

## Tadger Group News April, 2008

<http://www.tadgergroup.com>

If you have news, views, reviews, or simply want to say hi, please contact your agent or us: [admin@tadgergroup.com](mailto:admin@tadgergroup.com)

### Recent Events

Mar. 27 – 29, 2008

Although not an exhibitor this year, Tadger was in attendance at the Mid-America Truck Show in Louisville Kentucky. This show boasted over 1 million square feet of displays with over 75,000 professionals attending. Special thanks go out to the Xscape Ez Team who welcomed Tadger as we look to develop a new business relationship.

<http://www.xscapeez.com>

<http://www.truckingshow.com>

### Latest Test Results

We have completed two road trials with over-the-road carriers in Canada and the USA:

Magic Transportation: Two over-the-road trucks with a Tadger on Cummins ISX engines were tested using the ECM's and compared against six control trucks without the Tadger. There was a 4.0 percent mileage improvement resulting in an average savings of \$197.81 per month, per truck

Ashley Distribution: Two over-the-road trucks with a Tadger on a Volvo VED12 and a Cummins ISX engine were tested using the ECM's and compared against "without Tadger" data. There was a 3.1 percent mileage improvement resulting in an average savings of \$200.53 per month, per truck

Here is a summary of the flow meter tests completed since our August newsletter:

<b>Company</b>	<b>Engine</b>	<b>Improvement</b>	<b>Condition</b>
Osterkamp Trucking	Detroit Series 60	.0015 l/min	On Road

Please note that due to the efforts from our technical group, Tadger strives to only offer flow meter testing under consistent operating conditions on the road however the high idle tests may have to be used in specific circumstances.

### Industry News

#### **Independent Truckers Strike to Protest Fuel Costs**

The vast majority of the estimated two million truckers in the USA are independents. Beginning April 1, 2008 a determined minority has promised to stop driving. The reason: diesel fuel prices have made trucking an unprofitable profession.

The truckers want consumers to know that their way of life is threatened. They think consumers and government will notice their plight and call for action on fuel prices.

The strikers know that their approximately thousand voices have no leverage over millions of non-striking drivers. And they're willing to forego income they'd earn if they drove.

Striking is a tactic born of desperation. These truckers are so desperate not working isn't going to cost them much, because they aren't profiting from their effort anyway.

We've seen or read about how technology eliminated the need for other professions, such as elevator operators and buggy makers.

What's different this time is that these independents aren't being forced out of business by technology -- the cost of a commodity is preventing them from earning a living.

They feel governments are ripping them off through excessive fuel taxes.

But that's what governments do - hinder business. Governments don't help business. You might think otherwise, but not even passing our tax money to a privileged few businesses is "helping". Instead, it merely robs from many to support industries that otherwise would fail in a fair market.

Some would say that governments have helped tax lake boats and railroads into shadows of their former glory. Look how many airlines have bit the dust too.

Sure, most goods are moved by truck. But do truckers really think not driving for a day or week is going to have any effect on politicians?

And if the trucker's strike is successful in mobilizing public opinion, won't car drivers insist that they too, shouldn't have to pay fuel taxes?

Unfortunately for truckers, fuel prices aren't set in government meetings. So the strike is an exercise in futility.

Yet even if governments were to abolish all fuel taxes (hey, it's nice to dream, eh?), it would only prolong the inevitable. The price of fuel is not going down -- for several reasons.

1. There hasn't been a major oil discovery in 30 years.
2. Output of working oil fields is decreasing.
3. Refinery capacity is already at maximum.
4. Environmentalists usually block construction of new refineries.
5. Demand for fuel is increasing worldwide.

Worldwide, the energy supply is dwindling while demand is rapidly increasing. Shrinking supply and rising demand equals higher prices.

North America has been designed to run on cheap energy. Without access to cheap energy, our entire way of life must be rethought.

Sadly, the end of independent trucking as a viable profession is merely one indicator of how things are going to change... for all of us.

Good luck to the truckers. They're going to need it.

### **New customers**

Magic Transportation  
Ashley Distribution

### **New Dealers**

Tuff Trux – NEW LOCATION  
1801 Shawson Dr., Mississauga, Ontario

Check out our web site for other Dealers and Agents:

<http://www.tadgergroup.com/international/international.php>

### **Company Profile**

We want to feature **you** in this newsletter. Simply tell us about your company, and what you're experiencing with Tadger We'll take care of the writing.

**To be featured** in our monthly newsletter **please contact your agent or us directly:**  
[admin@tadgergroup.com](mailto:admin@tadgergroup.com)

### **Future Events**

April 17 - 19, 2008  
Truck World 2008  
International Center, Toronto, Canada  
<http://www.truckworld.ca>

May 11 - 14, 2008  
Alternative Fuels & Vehicles National Conference + Expo  
Rio All-Suite Hotel, Las Vegas, Nevada  
<http://www.afvi.org/NationalConference2008>

May 23 - 24, 2008  
Winnipeg Truck Show  
Winnipeg Convention Center, Winnipeg, Canada  
<http://www.winnipegtruckshow.com>

June 26 - 28, 2008  
The Great West Truck Show  
Las Vegas Convention Center, Las Vegas, Nevada  
<http://www.truckshow.com>

## Tadger Success Stories

Please go to <http://www.tadgergroup.com/testimonials/testimonials.php> to review all of our testimonial letters from our individual consumers.

----- Original Message -----

**From:** [HD Industrial](#)

**To:** 'Jason Hodder' ; [Lilla Green](#) ; [hydrovac@bellnet.ca](mailto:hydrovac@bellnet.ca)

**Cc:** 'Bill Tallman'

**Sent:** Thursday, February 14, 2008 1:02 PM

**Subject:** FW: Gas Tadger for 6.0 L

Per our discussions last week in our Management meeting, please find below the contact information for Bill Tallman, from the Tadger Group.

### **Bill Tallman**

***Tadger Group International***

**519-643-8255 cell**

**519-349-2252 office**

**519-349-2251 fax**

**[www.tadgergroup.com](http://www.tadgergroup.com)**

As I explained, it is difficult to put an exact number on our savings, but we are fairly confident that it is approximately 3%. I have met many other users of these systems, and they are all giving me similar feedback.

We have 11 of these units installed on our high usage trucks, both in Hamilton and in Sarnia, which have been in place for almost 1 year now. We have had absolutely no service related issues with these units. I'm not sure of the current price but they were \$749.00 each when we bought them.

Before we purchased them, we did an experiment at our Shop on the Diesel engine which powers one of our HPW pumps. We had a by-pass put in place and with a digital fuel flow meter we were able to see how much fuel was being saved under the exact same operating conditions when we put the Tadger unit in line. That experiment while running the pump at 2012RPM saved on average 1.26L/hr of fuel.

I was a skeptic as the rest of you at first, but this experiment proved it to me, and to Tony Vanderzeeuw our Mechanic in Sarnia. Based on those fuel savings, I put them on all units that had a pay back of less than 1 year.

Please let me know if you have any questions, but I'm confident Bill Tallman will take good care of you.

There is also some good information on their web site.

Regards,

Brad Armstrong  
HD Industrial Services Inc.