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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Large Cars Come To Lexington For The 2016 LargeCarMag Southern Classic



Standin' tall and proud! For story and photo coverage of the show, turn to pages 14 & 15. -Photo by Robert Conrad -

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Are you already using a diesel fuel additive? Then you should know that Enerburn also contains both a lubricant additive and a fuel sta-

continued on page 25

by Steve Pollock

Do you suffer from DPF Anxiety? The fear of your truck derating or having to replace your diesel particulate filter? There is a new product available that can help cure DPF Anxiety. Enerburn® from JKG Fuel Solutions is a unique diesel additive that will improve DPF Regen performance or your money back.

What driver wouldn't like to experience fewer DPF regens and/or lost driving time due to DPF parked regens or shop time for cleaning? Enerburn® is a "fuel combustion catalyst" that enhances combustion in the cylinder, creating additional combustion heat during the power stroke for a cleaner, more complete combustion burn that effectively reduces soot emissions by up to 70%.

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extensive trucking backgrounds and experience in cyber technologies. ONE20 membership is free to professional truck drivers and all discounts carry over to their family members.

At the heart of ONE20 is their mobile app, My ONE20, which is available on Google Play and Apple App stores. The My ONE20 app provides members with truck-safe navigation, trip planning, network intelligence (like parking availability, weigh-station statuses and fuel prices) along with deals and discounts on the things they use each day. Through their partners, ONE20 offers discounts on food, parts, electronics and many other items purchased each day by professional drivers.

ONE20 is keeping drivers up to speed on discounts and offers on the top items purchased at travel centers and offering them for less in their Amazon Associates store, available in the My ONE20 app in the "SAVE" tab.

"We are making it easier to save money and we fully expect

continued on page 18

MINNEAPOLIS, MN -- "The trucking industry generates approximately 750 billion dollars per year and truckers take home the smallest portion. There are 5.4 million CDL drivers in the industry and our goal is to put some of the \$750 billion back into the driver's pocket," stated Christian Schenk, founder, president and CEO of ONE20. ONE20 is a community that launched early in 2016 from a garage in rural Minnesota. Since then, the organization has grown to 220,000 members, adding about 2,000 new members per day. The executives at ONE20 all have

35th Anniversary Shell ROTELLA SuperRigs® Will Power into Tulsa, Oklahoma May 18-20



The 1988 Peterbilt 379 of Jake Lindamood, which won Best of Show honors in 2016, leads a lineup of SuperRigs trucks at last year's event.

The 35th Anniversary Shell ROTELLA SuperRigs® will be held May 18-20 at the Exchange Center at Expo Square in Tulsa, Okla. with a theme of "Titans of Tulsa." SuperRigs contestants and attendees will have the opportunity to see some of the best looking working trucks during the day and enjoy a variety of activities in the evening on Thursday and Friday nights. Expo Square is conveniently located off Route I-44, Highway 51 and Highway 244.

SuperRigs will feature fun and entertaining events for drivers and their families each day and night including a variety of vendors, a scavenger hunt, prizes, games, the Rotella Road Show, as well as the Rotella T6 BBQ Pitt. Attendees may also enjoy a Tulsa Drillers Minor League Baseball game, as well as nearby flea markets and fairs in downtown Tulsa. The annual truck parade will be held along with a fireworks show and live entertainment.

The Shell ROTELLA SuperRigs® competition is the premier truck beauty contest for actively working trucks. Hard working owner/operator truckers from across the United States and Canada compete annually for cash and prizes in excess of \$25,000. Twelve drivers will be selected to have their trucks featured in the 2018 Shell Rotella SuperRigs® calendar.

Judging will take place between 7:30 a.m. and 6 p.m. on Thursday and Friday, May 18 and 19, and between 7:30 a.m. and 10 a.m. on Saturday, May 20. Judging takes about 20 minutes and contestants do not need to be present to win.

Trucks entered in Shell ROTELLA SuperRigs® are judged by industry professionals who work for major trucking publications or broadcast companies. Judges score the rigs on exterior appearance, design, detail/finish, originality, and workmanship. In total, 24 working trucks receive awards for categories such as 'Best of Show', 'Tractor', 'Tractor/Trailer Combination' and 'Classic'.

For updates about Shell ROTELLA SuperRigs® and Shell ROTELLA® products, visit Rotella.com and follow Rotella on Facebook at Facebook.com/ShellRotella, on Twitter at Twitter.com/ShellRotella and on Instagram at Instagram.com/ShellRotellaT.

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Proper Tire Maintenance Can Reduce CSA Violations



By Gary Schroeder, Director of Cooper's truck and bus tire business, which includes the Roadmaster brand.

Tires play a major role in the Federal Motor Carrier Safety Administration's (FMCSA) Compliance, Safety, Accountability (CSA) program because of their importance to the overall operation and safety of vehicles. CSA violations can cost truck owners and drivers money and downtime, and as a result, it is important for owners to employ routine tire maintenance procedures to ensure their tires are in good working order and to help avoid future CSA violations.

Not having enough tread depth is among the most common of the CSA penalties. Steer tires must have 4/32 inch of tread depth and other tires must have 2/32 inch. You can ensure there is adequate tread depth for the wheel position by using a tread depth gauge.

Making a conscious, proactive effort to focus on tire maintenance and replacement is important to

the performance and safety of tires. Roadmaster recommends having a comprehensive maintenance program that includes regular inspections that check for proper tire pressure, tread depth and irregular wear. Properly maintained, serviced and inflated tires last longer. There are qualified tire dealers who can provide this service and be sure to look for service providers who are properly trained to maintain tires.

Tires and wheels/rims should be thoroughly inspected on a regular basis, before each trip and daily during continuous service, with special attention to inflation pressures. Roadmaster recommends using a calibrated pressure gauge to obtain an accurate reading.

Maintaining proper inflation pressure in tires is the single most important factor in extending tire life. Over and under inflation have negative effects on the tire by changing the tire's footprint, which is the area contacting the road. Under inflation causes ex-

cessive heat buildup and internal structural damage. Over inflation makes it more likely for tires to be cut, punctured or broken by sudden impact.

When the tire is not contacting the road as the tread design intended, the tread area will wear irregularly and rapidly wear the tread surface. Correct inflation pressure is determined by the load carried for each tire. The inflation should be based on a scale weight by axle and the load/inflation chart for that tire size. There are two scales for truck tires. One is for singles, like steer tires, and the other is for dual tires.

Visual tire inspections are also important. Drivers should look for damage to a tire's tread and sidewall area. It is important to look at the inside dual tire and between duals for rocks and other debris that can cause trouble. It is also important to inspect tires regularly for signs of uneven wear.

You should also consider using tire pressure monitoring systems (TPMS) on trucks and continuous tire inflation systems (CTIS) on trailers in order to simplify and improve tire pressure maintenance. Improved tire pressure maintenance will not only help prevent CSA violations, but will also help improve fuel economy and tire wear.

Having a strong tire maintenance program that includes regular tire inspections can ensure tires meet CSA requirements, keep drivers safe and help keep your truck on the road.



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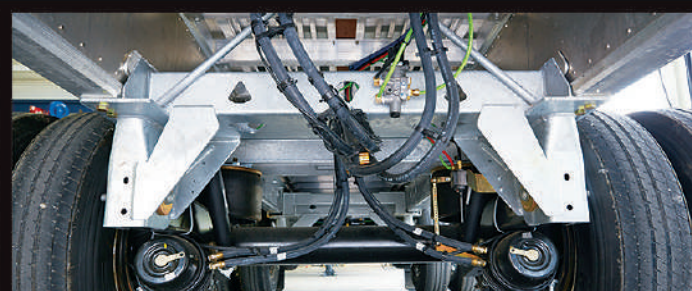


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Off The Beaten Path



by Pam Pollock

29,220 Days Old (But Who's Counting)...



Dad, we just celebrated your 80th (!!) birthday eight days ago. I collected memories and wishes from friends and families to make a poster board for you and while I added a couple of snippets myself, I saved my memories for this column.

Where do I begin – well, I think the obvious choice is to say that I love you, a lot. I mean I love you so much that my love could loop the entire world – several times. You have ALWAYS been there for me.

I remember you working 2 jobs when I was little to keep us all fed and clothed. You have always been an outdoorsman – loving to hunt and fish. And of course you create the most amazing and beautiful muzzleloader flintlock rifles from blocks of wood. I enjoyed tagging along with you to rendezvous shoots where I could see you in action, nailing those center targets with ease.

Some of my favorite memories are of us piling into that old Bonneville and making the jaunt to California. Years later, you were selling that dear old car and I meandered into the backyard as you were telling a prospective buyer about how great of a car “the old girl had been”. I climbed up on the hood and gave the “old girl” a loving pat and wondered if you would tell that I had “crashed” her into the lilac bush when I was five from jumping around in the car while it was started and kicking it into gear and it did a sloooow roll down the driveway into the bush. And now I must confess that it was I, not Mom, who pretty much destroyed the exhaust system on your Dodge Dart back in 1979 while I had my Learner's Permit. I backed into garbage cans at Long John Silver's and was never going to drive again, so Mom took the blame. Sorry.

I recall fondly our sled riding parties and countless wiener roasts over piles of wood. And those times when you and Mom took all 3 of us kids fishing and spent the entire time getting lines out of trees? Priceless.



My Dad with some of the flintlock rifles he has made. He begins with a block of wood and hand carves the gun and then adds the barrel and parts.

You would carry me upstairs at night when I fell asleep on the couch. You did this for many years, until my legs dragged on the steps. Another confession – most of the times I really wasn't asleep, I was just too lazy to walk upstairs – plus, it was nice being carried.

Things I have inherited from you: a quick temper, a reluctance to admit that I am wrong, procrastination and not wanting anyone to pass me while I am driving. I have also inherited wanting to help people, believing that although we are both small in stature – we won't be pushed around by anyone, to always give a firm handshake

and look people in the eye when greeting them.

You have been the grandfather or

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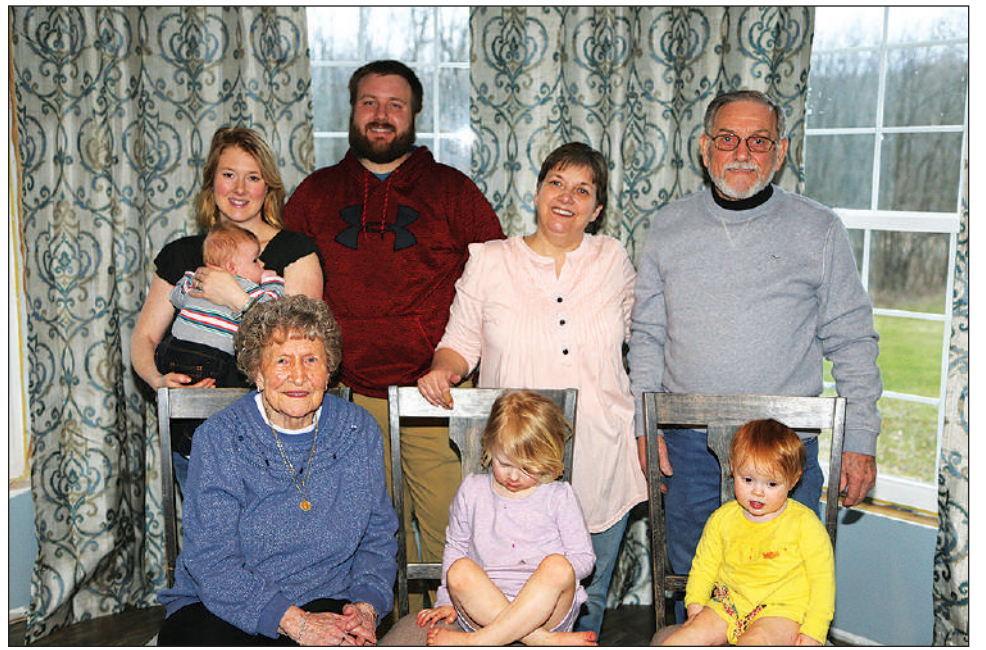
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Five generations were on hand to celebrate my Dad's 80th birthday! In the front row is my Dad's Aunt Betty, who turned 90 this past December. Dad is surrounded by his daughter, granddaughter, grandson, and his two great-granddaughters and great-grandson.

“Pappy” to my kids that I never had when I was young. You will literally drop everything you are doing to help your grandkids and now your great-grandkids. You never fail to end a phone conversation or a visit with an “I love you.”

I am running out of space but never out of appreciation and admiration for you, Dad. The recurring theme of the memories I collected from others was your big heart in helping anyone in

need and your hugs. You have left an indelible mark in the lives of so many people that will remain there for all eternity. You are a kind, wonderful, thoughtful, and amazing man. You are MY Dad and I am so blessed to say that I am your daughter. You may be 80 and I may be 55 – but I will always, always, always be Daddy's little girl. Here's to 80 great years! Oh, and P.S. I love you!

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Cummins X15 Efficiency Wins TWNA's Tech Award



important to fleet managers, said John Baxter, a freelance technical writer, former mechanic and a member of the TWNA panel. That caught the attention of his colleagues in the voting.

"The engine's valve events are modified so that compression is slightly limited, allowing for greater-than-normal expansion during the power stroke that follows," he explained. "That means that the gases expand to 20 times their volume at the pistons' top center by the time they are released, as opposed to standard expansion factors in the range of 15-17 to 1. Allowing the burning gases more room to expand captures energy that is normally thrown away when the exhaust valve opens."

Baxter continued, "The engine also features a new piston design that conducts heat more effectively away from the combustion bowl and into the cooling system. This takes considerable heat stress off the oil, allowing longer change intervals, and allows use of a smaller oil pump, reducing the parasitic loss associated with driving it. We congratulate Cummins on the originality of their re-design of the X15."

Cummins X15 Efficiency diesel advanced combustion design merited the 2016 Technical Achievement Award bestowed each year since 1991 by the Truck Writers of North America. Presentation was March 1 during the Technology & Maintenance Council's Annual Meeting in Nashville, Tenn.

The Cummins X15 Efficiency Series diesel has won the Truck Writers of North America's 2016 Technical Achievement Award. "Cummins is honored to receive the Technical Achievement Award for our 2017 X15 Efficiency series, and it is especially relevant to us that this recognition comes from truck industry writers, many of whom have experienced the enhanced driveability and responsive performance of the X15 engine first hand," said Tim Proctor, Cummins X15 engine system technical leader.

percent in fuel efficiency over the preceding model, the ISX15, through improvements to air-handling, combustion efficiency, reduced parasitic losses and advanced electronics, Proctor said. Maintenance should cost 40 percent less than previous engines over five years.

Cummins redesigned its ISX15 to meet 2017 federal greenhouse gas and fuel economy requirements, and introduced two models called X15 Performance and X15 Efficiency. The Efficiency version employs an Atkinson Cycle in its valve action that adds fuel efficiency

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High Performance Diesels

with Bruce Mallinson

Head gasket failures, this article will pertain to the Caterpillar 3406-B, C, E, C15, C-16, and C-18 Series Engines. However, the same principles pertain to all diesel engines, and we have been writing about this very subject for the past 28 years. The information I'm about to give you will be taken right from a Caterpillar Special Instruction service parts topic. It's about the condition of the top of the engine block, the spacer plate, and liner protrusion. There is that word again, LINER PROTRUSION, and those of you that read this article each month know that we have written about this many times. When you are

having another shop replace the head gasket or rebuild the engine, it's imperative that liner protrusion be checked the proper way, your mechanic needs to know how to do this, and you will find the how to information in our previous articles which are available in our web site.

The following is the well-written Caterpillar Special Instructions; Caterpillar has found that many head gasket failures are due to improper inspection/repair of the liner seats. The liner seats in the cylinder block must be inspected after a head gasket failure or during engine overhaul. The liner seat is impor-

tant in controlling liner projection as well as the location of the liner. Failure to inspect and repair the liner seat will result in premature head gasket failure. Premature head gasket failure, due to the need for liner seat repairs, will not be covered under Caterpillar parts warranty. NOT: Do not use a rotary wire wheel to clean the spacer plate. Excessive cleaning to the plate will cause deformation.

CYLINDER BLOCK TOP DECK SURFACE INSPECTION - inspection of the cylinder block top deck, especially in the liner set area, is critical to head gasket life. A visual inspection of the liner seat

area will determine if the block is reusable. Head gasket failure and / or liner flange cracks can result from an irregular surface on the liner seat area regardless of the liner projection results. If the block needs to have the liner seats counter bored contact your local Caterpillar dealer. Your Caterpillar will have the latest documentation and the capability to machine the cylinder block and install liner seat inserts.

NOTE: The liner seat of the cylinder block must be inspected to ensure that it is usable as is or if liner seat inserts must be installed prior to the installation of the liner. Anytime the cylinder head is removed liner projection should be measured. Refer to Testing and Adjusting Cylinder Liner Projection - Inspect for more information on how to measure liner projection. Additionally, special consideration should be given to other areas such as the spacer plate joint to ensure proper sealing and long-term reliability.

If any of the following are true, cylinder block machining and installation of liner seat inserts is necessary.

- Lack of original machining marks in the liner seat area.
- Fretting, erosion, pitting, or corrosion in the liner seat area.
- Liner projection is not within specification.
- Engine block life is greater than 750,000 miles or 15,000 hours.

Cylinder head is being removed because of a liner flange failure or a cylinder head gasket failure following an overhaul or previous head gasket repair.

Engine is being overhauled for a second time and liner seat inserts were not installed during first overhaul.

TOP DECK VISUAL INSPECTION

The following inspection process should be followed carefully. Any evidence of op deck wear, fretting, corrosion, pitting, or erosion should be addressed during the repair.

Illustration 3: Machining marks present across the entire deck including the liner seat areas. USE AS IS. NO MACHINE WORK REQUIRED.

Illustration 5, this block shows witness marks 360 degrees around the liner bore seat. No wear can be felt with a fingernail. The machining marks are still present in the lower part of the illustration. USE AS IS. NO MACHINE WORK REQUIRED.

Illustration 6: Liner seat showing

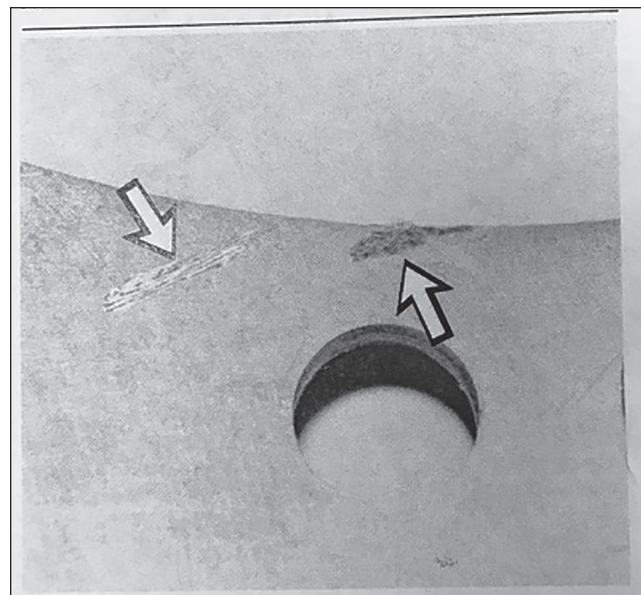


Illustration 9
g03817738
This spacer plate has a large scratch on the left and handling damage on the right. DO NOT USE AGAIN

corrosion pitting around the liner seat. MACHINE BLOCK BEFORE REUSING.

Illustration 7: Fretting around the liner seat. This fretting can be felt with a fingernail. MACHINE BLOCK BEFORE REUSING.

Illustration 8: Polishing at the top of the liner seat and fretting at the bottom. MACHINE BLOCK BEFORE REUSING.

SPACER PLATE INSPECTION: Inspection of the spacer plate is also critical. Never use a spacer late that shows cracks. Never reuse a spacer plate gasket. Do not grind the plate to clean the spacer plate. Do not reuse spacer plates with cracks, handling damage, cleaning damage, or large amounts of corrosion/erosion.

Illustration 9: This spacer plate has a large scratch on the left and handling damage on the right. DO NOT USE AGAIN.

Illustration 10: Spacer plate with a crack. DO NOT USE AGAIN.

Illustration 11: This spacer plate shows imprints from the gasket. USE AGAIN.

OTHER CONSIDERATIONS: If there has been a head gasket failure the use of new cylinder head bolts is recommended. It is impossible to know how many times a bolt has been used. All bolts yield when they are torqued. Repeated torqueing of a bolt will eventually fatigue the bolt and failure of the joint will occur. Before installation, apply Loctite 5923 to both sides of the spacer plate gasket.

If one cylinder requires liner seat inserts it is recommended that the other five are also machined. This will ensure the best possible

result and long-term reliability of the joint.

There it is gentleman, right from Caterpillar, they call it liner projection, and we have been calling it liner protrusion for the past 40 years. Projection or protrusion, it is the same and it's critical that these measurements be made and adjusted when rebuilding or when a new head gasket is being installed. We at Pittsburgh Power Inc. do have the equipment to cut the block for the Caterpillar stainless steel liner shim, and also to install a new liner seat if necessary.

If you're NOT running the Full Tilt / Pittsburgh Power Exhaust Manifold that flows 20 percent more exhaust, lowers the exhaust temperature by 125 degrees, allows the ECM to respond quicker to the movement of your right foot, and will deliver an improvement of ¼ mpg in fuel savings, now is the time to install one while the stock manifold is off because of the head being removed. Also, the Pittsburgh Power HP Cat turbocharger will improve the fuel savings by another ¼ mpg and lower the exhaust temperature by giving the engine an additional 4-psi of turbo boost along with quicker response. While the exhaust manifold and turbocharger are removed because of the head gasket failure, now is the time to install these two great parts for performance, longevity, and driving pleasure.

Written by: Bruce Mallinson, Pittsburgh Power Inc., 3600 South Noah Dr. Saxonburg, Pa. 16056 Phone 724-360-4080 Website: www.Pittsburghpower.com



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Truck-Lite Reveals Road Ready™ System

FALCONER, NY... Truck-Lite Co., LLC, a worldwide leader in heavy-duty lighting and visibility systems, has announced its debut into the telematics market with the Road Ready™ trailer monitoring and communication system – the most complete trailer telematics solution in the industry.

The Road Ready system creates the industry's first true "smart" trailer with its solar-powered Master Control Unit (MCU). Using military-grade solar power technology and a 10-year, quick-charging battery that can keep its charge for 60 days without any sunlight, the MCU continually monitors and cellularly transmits crucial data from customizable Road Ready sensors to an intuitive user interface – all without requiring power from a tractor.

"Truck-Lite is proud to say that we've listened to the voice of the customer," said Roger Elmer, director of research and technology development for Truck-Lite. "As a result, we're able to provide innovative solutions to fleets' concerns such as maintaining CSA scores, complying with the Food Safety Modernization Act, keeping assets secure and being more

productive in general." The Road Ready system boasts a variety of wireless, peel-and-stick sensors that communicate with the MCU, relaying data regarding tire pressure; light-out detection; anti-lock brake system monitoring; unauthorized door openings; cargo fill/movement detection; temperature and auxiliary fuel levels for refrigerated trailers; trailer arrival and departure notifications; and GPS with Hypertracking™ capabilities. Unlike any other system, event-based data is reported in real time to a convenient, user-friendly desktop dashboard from a completely untethered control unit. And, with more sensors than any other option available, the Road Ready system can be customized for any fleet solution.

"Our primary focus is to help drivers and the fleets that they serve to operate in full compliance of all safety standards," said Brian Kupchella, president and CEO of Truck-Lite. "This product line is the result of multiple initiatives by Truck-Lite's research group over the past 18 months, and this expansion into the telematics industry fits our mission to

be a true See & Be Seen® company."

In addition to reporting up-to-the-minute alerts from crucial areas of road-readiness, the Road Ready system also maximizes an organization's efficiency by expediting the pre-trip inspection process – something even the best drivers don't always complete. Road Ready communicates key data points to the dashboard, even when a trailer is sitting in a yard. As a result, fleets can confidently dispatch trailers known to be free of issues, ensuring driver safety and more uptime while avoiding costly CSA violations.

"From operational improvements to reduced CSA scores, Road Ready can boost a fleet's financial performance as well," Elmer said. "The system helps fleets get their trailers in true road-ready condition and maintain sustainability."

Truck-Lite's Road Ready system is a solar-powered, wireless, multi-functional monitoring solution and is easily customizable for any fleet requirement. For more information, visit www.roadreadysystem.com.

Understanding Oil Contaminants



By Tom Bock

Too many times, I hear of unnecessary costly engine repairs being performed based on sample results that would be normal with additional information or little investigation. When a sample shows an elevation of wear metals STOP, consider what could be causing it, before you start spending. Engine parts will wear; it is the rate of wear that is important. A new engine will have high wear metal results during break-in period, and then wear will stabilize until the 500-600,000 mile mark when metal fatigue causes additional wear. Situations which put added stress on the engine can easily cause an elevation in wear metals, especially lead, copper and aluminum. Ask yourself, did I pull a heavy load up a grade since last sample or break a hose causing overheating? These metals are found in bearings and they act as sacrificial metals designed to wear at a normal rate to protect the iron and steel

parts from damage. Remember wear metals are reported in parts per million (ppm). An increase of 10-50 ppm is not unusual. In fact normal lead wear for a 20,000 mile oil cycle is between 10-20 ppm. Keep this in mind if you are using an extended drain filtration system as your wear metals will be reported cumulatively. You should always calculate the amount of wear since your last sample to get an accurate picture rather than relying on the cumulative result. Having 100,000 miles on the oil and sampling every 20,000 miles the results could show lead at 75 ppm (high for one 20,000 mile interval) and may warrant a trip to the shop. However if the 80,000 mile sample showed 58 ppm then there is only 17 ppm new wear in last 20,000 miles. This is well within the normal range and no maintenance would be required. Knowing what to look for and how to interpret the oil samples is vital to maintaining your engine. The lab will make comments and

suggestions based on their findings and the information provided. For example an elevated potassium and sodium usually indicates an antifreeze (glycol) contamination. If you have been adding antifreeze regularly then the findings are confirmed. But if you have no loss of antifreeze additional investigation is required. The potassium could have come from the protective coating on a new part you recently installed as coating contains high potassium levels to protect part from corroding while on the shelf. The part may not have been properly clean before installation. Sodium could be environmental coming from either road salt or sea air. The abnormal diagnosis would have been different if the lab had this information to aid evaluation.

Keeping your oil clean and free of both solid and liquid contaminants will greatly reduce the amount of wear. Many engines with over 1 million miles are testimony to that; on the other hand I have seen engines with 500,000 miles with catastrophic wear due to poor oil maintenance. Extend the life of your engine with an oil maintenance program that includes periodic oil sampling. It is an inexpensive way to ensure your engine is healthy, just like blood tests help keep you healthy. An ounce of prevention is worth a pound of cure

If you need help with oil sample results call me at 813-220-6212 or if you have any topics you would like to see in this column email me at: tbock@ops-1.com

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Trump to Congress: Approve \$1 Trillion Infrastructure Plan

In his first address before Congress, President Trump announced his intention to ask Congress to back an infrastructure plan that would generate a \$1 trillion to rebuild roads and bridges.

The legislation would be "financed through both public and private capital — creating millions of new jobs," Trump said on Feb.

28. "This effort will be guided by two core principles: Buy American, and Hire American."

The president's announcement mirrored, somewhat, his calls during the campaign for the need to rebuild and modernize infrastructure. Trump repeatedly indicated he would push a 10-year, \$1 trillion proposal that would rely on tax credits for investors.

Chris Spear, president and CEO of American Trucking Associations said his group is ready to help formulate a sustainable infrastructure funding system.

"ATA was pleased to hear President Trump again sound the call to address our nation's need to improve our transportation infrastructure. Trucks move 70% of our nation's goods — more than half of our GDP — on a system of highways and bridges that is now on life support," Spear said.

Republican leaders in Congress have yet to announce a path forward for advancing a massive infrastructure funding plan. House Transportation and Infrastructure Committee Chairman Bill Shuster (R-Pa.) did agree with Trump that infrastructure nationwide is in need of upgrades.

"Our infrastructure is what ties all of these things together. The committee looks forward to working with the president and the Secretary of Transportation to improve our infrastructure and strengthen our economy," Shuster said.

While Trump's infrastructure announcement was short on details, groups representing freight industry stakeholders continued to call for a long-term high-way funding plan.

"When it comes to infrastructure, strategic focus should be the key," said Pete Ruane, president and CEO of the American Road and Transportation Builders Association. "The biggest return on investment would be found by modernizing America's Economic Expressway — the Interstate System and its connections to the nation's major ports, inland waterways, rail hubs, airports and pipelines.

Right now, it is woefully underperforming, costing every American citizen and business time and money."

Embark Enters Race to Develop Autonomous Trucks

A new technology company has joined the race to develop autonomous driving systems for commercial trucks.

Embark, a startup based in San Mateo, California, is working to build self-driving technology that would allow trucks to run on highways with

no human input. The company, which quietly began testing its system on public roads in Nevada earlier this year, was set to unveil the technology to the public Feb. 24.

CEO and co-founder Alex Rodrigues said Embark's goal is not simply to assist drivers, but to enable completely unmanned trucks to travel on highways, from exit to exit, while continuing to rely on humans for city driving.

"We think we can get to market quickly by limiting the scope of where it operates," Rodrigues told Transport Topics.

Embark's system uses onboard radar, cameras and lidar sensors in conjunction with military-

grade GPS to monitor the truck's environment and track its position. Self-driving software processes that information using a form of artificial intelligence that allows the truck to learn from its own experience, the company said.

The startup is backed by Maven Ventures, which sold its previous investment in self-driving technology, Cruise Automation, to General Motors last year.

Embark's vision for driverless trucks differs from the technology concepts espoused by truck manufacturers, which have been demonstrating driver-assist technologies that help rather than replace the human operator.

Rodrigues, however, predicted that those driver-assist systems will be "leapfrogged" by full autonomy, in part because it offers a "much stronger business case."

A driverless vehicle that isn't constrained by hours-of-service requirements could dramatically increase productivity, thereby offering a higher value proposition that supports a more sophisticated sensor set, he said, adding that \$20,000 to

\$40,000 is a fair estimate for the additional hardware cost for a fully autonomous truck.

Today, Embark is using a truck retrofitted with its technology for testing purposes, but longer term, the company aims to partner with truck manufacturers and suppliers to bring its system to market.

But much work remains to refine the technology and prove to the public and regulators that it is safe.

ATA Pleased by Release of DOT Hours-of-Service Restart Report

Arlington, VA... American Trucking Associations President and CEO Chris Spear said the trucking industry was pleased by the release of a U.S. Department of Transportation report that found no benefit to the onerous and unjustified restrictions placed on the use of the 34-hour restart by professional drivers.

"The release of this report closes

what has been a long, and unnecessary, chapter in our industry's drive to improve highway safety," Spear said. "We knew from the beginning that these Obama administration restrictions provided no benefit to safety, and in light of the DOT's findings — corroborated by the DOT Inspector General — it is good for our industry and for the motoring public that they will be done away with permanently as specified by language ATA lead the charge on including in the most recently passed Continuing Resolution."

ATA has fought against these restrictions — which limited drivers' flexibility in the use of the restart — since they were first proposed in 2013.

"Congress repeatedly told the Federal Motor Carrier Safety Administration that rules of this nature must show a benefit to safety and this report clearly shows there was no benefit," Spear said. "This marks the end of a long struggle, but hopefully the beginning of a new era of inclusive and data-based regulation."

ATA Thanks Congress for Common Sense Blacklisting Repeal

Arlington, VA... On behalf of the American Trucking Associations, Executive Vice President for Advocacy Bill Sullivan expressed the trucking industry's appreciation at the repeal of the Obama Administration's so-called "Fair Pay and Safe Workplaces" rule via the Congressional Review Act.

"Yesterday's repeal of the 'blacklisting' rule by Congress is a positive step toward injecting common sense into the regulatory process," Sullivan said. "The trucking industry is not opposed to sensible, data-supported regulations, but this rule was a prime example of a rushed, partisan and ill-conceived regulation that the CRA was designed to be a check on.

"We appreciate Congress stepping up and taking a leadership role in reversing this rule that could have unduly excluded carriers from earning contracts to move freight for the government," he said. "We hope that this type of oversight signals the dawn of a new era of inclusive and data-driven regulations.

"ATA is proud of the work we did as a member of the coalition that encouraged Congress to take this rare step. It is through that coalition's hard work that we were able to secure this important win for not just the trucking industry, but for the business community at large," Sullivan said.

American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. Follow ATA on Twitter or on Facebook. Trucking Moves America Forward



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DDEC Input and Output Problems With The Series 60

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DDEC inputs and outputs: "Caution: To avoid personal injury, only replace with an ECM that has the identical inputs and outputs programmed"

DDEC III and IV ECMs each come with a bright yellow label with the above words written on it. This warning is frequently ignored by DDEC owners but this warning is for them and technicians that are new to the DDEC systems. You almost never see warnings like this on Caterpillar and Cummins ECMs and I'll tell you why.

DDEC ECMs are among the

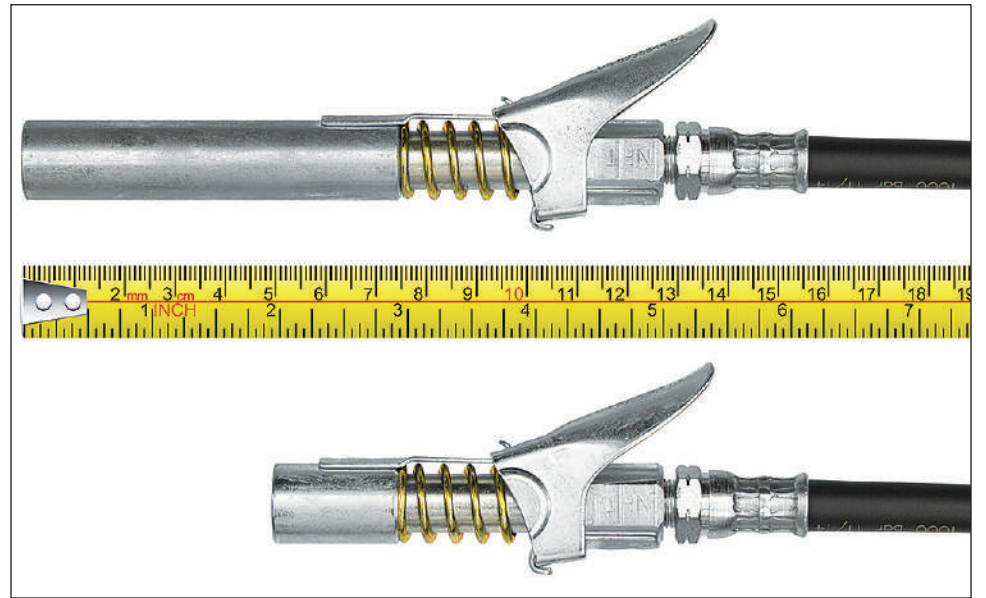
most diverse and versatile ECMs in the ever made. With advanced programming techniques, the same box that runs a 1993 two stroke marine engine can be made to run a 2004 four-stroke EGR engine on a truck. You don't see versatility like that in a Cummins or Caterpillar ECM. The downside? Lots and lots of software variations and options, even amongst truck models and years. The connectors are NOT keyed differently. Then the only thing stopping a Series 60 owner from plugging in a used 2-stroke marine DDEC into his wiring har-

ness and turning the key is that yellow warning label. Situations like that don't happen too often but input and output mix-ups among Series 60 truck DDECs happen all the time. Depending on what settings are wrong the DDEC might fail to engage or disengage the fan, the cruise, the jakes, the warning buzzer, the engine safety parameters, and in some cases not even start the engine or communicate. A typical mix-up is using a DDEC programmed for a Kenworth in a 99 International. When this mix-up happens the idle validation input connects to the manual fan input, so anytime the throttle is pushed the fan comes on.

This isn't something that DDEC owners need to think about until they have an ECM failure. Once that happens there is a chance I can recover the DDEC data from the core DDEC or from any spare DDEC you know runs without problems. If not the dealer can download your original factory inputs and outputs from Detroit. A third option requires some preparation before you have a failure but is worth it.

Next time you have a technician plugged into your Series 60 ask them to make you a copy of your input and output settings. This way you won't be forced to go back to Detroit or worse yet guess as to what your inputs and outputs are. If you're good with electrical you can figure this out for yourself but it requires some time studying your wiring harness. Just be aware there are 25 programmable pins that need set and about 140 additional parameters that need defined every time a DDEC is configured for a specific truck.

Written by Fernando DeMoura, Diesel Control Service



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The Yokohama Rubber Co., Ltd. Celebrates 100th Anniversary

SANTAANA, CA...A century ago, The Yokohama Rubber Co., Ltd. (YRC) opened for business with one facility and began producing rubber-based products such as belts, hoses and, of course, tires.

One hundred years later, Yokohama has evolved into a major \$6 billion global brand, manufacturing technologically advanced, environmentally sensitive world-class products for a variety of industries such as automotive, marine, aerospace and even golf. Today, Yokohama has facilities in 120 countries and employs more than 20,000 people worldwide.

Yokohama entered the U.S. market in 1969 with the establishment of YTC, which was first based in Montebello, California. YTC's steady growth in the U.S. led to the opening of several facilities, including tire manufacturing plants in Salem, Virginia and West Point, Mississippi, as well as a recently opened Technical Development Center near Charlotte, North Carolina; several distribution centers, including a new major facility in Chino, California; and Yokohama's new U.S. headquarters in Santa Ana, California.

Outside of the U.S., Yokohama's North American presence includes facilities in Canada and Mexico.

Major Yokohama Milestones

- 1917: Yokohama Rubber Co., Ltd. established
- 1919: Hiranuma plant opened in Hiranu, Yokohama and produced the first corded tire, the Hama Town Cord.
- 1955: The Hama Safety and Hama Liner - Japan's first tubeless tires - are launched
- 1958: Launched HAMATITE® sealant made from a rubber and resin compound.
- 1961: YRC began selling tires worldwide as construction was completed on the Yokohama Rubber building in Tokyo that remains today as its global headquarters.

• 1965: Yokohama Rubber's steel cord conveyor belts adopted by Joban Coal Mining Co., Ltd.

• 1969: YRC entered the U.S. market with the establishment of the Yokohama Tire Corporation in Montebello, California.

• 1973: Developed rubber anchor buoy Globuoy.

• 1974: YRC began manufacturing off-the-road (OTR) tires at its Onomichi Plant in Japan.

• 1982: Developed lavatory module for Boeing 757 and water tank for Boeing 757 and 737.

• 1984: Yokohama Tire Canada established.

• 1989: YRC completed D-PARC and T*MARY, state-of-the-art proving grounds capable of simulating all types of roads.

• 1989: YRC purchased Mohawk Rubber in Salem, Virginia and invested \$80 million to expand it. The plant is now called Yokohama Tire Manufacturing Virginia.

• 1989: Established YH America Inc. in the U.S. to assemble automotive hydraulic pressure hoses.

• 1990s: Yokohama expanded its consumer product line when it launched the iconic ADVAN Neova®, GEOLANDAR® and AVID® product families.

• 2005: Yokohama won the 24 Hours of Le Mans GT2 Class on ADVAN® racing tires, leading the race for 22 hours.

• 2007: Started the Yokohama Forever Forest tree-planting project. First tree-planting ceremony was held at the Hiratsuka Factor. To date, more than 360,500 trees have been planted globally.

• 2007: Yokohama received its first OE fitment in the U.S. by being named OE on Chrysler's best-selling Town & Country minivan.

• 2007: Launched the dB Super E-spec, the first tire to use orange oil technology.

• 2013: Yokohama Tire Mexico S. de R.L. de C.V. established.

• 2015: Yokohama opened its new manufacturing plant - Yokohama Tire Manufacturing Mississippi - in West Point, Mississippi.

• 2015: After 28 years in Fullerton, Yokohama moved its U.S. headquarters to nearby Santa Ana, California. Yokohama also opened its new 658,000-square-foot Western Region Distribution Center in Chino, California.

• 2015: To increase the prominence of its brand globally, Yokohama became the Official Shirt Sponsor of English Premier League powerhouse Chelsea FC.

• 2016: YRC entered the agriculture and forestry tire market for the first time with the acquisition of Alliance Tire Group.

• 2016: Yokohama established a tire research and development center in North Carolina.

For more information on Yokohama's broad product line, visit www.yokohamatire.com.



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CARGO CONTROL AND PARTS



Volvo Trucks Expands VHD Model Capabilities through New I-Shift Transmission Enhancements



Auto Neutral can help improve jobsite safety in many applications, including concrete mixers, where remote throttle is often used. Paver Assist for the I-Shift on Volvo VHD model dump trucks helps eliminate bumps and disturbances in the pavement laying process.

Volvo Trucks North America introduced at CONEXPO-CON/AGG 2017 new safety and performance features for the Volvo I-Shift, I-Shift for Severe Duty, and I-Shift with Crawler Gears automated manual transmissions. Auto neutral provides a key jobsite safety feature, while Paver Assist bolsters the Volvo VHD's performance in paving applications.

"Auto neutral and Paver Assist mark the latest Volvo VHD updates centered on the capabilities of the Volvo I-Shift," said Allison Athey, Volvo Trucks product marketing manager – transmissions. "The intelligence of the I-Shift gives us a great platform for customizing application-specific solutions that make a big difference for operators across a range of applications."

Auto Neutral can help improve jobsite safety in many applications, including concrete mixers, where remote throttle is often used. The

auto neutral feature helps reduce the possibility of the truck moving as a result of inadvertent throttle application by placing the I-Shift transmission into neutral when the parking brake is set. When the parking brake is released simply shift to "drive" for the transmission to go back into gear.

Auto Neutral will be available for order during the second quarter of 2017 for vehicles equipped with Volvo GHG 2017 engines and the latest generation Volvo I-Shift. For trucks already in service, it can be activated with the Volvo Premium Tech Tool.

Paver Assist for the I-Shift on Volvo VHD model dump trucks helps eliminate bumps and disturbances in the pavement laying process that traditionally occur while shifting from "neutral" to "drive." Truck operators can engage "drive" without first applying the brakes when transitioning from

"neutral" and being pushed by a paver to driving operations and pulling away from the paver equipment. To do so, the driver simply shifts from neutral to drive while rolling very slowly and depressing the plus (+) button on the I-Shift shifter.

Paver Assist can also be used in other low-speed applications when a vehicle needs to drive away without applying the brakes. The feature is currently available on Volvo VHD models equipped with Volvo GHG 2017 engines and the latest generation I-Shift transmission. Paver Assist can be activated using the Volvo Premium Tech Tool.

The Volvo VHD comes standard with the 12-speed I-Shift for Severe Duty, which features hardened gears and other hardware to help withstand frequent shifting in rugged operating environments. The Volvo I-Shift with Crawler Gears, available in 13- and 14-speed versions, was introduced in March 2016. The 13-speed I-Shift with Crawler Gears helps provide improved startability on steep-grades, soft terrain, or when the truck is under heavy load. The 14-speed variant is ideal for applications like concrete pouring that require low-speed maneuverability.

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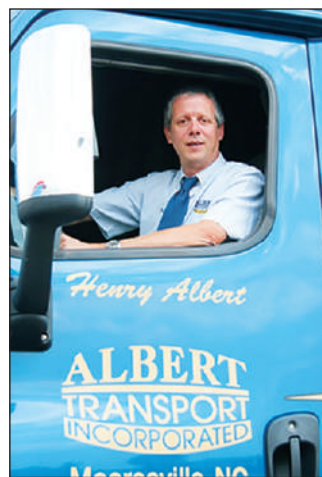
BERM NOTES



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by Henry Albert

Truck Drivers in many parts of the country will quickly acknowledge that a major challenge in the industry is finding adequate parking. We are required to take the necessary ten-hour break and locating parking in the evening can be quite difficult. My question is how do we assist one another to best utilize the parking that we have available?

In the last few weeks, I will share a couple stories from the road relating to this very subject. My first story begins in Port Allen, LA. I arrived at the truck stop and it was very full. On the side of the establishment, there is a small two-lane dead end street. There were no driveways, lanes or roads connecting into this spot. From previous experience, trucks will park at the head of this lane for the night. When I arrived, there was one space available along with another space beside it, which was occupied. I backed into the open space and began to get ready for bed. I happened to notice another truck pull into the travel center searching for an open space of which there



were none. I had enough room to back up which made more space in front of my truck. I decided to get out and speak with the driver to see what time he intended on leaving out the next morning. He and I were planning on heading out the same time and therefore I offered to share my truck spot. It worked out great.

A week later in Laredo, Texas, I dropped my trailer off at the receiver and parked at the TA in Laredo for the night. I parked behind the shop location along with other bobtail trucks. Upon completing my paperwork for the night, a driver came to the window and asked when I planned on leaving out? He asked if it would be all right if he parked behind my truck for a few hours. I was leaving out in the morning and therefore, it was not an issue. He didn't want

to take up an entire parking spot when he was only going to be there for a few hours. Once again, this worked out just fine. This is my regular run and if I know of a parking area in which I can park so that another driver can have a space at the truck stop, I gladly will use those as many drivers are not familiar with the area.

The parking situation we deal with daily can be challenging. These recent scenarios have helped a few drivers along the way. The one question I've always had was why don't we as drivers work together to share a space when we are bobtailing. This is a big help to those coming in with a truck and trailer combination that needs a full parking space. Let's all do our part to help one another out on the road.



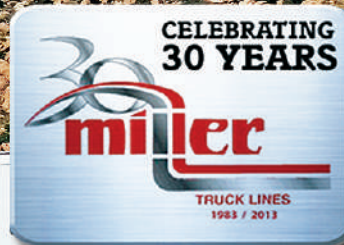
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Schneider Launches New Tanker Choice Program for Owner-Operators

CTA Supports Amending Livestock Transport Rules

The Canadian Food and Inspection Agency (CFIA) is doing the right thing by modernizing the rules for transporting livestock, says the Canadian Trucking Alliance (CTA).

However, CTA's main concern is not the modernization of these rules but rather the exclusion of certain livestock truck transporters from key aspects of the proposed regulations. CTA recently outlined its concerns over proposed amendments to Part XII (Transport of Animals) to federal Health of Animals Regulations.

"The proposed amendments limit the reach of some of the regulations to 'commercial carriers,'" said Susan Ewart, Regional Vice President (SK), Canadian Trucking Alliance. "As written, this would exclude from key training and record-keeping provisions producers and processors who claim ownership of the animals or poultry during transportation and do not charge a fee for transportation services. Further, CTA is concerned this could result in a competitive imbalance between for-hire carriers and private carriers from both operational and enforcement perspectives."

consistent cash flow for an owner-operator's business. If the shipments are completed by Monday, it's on the owner-operator's Friday settlement.

•**A load board designed for tanker loads and the owner-operator's business:** Hauling specialty chemical and liquid tanker loads is a complex operation, but Schneider's load board has been designed to meet every nuance. The Tanker Choice program considers details such as multiple trailer types, prior product and endorsement requirements—putting owner-operators' minds at ease when choosing their next shipment.

"I enjoy being able to pick and choose where I want to go and look at the loads and revenue. It gives me a chance to have more of a home life and also run my own business," said William McKindra, an owner-operator leasing his business with Schneider.

For more information about Schneider's pick-your-freight model, Tanker Choice, please visit www.schneiderowneroperators.com.



GREEN BAY, WI... Tanker owner-operators who are ready to bulk up their business can now enjoy the freedom of picking their loads and running business their way. Modeled similarly to Schneider's popular Van Choice program, the company's new Tanker Choice program is available for small business owners hauling tankers. Tanker Choice provides owner-operators with more flexibility, control, ease of use and freight when they contract their business with Schneider, a carrier that has made an investment in easy-to-use self-dispatch technology and reliable tanker equipment.

With Tanker Choice, owner-operators can choose the freight, available 24/7, that best meets their business revenue needs and operating characteristics.

"The Tanker Choice option gives owner-operators the ability to choose what's best for their business ... when and where they want to haul, and when they want to get home," said John Bozec, senior vice president and general manager of Schneider's Tanker division. "The program gives owner-operators the opportunity to have that valuable balance between home life and running their own business."

Owner-operators participating in Schneider's Tanker Choice are in charge of their freight selection, meaning no brokers or dispatch is needed to call for loads; they can simply pick, click and go. Other advantages to Schneider's Tanker Choice offering:

•**Access to more tanker loads:** Schneider is one of the largest tanker carriers in the U.S. with more than 40 years of safe and successful experience. Its focus on safety and on-time service has allowed Schneider to build strong relationships with chemical manufacturers. With loads coming from a premier freight base, owner-operators have the potential to rack up more than \$210,000 in annual revenue (no after-load deductions).

•**Clear visibility to freight and per-load revenue:** For every shipment, owner-operators can immediately see the total revenue for the load—no need to negotiate rates with a broker. Unlike some tanker carriers, Schneider does not adjust for any balance between shipment invoice and actual customer payment or shuttles, pre-loads, spots, specialty equipment or added value insurance.

•**Weekly settlement of completed shipments on Fridays:** Schneider understands the importance of

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Large Cars Come To Lexington For The 2016 LargeCarMag Southern Classic



drivers wanted to get their spots and take in all of the action. The light show on Friday and Saturday night lit up the skies of Lexington and was quite a sight to see. Once again in 2016, the folks at the Lee-Hi Travel Plaza showed their hospitality to the show participants and spectators alike. Many participants chose to stay Saturday night and head out to deliver their loads on Sunday. It seemed as if everyone wanted the 2016 Southern Classic to keep going right into the following week but it was business as usual for the drivers once they hit the highway.

If you missed the 2016 LargeCarMag Southern Classic Truck Show you missed one of the best shows of the year. Watch the Movin' Out Calendar of Events, or call Michele directly at (717) 806-8907 for information on the 2017 show. If you want to enjoy a family-oriented event featuring some of the finest working show trucks in the country, this is one show that you don't want to miss in 2017!

by Robert Conrad
Steve and Michele Ford, the founders of LargeCarMag, held their 2016 Southern Classic Truck Show at the Lee-Hi Travel Plaza in historic Lexington, VA on Oct. 15, 2016. LargeCar

Magazine showcases some of the country's finest working show trucks, both past and present, and their annual Southern Classic Truck Show has become one of the most anticipated shows of the season for many drivers. The 2016 edition of this event saw trucks come from all over the U.S. to participate and over 200 trucks filled the lot at the Lee-Hi Travel Plaza to capacity. There were classy combos and beautiful bobtails,

both old and new, and the spectators certainly had plenty to see. The show featured some great food, a DJ to keep the party going, and a big vendor midway with everything from toy trucks to driver recruiting booths. The non-judged show & shine is what everyone comes to see and it promotes a laid back atmosphere for drivers, without the pressure and politics of judging and trophies.

A record number of trucks participated in the parade thru downtown Lexington and they put on quite a show rolling in and out of the Lee-Hi Travel Plaza. The future truckers in the crowd had lots of fun in the Kids Zone and the huge moon bounce produced plenty of smiles all day long!

While the show actually took place on Saturday, the lot began to fill up on Friday afternoon as

- All Photos by Robert Conrad visit www.movinout.com for more photos from the show.

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2016 LARGE CAR MAGAZINE TRUCK SHOW



*All Photos
by
Robert Conrad*

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TRUCKER LIVES MATTER Declares September 5th, 2017 Is "DAY WITHOUT A TRUCKER"

Fort Lauderdale, FL... Traditionally, the day after Labor Day represents the first day back to work after the holiday weekend, and an unofficial end to Summer vacations. But this year, that may be different for many members of the trucking industry...

Just as the rest of America will be returning to work on Tuesday,

September 5th, 2017, including members of Congress-- who return from Summer recess and formally go back into session that day, interstate truckers who have joined and support the TRUCKER LIVES MATTER (TLM) movement, which is sponsored by the Small Business in

Transportation Coalition (SBTC),

a 501(c)(6) industry trade group, who are planning to take that day off and drive instead to Washington, D.C. to publicize the need for them to be able to carry firearms nationwide to protect themselves while living and working on the road.

Dubbed by TLM as a "DAY WITHOUT A TRUCKER" -- an

obvious pun on today's "Day Without a Woman" celebration, this TLM event is being billed by TLM leaders as a "memorial procession" to honor and remember the 500 workers in interstate transportation slain over the past decade, a statistic cited by U.S. Department of Labor, like over-the-road, interstate trucker

Michael Boeglin, who was killed and burned in his truck in Detroit in June of 2014, an incident that sparked the beginnings of the TLM movement.

"We are today establishing a planning committee and will seek the assistance of law enforcement so that the memorial procession, which will have a religious component to it in furtherance of truckers' First Amendment rights, does not unreasonably impede traffic, create havoc for people trying to enter or exit the interstate, or encourage tailgating. We would encourage residents of Washington, D.C. to consider taking public rail transportation to get to work on September 5th as we do not know how many truckers will respond to the call to join our national memorial procession," SBTC President and TLM Spokesman James Lamb said today.

A TLM poll conducted over the past few days shows overwhelming support for the event and suggests that hundreds of truckers are already planning on making the trip to Washington, D.C. More than 80% of 850 trucker respondents have indicated they would likely attend.

Currently, the patchwork of state laws and lack of nationwide reciprocity for firearms permits puts truckers in precarious if not dangerous life threatening-situations. Lamb has therefore sent requested legislation to Senator Marco Rubio's (R-FL) office as SBTC is based in Fort Lauderdale, FL. According to this

SBTC document, which was sent to all members of Congress on Monday, March 6th, 2017, Rubio's staff members are currently drafting a bill for introduction into the Senate and have asked SBTC to help them find a sponsor for a companion bill in the House of Representatives. With respect to interstate travel among the states, the bill seeks to endorse the Second Amendment as a matter of "Constitutional Carry" for all Americans and pre-empt the states from regulating firearms carried into, out of, or through their states. Lamb said more than 6,000 members of his group have petitioned the NRA to support his bill but the NRA-ILA remains silent to date.

Truckers and other interested parties can connect with TLM on Facebook or through the group's website <http://www.TruckerLivesMatter.com>.

The SBTC is a network of transportation professionals, associations, and industry suppliers that is on the front lines when it comes to issues that affect transportation professionals in small business. We seek to promote and protect the interests of small businesses in the transportation industry. We support teamwork, cooperation, transparency, and partnerships among truckers, carriers, brokers, and shippers and seek to promote ethical business practices and do business with the utmost integrity.

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A Different Load Every Day



Adam Bennett

by Steve Pollock

Adam Bennett, known to his friends as "C Note", has been a Professional Truck Driver for 12 years and is presently a company driver for Trans-United. Adam likes to mix it up – doing some flatbed, stepdeck, Conestoga and oversize work.

Adam states, "I like working for Trans-United because it is a different load every time. They are a good family oriented company. They are nice people to talk to and good to work for. Whenever I need something, they get it done. Recently I had to be home for a funeral and they found me a load back home the same day, no questions asked. Trans-

United has a lot of nice drivers and some of them have been with the company for more than 16 years."

Adam was born in Indiana and raised in Florida and

has family in both states. He resides in Walkerton, Indiana, about 40 miles from Trans-United's Burns Harbor, Indiana offices.

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Driver Likes The Challenge Of Over-Dimensional Work



Jeff Feliszak

by Steve Pollock

Jeff Feliszak has been a Professional Truck Driver for 35 years. In that time he has accrued an impressive 3.5 Million Miles without an accident. He was also honored as NASTC's (National Association of Small Trucking Companies) 2016 Driver of the Year.

Jeff was a steel hauler for 19 years before leasing to Trans-United Specialized Carriers in Indiana. Approximately 75%

of the freight Jeff hauls is over-dimensional. After 16 years with Trans-United, Jeff states, "When I started doing OD work at Trans-United, it put the fun back into driving for me. Each day is an adventure and each load presents its own special challenge. Now instead of waiting for some crane operator to unload me, I have receivers waiting for me to arrive because they want what is on my trailer deck. Trans-United is a good

company. Jeff takes meticulous care of his Pete and likes operating without a truck payment. Jeff resides in Monticello, Indiana with his wife Louise and daughters Kaitlyn and Jillian. Trans-United is a specialized transportation company that hauls oversized and over-dimensional freight to North America and several points internationally. They are among the top 50 specialized carriers in the nation.

outfit, a lot of the drivers here have been with the company for many years. I work with good people. It's the little things they do to make me feel appreciated. Anytime I need something special, they do their best to accommodate me. I make good money and still get home just about every weekend. They always have my back."

In late 2001, about the same time that he joined Trans-United; Jeff purchased a 1995 Peterbilt 379, which he still drives today. Jeff says, "The truck knows me about as well as my own family." Jeff's 379 now has 2.4 million miles on it and he has had the Series 60 Detroit rebuilt 3 times.

Jeff takes meticulous care of his Pete and likes operating without a truck payment.

Jeff resides in Monticello, Indiana with his wife Louise and daughters Kaitlyn and Jillian.

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Christian Schenk, founder, president and CEO of ONE20 with the ONE20 motorhome.

continued from page 1

the truck stop operators to lower prices to match the ones offered in our app," said Schenk. "A win, win for the trucker."

Along with the My ONE20 app, ONE20 has a Professional Driver Tablet, inclusive of a Samsung Tablet, and complete with truck-safe case, mount and vehicle charging device. The tablet is pre-loaded with the My ONE20 mobile app which includes turn by turn truck-safe navigation. ONE20 has partnered with AT&T to offer exclusive 4G LTE data plans, available in 2GB, 5GB and 10GB. They come with a risk-free, month-to-month service contract. The Samsung tablet is ready for drivers to plug, play and go. The bundle is available for sale at more than 650 travel centers, including TA/Petro, and this month comes with a \$100 mail in rebate.

You can also purchase online at www.Amazon.com.

ONE20 will be making some big announcements over the next few weeks ahead of and at MATS. First is a new mandate-compliant ELD, which is rumoured to have no monthly subscription fees! Drivers will be able pre-order the solution at the ONE20 booth at a one time 60% discount.

ONE20 will also debut its new TopOne20 report; a ranking of America's best and worst truck-stops and travel plazas, as rated by ONE20 and TruckThat members. The report will include feedback on products and services and provide the industry a new lense into how American truckers interact with the entire value chain.

Lastly, ONE20 Trucking, recently incorporated, will be recruiting top

talent at MATS. ONE20 Trucking LLC received their own ICC authority and has licensed their first truck to haul over-dimensional freight. The company plans to purchase a second truck in the near future to haul refrigerated freight in order to study first hand trucking operations and deficiencies in the industry.

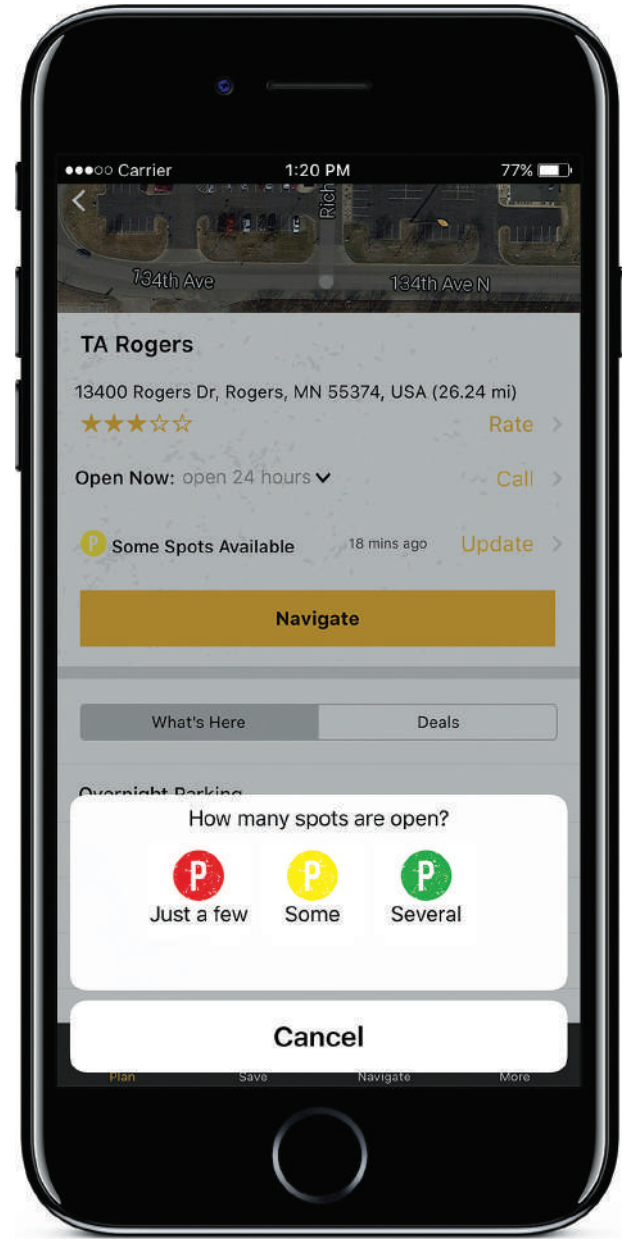
"The industry is broken, starting a trucking company was more than painful," said Schenk. "ONE20 believes we can help show paths to change."

TruckThat LLC, which debuted at the Mid-America Trucking Show (MATS) in 2016, launched ahead of ONE20 last year and is a driver centric community. The social network focuses on giving drivers a place to vent their frustrations on the industry. This community

is already over 100,000 strong and reaches more than 900,000 people every week. TruckThat will again be taking the opportunity to make some big announcements at this year's show regarding new and exciting product releases.

ONE20 is sponsoring this year's Beer Garden at MATS. The company will offer members FREE BEER during the show, along with ONE20 Strong Energy Shots, which are trucker specific, and other swag. Not a member? Make sure you download the app ahead of MATS and show the deals from your app to claim your free beer and energy shot.

To learn more about ONE20, visit www.one20.com or stop by and see them at MATS (booth 72055) in the pavilion.



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Easter Greetings from Mawson and Mawson, Inc.



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Roger Crossan: "Everybody you work with has a friendly disposition and they treat you like family."

Real Lefort: "I've been here for over six years. There's a family atmosphere. The driver's opinion counts. The agents are nice and it's a fair place to work."

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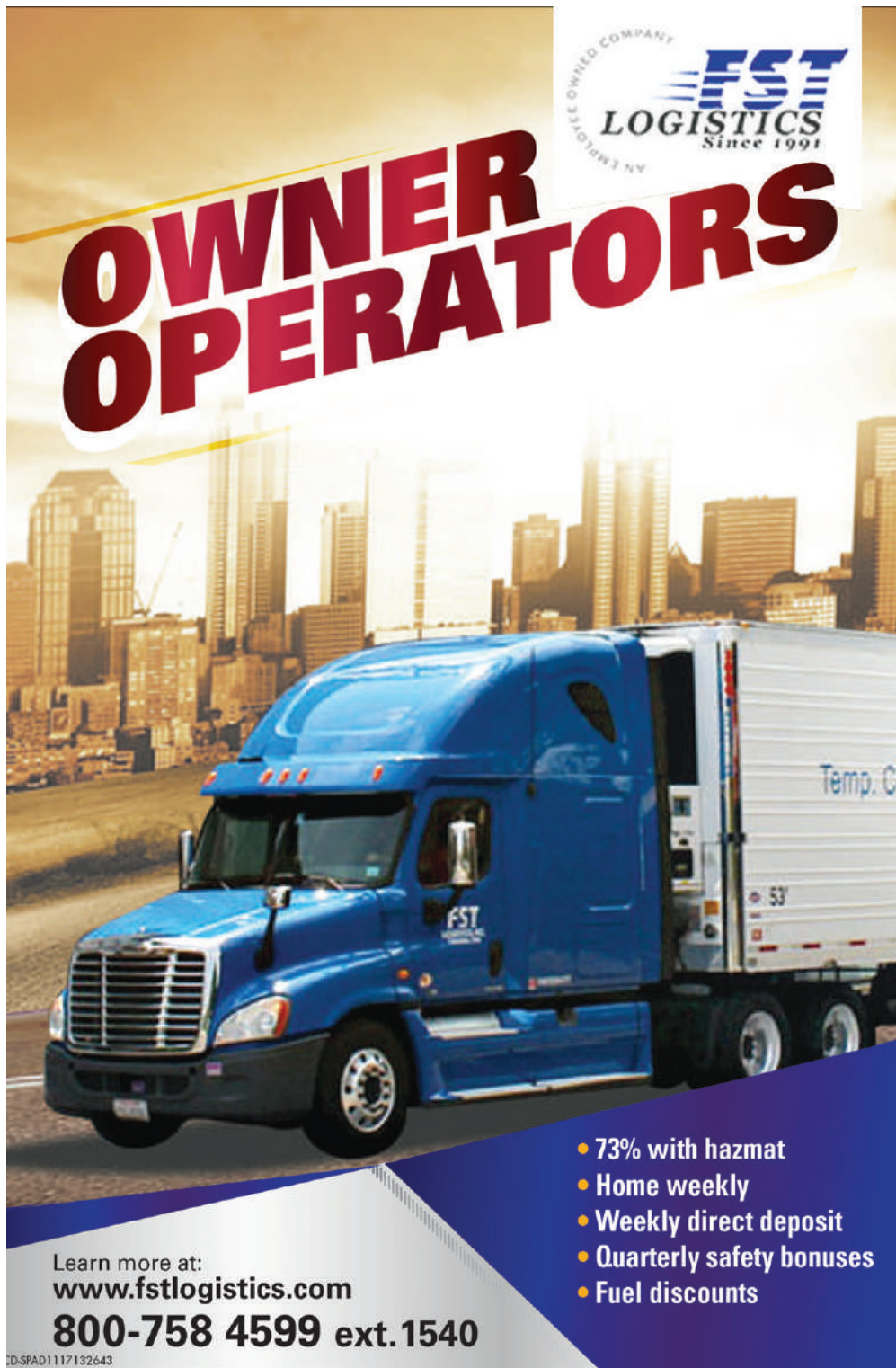
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Prayer Might Not Change Things, But It Can Change You

The Book of Job gives an utterance all of us should hear. The writer said, "War and changes are against me." If he compared making a change to fighting a war, you may be sure there is a contest, but whenever there is contest, there is also victory.

War rages but someone always wins the war. The cost of the war may be terrific, but when the day of winning and crowning comes, then that's a different picture. When it comes down to this idea of changing, most of us want to change the world; that is, we want to squeeze it into our own mold. We want the world to be our creation rather than God's creation. We become confused when we are not able to change the world into our wishes. You cannot change the world, the people in the world, or the things of the world.

Thanks be unto God, there is one thing that can be changed and that is yourself as an individual. I can't change the world, but by the grace of God, I can be changed into that which is better for my own living. It's another way of saying, "The best workshop for better living is in your own heart."

We've heard the old motto – and it's a good one, "Prayer changes things." Someone has added, "If prayer doesn't change things, then prayer will change you and then things will take care of themselves." The ultimate is to have peace with God and a life consecrated to his service.

ATA Truck Tonnage Index Increased 2.9% in January - Tonnage Index 2.6% Higher than January 2016

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 2.9% in January, following a 4.3% decrease during December. (December's index was revised up from our press release on January 24, 2017.) In January, the index equaled 138.8 (2000=100), up from 134.9 in December. The all-time high was 142.7 in February 2016. Compared with January 2016, the SA index increased 2.6%. In December, the index fell 0.2% on a year-over-year basis. For all of 2016, tonnage was up 2.5%.

ATA recently revised the seasonally adjusted index back five years as part of its annual revision.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 131.6 in January, which was 1.8% below the previous month (133.9).

"The freight economy is starting to show some signs of life and January's truck tonnage numbers are a good step forward," said ATA Chief Economist Bob Costello. "Hopefully the ups and downs in truck tonnage during 2016 will not be as pronounced in 2017."

"Looking ahead, the most recent positive sign for truck tonnage is the large drop in the inventory-to-sales ratio during December. The decrease put inventories throughout the supply chain, relative to sales, to the lowest level in two years. There is no doubt that the inventory glut was a drag on truck freight volumes last year," he said.

Trucking serves as a barometer

of the U.S. economy, representing 70.1% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled nearly 10.5 billion tons of freight in 2015. Motor carriers collected \$726.4 billion, or 81.2% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

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Optimus Prime Replica Truck Coming to Carlisle - Transform Your Weekend at the Truck Nationals This Summer



purpose was to become an Optimus Prime replica. Its highly-customized look makes it true to what was seen on the big screen as part of Transformers 4 and will closely resemble its official counterpart for this summer's Transformers 5 movie. Artists and fabricators from around the country were involved to assure no detail was missed. Counting this replica, there are only three Optimus Prime trucks in existence built with this design. Basically, the chances of ever seeing this type of truck in person are slim so, coming to Carlisle in August is a must do for everyone! In addition to seeing the rig, guests will have a chance to sit in the driver's seat and snap a photo too. While the experience of the truck is free, an additional fee for photos and up close experiences with the truck may apply. Regardless, Truck Nationals guests should make a point to attend and see the truck; after all it's an experience that just might transform their life! Complete details on the truck nationals can be found at www.CarlisleEvents.com. In addition, links are active online today to register a truck for the event, purchase day or weekend passes or to simply sign up to be a vendor at the show. With monster trucks, big rigs, lowered and lifted trucks, plus a kid's zone with family fun all around, the 2017 Carlisle Truck Nationals is a weekend not to be missed.

CARLISLE, PA ... The Hasbro brand is known for its hugely successful line of toys and in some cases, the movies and/or TV shows those toys have spawned. One such toy line and franchise is Transformers. In 2017, the Carlisle Truck Nationals will showcase an Optimus Prime fan-built replica truck, August 4-6 at the Carlisle

PA Fairgrounds as part of the annual event. The Optimus Prime fan-built replica will be part of the Big Rig showcase this summer and it's something no one should miss out on. In front of this summer's international release of the next Transformers movie, fans of the franchise and truck weekend alike should make plans to be at

Carlisle! Approved as an official replica by Hasbro, the truck is a 2017 Western Star 5700 XE. When it started on the factory floor, its one and only

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“Be Prepared To Stop” Exposes Failing U.S. Highway System And Freight Transportation Crisis

LOS ANGELES, CA... If the U.S. trucking industry were to shut down for a mere five days, it would result in a depletion of food, drinking water, medicine, fuel and other daily necessities. Airports would close, trash would pile up, industrial production would stop, public transit would end and our daily lives would come to a complete halt. The reality of this debilitating scenario is explored in “Be Prepared to Stop,” a documentary film about the failing highway system and challenges faced by the freight transportation industry.

“Be Prepared to Stop” debuts on Amazon and iTunes March 30. More information and trailers are available at BePreparedToStop.org.

documentary about our love of and absolute dependence on the great American highway. We rely on those roads and the big rigs rolling down them to supply us with just about everything we use every day. But this round-the-clock lifeline has become so entrenched in our daily routines, we don't even notice it any more. Now that neglect is reaching a crisis point. Roads and bridges are failing, safety concerns are mounting, skilled drivers are retiring and government action is at a standstill. “Be Prepared to Stop” raises awareness about the impact of this impending breakdown and how it will obstruct the U.S. economy and adversely affect the daily lives of all Americans.

driver and taught me to respect the professionals driving the rigs hauling everything we rely upon for our way of life,” said Jennifer Clymer, co-director and executive producer of the film. “I am incredibly alarmed about the poor state of our highway system and the lack of understanding about how dependent we are on the freight transportation industry. I don't think the average person knows just how much we rely on the movement of goods and commodities and how fast this country would shut down if that were in anyway impinged upon. I am hoping this film sheds a light on this problem and is a wake-up call that if action is not taken soon there will be significant consequences.”

“Be Prepared to Stop” is a “My grandfather was a truck

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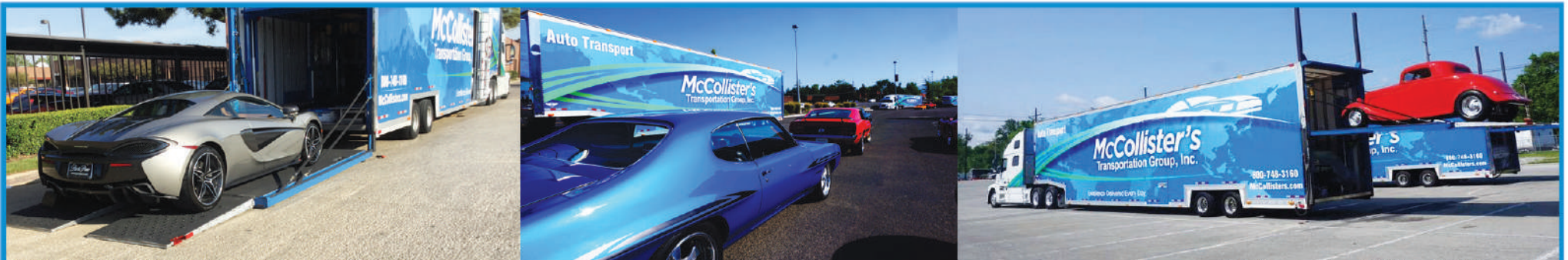
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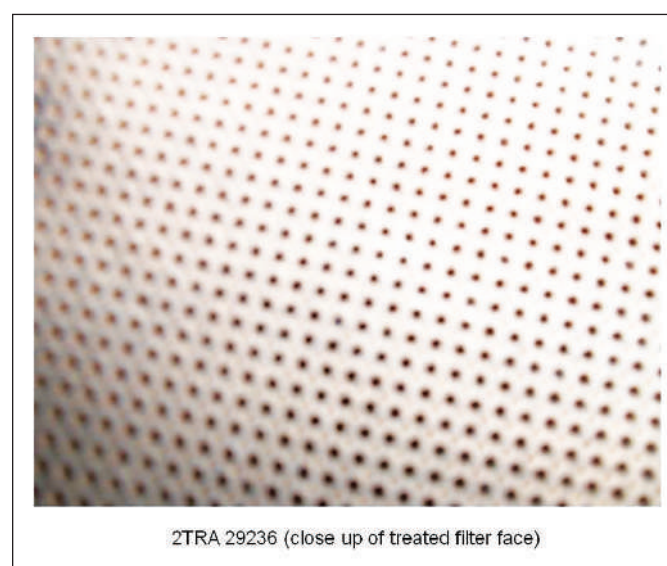


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continued from page 1
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 Enerburn® is a great alternative to DPF deletes which have the distinct downside of regulatory penalties. Unlike DPF deletes, EnerBurn won't void engine warranties or

impact vehicle trade-in value. Those owners of newer engines with SCR or “DEF” systems can expect to see less usage of Diesel Exhaust Fluid (DEF); this can translate to several pennies per mile additional savings.

It all adds up; Enerburn's return on investment (ROI) is 100% in 3-6 months of use through better fuel economy and 300-500% annually through reduced maintenance costs associated with high particu-

late levels. Remember, particulants affect other components beyond the DPF, including turbochargers, EGR valves and sensors, and higher soot levels in the oil.

Although Enerburn's benefits are obvious for newer engines, it will also enhance performance and maintenance costs on older engines. Scheduled DPF maintenance is still recommended as there will still be accumulated ash from metal impurities and other contaminants. If operating in cold climates, drivers should still use an anti-gelling additive.

Here are some testimonials from Professional Truck Drivers and fleet owners using Enerburn®:

“My engine is running like new within one week of using Enerburn...Engine performance is most important to me. My

2012, DD15 465 hp engine runs like new since I started treating my diesel fuel with Enerburn one week ago. I was looking for a fuel treatment product that would prevent the pre-mature failures of the EGR/DPF/SCR components when I found Enerburn®. I am now confident that those components are staying free of soot build-up. But the dramatic improvement in acceleration and my truck's ability to maintain 75 MPH while topping a 5-mile long hill at 3% grade loaded to 77,000 lbs GVW are making driving fun again.” - Randy Morton, Owner-Operator

“I have been using Enerburn for 18 months. The first 6 months was in a 2008 Peterbilt 389 with a Cummins, and the last 12 months in a 2012 KW T-660 with a Cummins. I began using Enerburn because of the constant Regen issues my truck was having. While I did get increased fuel economy, that was not the reason I started using Enerburn.

Within 7-10 days I no longer had the “hot exhaust gas light” come on every time I stopped, so I knew the truck was not wasting fuel with an active regen while I drove. After an additional 6-8 weeks using Enerburn the power, fuel economy, and performance of my truck was better than brand new!

I have not had a parked regen in 8 months, and like many other drivers I get 1-1.5 MPG better than without Enerburn. I want to say that if Enerburn did nothing to improve my MPG that I would still use it because I can budget for bad fuel economy but I can't budget for a tow bill and a visit to the dealer for a forced regen.

As an O/O I no longer worry about Regen issues. I can drive like I don't have a DPF and not worry about spending thousands of dollars on DPF related repairs.” - Rusty Stender, Owner-Operator

“My 2009 Cat has re-gened only twice over last 29,000 miles with Enerburn. My 2009 Caterpillar engine had over 968,000 miles and was recently rebuilt when I started using Enerburn. I started out with a clean DPF and a new ARD head. The first thing I noticed was a smoother, quieter engine and better engine performance, then the MPG started to increase from 6.3 to 7.6 by the end of the first two months of using Enerburn. I am now seeing 8.0 mpg for the first time ever on this truck and have had to do only 2 manual regens in the last 29,000 miles since using Enerburn. My fuel savings is 4X the cost of Enerburn over this same period.” - Craig Minty, Owner-Operator

“We are 100 percent satisfied with Enerburn. Our fleet of 2012, 2014, and 2016 Freightliners with Cummins ISL engines runs mostly short haul deliveries. Before find-

ing out about Enerburn we were having to call Freightliner mobile service out for assisted regens about once per week. It's now been six months and we have yet to experience any repeat issues with the engines or DPF exhaust systems. We are 100% satisfied with Enerburn.” - Gordon Wick, Fleet Manager, Bayshore Oil & Propane

“Detroit Diesel gave my 2015 DD15 engine a clean bill of health! I own a 2015 Freightliner Cascadia and have been using Enerburn since April 2016. The initial odometer reading was 243,000 miles and the engine oil had just been changed. After the first 20,000 miles of using Enerburn the engine was running like new. I also noticed that the coolant temperature was 9-10 degrees lower and the oil from the next oil change was much cleaner. The engine went from using half a gallon of oil between changes to none at all. At 310,000 miles, some 67,000 miles later the Certified Detroit Diesel service shop inspected the engine, DPF, and related components and said the system was remarkably clean and free of soot. They gave the engine a clean bill of health and said it looked like a brand new engine.” - Kelvin Kendrick, owner operator

“Enerburn made a big difference in my 2011 International MF-13. I was having to do a parked regen after every 800 miles or so. I started adding Enerburn at 358,773 miles. The next parked regen was required 398 miles later at 359,171 after 14 hours idle, then 3,404 miles later at 362,575 after 11 hours idle and that was the last parked regen required so far. My odometer shows now 370,817, another 8,242 miles and counting. I'm doing fracking in West Texas so on average I'm using PTO about 1 1/2 hours per day and with high temperatures a lot of idling to keep cool. Can't tell about the fuel mileage due to differences to longer hours of idle and different terrain I'm working at.

The Enerburn so far made big difference and I'm loving it. I would like to add, right before I started to use it, for a week I had code recurring regen problems. I was told to leave the truck at dealership to check the problem, instead I started using Enerburn and two days later code light went away and never come back so far. Thanks for everything.” - Marek Hendowski, Owner-Operator

“EnerBurn is improving the cash flow of my business. The fuel economy of my 2016, DD15 has gradually increased from just above 6 MPG to just under 8 MPG in the first month based on the ECM dashboard readout. I am also using less DEF (Diesel Exhaust Fluid); I was having to add 5-8 gallons of DEF per day, now the same amount

lasts for 2 days. My DPF was having to regen after idling overnight every night; now I can go 7 nights between regens.”

I was going to try to trade this truck at the earliest opportunity, now I am planning to keep it for at least 5 years.” - Pedro Fuentes, Owner- Operator

Until EnerBurn I had tried everything. I purchased my 2012 IH Prostar with a MF-13 engine at 300,000 miles in June 2015. The DPF was constantly calling for a parked regeneration. At 350,000 miles I had the DPF cleaned and the back-pressure sensors replaced in hopes of improving the DPF regen performance. I had to use personal savings to pay for these costly repairs. Four months later I was having to manually regenerate the DPF every 300 - 350 miles. I tried another Brand Name fuel additive product and it did not help much. Then I found out about EnerBurn and was very interested to also try it. After I started treating my fuel with EnerBurn at the recommended dose I went ~950 miles before the next regen was indicated by the dash board light. Now I am at 3,450 miles and counting.

I pick-up and deliver loads to the Port of Baltimore and my runs range from short-haul to long-haul; if I don't cover 250 to 300 miles per day, I cannot turn enough loads to make money, so not having to stop to do any manual or parked regens means a lot for my business. I am now making enough to pay myself back for the DPF repairs and still have something leftover.

Thank you, Jane at JKG Fuel Solutions, for helping me with EnerBurn.” -

Hakan Aslan, Owner-Operator

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JKG Fuel Solutions will be at the Mid-America Trucking Show in Louisville, Kentucky. See them at Booth #68189 in the West Wing of the Kentucky Fair and Expo Center. JKG Solutions owner Jane Gates will be glad to answer any questions you may have about Enerburn®.

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MOVIN' OUT Calendar of Events

March 31-April 2 - Gulf Coast Big Rig Truck Show – Biloxi, Mississippi. For more info log onto www.gulfcoastbigrigtruckshow.com

April 22 – 14th Annual Wheat State Antique Truck Show – Newell's Truck Stop, I-135/US 50 Exit 31, Newton, KS. 9-3. Antique, Custom, Special Interest, RC Model Truck Demo, Vendors, Food. Free entry/admission. Wheat State Chapter/American Truck Historical Society. For more info contact Scott at 316-283-0130 or visit www.athskansas.org

April 28-30 – 19th Annual 75 Chrome Shop Truck Show – 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 18-20 – 35th Anniversary Shell ROTELLA SuperRigs – Exchange Center at Expo Square, off Route I-44 Highway 51 and Highway 244, Tulsa, OK. Competition Truck Show, fun and entertaining events for drivers and their families, Rotella Road Show, Rotella T6 BBQ Pitt. Judging will take place between 7:30 am and 6 pm on Thursday and Friday, May 18 & 19 and between 7:30 am and 10 am on Sat., May 20. For info and updates, visit Rotella.com or [Facebook.com/ShellRotella](https://www.facebook.com/ShellRotella)

June 2-4 – Wheel Jam – South Dakota State Fairgrounds, Huron, SD. For more info go to <http://www.wheeljamtruckshow.com/>

June 10 – 3rd Annual Trucks For Smiles – Jennerstown Speedway near Somerset, PA. Make-A-Wish® Fundraiser. Truck Convoy, Auction, Food, Games. Race at night at Jennerstown Speedway. For more info contact Mark Friedline at 814-445-2193, email: mark@wwf101.com or www.TrucksForSmiles.com

June 17-18 - 6th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Truck Show both days, Huge Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups available. Slow Race, Jake-Off, Light Show, Diorama Display, Truck Swap Meet, Country Convoy, 50-50 Door Prizes Raffle Swap Meet Food T Shirts and More! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Presented By: ATHS Ohio Chapters. Proceeds to: Ashland Food Bank & Shriner's Transportation Fund.

June 24 – Down Home Truck Show – Humboldt, Nebraska. For more info call Susie Shupp at 402-414-7021 or follow us on Facebook @Down Home Truck Show

June 24-25 - Transport For Christ Truck Rally – Lebanon Valley Expo, 80 Rocherty Rd., Lebanon, PA 17042. Parade of Trucks, Vendors, Children's Activities, Benefit Auction, Food, Gospel Music, Worship Service. For more info contact Doris High at tfcrn@dejazzd.com

July 9 – Spencer's Chrome Truck Show – Spencer's Chrome Parts & Service, 12975 State Rt. 405, Watsonstown, PA. For more info email: kevinspencerchrome@gmail.com

July 13-15 – 38th Annual Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 14-15 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

July 15 – 18th Annual ATHS Steel Valley Chapter Antique Truck Show – Kenworth of Pennsylvania, 530 North enter Ave., New Stanton, PA 15672. Free registration, food, DJ. Dash Plaques, Door Prizes. ALL Trucks Welcome! For more info contact Dale Campalong 412-670-7492

July 28-30 – 10th Annual Top Gun Largecar Shootout – Rantoul National Aviator Center, Rantoul, IL – Live music, beer garden, good. For more info call Tom at 217-202-1473 Email: topgunshootout@yahoo.com or visit www.topgunlargecarshootout.com

August 4-6 – Carlisle Truck Nationals – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 11-12 - The 28th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntruckn-show.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 18-20 – 8th Annual Eau Claire Big Rig Truck Show – Northern Wisconsin State Fair Ground, Chippewa Falls, WI. Park and Pride Truck Show with NO scoring, Monster Truck Throwdown, Truck Parade, Barbeque competition, Live music. For more info phone 715-832-6666. Email: info@ECTruckShow.com or visit www.ECTruckShow.com

September 16 – 41st Annual TBG / ETC / XDP sponsored U.S. DIESEL TRUCKIN' NATIONALS & MOTORSPORTS SPECTACULAR - RACEWAY PARK, ENGLISH-TOWN NJ. The largest single day all diesel truck show & race in the USA. Over 2,000 participants, 200 exhibitors & vendors and the biggest evening diesel thrill show. Fast family fun for all. Now in it's 41st year. For more info go to: www.usdieselnationals.com or www.racewaypark.com. Phone: (732)-446-7800. For further e-mail: info@racewaypark.com

September 25-29 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>
October 14 – LCM Southern Classic 2017 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecarmag.com or 717-806-8907.

If you would like to list an upcoming show or event, send all the details including a telephone contact number to

Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314,

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PA Turnpike to Remove Feedback-Signal Lights in E-ZPass Lanes

The change is required as part of a toll plaza equipment upgrade.

HARRISBURG, PA... The PA Turnpike Commission (PTC) will start to decommission and remove the red, yellow and green traffic lights used as feedback signals beginning on March 17th with the Harrisburg West Interchange (Exit 242). The traffic signals, used to provide feedback to E-ZPass drivers indicating their transponders were properly read, are now prohibited for such use by federal guidelines.

"Signal light technology currently in use has become outdated and cumbersome," explains PTC Chief Operating Officer Craig Shuey. "As the Commission prepares to update toll equipment in the lanes with more modern hardware and software, we are incorporating new federal signage

standards. While the removal of signals may cause some initial confusion, it will soon become the norm as our customers adjust to the change."

As the PTC replaces its equipment with enhanced technology, customers may temporarily see the decommissioned light stations wrapped in yellow plastic at certain Harrisburg-area interchanges and at "E-ZPass Only" interchanges north and east of Philadelphia. Thereafter, the signals — which have been in service since E-ZPass was launched in 2001 — will go away at several interchanges each month until the upgrade is completed by the end of 2017.

The change will ultimately simplify signage for customers, as well as reduce stop-and-go traffic

through the interchanges as these removals continue along the 550-mile system.

Customers should continue to travel through E-ZPass lanes at the posted speeds for their own safety as well as the safety of other motorists and toll collectors. Customers with questions about an E-ZPass account, including whether a transponder is working properly, should contact the PA Turnpike E-ZPass Customer Service Center at 877-736-6727, Monday through Thursday from 8 a.m. to 7 p.m. and on Friday from 8 a.m. to 5 p.m.

To log into an existing E-ZPass account or set up a new one, visit https://www.paturnpike.com/toll/ezpass_info.aspx



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More than 30 PA Turnpike workers have died performing their duties. That's why cops are cracking down.

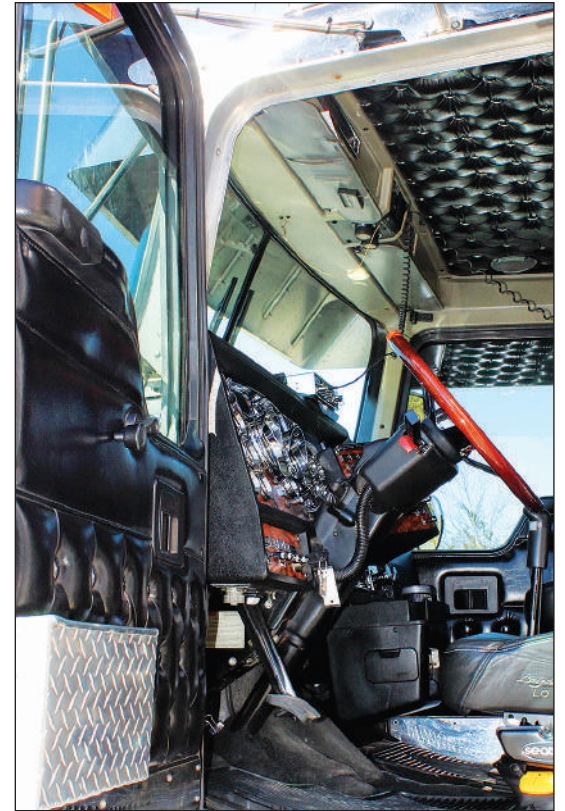
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Working Show Truck Of The Month - Josh Spiegel/Rolane Transportation



by Robert Conrad
"The Pride of the Fleet" is what Josh Spiegel calls his immaculate, grey & black 2000 Kenworth W-900L. Josh runs Rolane Transportation, based in Brockton, MA,

along with his father Neal Spiegel who owns the company. Rolane Transportation is a container hauling company, transporting import and export commodities with their sharp looking fleet of grey & black trucks.

This particular truck was green when they purchased it, but they went thru the entire truck adding custom features and painting it the Rolane fleet colors. Josh said they changed all of the lights to LED's, added a 13 1/2" drop visor, a lighted 22" front bumper, and a louvered grille. The cab also features ribbed, stainless half fenders, a custom tail light panel, and window chops on both the driver and passenger doors. The air horns have been

removed from the roof, extra roof lights were added, and a set of train horns installed.

The truck was originally driven by Matt Spiegel who is Josh's younger brother. Matt has moved on to another truck in the Rolane fleet, but he always kept this W-900 looking its best, thanks to a helping hand from his son Tyler. Tyler also enjoys going on the road with Matt and he just might follow in his footsteps some day.

Chris Davis is presently the daily driver of the truck now and he rarely leaves the company yard without having "his shine on"!

The entire Rolane fleet is a familiar sight on the roads of New England, and their classy trucks

certainly turn heads.

With over 914,000 miles on it, this 2000 Kenworth seems to be getting better with age. It's certainly gotten better looking since Josh and the boys at Rolane purchased it! Power to haul those containers comes from a 6NZ 550 CAT engine that's paired with an 18-speed transmission and a set of super 40's for the rears. Josh helps keep the entire Rolane fleet rolling, running the day-to-day operations, but he still goes out on the road as well. When he does, his "borrows" the truck from Chris Davis, and Josh still enjoys sitting in the custom, black diamond-tuck interior making his deliveries on time.

He loves the look of the "old school" trucks and the Rolane trucks are definitely patterned after their trucking forefathers. Josh wanted to thank his dad, Neal

Spiegel, for all of his love and support throughout the years. He also wanted to thank his wife for always being there for him along with his kids. In fact, his son Braeden helps out at the company garage, cleaning the trucks with his dad when he gets the chance. Some of our readers just might remember Josh Spiegel and his son Braeden, since they were featured a few years ago with Rolane's Peterbilt roll-off in our Working Show Truck of the Month article. Here we are in April of 2017, with another Rolane ride sporting that same spotless shine!

Movin' Out salutes the Josh & Neal Spiegel, and the entire crew at Rolane Transportation for all of their hard work and for representing the trucking industry with class on every delivery they make!

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