

# Urea Not as Safe as Advertised

I'm a veteran of more than 50 years in the trucking business, with 40 of those years spent as an owner-operator. Since I retired about two years ago, I have been testing the new 2010 Detroit Diesel with this "diesel fluid" tank, as you call it. We call it urea.

Though it is not classified as a hazardous material by the DOT and your source, Mr. Jim Spooner of

Colonial Chemicals in New Jersey, says it is safe and inexpensive, you do a disservice to us all by not getting the facts right and taking one source as your proof.

The Material Safety Data Sheet provides the following guidelines for what to do if you come into contact with urea: Move to fresh air if inhaled and provide artificial respiration if needed; wash skin with soap and water, and if there is a rash contact physician right away; flush eyes immediately with water for 15 minutes. If it catches fire, it will burn a strong ammonia smell (carbon dioxide or carbon monoxide) — avoid breathing the fumes. Wear personal protective equipment, wear safety glasses and rubber gloves and use in a well-ventilated area. Toxic inhalation may cause respiratory tract problems, and it can be irritating to the eyes.

I personally had some of this stuff blow out of the plastic tank and onto the hot muffler, and the smell was so bad I began to stop breathing. I had to get out of the truck immediately the odor of ammonia was so strong. When filling the urea tanks if they spill over it must be cleaned up immediately or fluffy white foamy residue will form on the tanks, and you must wear safety glasses, rubber gloves and clothing protection when you fill up these tanks. I know; I have been doing this for two years, and it is not as safe as you want truckers to believe. So with all due respect, get your facts straight and retract what you said in *Truckers News*, or at least check it out and print a follow-up.

I will be looking for it. Many truckers are going to get sick, hurt or maybe even die if they are not

## Suppliers Plan for Diesel Exhaust Fluid

By Jim Spooner  
 Suppliers are planning to begin supplying diesel exhaust fluid (DEF) to truckers in the next few months, according to industry sources. The fluid is used in selective catalytic reduction (SCR) systems to reduce nitrogen oxide emissions from diesel engines. Major suppliers include Cummins, Delia, and others. The fluid is a non-toxic, non-corrosive liquid that is safe to handle. It is sold in 5-gallon and 20-gallon containers. The cost of DEF is expected to be around \$2.00 per gallon. The fluid is used in a ratio of 20 parts DEF to 100 parts diesel fuel. The fluid is used in a tank that is separate from the diesel fuel tank. The fluid is used in a system that is installed on the truck. The system includes a DEF tank, a DEF pump, and a DEF injector. The DEF injector is installed in the exhaust stream. The DEF pump draws DEF from the tank and injects it into the exhaust stream. The DEF injector is controlled by the engine's electronic control system. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point.

**ABRIL MENDOZA**  
**Truckers Drive New Frontiers**  
 In the past few years, the trucking industry has seen a significant increase in the number of women truck drivers. This is due to a variety of factors, including the need for more drivers and the growing number of women who are interested in the profession. Many women truck drivers are now driving long-haul routes and are earning good money. They are also enjoying the freedom and independence that comes with being a truck driver. There are many opportunities for women truck drivers, and the industry is looking for more women to join the ranks. If you are a woman who is interested in trucking, there are many resources available to help you get started. You can find information about trucking schools, job openings, and more. The trucking industry is a great career choice for women, and it is time to drive new frontiers.

**DEF Fluids**  
 DEF fluid is a non-toxic, non-corrosive liquid that is safe to handle. It is sold in 5-gallon and 20-gallon containers. The cost of DEF is expected to be around \$2.00 per gallon. The fluid is used in a ratio of 20 parts DEF to 100 parts diesel fuel. The fluid is used in a tank that is separate from the diesel fuel tank. The fluid is used in a system that is installed on the truck. The system includes a DEF tank, a DEF pump, and a DEF injector. The DEF injector is installed in the exhaust stream. The DEF pump draws DEF from the tank and injects it into the exhaust stream. The DEF injector is controlled by the engine's electronic control system. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point. The DEF injector is designed to inject the DEF into the exhaust stream at the optimal point.

### WHERE IS THE WORST PLACE (STATE, REGION, ETC.) TO PARK IN THE U.S., AND WHY?

#### Via Facebook:

Connecticut! Rude people (I live there), tiny truckstops and there is always high traffic and fuel prices.

— *Padraic S.*

All of New England. They lack truckstops. I don't know of one Flying J or Petro up there. The last TA is in NH on 95 just before getting into Maine. I hear zoning laws don't allow any truckstops in New England.

— *Duane H.*

#### Via Twitter:

Baltimore and that whole region. Not enough truckstops for the traffic through there.

— *@TXviper*

I think the worst region to park is the DC region and California.

— *@drivergeoff*

I think most of the East Coast from what I have heard, mainly New York (City), New Jersey and Virginia.

— *@zionxpress*

My least favorite was North Louisiana just outside of Texas. Another is south of Yuma [Arizona].

— *@LoneStarTrailer*

Worst: Long Beach, CA. Deliver there every week, no parking. Can't idle, and I have no TriPac.

— *@suzytrucker*

trained on how to use this product. I am trained, and it's not as easy as you try to make it out to be. It can be very dangerous even though DOT has not classified it as a hazmat product.

*Rob Williams  
 Gresham, Ore.*

### EDITOR GETS IT RIGHT

I wanted to thank you for the balance you struck in your article entitled "Historically Speaking." You presented well the problems with deficit spending by the government and why the market correction would happen much easier if the government would get out of the way and stop trying to "help."

Government doesn't seem to have learned from history and seems poised to make the same interventionist mistakes that prolonged the Great Depression. The worst idea right now is printing more money and spending ourselves into oblivion. However, as long as we have people in power who are not listening to sound advice or common sense, we will suffer under their choices for "handling the economy."

We must all make our voices heard to our representatives to try and stop this reckless spending.

*Robert C. Cox  
 Waite Park, Minn.*

### HELP OUR VETS

I am a Navy veteran — and former OTR driver and operations manager. Many of your readers are veterans, and we need help getting the word out about what we are trying to do to help our homeless veterans. There are an estimated 500,000-840,000 homeless vets. They proudly served their country in a branch of our