



### Lucky winners of a set of Alcoa Dura-Bright® wheels

In November 2009 several European fleets participated in a special competition organized by Alcoa. In the meantime the lucky winners collected their wheels at a local Alcoa distributor and were able to test them in service. In total 21 fleets received a set of Dura-Bright® wheels. One of them is the Italian transport company Logiver near Verona.

Founded in 1994 by three partners, they started their business with just three trucks. Today they have 33 vehicles, delivering industrial goods and beer all over Italy and throughout Europe.



Luca Vincenzi and Pierluigi Visentin:

*"In 1998 we bought our first Alcoa forged aluminium wheels, for weight saving reasons and to achieve a better corporate image. Later we tried other brands in cast aluminium, but we quickly and definitely returned to Alcoa wheels, which offer better looks and greater strength. Now that we have had the opportunity to test these Dura-*

*Bright® wheels that we won, we realize how easy it is to keep them clean and shiny, just washing them regularly with soap and water. We are very satisfied with these wheels and from now on will only order Dura-Bright® treated wheels, gradually replacing our current Mirror Polished wheels."*

### Alcoa low deck trailer wheels continue to conquer European roads



The Swedish transport company Sven Jinert AB was founded in 1988 by Sven Jinert. They started with a small outlet in Hässleholm, where they still have their headoffice. Today they count 54 employees and are present in 7 cities in Sweden with 44 vehicles. Sven Jinert AB has specialized in mobile cranes, telescope trucks, special transports and heavy loads. Their long time experience in this segment is also their strength. For new investments they look at environmentally friendly products.

Mr. Jinert states: *"Main reason for us to use Alcoa forged aluminium wheels on our units is weight saving. Thanks to Alcoa wheels we can bring down the gross weight of the unit (truck and trailer) to 18000 kg, which means that we can load as much as 42 tons! As we also need to bring down the height of the units due to high loads and the need for more volume, we specify the new Alcoa 17.5" wheels on our low deck trailers. Other benefits we experienced are cooler wheels and increased strength."*



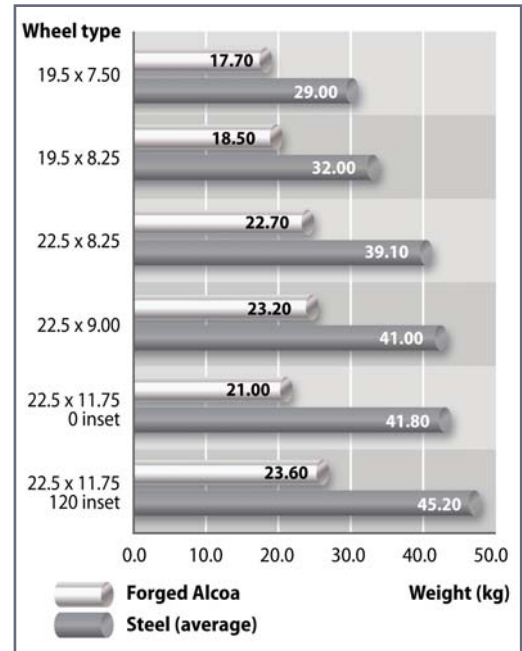
## Increased control on overweight trucks on European roads

In the past years several European countries have increased their road controls to check the weight of commercial vehicles, as an effort to increase safety and protect the roads from damages caused by overloaded vehicles.

France actually has 20 WIM (Weigh in Motion) systems and is planning to double this number in 2-3 years. Belgium also has installed 2 WIM sites, which will be taken into service as soon as the software has been tested. A recent action on the Belgian roads proved that 1/3 of the controlled vehicles was overloaded! In the Netherlands, despite the fact that the maximum allowed gross weight of the vehicle is 50 tons, still 15% to 20% of the trucks are overloaded. They have 7 WIM systems in use. For total overloading of only 10%, the first fine already amounts to € 375,- and the goods must be offloaded on the spot.

Countries are also partnering in their approach to keep their roads safe and in good condition. The Dutch founded organization "Partners for Roads" already counts 11 countries. The results of this cooperation are

- data and information exchange between road administrations by means of interconnected weigh and surveillance systems, thus contributing to the prevention of damage of the roads;
- improved and accurate WIM-systems on the basis of shared expertise.



This focus on truck weight control is not restricted to Western Europe. Also Eastern European countries are following this trend.

Let's take a look at Poland, which joined the EU almost 6 years ago. With the rapid growth of the Polish economy, the locally produced Jelcz and Russian Kamaz trucks were replaced by Western European brands. During the past three years Poland has invested the biggest amounts ever in infrastructure. In 2012 the European Football Championship will take place in Poland. By that time there will be approx. 3000 km of new highways, many thousands of kilometers of new high speed roads and renewed inter cities and local roads. These investments could be ruined by dangerous overloading, which until today is still common in Poland from light to heavy duty vehicles. That is why the Polish government and local road safety organizations have invested heavily in weighing points. In 2010 an additional 3 million € will be invested in new weighing stations.

Today already 112 weighing points are operative in Poland, of which 24 are weighing stations. From 2010 to 2012, 40 points will be added, of which 16 will be fixed stations. Beyond 2012 another 18 points are planned, inclusive 3 extra weighing stations.

Due to new regulations, penalties for overloading will not only be given to the transport companies, but also to the loading partners. The government is also investing in campaigns to make fleets alert to safer conditions. Thanks to these campaigns, they start to think about organizing their transport in a more efficient way and buying lighter vehicles. This trend has started already in the fuel / ADR goods and silo segments and is extending to logging fleets and other transport segments.

Today Polish fleets are looking for means to make their vehicles lighter and in doing so have discovered Alcoa forged aluminium wheels, which are not only much lighter than steel, but also stronger.

## Alcoa aluminium wheels – the preferred choice for refuse collection vehicles

We all generate waste, but we probably do not give a moment's thought to who or what collects it. However, even during a recession, the amount of waste does not diminish. That explains why the demand for low-entry refuse-collection vehicles did not suffer as badly as the demand for mainstream trucks did during 2009.

Veolia, one of the world's biggest players in this market, is testing a hybrid Volvo refuse collection vehicle in Westminster, with a body constructed by Geesink Norba. Compactor, bin-lifts and tipping mechanism are all electrically powered from a separate battery pack mounted behind the cab.

This means the diesel engine can be switched off while these functions are being used, slashing fuel consumption, noise levels and CO<sub>2</sub> emissions.

A similar truck deployed in Gothenburg, Sweden by Renova is showing fuel savings of up to 35% says Volvo. At present there are Volvo FE Hybrid refuse trucks operational in London, Paris, Stockholm, Gothenburg and Amsterdam. By the end of 2010, Volvo expects to have 15 vehicles running, all of which are fitted with Alcoa forged aluminium wheels.



Chris Browning, National Fleet Sales Manager of Volvo Group UK, explains: "These vehicles have two batteries, one behind the cab which powers the body and weighs 500 kgs and one on the side of the truck which drives the vehicle below a certain speed and weighs 250-300 kgs. In order to off-set the weight lost in payload due to these batteries, we equipped the vehicles with Alcoa wheels, because they are so much lighter than steel."

De Meerlanden in the Netherlands has 80 waste collection vehicles operating in the Northern region of the country, collecting a total of 287.000 tons of litter annually. Their goal is to fully recycle all waste. This is better for the environment and also stands for a healthy, socially acceptable way of doing business. In 2007 De Meerlanden started with the construction of their own fermentation installation for green waste. Through the fermentation process a number of products are released, amongst others green gas.

Today the majority of their vehicles are driving on compressed natural gas. When the fermentation installation is ready, their vehicles can start driving on green gas.

In order to compensate the higher weight of the waste collection trucks driving on natural gas, they equip these vehicles with Alcoa forged aluminium wheels.

On top of the weight saving, Alcoa wheels also offer environmentally advantages, such as lower fuel consumption (and thus less CO<sub>2</sub> emissions) and 100% recyclability. These wheels perfectly fit in the philosophy of De Meerlanden.

Fleet Manager Ben Hogerwerf states: "There are several reasons why we specify Alcoa wheels. The first one is obviously weight saving, but they offer so much more. Even for our Scania truck with walking floor trailer, where weight is not a priority, we chose Alcoa Dura-Bright® wheels. This combination is the proud of our company and the easy-to-clean Dura-Bright® wheels give it the perfect look ." Dura-Bright® wheels do not need polishing, regular cleaning with soap and water keeps the wheels shiny.



## Mercedes-Benz Italy chooses Alcoa Dura-Bright® wheels for new exclusive Actros V8 Star Edition

Mercedes-Benz Italy presents a new and exclusive version of the Actros 1855LS: the Actros V8 Star Edition. This special edition, of which only 50 vehicles will be made for the Italian market, comes with a rich supply of special equipment. The Megaspaces cabin has a special paint, several chrome details and Alcoa aluminium wheels. These wheels are the specially surface treated Dura-Bright® wheels which offer easy maintenance. Alcoa Dura-Bright® wheels keep their shine by simply washing them regularly with soap and water. No need for polishing or special cleaning and maintenance products and procedures. These wheels help operators saving time and money in maintenance.



### Alcoa Wheel Service Manual

The English version of the new European Alcoa Wheel Service Manual is available on [www.alcoa.com/alcoawheels/europe/en/info\\_page/downloads.asp](http://www.alcoa.com/alcoawheels/europe/en/info_page/downloads.asp). Translations in other languages will follow soon.

### Alcoa Participates in Product Lifecycle



#### Greenhouse Gas Initiative

Alcoa is among the 60 corporations that will pilot test a draft protocol for accounting and reporting greenhouse gas (GHG) emissions across a product's life cycle. The Greenhouse Gas Protocol Initiative is being launched by the World Resources Institute (WRI) and the World Business Council for Sustainable Development (WBCSD).

WRI and WBCSD have developed two new GHG Protocol standards, the Product Life Cycle Accounting and Report Standard and the Scope 3 (Corporate Value Chain) Accounting and Reporting Standard. Alcoa will test the Product Standard by measuring the climate change impact of its forged aluminium wheels.

*"We are pleased to participate in the evaluation of this new standard and anticipate the results will allow us to better calculate and communicate the impacts of our products on climate change. We feel the forged wheel would be an excellent study, as it is a product which provides sustainability benefits by reducing fuel consumption and greenhouse gas emissions through its usage,"* said Tim Myers, President, Alcoa Wheel and Transportation Products.

The road testing process will provide real-world feedback to ensure the standards can be practically implemented by companies from a variety of sectors, sizes and geographic areas around the world. Companies participating in the road testing represent 17 countries from every continent and more than 20 industry sectors. Alcoa's learnings from the multi-month evaluation and results will contribute to publication of final standards in late 2010.

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