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Volume 18
Issue 2

EXPEDITE NOW MAGAZINE

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Business



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Expedite Now is written for professional owner operators and drivers working in the expedited trucking industry.

Our editorial policy encompasses informing drivers, fleet managers and carriers of the news and information about the expedited trucking community.

News and feature articles are compiled to keep owner operators and drivers apprised of industry trends and events, and other issues which impact those who move this industry.



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DON'T FALL ASLEEP

On Autonomous Trucks

Photos courtesy of TuSimple.

By Sean M. Lyden, Staff Writer

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FEATURE



A few

years ago, numerous headlines predicted how a brave new self-driving world was just around the corner to put three million truck drivers out of work.

Today, the media and industry analysts have slow-rolled their predictions as technology companies and automakers still grapple with developing autonomous driving systems that are ready for prime time on a large scale. As it turns out, humans still have the edge in making decisions in a wide range of challenging driving situations that continue to hamper the robots.

But less hype does not mean a lack of momentum for vehicle automation. And while robots may not entirely rule the road in the foreseeable future, you can expect autonomous systems to become advanced enough in the few years to impact the trucking industry - and change how the driver interacts with and operates the vehicle.

Consider these latest developments in

years ago, numerous headlines

autonomous trucking space that could affect your business in the next five years.

1. NAVISTAR AND TUSIMPLE PARTNER TO PRODUCE AUTONOMOUS TRUCKS BY 2024.

Navistar International Corporation, which produces International Trucks, and TuSimple, a global self-driving technology company, recently announced that the two companies have entered into a strategic partnership to co-develop SAE Level 4 self-driving semi-trucks targeted for production by 2024.

As a frame of reference, SAE Level 4 means that the truck can perform the driving task and monitor the driving environment on its own without the need for a human to take back control. But the vehicle can operate in autonomous mode only in approved environments and conditions - such as on

CONTINUED ON PAGE 8

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the highway and predetermined surface roads. Level 5 - the highest level on the self-driving scale - is when the truck can perform all driving functions in any environment.

"Autonomous technology is entering our industry and will have a profound impact on our customers' businesses," Persio Lisboa, President and CEO at Navistar, said. "Navistar's strategic partnership with TuSimple positions us to be a leader in developing solutions for our customers by leveraging our organizations' collective expertise to integrate our vehicle design and systems integration capabilities with TuSimple's innovative autonomous technology."

TuSimple and Navistar began joint development of pre-production self-driving trucks in 2018.

"The investment in TuSimple and the partnership with Navistar marks an important milestone for our company," Cheng Lu, president at TuSimple, said. "With the combined expertise of Navistar and TuSimple, we have a clear path to commercialize self-driving Class 8 trucks at scale."

TuSimple operates a fleet of 40 self-driving trucks in the U.S., shipping freight autonomously for companies such as UPS and McLane Company between Arizona and Texas. The company plans to demonstrate completely driverless operations in 2021.

2. TUSIMPLE LAUNCHES THE FIRST AUTONOMOUS FREIGHT NETWORK.

In July 2020, TuSimple launched the world's first Autonomous Freight Network (AFN), an ecosystem comprising autonomous trucks, digital mapped routes, terminals and TuSimple Connect, a proprietary autonomous operations

monitoring system.

The partners participating in the launch of the AFN are UPS, Penske Truck Leasing, U.S. Xpress - which operates one of the largest carrier fleets in the U.S. - and McLane.

"Our ultimate goal is to have a nationwide transportation network consisting of mapped routes connecting hundreds of terminals to enable efficient, low-cost long-haul autonomous freight operations," Cheng Lu, president at TuSimple, said. "By launching the AFN with our strategic partners, we will be able to quickly scale operations and expand autonomous shipping lanes to provide users access to autonomous capacity anywhere and 24/7 on-demand."

The company said that the AFN would roll-out in three phases to lay the groundwork for autonomous trucks to become commercially available by 2024.

Phase I (2020-21): Offer service between Phoenix, Tucson, El Paso, Dallas, Houston, and San Antonio.

Phase II (2022-23): Expand AFN service from Los Angeles to Jacksonville and connect the east coast with the west.

Phase III (2023-24): Expand driverless operations nationwide, adding major shipping routes throughout the lower 48 states, allowing customers to operate their own TuSimple equipped autonomous trucks on the AFN by 2024.

The company said that it would replicate this strategy in Europe and Asia after the AFN rolls out nationwide.

U.S. Xpress, which operates 7,000 trucks across the U.S, will provide additional freight lanes to help accelerate TuSimple's Level 4 autonomous technology learning in real-world conditions.

"For the past two years, U.S. Xpress has worked closely with TuSimple to help

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CHECKING 'UNDER THE HOOD' OF THE 2022 Ford E-Transit

By Sean M. Lyden, Staff Writer

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BUSINESS

Is an electric van, like E-Transit, ready for prime time in the expedited trucking industry?

Conventional wisdom says that it will take several more years before electric vans make a dent in the expedited trucking market. But the recently revealed 2022 all-electric Ford E-Transit, with a \$45,000 starting price, shows that fully capable and affordable battery-powered vans might be coming sooner than we think.

So, what does this mean for expeditors? Is an electric van, like E-Transit, ready for prime time in the expedited trucking industry?

Here's what we know so far about E-Transit, which is slated for production late this year.

What's the range between charges?

The range is an estimated 126 miles with the low-roof configuration.

There's no word from Ford about how much the payload numbers factor into that range, which is important because the heavier the load, the more battery power required to haul

that weight, which reduces range.

Also, most expeditors prefer the high-roof van, which shortens the range by creating more wind drag than the low-roof models.

HOW LONG DOES IT TAKE TO CHARGE?

E-Transit features both AC and DC fast charging, coming standard with a Ford Mobile Charger that can plug into a conventional 120-volt outlet for slow and steady charging or into a 240-volt outlet for faster charging.

Those seeking the fastest home charging solution can purchase the Ford Connected Charge Station, which can fully charge E-Transit in eight hours.

On a 115-plus-kilowatt DC fast charger, E-Transit cargo van low-roof models can achieve approximately 30 miles of range



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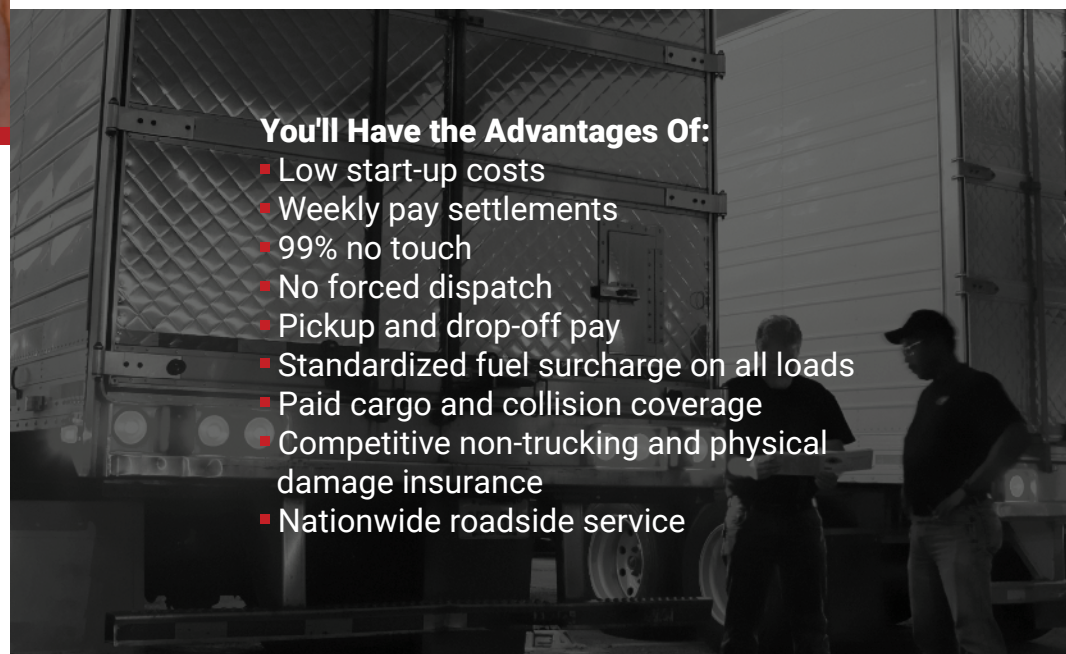
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When plugged into a 240-volt outlet, E-Transit cargo van low-roof models achieve approximately 10 miles per charging hour using the Ford Mobile Charger. If you use a Ford Connected Charge Station, the number goes up to around 15 miles per charging hour.

WHAT IS THE PAYLOAD CAPACITY?

Ford targets a maximum payload of 3,800 pounds for the E-Transit cargo vans and up to 4,290 pounds for cutaway versions.

WHAT CONFIGURATIONS WILL BE AVAILABLE?

E-Transit offers eight configurations, including three roof heights and three lengths, plus chassis cab and cutaway models.

WHAT ARE E-TRANSIT'S HORSEPOWER AND TORQUE RATINGS?

Ford expects E-Transit to generate 266 horsepower/198 kilowatts of power and 317 lb.-ft. of torque across all configurations, which should be sufficient for most expedite applications.

HOW EXTENSIVE IS THE SERVICE NETWORK?

This is an important question whenever you're trying a new powertrain technology. After all, who is going to work on the

vehicle if it breaks down?

E-Transit is backed by Ford's network of 1,800-plus global commercial vehicle dealers, including 645 commercial vehicle centers across the U.S. – about 90 percent of which are electric vehicle-certified.

WHAT SAFETY FEATURES WILL BE AVAILABLE?

E-Transit offers Ford's new Co-Pilot360 technology, with available Intelligent Adaptive Cruise Control with Speed Sign Recognition and Intelligent Speed Assist, which together identify speed limits and automatically change the vehicle speed accordingly.

Co-Pilot360 system also includes standard Lane-Keeping System and Pre-Collision Assist with Automatic Emergency Braking. Available features include Blind Spot Information System with Blind Spot Assist, a 360-degree camera and Reverse Brake Assist.

THE BOTTOM LINE

E-Transit makes a compelling case that all-electric could be the (not-so-distant) future of expedited trucking, at least in the van segment. It offers sufficient power, payload capacity and a full suite of safety features you would expect in gas and diesel models at an affordable starting price of \$45,000.

But one big hurdle remains: Range. The battery range will need to double – or even triple – without substantially raising the price for an all-electric van to be practical for most expedited trucking applications. **EN**



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define carriers' needs for L4 trucks," Eric Fuller, president and chief executive officer at U.S. Xpress, said. "We are interested in understanding how TuSimple technology can make our fleet safer and more fuel-efficient as well as how it can improve the overall delivery experience for our professional drivers and customers."

3. AURORA AND PACCAR PARTNER TO DEPLOY AUTONOMOUS TRUCKS, ACQUIRES UBER'S SELF-DRIVING UNIT.

In January, autonomous vehicle technology company Aurora entered into a global strategic partnership with heavy-duty truck manufacturer PACCAR to deliver the Aurora Driver's first application in trucking.

Aurora said that this partnership would focus on two key areas:

Bring both companies' engineering teams together around an accelerated development program to build driverless-capable trucks, starting with the Peterbilt 579 and the Kenworth T680.

Bring together the broader PACCAR and Aurora organizations to create an expansive commercialization plan for the deployment of these trucks at scale over the next several years.

This announcement comes a few weeks after Aurora said that the company is acquiring Uber's self-driving unit, Advanced Technologies Group (ATG).

In a press statement, Chris Urmson, co-founder and CEO of Aurora, said, "By adding the people and technology of Uber's Advanced Technologies Group to the incredible group we've already assembled at Aurora, we're shifting the landscape of the automated vehicle space.

With the addition of ATG, Aurora will have an incredibly strong team and technology, a clear path to several markets, and the resources to deliver."

4. WAYMO AND DAIMLER TRUCKS PARTNER TO DEVELOP LEVEL 4 AUTONOMOUS FREIGHTLINER CASCADIA.

In October 2020, Daimler Trucks and Waymo, formerly known as the Google Self-Driving Car Project, signed a broad strategic partnership to deploy autonomous SAE Level 4 technology.

Their initial effort will combine Waymo's automated driver technology with a unique version of Daimler's Freightliner Cascadia to enable autonomous driving.

No specific timetable for production has been set. The press statement reads: "The autonomous Freightliner Cascadia truck, equipped with the Waymo Driver, will be available to customers in the U.S. in the coming years."

THE BOTTOM LINE

Yes, the hype behind robots ruling the road has dissipated. And the industry consensus is that an onboard operator or driver will still play an essential role in trucking for the foreseeable future. But don't fall asleep on the self-driving space. Companies like TuSimple, Aurora, Waymo and other players continue to move full-steam ahead with development and strategic partnerships to bring self-driving vehicle systems to market that could ultimately change how you do business in the expedited trucking industry. **EN**

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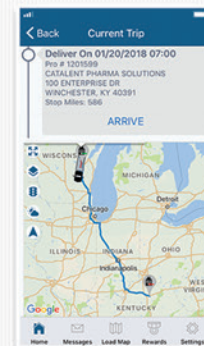
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2014 Freightliner Cascadia 113 72-in. Double bunk raised roof sleeper expediter truck with dinette and 24-ft. Morgan dry van with 4 rows e-track. Detroit dd13 410hp engine, eaton fuller ultrashift, aluminum wheels, comfort pro apu.

Danny 888-258-7795

2019 Volvo VNL 760 - globetrotter Volvo ved13 engine - 455 hp xe package Volvo l-shift trans, reclining bunk, refrigerator, webasto heater, virgin tires, leather seats, dual 150 gallon fuel tanks. Warranty remaining

cam 419-582-8079

2020 International lt625 4x2 22' box truck a26 diesel 410 hp; 12 speed fully automated trans w od; 73" skyrise sleeper cab w classic interior; double bunk; refrigerator; aluminum wheels.

John 888-240-3221

2014 Freightliner Cascadia currently leased on with FedEx CC, the truck is unbranded. Dd13 with an eaton-fuller smart shift 10spd a/t. Aa 96/100" condo sleeper with full-size bed and almost new \$600 memory foam mattress.

Daniel 928-499-0723

2012 Freightliner FL112 DD13 375 HP Allison 6 speed fully automatic transmission 9 to 10 mpg. 922,000 miles, truck has 7.5k onan gen around 7,500 hrs. 96 x 101 custom sleeper, roof top a/c, toe kick heater, 3,000w inverter, nova kool refrigerator, 16' box, 3500 liftgate.

Randy 478-278-5105



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