

CUSTOMERS TALK ABOUT THE WESTPORT HD GX HEAVY-DUTY LNG ENGINE

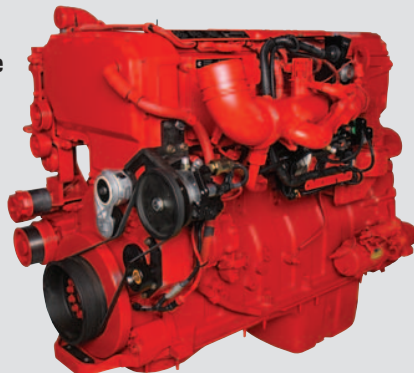


LNG SPELLS PROGRESS FOR TTSI

Vic LaRosa

President, Total Transportation Systems Inc. (TTSI)
350 trucks nationwide | 30 Westport HD powered trucks

With over 32 years in the transportation industry, Vic LaRosa knows trucks. He also knows the impact the trucking industry has made on the environment. So when Vic saw an opportunity to add to his fleet, trucks that run on cheaper, cleaner burning, domestically available natural gas, without having to compromise performance or fuel economy, he seized it with the Westport HD GX engine and liquefied natural gas (LNG) fuel system.



The Westport HD GX engine is fueled with LNG and is available from 400 to 475 horsepower ratings and offers 1,450 to 1,750 lb-ft torque at 1,200 rpm for heavy-duty port, freight and vocational applications.

Vic on why he chose Westport HD powered LNG trucks

"In 2007, the Ports were mulling around a Clean Air Action program. We pretty much determined that the future was going to really dictate a major movement to alternative fuels. The only thing being developed in the market place at the time that was truly alternative and would get the job done was LNG."

"With this particular engine we'll be able to go a million miles"

"There was a tremendous fear about natural gas. It was an unknown. There were a lot of people that were not too confident (in) natural gas. In the last year, a lot of that angst has disappeared. The drivers are really starting to embrace it. They're finding that the technology does work."

...on driving experience

"We haul anything from wearing apparel, which would be 25–30 thousand pound load all the way to maximum loads of 44–45 thousand pounds, which would be scrap-metal. The driving experience has been very, very good. It's a quiet ride; it's a comfortable ride; it gets the job done in terms of horsepower. We're very pleased with the results. We want to, by the early part of next year, have at least 50% of the fleet committed to natural gas."

...on sustainability

"We are heavily committed as a company to sustain a green environment. Our corporate goal is to embrace any new technology that will get us cleaner. Because of the density of population of most port cities it's extremely important that the trucks that move in those areas are the cleanest that they can possibly be. Sustainability is the key."



"I have guys running these every day that feel they have a better operation than diesel. Some of these trucks in the Port may only be driving 50 miles a day, but they're pulling tremendous weight: over 100,000 lbs. Some guys will run as many as 500 miles a day. So they're doing both kinds of operations."

— **Bob Fry,**
Fleet Sales Manager, Inland Kenworth

"I was opposed to it at first. I'm an old-school trucker. I thought I was going to lose a lot of power, but the power is pretty much the same. Now I'm a big believer. I like it a lot. No smell. No fumes. It's the perfect truck."



— **Allen Williams Jr., Independent Contractor, TTSI**

"The difference between an LNG truck and a regular diesel tractor is really none. It has the same amount of horsepower, it pulls the same commodities, the same weight; we're able to travel the same distance on a full tank of fuel. It just provide(s) a cleaner environment."

— **Fernando Bogarin, General Manager, TTSI**



"Since LNG is pretty new out there I wasn't too sure how it was going to be. One day in here change my mind. One day is all it took, because I was just impressed with it. It's a lot cheaper to run LNG compared to your diesel, so it's going to save people money. It's just as simple as fuelling up a diesel truck; it's really quick. You don't have to worry about over filling it and getting diesel all over you. It's a lot cleaner in that sense. It's great, it really is."

— **Lee Leasure, Driver, Trimac Transportation**

Westport™ HD

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