



Dedicated to  
Safe, Efficient Fleets Through  
Education and Support

FEBRUARY 2026

## CANADIAN ASSOCIATION OF FLEET SUPERVISORS

# MEMBER NEWSLETTER

## CAFS 2026 Board of Director Changes

At CAFS recent Annual General Meeting held on February 4<sup>th</sup>, a part of the required business on the agenda was to hold Board of Director elections for the upcoming 3-year term.

Given the important role of our Board of Directors, the knowledge and experience that it needs to possess as a group is significant. While all areas are important, we look to strengthen the Board expertise with members who possess the following attributes:

- A passion for what the organization does and stands for.
- Respect the organization's mission and how it reflects one's values and views.
- Confidence to contribute to the strategy of the organization and its performance.
- Enthusiasm about developing collaborative skills with a group of industry and like-minded peers.
- A desire to gain experience that is relevant and has future value to one professionally.

With these criteria in mind, we welcome the newest member of our Board, Blair Hokanson/ Kal Tire.

Blair brings extensive experience in the transportation and tire industry, having held key account sales and sales leadership roles with Michelin and currently with Kal Tire, supporting customers across British Columbia and the Yukon. Through his work on both the manufacturer and dealer sides of the business, he has developed a strong understanding of regional and national markets and offers a balanced, practical perspective on the transportation sector and the challenges it faces today.

As it is with Board elections, one of our board members will be stepping down. CAFS Secretary/Treasurer, Suzanne LaFrance, has decided that the time has come to retire and will therefore be stepping down from the Board.

We have been extremely fortunate over the past three years to benefit from Suzanne's wealth of knowledge and her accounting expertise in her role as Secretary/Treasurer.

Thank you, Suzanne, for your dedicated service over the past three years. Your contributions and presence on the Board will be greatly missed.



Blair Hokanson



Suzanne LaFrance

# CONTENTS

## INSIDE THIS ISSUE

3

WELCOME NEW MEMBERS  
2026 Memberships are NOW DUE

---

5

Upcoming General Meeting  
Dates & Speakers

---

6-9

Member New Article  
*Detroit Bets on Evolution, Not  
Reinvention, for EPA 2027*

---

10

Advertising Opportunities  
with CAFS

---

11-13

CAFS Training

---

14

Ministry of Transportation Announce  
New Bridge Opening

---

16

Annual General Meeting  
Pictures & Draw Winner

---

17

Annual General Meeting  
Attendance

---

18

Welcome 2026 Executive Directors  
and Board of Directors



## UPCOMING EVENTS

### **March:**

Wed 4: Coquitlam General Meeting  
Tue 17: Abbotsford General Meeting  
Mon 16-20: ABI Course

### **April:**

Wed 1: Coquitlam General Meeting  
Tue 21: Abbotsford General Meeting

### **May:**

Wed 6: Coquitlam General Meeting  
Tue 12: Abbotsford General Meeting  
Mon 25-29: ABI Course

### **June:**

Wed 3: Coquitlam General Meeting  
Tue 9: Abbotsford General Meeting  
Wed 17: **CAFS Golf Tournament**

### **September:**

Wed 16: Coquitlam General Meeting  
Tue 22: Abbotsford General Meeting

### **October:**

Wed 7: Coquitlam General Meeting  
Tue 20: Abbotsford General Meeting

### **November:**

Wed 4: Coquitlam General Meeting  
Tue 17: Abbotsford General Meeting



### CAFS PROUD MEMBER STICKER

Displaying this sticker on your storefront shows your customers that your organization is a PROUD MEMBER of CAFS. Please contact the office if you wish copies

# WELCOME NEW MEMBERS

## Active Member Replacement

**Blair Hokanson – Kal Tire**

20140 98<sup>th</sup> Avenue

Langley, BC

V1M 3G1

Ph: 604 882-0145

Cell: 604 317-0410

Email: [blair\\_hokanson@kaltire.com](mailto:blair_hokanson@kaltire.com)



## New Auxiliary Member

**Scott Jesse – Kal Tire**

20140 98<sup>th</sup> Avenue

Langley, BC

V1M 3G1

Cell: 604-977-4232

Email: [Scott\\_Jesse@kaltire.com](mailto:Scott_Jesse@kaltire.com)

## New Active Member

**Aman Sundher - Waste Control Services Inc.**

51 Glacier Street

Coquitlam BC

V3K 5Y6

Ph: 604 986-9777 EXT 275

Cell: 778 554-1426

Email: [aman.s@wastecontrolservices.com](mailto:aman.s@wastecontrolservices.com)

Website: <https://wastecontrolservices.com>

# REMINDER

## Membership Fees are now due

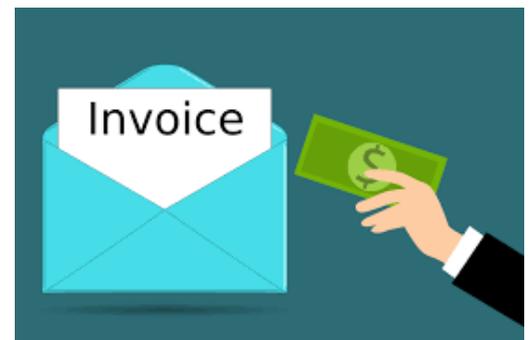
This is a friendly reminder that membership dues were due by **January 31st**.

A reminder that you can now **pay by credit card on our website**.

Simply visit the site and click the **Payment** tab in the **top right-hand corner**.

Please note that the **last day for inclusion in the membership directory is February 28th**.

Please ensure your listing is accurate, let us know if there have been any changes to your contact information.



# **DIESEL TECH**.CA

**TRUCK REPAIR AND FLEET MAINTENANCE**

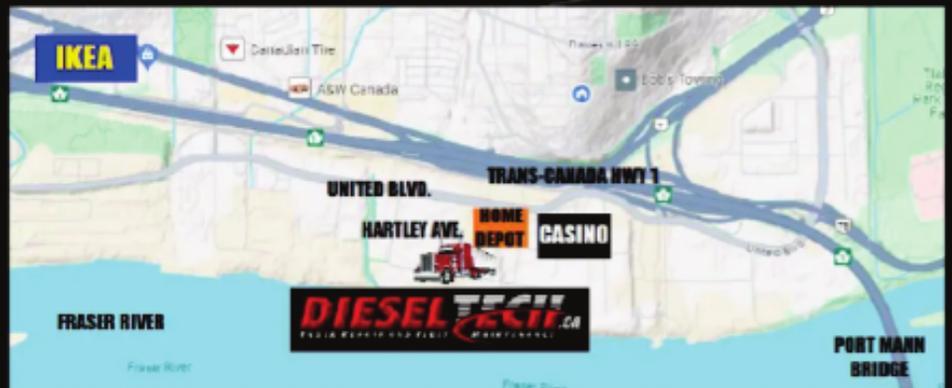
We are conveniently located at  
**1650 Hartley Avenue • Coquitlam, BC**

## **Our services include:**

- **24/7 Mobile Service- 8 Fully Stocked Trucks**
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- **Express Lube Service**
- **MVI Inspections: Pressure Fuel**
- **Yard Shunt Rental/Repair**
- **Maintenance on All Models of Trucks & Trailers**
- **Diagnostic Software - All Makes**
- **Fleet Management Support**
- **Truck & Trailer Shuttling Service**
- **Tailgate & Specialized Equipment Repairs**
- **Forklift Maintenance & Repair**
- **Electric Truck Certified Technicians**
- **Authorized MERLO Service Centre**



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**8am-4:30pm Saturdays**  
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**info@dieseltech.ca**  
**www.dieseltech.ca**



# UPCOMING GENERAL MEETINGS



## COQUITLAM

*The Executive Plaza Hotel  
405 North Road, Coquitlam*

Meetings are held the  
**FIRST WEDNESDAY**  
of each month (not July & August)

**Registration:** 5:00 p.m.  
**Cost:** \$75 (inc. GST)

## ABBOTSFORD

*Trading Post Eatery  
3058 Gladwin Road, Abbotsford*

Meetings are held the  
**THIRD TUESDAY**  
of each month (not July & August)

**Registration:** 5:00 p.m.  
**Cost:** \$75 (inc. GST)

**Cancellation deadline: 48 hours prior Sorry: "No-shows" will be invoiced.**

# MEMBER NEWS ARTICLE

## Heavy Duty Trucking.com

### Detroit Bets on Evolution, Not Reinvention, for EPA 2027

Detroit's DD13, DD15, and DD16 engines get a pre-SCR boost, 3% fuel-efficiency gains, and familiar service intervals as Daimler prepares for trucking's next emissions era.



[Jack Roberts](#) • Executive Editor

February 19, 2026



*Daimler's new Gen 6 diesel engines are here -- but the OEM says fleets and technicians will find their overall design and packaging strikingly familiar.*

*Credit: Daimler Truck North America*

At its Detroit powertrain manufacturing campus west of downtown Detroit, on February 17, [Daimler Truck North America](#) rolled out the sixth generation of its Detroit DD Series diesel engine family.

Dubbed the Gen 6 of its Heavy-Duty Engine Platform (HDEP), the new versions of the DD13, DD15, and DD16 engines have been designed to meet the [Environmental](#)

[Protection Agency's ultra-low 0.035 g/hp-hr NOx standard.](#)

Those standards go into effect next year, further limiting the amount of smog-causing nitrogen oxides (NOx) generated by burning fuel.

But Daimler engineers stressed that fleets and technicians will find the overall design and packaging of the new engines strikingly familiar.

“We’re fully prepared for 2027,” said [David Carson](#), senior vice president of sales and marketing, in his opening remarks. “But this is not just an emissions change. There’s real value here for customers.”

#### A 20-Year-Old Platform’s Biggest Test

The Detroit DD engine family debuted in 2007 as a clean-sheet response to the EPA ’07 emissions overhaul.

Since then, each successive generation — unveiled in 2010, 2013, 2016, and 2021 — has layered efficiency and emissions improvements onto the same fundamental architecture.

Today, Daimler says 1.2 million DD engines are [operating across North America](#).

The Gen 6 iteration of the engine family represents the most aggressive emissions tightening since 2010, when selective catalytic reduction (SCR) and the required diesel exhaust fluid (DEF) fundamentally reshaped diesel aftertreatment.

The new EPA standard slashes allowable NOx emissions to 0.035 grams per horsepower-hour. That’s a level that would have seemed implausible in the 1990s.

In fact, today’s heavy trucks are astoundingly clean, said Joanna Buttler, general manager, product strategy and market development for DTNA.

## MEMBER NEWS ARTICLE *continued*



Joanna Buttler, general manager, product strategy and market development, Daimler Trucks North America, noted that it takes more than 100 new Class 8 trucks today to produce the same amount of NOx emissions as a single truck did in the 1990s.

Credit: Jack Roberts

*“It takes more than 100 new Class 8 trucks today to produce the same amount of NOx emissions as a single truck did in the 1990s,” she said.*

*Still, Buttler said, the engineering question wasn’t whether Detroit could hit the new emission number. Rather, it was how to do it without breaking the trust fleets have built with the DD platform over the past 20 years.*

### **Reduced Aftertreatment Complexity**

Visually, the Gen 6 aftertreatment system looks almost unchanged from the [fifth-generation DD platform](#). The familiar Detroit “one-box” design remains mounted on the frame rail where it’s been for years.

The difference is what’s been added upstream, according to Greg Braziunas, head of powertrain engineering, North America.

Detroit has introduced a pre-SCR system positioned ahead of the primary aftertreatment unit. The technology inside it isn’t exotic. In fact, Braziunas said that’s the point.

*“This is the same catalyst technology we’ve been perfecting since 2010,” he explained. “We’re using known, robust elements and applying them in a way that helps us convert NOx earlier in the drive cycle.”*

The strategy addresses one of the core challenges of EPA 2027: Emissions control during cold start and low-load operation.

By converting NOx earlier — before the primary aftertreatment reaches full temperature — Detroit can meet the 2027 standard without resorting to adding new electrical heating systems or significantly reworking chassis packaging.

Steve Collins, director of Detroit field sales engineering, told reporters in a virtual briefing that the positioning of the pre-SCR system, on top of the one-box aftertreatment, allows it to take advantage of the engine and exhaust heat to heat up the catalyst more quickly.

Critically for vocational customers, the design preserves back-of-cab space.

*“That was something we worked really hard on,” Braziunas said. “The pre-SCR module is serviceable independently. And many internal components, including DPF elements and sensor architecture, carry over from the Gen 5 engine family.”*

For fleets burned by disruptive emissions transitions in the past, familiarity matters, he added.

### **Efficiency as a Counterweight to DEF Consumption**

Collins said the new EPA rule inevitably drives higher DEF consumption. That’s just simple physics, he explained.

Detroit’s response is to offset that cost upstream.

## **MEMBER NEWS ARTICLE** *continued*

*Collins said the Gen 6 engines will deliver approximately 3% improvement in driving fuel efficiency for a typical linehaul fleet, assuming proper thermal management and idle discipline.*

*The gains come from a series of targeted refinements:*

- *A new oil-lubricated high-pressure fuel pump*
- *2,500-bar common rail pressure*
- *Simplified, non-amplified injectors*
- *Miller cam timing*
- *Higher compression ratio*
- *Electronically controlled variable-displacement oil pump*
- *Updated oil separator moving from oil-driven to electronic control*

*Each change trims parasitic losses or improves combustion efficiency.*

*The move from a fuel-lubricated to oil-lubricated pump is particularly notable, according to Collins. Fuel quality variability has been a persistent industry concern.*

*“Our customers can’t always control the quality of the fuel they get,” Collins said. “This system is more robust and will provide more reliable service when fuel quality is poor.”*

*One fuel-related change is a new fuel filter module that includes an integrated heating element to prevent gelling in cold climates. But operational procedures for technicians remain largely the same, Collins said.*

### **Reliability: Seven Years and 8 Million Miles**

*Gen 6 adds new torque ratings up to 1,900 lb.-ft, including lower-horsepower, higher-torque variants designed to enable further downspeeding, according to Braziunas.*

*For fleets running fast rear-axle ratios of 2.05:1 paired with direct drive, that means lower engine speeds at cruise without sacrificing grade performance.*

*Detroit is also standardizing its ball-bearing asymmetric turbocharger across the lineup, improving spool-up response and altitude consistency through a refined wastegate strategy.*

*Braziunas said the Gen 6 platform has been under development for nearly seven years and subjected to more than 8 million miles of real-world testing across extreme climates — from 40 degrees below zero to 130 degrees.*

*Winter validation was still underway in Alaska as the launch event was taking place.*

*Importantly, Braziunas said, Gen 6 engine service intervals remain unchanged. That includes DPF ash-cleaning intervals and oil-drain intervals.*



*Even the upcoming [lower-viscosity PC-12 \(often referred to as “FB-4”\) oil category](#) has been factored into the engine’s design, though factory fill decisions are still being finalized.*

*Detroit's new Gen 6 line of diesel engines adds new torque ratings up to 1,900 lb.-ft, including lower-horsepower, higher-torque variants designed to enable further down speeding.  
Credit: Daimler Truck North America*

# MEMBER NEWS ARTICLE *continued*

## **The DD16 Stays but With a Staggered Timeline**

For a regulatory cycle that many feared would force major disruption, Detroit's approach is notably conservative.

Production of the Gen 6 DD13 and DD15 will begin in January 2027. The DD16 follows in January 2028.

The delay, Carson said, spreads development resources and makes use of regulatory provisions to ensure continued availability of the current DD16 during the transition.

The 16-liter remains focused on heavy vocational and heavy-haul applications, where Detroit is effectively the last major OEM offering displacement at that level, Carson said.

The launch comes amid shifting federal signals around enforcement and warranty provisions tied to the EPA Clean Trucks Plan.

Detroit's position is straightforward: Build for the regulation as written.

"We decided to move forward," Braziunas said. "The 0.035 standard remains in place."

Software calibrations related to DEF inducements have already been addressed in Gen 5 engines, and Gen 6 launches with updated logic.



Production of the Gen 6 DD13 and DD15 will begin in January 2027 with the DD16 following in January 2028.

Credit: Daimler Truck North America

Last year, the EPA issued new guidance to engine manufacturers to reduce the number of DEF inducements, or "[derating](#)," an automatic trigger that forces diesel engines to operate at reduced capacity when the emissions system runs out of diesel exhaust fluid or there's a DEF-related fault.

If further adjustments are required, engineers say those would likely be handled via calibration updates.

## **The Importance of Optimizing the System as a Whole**

Daimler is careful to frame Gen 6 as part of a broader Detroit ecosystem that includes DT12 automated manual transmissions, proprietary axles, Detroit Assurance safety systems, and Detroit Connect telematics.

Their argument is vehicle integration.

Rather than engineering an engine in isolation, Detroit engineers stress that they are optimizing an entire vehicle system. This includes the powertrain, software, [safety](#), and connectivity. With all of those systems anchored around fleet economics.

Taken as a whole, Daimler engineers said they believe they have now extended a proven powertrain platform that fleets trust into one of the [strictest emissions eras](#) in U.S. trucking history.

## **FOR MORE INFORMATION:**

<https://www.truckinginfo.com/news/detroit-bets-on-evolution-not-reinvention-for-epa-2027>

# CAFS ADVERTISING OPPORTUNITIES

## CAFS ADVERTISING OPPORTUNITIES

CAFS's Member Newsletter, and Website are great ways to get your company advertisement or job posting out to like minded individuals, organizations, supporters and potential customers within your industry.

**Choose to promote through one method or more.... Consider your opportunities today!**



### CAFS's Member Newsletter

A source to upcoming events and training:

- 11 issues of the newsletter produced & loaded to CAFS website per year
- The link is sent electronically via email to all CAFS members
- Current issues and archived issues are always available on CAFS website
- Choose as many 'full page' ads per issue that you wish
- Flexibility to change the ad during the year if you wish

**One Full Page advertisement per issue for 11 issues @ \$350 (+ gst)**

**One Full Page advertisement for 1 month @ \$150 (+ gst)**

**Members ONLY opportunity**



### CAFS's Website

Do you have a Job Posting that you want to advertise?

A popular addition to our website for advertisers and job seekers is CAFS 'all access' Job Posting section.

- Your PDF posting will be posted and visible for as long as you wish
- Posting notice is sent electronically via email to all CAFS members

**One month Job Posting @ \$125 (+ gst) (member price)**

**One month Job Posting @ \$250 (+ gst) (non-member price)**

*Dedicated to Safe, Efficient Fleets Through Education and Support*



### Canadian Association of Fleet Supervisors

PO Box 1222, Aldergrove, BC V4X 2R7

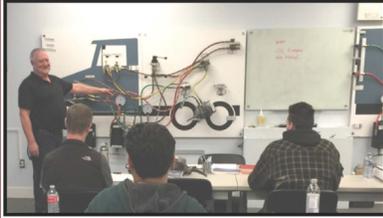
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# CAFS TRAINING COURSES

## CAFS TRAINING



**Put CAFS's wealth of knowledge and industry trainers to work for you!**  
**Our instructors are top-quality and have many years experience in their related fields of training.**

### Air Brake Instructor Certification

*A Provincial Government Approved Course*

This ICBC approved program is designed to give participants the knowledge to effectively prepare and deliver an air brake course.

The course concentrates on instructional methods and technical content for air brake systems.

Course content includes topics of instructional procedures such as lesson plans, coaching, effective teaching techniques questioning techniques and developing multiple choice questions.

Technical content includes topics on the basic air brake system, dual air brake system, trailer air brake systems, brake adjustment and air brake valves.

Each student is given an opportunity for "hands on" experience in assembling and instruction using a fully operational air brake board. The air brake board has fully interchangeable components and is capable of simulating all types of air brake systems.

Each student is required to develop and present two 45 minute presentations to the class. Topics will be on air brake systems and the instructor will allocate the topics on the first day of class.

Each student must obtain 80% on each presentation to pass the course. An informational entrance exam is given on the first day and a final theory exam is given at the end of the

week. Each participant must obtain 80% on the final theory exam to be successful.

Each student is given a "Driving Commercial Vehicles" handbook, a course manual which includes technical information and Provincial And Federal air brake regulations.

#### **IMPORTANT ACTION REQUIRED BY STUDENT:**

To confirm the two years of air brake experience, the applicant will need to obtain a customized Driver's Abstract with a note added to their driving record which displays the date they received their (endorsement 15) air brake endorsement.

**The applicant must phone ICBC to get this customized driving record emailed or mailed to them.**

Regular online driving records or those produced at a Driver Licensing Office will not have this information.

***Once copy is obtained, you may proceed to register.***

#### **In accordance with ICBC**

- Certification does not guarantee that ICBC will issue a Driver Training Instructor's licence, an Air Brake Instructor Certificate of Qualification, or a designation on a Driver Training Instructor's licence;
- ICBC may require a Certified Trainee to be re-examined by ICBC;
- ICBC will have access to the Trainee's Training and Assessment records

#### **PORT COQUITLAM**

**March 16 - 20, 2026**

**May 25 - 29, 2026**

**Time:** 8:30 am - 4:30 pm daily

**Cost: Member: \$1150 / Non-Member: \$1300**

- \* Maximum 8 students per class
- \* Course fee includes course material
- The following manuals are optional, and will be available for purchase at the course;
  - \$35 - Air Brake Connection manual & \$35 - Inside Air Brake Valves + Devices

# CAFS TRAINING COURSES



## CAFS TRAINING



**Put CAFS's wealth of knowledge and industry trainers to work for you!**  
**Our instructors are top-quality and have many years experience in their related fields of training.**

### Authorized Inspector Certificate Course

*Provincial Government recognized Certification Course upon successful completion*

This course is required for journey person mechanics wanting to become certified as an Authorized Commercial Motor Vehicle Inspector.

This 3-day course will include two days of theory and one day of practical.

Prerequisites include Certificate of Qualification (TQ#) or Red Seal status in Commercial Transport Mechanical Repair, Commercial Transport Trailer Repair, Heavy Duty Mechanical Repair or Automotive Repair Trades.

Participants are eligible to receive their Authorized Inspector Certification upon successful completion of the course.

This course will cover the following content:

- Classes of motor vehicles,
- Motor Vehicle Act and Regulations,
- Designated Inspection Facility Program,
- Preventative Maintenance Program,
- Inspector Qualifications and Responsibilities,
- Responsibilities of Facility Operators and Inspectors,
- Commercial Vehicle Inspection manual,
- Procedures for forms completion and decal application,
- Vehicle Inspection e-forms general procedures and how to sign up,
- Preparation and administration of Authorized Inspectors examination,

**NOTE student requirements:**

A mobile BC Services Card registered for use to access online government application <https://www2.gov.bc.ca/gov/content/governments/government-id/bc-services-card/log-inwith-card>

Student are required to bring to class a laptop computer, tablet or mobile device to take the examination and apply for their inspector certificate.

CSA approved safety glasses and footwear is required during the practical portion of the course. Footwear must be steel-toed leather, ankle covering boots.

**PORT COQUITLAM**

**TO BE ANNOUNCED**

**Theory:** (days 1 & 2) AND **Practical:** (day 3)

**Time:** 8:00 am – 4:30 pm, each day

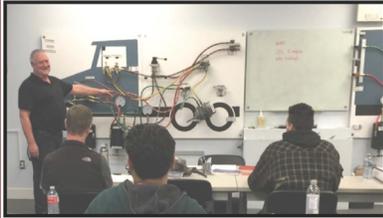
**Cost:** **Member: \$450 / Non-Member: \$550**

**CVSE Manual:** **Students are required to bring a hard copy version of the manual to the course**  
New 2025 Manual can be accessed directly at <http://www.vsis.ca/>

# CAFS TRAINING COURSES



## CAFS TRAINING



**Put CAFS's wealth of knowledge and industry trainers to work for you!**  
**Our instructors are top-quality and have many years experience in their related fields of training.**

### Facility Operators Certificate

This 1 day, 8-hour course prepares Designated/Preventative Maintenance Program Inspection Facility owner (s)/operator (s) for the Facility Operator's Course examination.

The Facility Operator Course training course educates the course participant of the program objectives, authorized inspector obligations, and a clear recognition of operator responsibilities and liabilities.

The Facility Operator Course provides a consistent platform of instruction to ensure business operations are complying with all applicable regulations, legislation, program requirements, and standards.

**PORT COQUITLAM**  
**TO BE ANNOUNCED**

**Cost: Member: \$300 Member / Non-Member: \$355**

**Required Materials:**

Students are required to bring a 2016 Vehicle Inspection Manual (hard copy) or Vehicle Safety & Inspection Standards online and computer or tablet is recommended

### Commercial Vehicle Cargo Securement

This 1/2-day (4 hour) program is designed for Fleet and Safety Managers, as well as all commercial vehicle operators, as per the new *Load Securement Standard* under schedule 10 of the National Safety Code. This course will equip managers and operators with the necessary skills to secure loads according to current regulatory requirements and industry "best practices".

ALL cargo being transported on the highway system must remain on or within the transporting vehicle under all conditions which could reasonably be expected to occur in normal driving, and when a driver is responding to emergency situations, short of a crash.

Drivers: Know how to properly secure the load.

Managers: Know that your fleet is in compliance and drivers & equipment are legal

Note: New North American Load Securement Standards in effect January 1, 2005.

**In-House training** delivered based on typical configurations and load dynamics specific to your business.

### Commercial Vehicle Wheel Service

This "Certificate Course" is designed for mechanics apprentices and tire people who are responsible for removing and installing wheels, and also for drivers to help them on their pre-trip inspection.

This comprehensive 3-hour training program teaches service personnel the risks of improper installation, how to spot defective components, how to properly prepare wheels for installation, correct tightening procedures and how to comply with recommended procedures for torque checks and preventative maintenance.

**In-House training.**

# MEMBER NEWS ARTICLE



## Four lanes open on stal'əwasəm (Riverview) Bridge and permanent closure of the Pattullo Bridge

February 14, 2026

When – 7 a.m. on Saturday, February 14

All four lanes on the stal'əwasəm Bridge are now open to traffic. Drivers will access the stal'əwasəm Bridge via McBride Boulevard and the new Royal Avenue on-ramp in New Westminster, and King George Boulevard in Surrey.

All traffic pattern changes will be well signed. Drivers are encouraged to check [www.DriveBC.ca](http://www.DriveBC.ca) for updates. For more information about bridge opening, please visit: [www.pattullobridgereplacement.ca/construction/bridge-opening](http://www.pattullobridgereplacement.ca/construction/bridge-opening).

Access for pedestrians and cyclists will not be available on the bridge until the multi-use path on the east side of the stal'əwasəm Bridge opens this spring. For more information about pedestrian and cyclist access, including a temporary shuttle service for cyclists, please visit: [pattullobridgereplacement.ca/active-transportation](http://pattullobridgereplacement.ca/active-transportation).

If you have any questions, please email [info@fcgp.ca](mailto:info@fcgp.ca) or call the Project's 24/7 phone line: 1-844-815-6149.

### Contact the Project



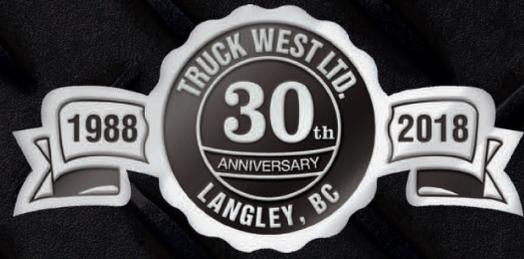
**24/7 Phone Line**  
1-844-815-6149



**Project Information**  
Website: [pattullobridgereplacement.ca](http://pattullobridgereplacement.ca)  
Twitter: [@pattulloproject](https://twitter.com/pattulloproject)  
Email: [pattullobridgeproject@gov.bc.ca](mailto:pattullobridgeproject@gov.bc.ca)



**Work on the Project**  
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[info@bcib.ca](mailto:info@bcib.ca)



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- 3-ton trucks
- 5-ton trucks
- Semi-trailers
- Trailers
- Recreational vehicles
- Food trucks

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### LANGLEY

19765 Telegraph Trail, Langley, BC V1M 3E6

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# ANNUAL GENERAL MEETING

# Thank You Door Prize Sponsors!

Your continued support is appreciated!



## MEMBER Draw

The name drawn from members in attendance... and winner of \$50 ....

### ANNUAL GENERAL MEETING

Winner **Ron Narayan,**  
**City of Port Coquitlam**  
With CAFS 2025 President,  
TJ Bumby

# ANNUAL GENERAL MEETING ATTENDANCE

## CAFS ANNUAL GENERAL MEETING

February 4, 2026

Executive Inn, Coquitlam

Meeting Chair:

TJ Bumby/President

Guest Speaker:

Dave Dhaliwal/Gary Sidhu/Marcus Sakhon- CVSE

NAME			COMPANY			NAME			COMPANY		
Jay	McGowan	Amrize Canada	Ash	Chandra	Freeway Truck Repair	John	Basten	Groeneveld-beka Canada	Tim	Topping	Hi-Lite Truck
Vince	Fonteyne	Associated Canadian Agencies	Bill	Coutts	Inland Truck	Blair	Hokanson	Kal Tire	Scott	Jesse	Kal Tire
Ron	Nand	BCIT	Mike	Brownell	Ken Johnson Trucking	Willie	Stephen	Maxquip	Bob	Mooney	Metro Vancouver
Tony	Upton	BCIT	Ana	Tesarik	MCL McGill	Hal	Lassam	Ocean Trailer	Justin	Cheverie	Paz Fuels
Chris	Richardson	BNAC	Bob	Mooney	Metro Vancouver	Fred	de Boer	Premier Truck Body	Spencer	Black	Thermo King BC
Matt	Van Ryn	CBS Parts	Hal	Lassam	Ocean Trailer	Clint	Huntington	Thermo King BC	Beau	Miller	Vancouver Axle & Frame
Colin	de Boer	City of Coquitlam	Justin	Cheverie	Paz Fuels	Chanel	Miller	Vancouver Axle & Frame	Richard	Conlin	Velocity Truck Centres
Tim	DeNobrega	City of Coquitlam	Fred	de Boer	Premier Truck Body	Spencer	Black	Thermo King BC	Aman	Sundher	Waste Control Services
Ron	Narayan	City of Port Coquitlam	Spencer	Black	Thermo King BC	Clint	Huntington	Thermo King BC	Brian	Salsman	West Coast Reduction
Chris	McKenzie-Cook	City of Richmond	Clint	Huntington	Thermo King BC	Beau	Miller	Vancouver Axle & Frame	TJ	Bumby	Western Financial Group
Mark	Alger	City of Vancouver	Beau	Miller	Vancouver Axle & Frame	Chanel	Miller	Vancouver Axle & Frame	Mike	Szep	Yard At A Time
Jason	Fast	Commercial Truck Equipment	Chanel	Miller	Vancouver Axle & Frame	Richard	Conlin	Velocity Truck Centres	Leah	Teter	
Suzanne	LaFrance	Commercial Truck Equipment	Richard	Conlin	Velocity Truck Centres	Aman	Sundher	Waste Control Services			
Will	Schwenger	Commercial Truck Equipment	Aman	Sundher	Waste Control Services	Brian	Salsman	West Coast Reduction			
Dave	Dhaliwal	CVSE	Brian	Salsman	West Coast Reduction	TJ	Bumby	Western Financial Group			
Marcus	Sakhon	CVSE	TJ	Bumby	Western Financial Group	Mike	Szep	Yard At A Time			
Gary	Sidhu	CVSE	Mike	Szep	Yard At A Time	Leah	Teter				
Ken	Madsen	Diamond Truck Centres	Leah	Teter							
Kevin	Olson-Brooks	Diamond Truck Centres									
Peter	Tremblay	District of Squamish									
Destiny	Gelinas	Enterprise Paper									
Steve	Plumb	Enterprise Paper									
Corey	Delmonico	Falcon Equipment									
Kelly	Truman	Falcon Equipment									

## Suppliers Benefit from Use of Their Promotional Products

Contributing Door Prize items at CAFS meetings and events is an opportunity to reach your target market and promote your company, while supporting CAFS.

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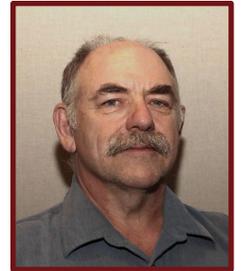


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