From:	Arash Navidan
To:	Derek Hopkins (dhopkins@nee.ca); Jeremy Newhook (jnewhook@nee.ca); Stephen Hillier; Jeff Reid; Tony Zellweger; Patrick Dow; Chris Gerullis; Scott Gira; Josh Cunningham; Bryce Tarves; Tom Tarves; Michael Critchlow; Derek Lutes; Lorne Rutherford; Reginald Steeves; Serge Vienneau; Frank Mertens; Jason Apthorp; Barry Tibbo; Robert Ward; Stephen Goulet; Michael Cross; Harold Young; Kevin Fortin; Scott Osen; Will Forman; Leeland Holt; Jeff Mills
Cc:	Zanyar Farhadi
Subject:	RE: Automatic engine air intake shut-off device
Date:	January 5, 2018 10:09:00 AM
Attachments:	BruceBeck-PACBRAKE-Contact_Info.pdf

Hi,

Regarding the previous email, we had a meeting with Pacbrake's regional manager earlier today. He told us the followings:

- Either PH2 or PH3 manual series of valves meets the new requirement of CSA-B620.
- Installation time is roughly about 3 to 5 hours.
- Ideal install location of the shutoff valve is after intercooler.
- The price of each complete kit of either PH2 or PH3 is about CAD 895.

A sample valve is going to install on a truck in PoCo shop. I will inform you more feedbacks and details after the installation.

Please don't hesitate to comment if you have any questions or additional information on that.

Best regards,
Arash

From: Arash Navidan
Sent: December 20, 2017 2:49 PM
To: Derek Hopkins (dhopkins@nee.ca) <dhopkins@nee.ca>; Jeremy Newhook (jnewhook@nee.ca) <jnewhook@nee.ca>; Stephen Hillier <shillier@nee.ca>; Jeff Reid <jreid@nee.ca>; Tony Zellweger <tzellweger@nee.ca>; Patrick Dow <pdow@nee.ca>; Chris Gerullis <cgerullis@nee.ca>; Scott Gira <sgira@nee.ca>; Josh Cunningham <jcunningham@nee.ca>; Bryce Tarves <btarves@nee.ca>; Tom Tarves <ttarves@nee.ca>; Michael Critchlow <mcritchlow@nee.ca>; Derek Lutes <dlutes@nee.ca>; Lorne Rutherford <lrutherford@nee.ca>; Reginald Steeves <rsteeves@nee.ca>; Serge Vienneau <svienneau@nee.ca>; Frank Mertens <fmertens@nee.ca>; Jason Apthorp <japthorp@nee.ca>; Barry Tibbo <btibbo@nee.ca>; Robert Ward <Rward@nee.ca>; Stephen Goulet <sgoulet@nee.ca>; Michael Cross <mcross@nee.ca>; Harold Young <hyoung@nee.ca>; Kevin Fortin <kfortin@nee.ca>; Scott Osen <sosen@nee.ca>; Will Forman <wforman@nee.ca>; Leeland Holt <lholt@nee.ca>; Jeff Mills <jmills@nee.ca>
Cc: Zanyar Farhadi <zfarhadi@nee.ca>
Subject: Automatic engine air intake shut-off device

Hi,

As you know in the new regulations, Transport Canada adopted the requirement for B620 trucks to have an automatic engine air intake shut-off device. Attached please find some information and catalogues from a company that has been contacted. Would you please review and let me know

your comments. Also if you found any solution, please advise. I would be grateful if you share your information in his regard.

Happy holidays and best regards,
Arash

From: Zanyar Farhadi
Sent: December 20, 2017 11:11 AM
To: Arash Navidan <anavidan@nee.ca>
Subject: FW: FW: Pacbrake POWERHALT program / new regulations
…
…

…
…

Mike,

Thank You for your time on the phone earlier! As mentioned we are starting to work with your company on the east coast and I wanted to see if this was also a fit with your shop.

As you know transport Canada adopted the following requirement, and I am wondering if you have customers that would fall into this category? If so our POWERHALT PH2 or PH3 manual series of valves meets this requirement.

I have attached a simple sell sheet and a couple generic installation manuals for reference. Complete catalogues and POP materials are also available for the asking.

Your cost on these kits is $895.74. Please let us know if you would like any POP material or if you have any questions. I will call you next week to see if there is a possibility of getting together.

It is only bulk trucks – the rules is for loading and unloading fuel. Pls. see below:

With respect to the requirement of CSA B622-14 it is clause 5.1(i):

"no later than 1 Jan 2016, diesel engines on highway tanks and portable tanks containing dangerous

goods of Class 2.1 and being used during loading or off loading shall be equipped with an automatic

engine air intake shut-off device that will prevent engine runaway in case of exposure to flammable

vapours. The device shall activate automatically if engine runaway is detected and remain activated

until manually reset;”

This requirement would have to be met by January 12, 2018 as that is when CSA B622-14 comes into force, until then you may still follow CSA B622-09.

Respectfully,

Bruce

Bruce Beck, Regional Manager

PACBRAKE COMPANY

T 604.882.2399 | **F** 604.882.2330 | **E** bbeck@pacbrake.com | www.pacbrake.com

19594 96th Avenue, Surrey BC Canada V4N 4C3 | Toll Free 1.800.663.0096

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Bruce

Bruce Beck, Regional Manager
PACBRAKE COMPANY

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