 579EV

Peterbilt's electric day cab produces a maximum of 670 horsepower. Its 400-kWh lithium iron phosphate battery gives it an estimated range of 240 km, with a three-hour charging time on its maximum vehicle charge speed of 150 kW. Its GCWR is 82,000 lbs. Its two-speed e-axles have a 2:1 gearing reduction for efficient acceleration from a stop, and its recommended top cruising speed is a maximum of 105 km/h. Its regenerative braking system has four selectable settings, from zero to 100%, which can slow the truck to 8 km/hr before the driver needs to use the service brakes.

SPECS

- **Power:** 670 hp
- **Torque:** N/A
- **GCWR:** 82,000 lbs
- **Battery capacity:** 400 kWh
- **Range:** 240 km



Tesla Semi

Possibly the best-known EV company, Tesla is overcoming delays with the Semi's launch. It has delivered trucks to at least one major customer in the U.S., and is now advertising that it will be coming to Canada. Tesla says a Semi loaded to a 37,000-lb GCWR has a range of approximately 800 km and with energy consumption of less than 1.25 kW per kilometre. Acceleration from a stop to 100 km/h takes 25 seconds. It features three independent motors on the rear axle, and can fast-charge up to 70% of its range in half an hour.

SPECS

- **Power:** N/A
- **Torque:** N/A
- **GCWR:** 37,000 lbs
- **Battery capacity:** N/A
- **Range:** 800 km



BYD 8TT

The 8TT tandem axle truck makes up to 483 horsepower and 662 lb-ft of torque, with a GCWR of 82,000 lbs. The standard battery is 422 kWh, while an extended-range battery is 563 kWh, providing up to 325 km or 485 km of range, respectively. Top speed is 104 km/h. BYD makes its own proprietary iron phosphate battery systems, which it says are capable of thousands of cycles with minimal degradation, and are ideal for heavy-duty trucks. In addition to a day cab, BYD also makes a Class 8 refuse truck and terminal tractor.

SPECS

- **Power:** 483 hp
- **Torque:** 662 lb-ft
- **GCWR:** 82,000 lbs
- **Battery capacity:** 422 kWh or 563 kWh
- **Range:** 325 km or 485 km

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