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“THE JOURNAL OF THE TRUCKING INDUSTRY”

2017 LargeCarMag Southern Classic Heats Up Lexington With Some Hot Trucks



Local and long distance rides, including some of the finest working bobtails and combinations made the trek to Lexington, Virginia for the 2017 LargeCarMag Southern Classic Truck Show. Turn to pages 16 & 17 for photos and story. - Photo by Robert Conrad -

Mercer Transportation – 2018 – The Year of the Owner Operator



Last year was a big year for Mercer Transportation as the company celebrated their 40-year anniversary. “Our Owner Operators have really helped us over the years, and their success has helped to perpetuate the success of the company as a whole,” said Jason Schaflein, Director of Recruiting and Retention. While the industry may be changing, Mercer Transportation is just as stable as it has always been. When it comes to 2018 though, Schaflein calls it the “Perfect Storm.” “We all knew that the ELD

mandate was coming, but I don’t know if the industry was ready for the mandate. That had a big effect on overall efficiency,” he said. Couple that with the increase in open deck freight that the industry is currently experiencing, and this

continued on page 10

Truckers Solution – Real Solutions For Real Truckers



The Truckers Solution staff is ready to help you maximize your discounts!

by Steve Pollock
FRANKLIN, TN... For a long time now only large fleets could get a discount on diesel fuel by volume buying at travel plazas. That’s all changed, however and now owner-operators and small fleets can receive a respectable discount as well, thanks to Truckers Solution. Philip Fulmer, owner of a large national fleet, started Truckers Solution in February of 2011. Philip was seeking a way for small fleets and owner-operators to receive discounts on the products and services they use to operate their trucks. Initially Truckers Solutions negotiated discounts on fuel, tires and other products used by Professional Truck Drivers everyday. The more their members purchase, the larger the discounts

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Fitzgerald Peterbilt's Semi Casual Truck Show Slated For May 4-5, 2018 At Bristol, TN



Mark your calendars, the Semi Casual Truck Show is just around the corner. Trust us, you don't want to miss this.

This year is going to be the biggest one yet! The event is a laid back fun atmosphere for everyone. There are participant judged contests with awards given out to the top 25 trucks. Some fun trophies will also be

given for slowest truck on the drag strip, fastest truck, etc. Plus, everyone entered in the show can enjoy a great rooftop dinner on Friday night on top of the Bristol Dragway tower with live music and more.

Saturday really kicks off the fun with a professional fireworks show at dusk and a special live performance. (Check

out the website for the official headliner announcement. It's going to be AWESOME!) If that's not enough, the drag strip will be open for anyone wanting to run their semi down the world famous 1/4 mile track. We have a great line up of vendors and other fun activities all weekend.

The Semi Casual Truck Show

presented by Fitzgerald Peterbilt is the one show you do not want to miss!

For more information or to register online visit: FitzgeraldTruckShow.com

Above photos are from the 2017 truck show. - All photos courtesy of Fitzgerald Peterbilt -

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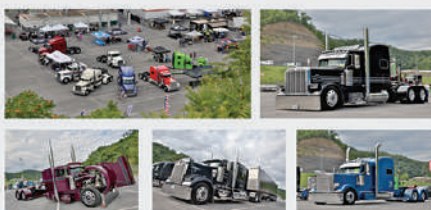
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Off The Beaten Path

by Pam Pollock



You Were My Favorite Hello – And My Hardest Goodbye...

Preface: I've always wished I could cry prettily like Demi Moore's character in Ghost. She is all misty-eyed and then a single teardrop streams down her face. I am an ugly crier. My face distorts and my nose turns red. My chest heaves and I make choking sounds. Tears flow like the Hoover Dam and my nose runs like Niagara Falls. NOT PRETTY! I've had a lot of ugly crying moments in the past 11 weeks.

Dear Gunny,
It's early in the morning, another deadline week. I am actually writing my column early for a change. Normally, you would be sitting at my feet in my home office while I type on my computer keys. It's been almost 11 weeks since your health abruptly turned and we learned that your time here with us was limited. In 2 days you will have been gone for 3 weeks. I'm ugly crying right now while I remember all of this.

You shared your life and your love with us for 14 years, 2 months and 21 days. You became a part of our family on a snowy Saturday night in December. I am so glad that you waddled up to Dan and plopped into his lap and refused to leave. You were the cutest little Beagle puppy – your brown face was rimmed with a black mask and even then you had that distinctive white collar of fur around your neck. Needless to say, we fell in love with you instantly. You craved constant companionship and we were all happy to oblige. You liked to cuddle and kiss and lick us – and that never changed. You bestowed your love upon us until the very end. You were a playful and energetic little puppy. I will never forget the hours we spent chasing each other around the house, playing hide and seek. I would toss your stuffed duck toy back the hallway for hours. You would retrieve it and come back to me to toss it again, but you always had to make a game out of not dropping it out of your mouth until we performed a rugged tug of war.

Oh Gunny – you could be so obstinate and frustrating at times! You were a chewer when you were a puppy! You ate my Bible, causing one of my workers to exclaim, "Well, he literally took the expression holy crap to a new level!" I lost track of the number of Autumn's Abercrombie and Fitch clothes and shoes that I had to replace because of your chewing. You were a mooch, you had no pride in sitting beside us and yapping for food. I confess, I always caved and shared my meal with you. In fact, we started to cook for you at dinnertime. I probably should be ashamed to admit that I placed your food on a plate, cut it up and blew on it and served you first. By the time I finally sat down to eat, you had consumed your din-

ner and was insisting that I share mine with you.
As a puppy, you went through a digging stage – I recall walking out in the dark one night with you on a potty break and stumbling. Your Dad called out at that very moment, "Watch out! Gunny has been digging holes in the yard." No joke, dude – you had TRENCHES dug everywhere back there. If the zombie apocalypse had occurred then, we could have hid the entire neighborhood in your trenches.

You also had your sweet and tender moments. You liked to snuggle with us on the couch but you would sneakily take over my spot and steal the pillows and my organic cotton blanket if I got up for a minute. You would cock those eyebrows and look sooooo innocent, "Who? Me?" would be the look on your face when I returned and chastised you for being a couch hog. You instinctively realized when one of us was sick or sad or overwhelmed. You would stay glued to our side and showered us with loving kisses and a warm body to cling to.

Your favorite moments were your 2 walks a day. When you were a young pup, you would somehow know when Dan would be coming home from school and you would

sit by the door, waiting for him. You would actually scratch at the door so I would open it a crack and you would take your paw and open it the entire way. Dan had to immediately take you for a walk. You also lived for going hunting with your guys. You would cock your head and try to figure out what hunting attire they were donning. If they put on their canvas "duck" pants, your tail would wag furiously, you would do your happy dance and throw your head back and howl in ecstasy. You would run so fast that you would slide down the hallway. I am so happy that you were able to go on a couple of pheasant hunts with your guys in your final weeks.

You tolerated me dressing you up in costumes and taking your photo. You always loved kids and other dogs. Keeva and Gizmo were your best friends and you would get so excited when you had doggie sleepovers. And when my grandkids were born? You were in your element; you finally had babies and little kids to shower with affection. And you did shower them – with slobbery kisses! And you were so happy when I started dressing THEM up in costumes, instead of you.

If we were talking and mentioned certain words: walk, treat, ice cream, Dairy Queen, bunny, and hunting, you went bananas – so we started spelling those words, but you caught on fast and went bananas when you realized what words we were spelling! Dan could always get a rise out of you when he would shout, "Santa? Is that Santa Claus outside?!!!" Oh Gun – you would leap up on the couch and peer out the window, searching for Santa. Your body would be quivering with excitement, even though you didn't know who the heck Santa was! Dan would also have you look for the Boogieman. You fell for this trick of Dan's for over 12 years and then finally wisely up and refused to play that little game anymore.

In the end, when it was time for you to leave us, you did so with grace and courage, choosing to walk from the bedroom out to the kitchen. You died within minutes of doing that, just before Dad walked out and found you. You were peaceful and at first I insisted that you were just sleeping. I knelt on the floor beside you and grasped my fingers in your fur. I felt those velvety ears



The Three Amigos: Dan, Gunny and Steve.

for one final time and kissed you on your head. Dad and Dan buried you in your favorite hunting pasture so you could forever chase bunnies and pheasants.

I still ask for doggie bags at restaurants and then I realize when I get home that there is no wriggly ball of fur to claim my leftovers. I find bags and bags of your favorite treats stashed everywhere. You had doggy beds and blankets and pillows in just about every room.

I miss stroking your velvety ears. I miss our walks (even though you pulled my arms and shoulder) and our long car drives on country roads when we just had to escape life. I miss watching you roll in the grass in ecstasy or burrowing your nose in mounds of snow. I miss those funny little "Snoopy" sounds of yours. I miss hearing you bray when Steve came home from work. You would really howl if he had been gone for a couple of days. You were always the door greeter when any of us came home. At

night, I would take my foot and feel for your body in the dark when I entered our bedroom. I never wanted to want to step on you as I crawled into bed. I would always lean over and whisper, "Goodnight Gunny, I love you" and then I would add, as an afterthought, "Oh – and I love you, too, Steve." Yeah, you came first, my boy! I miss, I miss, I miss YOU. I miss you, Gun Dog.

Different times I would envision how life would be easier if we could be carefree and dog free and not have to worry about leaving you at home for more than 3 hours or having to administer your daily medication. I now know that life without you is hard, really, really hard. I struggle with how distraught that we all are over your death. I mean – people are losing their human loved ones every day – and here we are, grief stricken over the death of a dog. I am sure that a lot of people think we have lost our minds. But here's the thing – you weren't "just a dog",

you were our baby, a member of our family. You were by our sides almost 24/7. You shared our joy and our sorrow. You were there in sickness and health. In your final 7 weeks of life, we had numerous visits to the vet's and I had many bouts of ugly crying in that exam room. Steve and Dan were the best caregivers to you. They lovingly did everything they could do to give you more time with us.

I bought memorial wind chimes the week after you left us and hung them in the front yard by the birdfeeders. Whenever I walk by, they chime and you "talk" to me. I always talk back, I thank you for telling me hello and I tell you about my day.

Gunny, if love alone could have kept you here, you would have lived forever... You were one in a million, my sweet boy. I can't say goodbye to you, I just can't. So I will just say, "Goodnight Gunny, I love you."



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Utsinger Towing Takes Trophies At APTO Show



Utsinger Towing's Ashley Lara holds the two trophies won at the APTO Show.

by Steve Pollock

SPRINGFIELD, OH... Utsinger Towing of Youngstown, Ohio took home two trophies with their 2015 Ford F550 and Jerr-Dan Rollback Tiltbed Tow Truck at the Associ-

ated Professional Towers of Ohio summer picnic. The event was held this past August at Clark County Fairground, Springfield, Ohio and featured all sizes and types of tow trucks.

Utsinger Towing's beautifully detailed Ford won 1st Place Best of 76-Show and 1st Place Light Duty Wrecker. The truck was detailed by Kermit Gribble, owner of Keystone Wheel Polishing in Somerset, PA.

Hornady Transportation Offers New Guaranteed Pay Program For Drivers

Monroeville, AL... Hornady Transportation LLC, a Daseke company, has announced a new pay program designed to protect driver pay. With this new pay program, drivers will have the opportunity to receive a guaranteed weekly gross minimum pay.

The pay program, which starts March 6, applies to all Linehaul 1

and 2 drivers and protects them by providing a guaranteed weekly gross minimum pay determined by their pay bracket. Drivers who earn 46-50 cents per mile will be guaranteed \$1,000 per week; those who earn 52 and 53 cents per mile will be guaranteed \$1,100 per week; and drivers earning 54-56 cents per mile will be guaranteed

\$1,200 per week. In addition to the guaranteed weekly pay, Hornady Transportation will also prorate holiday weeks.

Under this new program, drivers are guaranteed pay increases as pay-per-mile increases. For information on Hornady's services or career opportunities, visit www.drivehornady.com

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High Performance Diesels with Bruce Mallinson

Fuel Slobber happens when diesel engines are started cold and even worse when the ambient temperature is cold. This was a common occurrence back in the 1970's and 1980's when there was no variable timing on most of the Cummins Engines. The 425-B Caterpillar did have advanced timing for cold idling engines, so the fuel slobber wasn't nearly as bad. The STC-444 Cummins Engines also had advanced timing at idle so they were much cleaner. Many owner-operators would see the fuel leaking out of the flex pipe right behind the turbocharger and it

looked like engine oil, when it was fuel and water mixing with the soot in the exhaust system and it looked like oil. This problem would cure itself once the engine temperature came up to the correct operational temperature, which usually didn't occur until the truck was driven. With the large cooling systems and the amount of air that passes through the engine during idling, diesel engines tend to run cool. The typical result of burning fuel in a modern diesel engine are about 67% nitrogen (N2), 11% Carbon dioxide (CO2), 11% water vapor (H2O), and 9% oxygen (O2).

Less than 1% makes up all the bad pollutants that diesel exhaust has recently become famous for. On a cold start of a diesel engine the water vapor may be cold enough that it turns into liquid water in the exhaust system. Especially on trucks with vertical exhaust stacks, this liquid water can run back down the stack and leak at various clamped joints making a mess on the chrome elbows and even leak out of the flex pipe. This problem normally goes away in a very few minutes if the truck is put to work, but if it remains idling on a cold day the liquid water can be quite a

nuisance. The feeling is the liquid water is not good for modern diesel particulate filters, especially if the engine is shut down before it gets hot enough to turn the liquid back into a vapor and purge it from the particulate filter.

This slobber can also run out of the exhaust manifold at the connecting joints and run down the side of the engine. If this happens to your engine, just spray the slobber with a spray soap or penetrating oil and wipe it off with a rag. Many penetrating oils are also a very good cleaning solvent and will keep the engine from rusting.

Blow-by; another mess on the engines and the chassis of the truck. The higher the horsepower and the harder the engine is run, the greater the amount of blow-by the engine develops. Blow-by is compression getting past the piston rings and all engines have it. Our Oil Trap, which mounts at the bottom of the blow-by tube, is a wonderful item to catch the oil residue, which is present in the blow-by gasses. The Oil Trap will catch about 1/2 cup of oil every 10,000 miles. It's better to be held in a container than spread underneath your truck. If you want to see the effects of blow-by on the streets, drive a motorcycle down the strip in Las Vegas while it's raining. When you put your foot on the roadway it will want to slide out from under you. I can tell you that from personal experience of trying to hold up an Ultra Classic with a passenger in the back seat! Many mechanics will tell you the engine is wore out if they see blow-by coming out the tube, this is NOT true, oil consumption is how to measure if the engine is wearing out. One gallon of oil consumed every 2,500 miles is considered worn out and needs rebuilt. Many times, an owner-operator will call us and say they had their truck on the dyno and the blow-by is high and the shop recommended an in-chassis rebuild. We ask what the oil consumption is after an oil and filter change, many times they say the engine will run 8,000 or more miles before burning the first gallon, this engine is not wore out. Don't worry about the blow-by; go by oil consumption to determine when it's time to rebuild the engine.

I haven't talked about this for many years, however now that the Big Cam Cummins Engines are becoming popular once again, let's talk about them and the small 3/8 ID blow-by tube mounted on top of 1 of the 3 valve covers. This may have

been sufficient when the NTC-350 and 400 horsepower engine was popular. Then we came along and started increasing the power up to 700 and 800 horsepower. Along with the horsepower increase, the blow-by also increased so we would install a breather tube on each of the 3 valve covers. Problem solved, blow-by must escape out of the engine, if the blow-by tube is not large enough, the blow-by gasses will try to escape up the turbocharger drain tube. The oil coming out of the bearing housing of the turbocharger is in a whipped foamy state and drains via gravity. All turbo drain tubes must be no more that 30 degrees from vertical or the oil can be forced past the seals of the compressor wheel and the turbine wheel. Now think about this, if blow-by is trying to escape up the turbo drain tube, the turbo oil will not drain down the tube, but be forced out of the turbo seals. Many turbochargers are replaced because of a restriction in the blow-by tube. The newer ISX Cummins have a filter prior to the blow-by tube and it must be changed. NEVER put a piece of heater hose on the bottom

of the blow-by tube, the hot gasses will soften the rubber and the wind under the truck will push the hose horizontal and choke off the blow-by gasses. Now a turbocharger is blamed for leaking oil when it's that piece of hose you put on the blow-by tube.

I write these articles to make you think, I want you to be aware of what is going on under the hood of your truck while you are cruising down the highway and especially when you're climbing a mountain.

We are getting ready to do a bi-monthly video, which will appear on U-Tube and our web site, more on this next month.

If you want to e-mail me, you will have to call the shop and Cathy will give you my address, if I put it in this article the spammers will bombard me with junk e-mails. Always put a subject with your e-mail. I do prefer phone calls to e-mails; it's just old school thinking!

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



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Opportunities in the mirror may be closer than they appear.

Love's Travel Stops Opens New Travel Stop In Arkansas

OKLAHOMA CITY, OK... Love's Travel Stops (Love's) plans to open more than 40 new stores this year, the first of which recently began serving customers in Alma, Arkansas. The new travel stop, located at 8060 State Route 282 (Interstate 49, Exit 24), is the company's third location along the 500-mile stretch of Interstate 49.

"We're committed to growing in areas of need. Interstate 49 between Fayetteville, Arkansas, and Fort Smith, Arkansas, is a heavily traveled freight route with limited services for professional drivers," said Greg Love, co-CEO of Love's. "We look forward to serving a rapidly growing area in northwest

Arkansas." The new Love's is open 24/7 and offers a Love's Truck Tire Care center, 55 truck parking spaces, three showers and other driver services. It also offers Chester's Chicken and Subway restaurants, laundry capabilities, gourmet coffee, fountain drinks, gift items, name-brand snacks and more. With the addition of the Alma store, Love's now operates 12 travel stops in Arkansas. Love's also operates two Speedco locations in the state in North Little Rock and West Memphis.

Love's Travel Stops & Country Stores is headquartered in Oklahoma City, Oklahoma. Founded in 1964, Love's has more than

440 locations in 41 states. Love's provides professional truck drivers and motorists with 24-hour access to clean and safe places to purchase gasoline, diesel fuel, travel items, electronics, snacks and more, as well as a selection of restaurant offerings. On-site Love's Truck Tire Care centers offer roadside assistance, tire care and light mechanical services for professional truck drivers. Showers, CAT scales and other services for professional truck drivers are also available. Love's, which remains family-owned and operated, employs more than 20,000 people. To learn more, visit www.loves.com.

Understanding Oil Contaminants



By Tom Bock

I get many questions asking lube why oil fails and what happens to the oil that is drained and collected at the service stations when I have oil changed. Simple answer is oil fails to function properly when it becomes contaminated with fuel, particles, acids, antifreeze or is overheated causing damage to the additive package and lubricity of oil.

The used oil is recycled as a base oil, by removing the contaminants and reformulating the oil with a new additive package. It has been common knowledge since the early 1900's that the base oil does not break down, it becomes contaminated with solid and liquid contaminants and the additive package fails to properly protect engine. There is an entire industry that treats recycled oil and markets for use in autos and heavy duty trucks.

You will extend useful life of oil by keeping it free of these contaminants and maintaining proper oil levels will reduce the rate of deterioration of your oil and keep the engine running more efficiently. When oil is over heated or contaminated with liquids or solid

particulates the additive package fails to function properly causing the oil to lose the ability to properly protect the engine from metal on metal wear damage.

A cooling system with a blown hose or defective cooling fan will cause overheating issues, as well as pulling a heavy load upgrade for an extended period of time. However the number one reason for overheating occurs when the engine oil levels are not properly maintained and there is insufficient oil to properly dissipate the heat caused by combustion. A close second is the flow of oil not maintained at normal operating flow rates. This is due to oil filter or galley way blockage caused by sludge, defective oil pump, improperly maintained oil filters or oil leakage. Engines today normally run hotter and some engines are experience gelling issues in filters caused by antifreeze intrusion that restricts flow and lowers oil pressure. Checking and topping of oil frequently, changing filters timely, maintaining engine to avoid leaks and paying attention to oil pressure will usually prevent overheating issues. Remember, running one gallon low reduces 10% of the engine's oil, placing extra stress on the remaining oil to dissipate heat.

Liquid contaminants; water, diesel fuel and glycol contaminate oil causing the formation of acid, increasing oxidation, sludge and deterioration of additive chemicals. The water reacts with the sulfur and nitrogen in oil to form sulfuric and nitric acids as well as adding oxides

to oil that corrode and rust engine parts. Diesel fuel will decrease the viscosity of the oil and affect the film strength of the oil to properly bond with metal parts. It is this oil film that protects engines from metal to metal wear. Once the film is compromised the wear levels increase rapidly. Glycol does not enter the oil during normal operation but by some defect in coolant system causing intrusion. Unfortunately since the advent of EGR and Oil Coolers there is an increase in glycol intrusion in engines. The glycol coagulates soot creating oil balls that cause blockage to oil filters that will react with the anti-wear additive zinc that bonds to metals to prevent metal to metal wear.

Solid contaminants, soot, dirt, and wear metals will eventually accumulate in quantities that will affect the oil's ability to properly flow and dissipate heat. Soot, dirt, oil and water will create sludge that blocks galley ways and filter operation. Wear metals will become trapped between tolerances and cause additional wear. Using a good quality full flow filter with a secondary by pass filter will help decrease the accumulation and allow for longer useful life of the oil.

Keeping oil free of liquid and solid contaminants will extend the life of your oil and engine, reduce oil maintenance expenses and put more \$\$\$ to your bottom line.

Any questions or suggestions for topics for this column please email me at: tbock@horizoncp.biz



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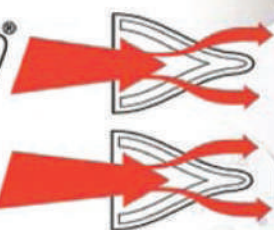


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Women In Trucking Association Announces its 2018 March Member of the Month



Plover, WI ... Women In Trucking Association (WIT) has announced Sharyl Snider, as its March Member of the Month.

With over 260,000 safe driving miles driven to date, Sharyl is ranked No. 1 female driver of Elkhart, IN-based CWRV Transport. Signing up with Camping World's exclusive RV transporter in 2013, she has shone brightly, safety- and performance-wise, in an otherwise male-dominated business.

Sharyl was born and raised in South Bend, Indiana. In June 1982, she married the love of her life, Ernie, then a member of a contractors union and holder of a Class A CDL. Together they built and savored a blissful and comfortable life, raising a family of two children that later included four grandchildren.

By 2002, Sharyl had been working at various RV manufacturing facilities for a total of 12 years. Realizing that she was going nowhere, she and her husband decided to work for a friend engaged in the

RV delivery business. For starters, Ernie coaxed her to try delivering campers with him. Soon afterwards, he bought her a truck; and since 2013 when she made her first RV delivery, she has been driving straight, safe and strong.

Looking back, Sharyl recalls with pride the experience of delivering FEMA units for victims of hurricanes Rita and Katrina. Witnessing the resulting devastation, she was grateful for the chance to help provide housing for those left homeless by these catastrophes.

Several years into their RV delivery work, Sharyl's husband decided to return to his union construction work, compelling her to take units on her own. It's a move that certainly paid off, taking her to all 48 states and almost all territories in Canada. "I even took my truck and a camper numerous times to Vancouver Island and Newfoundland by boat. Except for getting sea sick, the whole experience was so exciting. I would never have seen

all the wonderful places I have been if I didn't do this type of work. And for that, I feel very blessed," she enthuses.

Sharyl's life, however, took an unfortunate turn when in December 2016 her husband perished in a motor vehicle accident. "My life has since changed dramatically. I stay pretty close to home now and usually take runs that get me home every night. But my passion for delivering campers remains. It's what keeps me going," she says.

CWRV's top female driver commends the company and its employees for their excellent work ethic. "I know I'm an independent contractor, this is my own business, and I am my own boss. However, it is the steadfast support that CWRV provides behind the scenes that keeps me going. I really believe we need more women in this sector, and CWRV is a great place to begin such a business that offers such great opportunities," she concludes.



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Dandy Service Corporation – A Good Place To Work

by Steve Pollock

WARRENDALE, PA... Dan Lang founded Dandy Trucking in 1981 after the trucking industry deregulated. Dan is the fourth generation of his family to work in the trucking industry and the fifth generation of his family is now working at Dandy Service Corporation.

Initially Dan did intermodal work with a 1971 International tractor that his employees named "Blue Goose" as well as leasing on some owner-operators. Dan purchased used fleet tractors in the formative years. Somewhere along the way, Dan's drivers began calling him "Dandy Dan" and the "Dandy" part just kind of stuck.

In the early 1990s Dandy Intermodal transitioned to hauling general commodities and HazMat loads and in 1994 incorporated as Dandy Service Corporation. Dandy Service Corporation remains family owned and operated with Dan Lang serving as President and CEO. Dan's wife Chris is Controller and sons Jared and Heath and daughter Samantha are also involved in the business.

Dandy operates 85 tractors and 400 trailers. Their fleet consists of all sleeper trucks set up for regional and long hauls. The tractors are Volkswagens and Freightliner Cascadias, 5 years old or newer.

Drivers must like working for Dandy because many of them have been with the company for 20 years or more. Employees with many years of service at Dandy include: Safety and Recruiting Director William O'Brien and his wife Heather - 20 years; Chris Stack, Lead Dispatcher - over 24 years; Maintenance Supervisor Russ Jarvis - 34 years; and Wayne Barthe and Ed Gedraitis of the



Dandy's "Blue Goose" International with 2 mechanics, who happen to be current Dandy Service Corp's. Maintenance Supervisor Russ Jarvis's father and brother.

Maintenance Department have each been with Dandy for over 30 years. The company has a driver turnover rate of just over 20%, a large portion of which is drivers retiring from the company. Everyone at Dandy Service Corporation is proud of their safety record and the company has Twenty-eight Million Milers, Five 1.5 Million Milers and Three 2 Million Milers.

Dandy is the house carrier for several major Fortune 500 companies. They haul general commodities, temperature controlled loads and HazMat loads. Regional drivers are home every weekend and long haul drivers get home every two weeks or more, depending on the load. Drivers average between \$55K and 80K per year, depending on how hard they run. Dandy Service Corporation is ELD compliant

and helps drivers to manage their time to optimize their earnings. The company is currently hiring in a 100-mile radius of Atlanta, Detroit, Pittsburgh, and St. Louis as well as throughout the state of New Jersey. Dandy provides a full benefit package with a company matching 401K. They also have a pet policy and rider programs. HazMat endorsements are not required to start. Drivers with a HazMat endorsement earn an additional 6¢ per mile and tanker endorsement (to haul crated bulk liquids) earn an extra 2¢ per mile. There are also bonuses for performance and safety.

For additional information, call Dandy Service Corporation at 888-DANDY-00 (888-326-3900) and ask about their new pay package.



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Old School Meets High Tech



by Steve Pollock

Andover, OH... SLC Lighting is proud to announce a new product in their portfolio. The company now offers dual 5 3/4" headlamps for 359A Peterbilts and A Model Kenworths with a new twist. The headlamps feature the classic dual lamp retro look but with state-of-the-art LED technology. The completely D.O.T. compliant LED lights offer a true "white light" with substantially improved forward and side lighting compared to standard and halogen bulbs. The LED bulbs allow for a much lower amperage draw, 1.4 amps - 16.8 watts on low beam and 1.48 amps - 17.8 watts on high beam. The dual headlamp assembly also has updated plugs to make installation easier as well as adjustment screws to allow the headlights to be aimed. The headlamp assemblies are made from the original tooling and by the original manufacturer, right here in the USA.

These new headlight assemblies will be available from SLC Lighting beginning in March. They will fit: A Model Kenworths; 359A Peterbilts; Pete and KW Cabovers; Diamond Reo, International; Marmon and many other vehicles manufactured from 1959 and on.

For more details or to place an order, contact SLC Lighting at 800-938-0120.

NATSO Foundation Names Delia Moon Meier As 2018 Chairman of the Board and Slate of Directors

Alexandria, VA... The NATSO Foundation, the research, education and public outreach subsidiary of NATSO Inc., announced that it has named Delia Moon Meier, owner and senior vice president of Iowa 80 Group and CAT Scale Co., its 2018 Chairman of the Board. Iowa 80 Group, based in Walcott, Iowa, owns and operates four large truckstops - Iowa 80, Joplin 44 Petro, the Oak Grove 70 Petro and the Kenly 95 Petro. CAT Scale Co. operates a nationwide network of more than 1,600 certified truck scales.

Andy Rebholz, Chief Executive Officer of TravelCenters of America, assumes the role of Secretary/Treasurer in 2018, replacing Tom O'Brien who retired in 2017. Lisa Mullings, President and CEO of NATSO, rounds out the Foundation's slate of officers, continuing as the NATSO Foundation President.

Tom Heinz, President of Heinz Inc. and Coffee Cup Fuel Stops & Convenience Stores, who is a past chairman of the NATSO Foundation, returns to the foundation's board in 2018 as a director. Craig Barr, Trucking/Heavy Duty National Accounts Executive, USA, Mobil Delvac; James Greer, Truckstop/Government Sales Manager, Bridgestone Commercial Solutions; and David Young, Vice President, Channel Partner Sales, Valvoline LLC, also joined the NATSO Foundation Board as new Allied Directors.

Meier is a second-generation

truckstop operator and has served as a NATSO board member, a NATSO committee member, and Chairman of the NATSO Government Affairs Committee. This marks Meier's third time as the NATSO Foundation Chair, having previously served in the position in 2003 and 2004.

Meier - who succeeds Jenny Love Meyer, Vice President of Communications at Love's Travel Stops & Country Stores, as NATSO Foundation Chairman - has been a longtime advocate for the truckstop and travel plaza industry.

Meier also serves as president of Iowa80.com, the online and retail division of Iowa 80 Group that is responsible for purchasing and the management of six retail stores, an online store and distribution center that serves both Iowa 80 and CAT Scale Co. She also serves as director of the Iowa 80 Trucking Museum, a privately funded museum located at Iowa 80 that preserves antique trucks and showcases the evolution and importance of trucking in the United States.

Returning members of the NATSO Foundation Board of Directors for 2018 are: Don Quinn, Chairman, NATSO; Whitney Johnson, Chief Experience Officer, Pilot Flying J; Sean Flynn, Owner, Flynn's Truck Plaza; Fred Jubitz, Owner and President, Jubitz Corp.; Heather DeBaillie, Marketing Manager, CAT Scale Co.; J.T. McMahan, National Retail Sales - Convenience Retail Director, The Coca-Cola Co.



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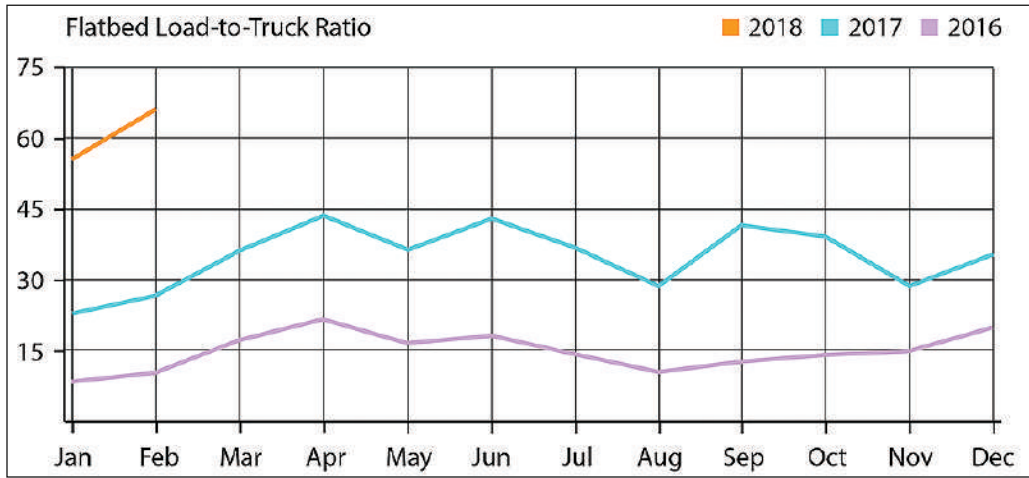


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Mercer Transportation – 2018 – The Year of the Owner Operator



continued from page 1

encing, and this year is shaping up to be the best time in recent history for Owner Operators to make significantly higher earnings, and Mercer is primed to set many monthly revenue records in the upcoming year. "We are already seeing rates continue to rise and capacity shortfalls increase, and we are just now coming into the peak season," said Schaftlein. These things considered, Owner Operators are truly primed for success in 2018. Add to that some of the new tax incentives, there is no better time to be an Owner Operator.

He continues, "I'm pretty biased toward the Owner Operator

model. It's worked for Mercer Transportation and our Independent Contractors for over 40 years and we are committed to growing the company now and into the future. More company drivers should consider switching over to their own trucks. It is the perfect time and the industry could definitely use more Owner Operators."

With open deck freight and rates trending up, tax credits as well as driver shortages...now is a great time to join a solid, stable flatbed carrier like Mercer. Whether you are already an Owner Operator or considering becoming an Independent Contractor for the first time,

it is truly important to join a company that is an industry leader, whose expertise for over 40 years has been open deck freight, and who is expecting a record breaking year themselves in 2018.

"If you are an Owner Operator that wants to take advantage of this "Perfect Storm" in 2018," says Schaftlein, "I urge you to give Mercer a call."



Kenworth Hawaii Opens First Kenworth Dealership



KAILUA-KONA, HI... Kenworth Hawaii recently celebrated the grand opening of its 14,500 square-foot full-service dealership in Kailua-Kona with a barbecue, music performed by local artists and a ribbon-cutting ceremony. The event was attended by more than 250 customers, plus local officials and company leaders from Kenworth and PACCAR. Meanwhile, remodeling on an 11,000 square-foot parts and service location, 75 miles east in Hilo, is expected to be completed soon.

"By opening a Kenworth dealership group based here on the Islands, we've become more responsive to customers," said Kevin Balog, dealer principal for Kenworth Hawaii. "We can offer a whole new level of service. With the growing complexity of powertrains, emission controls and diagnostics in trucks, Hawaiian truck owners and fleets need the continuing commitments and support local dealers can best offer with factory-training on the PACCAR powertrain and Kenworth TruckTech+ Remote Diagnostics.

The Kailua-Kona dealership, located at 74-567 Honokohau Street, offers customers two service bays, a 2,000 square-foot parts display area, and 4,000 square-foot parts warehouse. The dealership is easily accessible to major routes connecting Kailua-Kona with the rest of the island, has a large parking lot, and is just one block from the largest freight company on the Big Island. It also features a brand new customer lounge complete with comfortable recliners, work stations and Wi-Fi access. The service manager for Kenworth Hawaii – Kailua-Kona is Chris Harris and the parts manager is Isaac Nearman. The dealership's phone number is 808-327-0117.

Once remodeling is completed on the Kenworth Hawaii – Hilo location, that dealership will offer two service bays, a 3,600 square-foot parts warehouse, 1,000 square-foot parts display area, and comfortable drivers' lounge. The dealership is at 110 Holomua Street. Leslie Boteilho is branch manager. Kenworth Hawaii is investing \$1 million worth of remodeling at both dealerships.



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TSI Is Now A Beau-Roc Truck Bodies Dealer

by Steve Pollock

NORTH JACKSON, OH... TSI is pleased to announce that they now offer complete sales, service, parts and installations for Beau-Roc Steel Dump Bodies.

Established in 1984, Truck Specialists Inc. is an authorized Western Star dealership located at 385 S. Bailey Rd., North Jackson, Ohio, less than one mile south of I-76, Exit 57. General Manager and Co-Owner Clint Moore states, "Now that TSI is also a Beau-Roc dealer, we can offer our customers one-stop-shopping when they purchase a steel body dump truck. They can not only purchase their Western Star chassis from TSI, but also have a Beau-Roc body

installed in our shop by our factory-trained technicians. We can offer customers the complete package with a quality Western Star chassis and a Beau-Roc body. We'll be able to provide complete parts, service and warranty support. This will help eliminate customer hassles with sending the truck to a separate body builder for installation or body defect issues."

Beau-Roc manufactures a dump body that is time-tested with a proven design. This versatile dump body is made from 100% Hardox AR450 plate steel that will last up to 20% longer in severe applications than competitive models featuring conventional AR450 plate steel.

Beau-Roc dump bodies are also available in stainless steel for customers hauling corrosive commodities such as municipal salt trucks. Body sizes range from 9'-24' with configurations from one to seven axles. Beau-Roc also offers heated bodies and asphalt tail aprons among other applications. TSI offers quality Mailhot cylinder hoists that carry a 4-year warranty on the widely used G3 series.

TSI can install PTOs, hydraulic systems, and all wiring on your truck. Bodies can be custom painted to the customer's specifications. For more information, call TSI Western Star at 866-TEAM-TSI (866-832-6874).



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Shell and AirFlow Truck Company Debut Energy-Efficient Class 8 Truck



clean reef material destined for a new reef installation off the coast of Florida later this summer. AirFlow and Shell will seek to reduce the energy usage associated with the transportation of goods through improved fuel-economy for a Class 8 truck and the measurement of freight ton efficiency.

"For more than 30 years, Shell has employed co-engineering to increase efficiency and reduce emissions," said Mainwaring. "The relationship with AirFlow Truck Company and other suppliers to build the Starship Project is part of a collaborative process led by Shell that encourages co-engineering and has resulted in a Class 8 truck that will be used to challenge how trucking efficiency is defined."

Obtaining significant fuel economy improvements in Class 8 trucks and trailers is a challenging process given the size and construction of a tractor and trailer. Shell recognizes that a holistic approach to making advances is important. Advances in engine and drive train technology, the use of low viscosity synthetic lubricants, aerodynamic designs, and efficient driving methods all contribute to increased fuel economy and freight ton efficiency.

AirFlow Truck Company has built two previous aerodynamic and fuel-efficient Class 8 tractor trailers, the first in 1983 and the most recent in 2012. The most recent rig, dubbed the Bullet Truck, ran coast-to-coast hauling freight at 65,000 pounds gross vehicle weight and averaged a record 13.4 mpg.

Houston, TX... Shell and AirFlow Truck Company have designed and built a hyper-fuel-efficient Class 8 truck capable of reducing the energy usage associated with the transportation of goods. This next-generation concept truck, called the Starship Project, uses technologies that are currently available today to minimize the amount of energy it takes to transport a load of cargo from one point to another.

"We seek projects such as the Starship initiative to keep Shell at the leading edge of technology development and energy efficiency,"

said Bob Mainwaring, technology manager for innovation, Shell Lubricants. "The transportation industry is constantly changing, and our goal is to be at the forefront of innovation by collaborating with companies like AirFlow and others to develop creative solutions that provide benefits for years to come."

With new fuel economy regulations on the horizon and the need for continuing advances in fuel economy and emissions reductions, Shell Lubricants recognizes that a holistic approach to making fuel economy gains is important. This

includes advances in engine and drive train technology, the use of low viscosity synthetic lubricants, aerodynamic designs, efficient driving methods and more.

The body of the Starship Project tractor is a bespoke aerodynamic design made of carbon fiber. This includes the side skirts, hood, and front end. A custom, Department of Transportation (DOT)-approved wrap-around windshield was designed specifically for the truck. The trailer includes energy efficient features such as full side skirts to reduce drag and a 5,000-watt solar array on top of the trailer to power

interior accessories and reduce the energy load.

The Starship Project truck is powered by a 2017 Cummins X15 Efficiency 6-cylinder engine with 400 horsepower and 1850-foot pounds of torque. The standard engine has been calibrated with the transmission to run at very low speeds and down to 800 rpm.

Shell provided technical consultation on engine and drivetrain components, as well as recommendations for lubricant needs for use in the Starship Project truck. The engine will run on Shell Rotella® T6 Ultra 5W-30, which is a low viscosity API FA-4 engine oil that has been formulated to provide better fuel economy, improved high and low temperature performance and meets the requirements for many low emissions engines.

The Starship initiative provides Shell with an opportunity to test

Shell Rotella® T6 Ultra 5W-30 in a cutting-edge vehicle prior to its introduction to market. Shell will be able to gain valuable information for creating lower viscosity engine oils without sacrificing performance.

The truck will use a number of full synthetic Shell Lubricants products including Spirax S6 GXME 75W-80 transmission oil, Spirax S5 ADE 75W-80 differential oil and Spirax S6 GME 40 wheel hub oil. In addition, Shell Rotella Extended Life Coolant will provide excellent high-temperature protection and heat transfer. Shell Rotella Diesel Exhaust Fluid, a high purity diesel exhaust fluid, will also be in the truck.

Starship Project Testing

The Starship Project will undertake a cross-country run in May that will begin in California and end in Florida carrying a real load of cargo:

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Pacifico Reflections - Goats And Thoroughbreds

by: Mike McGough

As the racetrack's stable manager, he oversaw the stable hands, and when needed he recruited and trained new ones. He liked this phase of his job, and he was good at it. His experience served him well, and his affable manner made it easy for him to share what experience had taught him over the years. One of his favorite lessons to share was the relationship between goats and the track's thoroughbreds.

There is a competitive and stressful air about a racetrack. There are winners and losers with every race. As a result, every one from the owners to the stable hands play into the competitive spirit of the track from time to time. One young stable hand got caught up in it so much, that the stable manager was concerned about her future. He decided it was time to share the lesson of the racehorses and track goats.

If one of the horses for which this young stable hand was responsible did not win, place, or show she took it personal. It was like she had been out on the track running with the other horses and that she finished poorly. Following a loss in the annual Patton Cup Race, she was distraught. On another occasion, what started out as some good-natured teasing ended with her crying inconsolably after two straight weeks of every horse in her care not finishing in the winner's circle of a single race.

She took her job and the performance of the horses in her care very seriously—too seriously. Doing so made her a better stable hand than those content to hold onto a job

they cared little about. Nonetheless, in other ways that same desire was hindering her, and at times it was disabling. Even so, she was the best stable hand at the track. Unfortunately for her, some of the others hands tried to use that against her to frustrate her best efforts. This was particularly true of the lead stable hand that served as the link between the stable manager and the other hands.

Picking up on her desire to do well and being a bit jealous that she was, the lead stable hand would sometimes not deliver messages, or she would purposefully give wrong or very vague time or locations for meetings. The lead hand wanted to make herself and two of the other hands to which she was related look a little better. Other times she would *accidentally* not tell the younger hand of some of the social events around the track, to which they were invited. When this happened the younger hand was apologetic and all but pleaded for better directions and more accurate information. The younger hand would openly apologize as though the misunderstanding was her fault, while the lead stable hand offered some flimsy excuse to keep her actions and the passive aggressive nature that powered them under wraps. All the while the lead hand stood back enjoying how easily she could frustrate and control the younger hand's behavior.

In time the stable manager caught on. The lead was a relative of one of the very beloved and respected owners, so there was little he could do to change her actions. He could however help to change

how the young hand reacted to them. During one of her down periods after a particularly frustrating race he went to see her.

"Do you know why we keep goats around these stables," he asked her.

"Sure, to help calm the horses," she replied.

"Do you know why someone may want to steal someone else's goat?"

"To frustrate their horses, and dampen their best efforts," she replied.

"Exactly! Are you aware that everyone at this track knows where you keep your personal goat tied, and there are some who steal it from time to time to frustrate you and dampen your best efforts?" She put her head down as though she was being scolded.

"We all know how much you want to do well, but as long as you allow others, particularly the lead hand, 'get your goat,' she can frustrate you and dampen your best efforts almost anytime she wants. It's time for you to rein in your goat, don't announce to the world where you keep it, and get back to becoming the kind of stable hand you want to be. In the end that's gonna' serve you and all of us much better."

The moral of this story is short and simple. Be careful how openly and widely you share those things that anger and frustrate you, because there may just be someone who will enjoy getting your goat from time to time. And when they do, they can easily frustrate you and dampen your best efforts.

Goodyear Launches the Next Generation of Tire Management for Commercial Fleets



trained Goodyear truck tire technicians use a special scanning device to electronically record air pressure and tread depth. This information

automatically uploads via Bluetooth to a cloud-based platform in real time for password-protected storage and easy access. Data can then be downloaded through the new Goodyear Tire Optix App for immediate viewing by fleets.

"Goodyear Tire Optix enables faster, more accurate data collection and eliminates the need for manual data entry," said McIntosh. "Fleets can see information in real time, enabling them to identify maintenance opportunities and immediately adjust their tire management programs, if needed. This helps increase their uptime and improve the utilization of their tire assets"

"The new Goodyear Tire Optix program is the next step in the evolution of truck tire management," said McIntosh. "We believe it will help fleets enhance their operational efficiency while optimizing their cost-per-mile, and will become an essential part of their tire programs."

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AKRON, OH... Tires are one of the largest maintenance expenses for trucking fleets and should be managed properly for optimal performance and to help prevent expensive vehicle downtime.

The Goodyear Tire & Rubber Company recently introduced a new tire management program to help fleets achieve these important objectives.

Goodyear Tire Optix is part of the company's Total Solution of trusted products, reliable services and fleet management tools, all delivered by a nationwide network dedicated to helping fleets lower their operating costs.

The Goodyear Commercial Tire & Service Network is made up of more than 2,300 Goodyear Commercial Tire & Service

Center and authorized Goodyear commercial tire dealer locations throughout North America.

"Regular tire inflation and tread level checks are important truck tire management practices," said Johnny McIntosh, general manager, commercial business solutions, Goodyear.

"Today, most tire technicians measure inflation and tread depth levels with a manual gauge, jot down the results on a piece of paper, and later may key the data into a computer – sometimes taking days to relay the information back to a fleet. We saw an opportunity to streamline this procedure and increase speed and accuracy. The result is our new Tire Optix program."

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Beware Of The Fine Print When Buying A Rebuilt DDEC



Improper removal and application of sealant during the rebuild caused water damage and allowed the ECM rebuilder to get out of their own warranty.

Each week I work through a stack of DDEC ecms that need diagnostics and repairs. Most have a thin layer of road grime, small pits in the aluminum and have the faint smell of fuel. This is normal for a fuel injection computer that's been on the side of an engine block for over a decade and served over 1 million miles. So, when I start coming across freshly polished or painted DDECs that need repairs I take notice. In fact, repairing these newly "remanufactured" DDEC IIIs and DDEC IVs is becoming a growing part of my business. Some look like they've never been on a truck before or at least not since they were last sandblasted and painted. Some even have "Do not use" or "Junk" written in paint marker by the ECMs new owner. Without proper testing and diagnostics, damaged and defective DDECs just keep getting cored, bought as cores, painted, sold, found to have problems and then eventually bought as cores again. That's why these DDECs are so clean, they spend more time being bought and sold than actually in service. Thankfully my test bench can flush out most of these problems. Sometimes the problem is obvious and a DDEC can't even fire a fuel injector) Sometimes the ECM needs to

run for a while before it starts to misfire, and sometimes it doesn't even turn on. The ECM rebuilders that sell these almost always have a security seal because getting out of having to warranty an ECM with a problem is high on their priority list. So, before I open the case on one of these ECMs I have to make a phone call. The conversation usually goes something like this: "Hi, This is Fernando from Diesel Control Service, the DDEC you sent me is still under warranty by XXXX and if I open the case to do an internal inspection your warranty with them will be void." The response I usually get is along the lines of "I'm done with them and their bs. Go ahead and do whatever you can to fix it." I've seen remanufactured DDECs from most of the big ECM rebuild-

ers out of Texas. Between battery hold down clips made out of old soup cans and acrylic latex being used over old silicone gasket sealer I had long wondered how they stayed in business. Until I read through their policies and fine print. Let's look at a few key lines here. The first is the most important; "absolutely no refunds- exchange only." If they sell you an ECM that ends up being a painted piece of junk your only recourse is to exchange it for another ECM from their inventory of other painted pieces of junk and if they claim water or oil damage on your core you're out a total of \$1500. Written by Fernando DeMoura, Diesel Control Service LLC. Website: www.dieselcontrolservice.com Phone 412-327-9400

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2017 LargeCarMag Southern Classic Heats Up Lexington With Some Hot Trucks



by Robert Conrad

The gang from LargeCarMag was back at the Lee Hi Travel Center in Lexington, VA to host their Southern Classic Truck Show on October 14, 2017.

This is an event that truckers mark on their calendar every year as a "can't miss" and the 2017 version of the show was no exception. Trucks began rolling in on Friday afternoon and kept filling up the lots at Lee Hi right thru the evening hours. There were both local and long distance rides, and some of the finest working bobtails and combinations showed up to show off! As in years past, this was a non-judged, no trophy show with a laid back, family atmosphere that drivers have come to enjoy. The drivers enjoyed the show with family and friends and got to "talk trucks" for the day.

There were a number of vendors on hand in the vendors' midway and the little ones had fun in the kids zone, that featured the ever popular

moon bounces. One popular part of the show each year is the parade of trucks thru downtown Lexington and the 2017 show saw quite a few trucks line up and put on a rolling show for the spectators along the highway.

The night skies were brightened by the annual light show, as truckers proved that you just can't have too many chicken lights!

Steve and Michele Ford, founders of LargeCarMag, wanted to thank all of the sponsors, participants, and spectators that made their 2017 Southern Classic Truck Show a big success. They also wanted to thank the Lee Hi Travel Center for hosting the event, and plans are being made for the 2018 event to return again to Lexington. Make sure you come out this October and check the 2018 show out in person. For more information, see the Movin' Out Calendar of Events, call Michele directly at 717-806-8907, or go to www.largecarmag.com.



- Photos by Robert Conrad - Visit Movin' Out's Online Truck Show Gallery at www.movino.com

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2017 LARGE CAR MAGAZINE TRUCK SHOW



*All Photos
by
Robert Conrad*

For complete photo coverage, visit www.movinout.com

Industry News Briefs

Truckers Against Trafficking Launches ATA-Supported Campaign

Washington, DC... American Trucking Associations has joined Truckers Against Trafficking for the launch of the Man to Man Campaign, an effort to eliminate the demand for human trafficking throughout the transportation industry by inviting men to speak out about the inhuman practices of sex traffickers to individuals who demand their services.

"Our industry's voice is powerful. From truck drivers to dock workers to dispatchers throughout the supply chain, if we can continue talking to one another about the atrocity that is human trafficking, we can make substantial progress toward our goal of eliminating it," said ATA COO Elisabeth Barna at a press conference on Capitol Hill. "Now that our industry is aware that human trafficking is a problem, we want to challenge trucking to take the next step in its eradication. That starts by having difficult conversations with people in our communities, but we know we're up for the challenge."

Truckers Against Trafficking, as the preeminent trucking organization focused on addressing the issue of trafficking, has long fought to raise awareness about the problem and train industry professionals to identify and report instances of trafficking. Today, alongside Demand Abolition, Businesses Ending Slavery and Trafficking, ATA's America's Road Team, UPS and Walmart, Truckers Against Trafficking launched the Man to Man Campaign.

The Man to Man Campaign is founded on the belief that if there were no demand for commercial sex, then sex trafficking would not exist. Truckers Against Trafficking seeks to join together a chorus of voices by putting the spotlight on some of the most vigilant professional drivers in the trucking industry. To that end, TAT is featuring drivers who advocate strongly against and keep an eye out for trafficking on their website, social media pages, and on banners at speaking engagements throughout the country. The banners will also flank TAT's Freedom Drivers Project, a touring tractor-trailer exhibition about human trafficking that stops at trucking's major events.

According to national survey results from Demand Abolition, 20% of adult men ages 18-64 have bought or would consider buying commercial sex if the circumstances permitted. Further, approximately 35% of men have searched online sex ads but not engaged in the transaction. Data suggests that of the men who search online sex ads, most of their search activity happens during the work day and many prostitution transactions happen on the way to work, during lunch, or immediately after work.

Employers can create policies to mitigate the potential risk and protect employees from harm. Increasingly, major transportation brands and corporations are positioned to leverage their industry leadership and economic influence to raise awareness about the issue and effect change.

"At the very root of the sex trafficking and sexual exploitation epidemic sweeping our nation and world is the demand," said Truckers Against Trafficking Deputy Director Kylla Lanier. "The prostituted person, and more recently, the traffickers have been the focus of attention and arrests, while the buyer goes home with a warning. This must change. Traffickers meet the demand for commercial sex by luring their victims into this life and keeping them there through force, fraud or coercion. If there

were no money to be made, they wouldn't pursue this criminal activity."

"We must turn our attention to the demand if we want to truly put an end to this heinous and life-shattering crime." Lanier continued. "When all is said and done, if there is no buyer, there would be no victim."

Truckers Against Trafficking, as part of the campaign launch, created a webpage dedicated to the Man to Man Campaign. Users can visit the webpage to learn more about how private sector stakeholders are addressing the issue, learn how to react to signs of human trafficking, and discover ways to share the Man to Man Campaign message with individuals in their communities.

Truckers Against Trafficking-trained truck driver, John McKown, of UPS Freight and America's Road Team, recently presented on his experiences as a TAT-trained advocate during TED@UPS, a TED Talk series featuring UPS leaders. In his powerful TED Talk, McKown advocates for colleagues in the industry not to turn a blind eye away from trafficking and shares some ways drivers can get started as allies on America's highways.

The trucking industry plays a central role in eradicating modern-day slavery from the nation's

transportation systems. As part of ATA's efforts to help train the industry's 7.4 million trucking industry employees in human trafficking awareness, ATA recommends trucking companies and drivers visit the official Truckers Against Trafficking website. Truck drivers are also asked to call the National Human Trafficking Hotline to report suspicious behavior related to human trafficking at 1-888-373-7888.

Truckers Request Action By Congress On ELD Mandate

GRAIN VALLEY, MO... The Owner-Operator Independent Drivers Association, the nation's only organization exclusively representing professional and small-business truckers, asked the U.S. House Committee on Transportation & Infrastructure to hold an oversight hearing on a recently implemented regulation.

OOIDA said in a letter to the committee that the roll out of the Federal Motor Carrier Safety Administration's electronic logging device mandate is critically

flawed and the committee should evaluate the serious difficulties their constituents are experiencing because of the regulation.

"An oversight hearing, which has already been requested by federal legislators, would help lawmakers better understand what administrative or legislative remedies might be needed," said Todd Spencer, acting president and CEO.

OOIDA says the impact of the rule has been much broader than anticipated and major concerns have been validated by FMCSA's patchwork of temporary waivers, exemptions, and "soft enforcement" deadlines that have only caused more confusion across the country.

Prior to the \$2 billion mandate taking effect in December 2017, OOIDA and more than 30 other industries impacted by the rule shared serious concerns that the agency, law enforcement and the regulated community were not prepared for implementation.

Since the mandate took effect, OOIDA says truckers have routinely communicated substantial troubles they've experienced related to devices, including several vendor-wide systems failures, faulty GPS tracking, inaccurate recording of duty statuses, engine disablements, speed irregularities, and abysmal customer service from manufacturers.

The letter goes on to state that FMCSA has taken no steps to remedy these mounting issues or even inform truckers their devices may not be compliant. Instead, the agency is relying on vendors to fix their equipment.

"All of this points to our conclusion that Congress should really avoid enacting one-size-fits-all mandates such as this on industries as diverse as trucking," said Spencer.

The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

ATA Truck Tonnage Index Rose 2% in January

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 2% in January after falling 0.3% in December. In January, the index equaled 111.6 (2015=100), up from 109.4 in December.

ATA recently revised the seasonally adjusted index back five years as part of its annual revision. In addition, ATA re-indexed the seasonally adjusted and not seasonally adjusted tonnage indexes to 2015 = 100 back to 1973.

Compared with January 2017, the SA index jumped 8.8%, which was above December's 7.5% year-over-year gain. For all of 2017, the index increased 3.8% over 2016.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 106.9 in January, which was 0.4% above the previous month (106.5).

"Last month's gain in tonnage fit with the anecdotal reports we have been hearing from fleets - that freight was solid in what is typically a softer month," said ATA Chief Economist Bob Costello. "With the economy strong, the drivers of truck freight solid, and the inventory cycle in favor of motor carriers, I expect freight tonnage to remain robust in the months ahead."

Trucking serves as a barometer of the U.S. economy, representing 70.6% 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 2016. Motor carriers collected \$676.2 billion, or 79.8% 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.

MTO to Officially Allow Permits for Smart Lift Axles, Longer Tractors for Semi-Trailers

As previously reported, OTA had spearheaded the lobby efforts with the Ministry of Transportation (MTO) to allow for the use of smart lift-axles (SML) on semi-trailers and for the use of longer tractors (up to 6.8 metre wheel-base) pulling multi-axle semi-trailers.

MTO has officially formalized permit programs for both these initiatives. The permit process is the first step toward moving forward on regulatory developments and expedites the opportunity for carriers to address these technologies in a shorter timeframe.

The new permit allowances meet all the requirements of MTO's safe, productive and infrastructure friendly weights and dimensions regime (SPIF) and sets the stage for more flexibility in spec'ing tractors that can accommodate modern sleeper-berths while meeting new emissions standards as well incorporating allowances for smart lift-axles on semi-trailers that reduces GHG.

OTA members interested in receiving a copy of the analysis or have additional questions on these initiatives can email operations_safety@ontruck.org

CFI Announces 2017 Drivers of the Year

JOPLIN, MO... CFI, a North American full-truckload carrier and division of TFI International Inc. has announced its 2017 Drivers of the Year.

The Driver of the Year awards are given to individuals and teams for both company and contracted drivers, as well to the top regional driver. We

selected our 2017 recipients based on their overall performance, and drivers must have at least 12 months of continuous employment to qualify. This elite group of professional drivers has a combined total of 58 years' experience with CFI. Some additional facts about this group:

Combined total of 816,684 miles driven in 2017

• Combined lifetime miles of more than 6.6 million • Average miles per gallon of 7.15 in 2017

CFI recognized the drivers during an awards ceremony held on January 12 at its headquarters in Joplin, Missouri.

Drivers of the Year:

• Javier Canas, of Tampa, Florida, was named CFI's **Company Driver of the Year**. Javier started driving for CFI in 2008.

• Andrew Jones and Phillip Powell were named **Company Team of the Year**. Andrew is from Orange Park, Florida and Phillip is from Baldwin, Florida.

• Ronald Linville, from Grape-land, Texas, was named CFI's **Contractor Driver of the Year**.

• Timothy Wells of Carthage, Missouri, and Noel Hopper of Merigold, Mississippi, were selected as CFI's **Contractor Team of the Year**.

• Texas natives Donna and Jose Alaniz were named **Regional Drivers of the Year**.

"All of our professional drivers have a strong commitment to safety and excellence. These seven individuals are no different, but they went above and beyond in 2017," said Greg Orr, President of CFI. "We are very fortunate to have these committed drivers on the CFI team and appreciate their continued support and professionalism over the years."

Visit CFI on the web at CFI-drive.com or call (417) 623-5229.

Peach State Truck Centers Named One of Healthiest Employers in Atlanta



ATLANTA, GA... Peach State Truck Centers was named one of the Healthiest Employers in Atlanta by the Healthiest Employers of America, Atlanta Division and the Atlanta Business Chronicle. The Healthiest Employer of Atlanta honors companies that are committed to a healthy workplace through corporate wellness. Peach State placed ninth in the large employer category (500 to 4999 employees).

"Our wellness strategy had to address not just physical wellness, but a wellness triangle, which includes emotional and financial wellness," said Bill Garrett, Director

of Human Resources for Peach State Truck Centers.

Peach State partners with various organizations to help with implementation of their wellness strategy. Each partner plays a role in the programs that comprise the three-pronged approach to wellness—Physical, Emotional and Financial.

"Our partners hold us accountable to our goal of being employer of choice, while routinely optimizing the effectiveness of our programs," continued Garrett.

Physical challenges are held each month for employees to participate in with prizes going to the winners. Chaplains are available to employees for personal counseling about work, family, stress and other life issues. Expert financial counseling is also available to Peach State staff to help with wealth management and goal setting.

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ELYRIA, OH... Bendix's highest-performing air disc brake friction is now available for use in all new and aftermarket tractor and trailer applications. The Bendix® BX276 air disc brake (ADB) pad – engineered in conjunction with the Bendix® ADB22X™-LT trailer-specific air disc brake – can be utilized as replacement friction for ADB22X™ and ADB22X-LT air disc brake systems on both tractors and trailers. The BX276 pad is available now through authorized Bendix® dealerships and aftermarket distributors.

The new pad is part of the company's commitment to wheel-end solutions that improve highway safety while helping fleets lower their total cost of ownership (TCO).

Also, as part of its expanding ADB pad offerings, Bendix has introduced the North American commercial vehicle industry's only air disc brake replacement pad approved by original equipment manufacturers for use in severe-duty applications. Engineered with a formula that makes it the most flexible friction in the marketplace, the Bendix® BX283 offers extended service life and provides stopping power that exceeds required standards.

TBSFB's complete lineup of Bendix wheel-end solutions delivers on safety, reliability, and stopping power, plus other areas critical to fleets' success. By helping fleets and owner-operators improve their vehicle performance and efficiency, and backing up its products with unparalleled post-sales support, BSFB strengthens the trucking industry's return on investment in braking and safety systems that lead to safer roads for everybody behind the wheel.

For more information about Bendix air disc brake pads, call 1-800-AIR-BRAKE or visit www.foundationbrakes.com.

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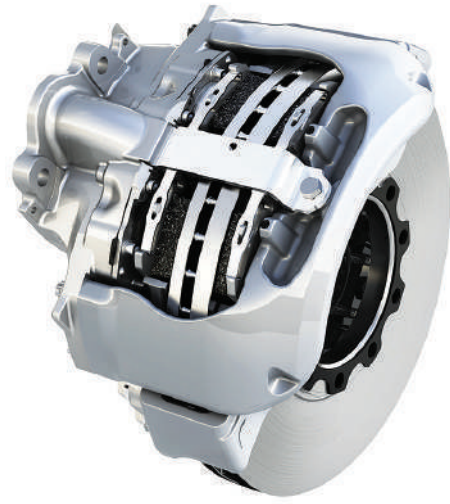
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Daimler Trucks North America Announces Collision Mitigation System, Air Disc Brakes Now Standard on the New Freightliner Cascadia



ATLANTA, GA... Daimler Trucks North America (DTNA) announced that the Detroit™ Assurance® 4.0 collision mitigation system and Meritor® EX+ L air disc brakes are standard on all new Freightliner Cascadia® truck models.

"The safety of all drivers on the road – whether behind the wheel of a truck or in a passenger vehicle – has always been one of our key priorities. We have made significant enhancements to our trucks that are designed to reduce or mitigate collisions," said Kelly Gedert, director of product marketing for Freightliner and Detroit Components. "We are committed to continuing to test and develop technologies that can improve the safety of commercial vehicles."

The Detroit Assurance 4.0 suite of safety systems includes Adaptive Cruise Control (ACC) and Active Brake Assist (ABA) 4.0. ACC helps drivers maintain a safe, continuous following distance and can be adjusted to following distances

between 2.4 and 3.6 seconds. The Detroit Assurance 4.0 collision mitigation system is radar-based and always on. Its bumper-mounted radar tracks the distance from the front of the truck to other vehicles in its path. When a truck gets too

close to another vehicle, the driver first receives an audible alarm with visual warning, followed by partial braking, and finally full active braking, where the system slows the truck using the transmission, engine brake and service brakes.

In addition to the standard collision mitigation system, the new Cascadia can be spec'd with other optional safety features, such as Lane Departure Warning and Side Object Detection systems.

Complementing Detroit Assurance, the Meritor EX+ L air disc brakes, which will now be standard on all wheel positions for the new Cascadia starting in spring 2018, further enhancing both performance and safety.

The EX+ L has been weight-optimized without sacrificing performance and is the industry's lightest truck air disc brake. It features a gear-synchronized twin piston design that adjusts both pistons

simultaneously, resulting in better performance and uniform pad wear. The internal adjuster mechanism's double-sealing technology does not require periodic lubrication, and enhances reliability by keeping contaminants out.

"Air disc brakes not only provide a shorter stopping distance, but they are best-suited to support our safety innovations," added Gedert. "Our partnership with Meritor only adds to the new Cascadia being one of the safest, best-performing trucks on the road today."

For more information or to learn more about DTNA's safety and product solutions, visit www.daimler-trucksnorthamerica.com.

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NATSO, National League of Cities Urge Lawmakers to Reject Proposals to Commercialize Rest Areas

ALEXANDRIA, VA... NATSO, and the National League of Cities (NLC), urged lawmakers to reject any proposals to commercialize rest areas as they draft infrastructure legislation and instead pursue policies that will improve the ability of businesses and communities to grow and prosper.

In a joint statement submitted to the House Transportation and Infrastructure Committee and the

Senate Environment and Public Works Committee, NATSO and NLC said that commercializing rest areas threatens private businesses and the communities that depend on them as part of their tax and employment base.

When Congress created the Interstate Highway System in 1956, community leaders feared that local businesses, jobs, and tax bases would shrink as motorists

bypassed their cities and towns for the convenience of an on-highway rest area. For this reason, Congress prohibited Interstate rest areas from offering commercial services, such as food and fuel.

The Trump Administration's infrastructure proposal would dramatically alter this dynamic by allowing states to set up shop at the Interstate rest areas in direct competition with the private sector

yet give the state an advantageous location directly on the Interstate right-of-way.

State-operated commercial rest areas would siphon away customers who normally patronize existing businesses - pulling the rug out from existing private enterprises and the communities that the current federal law helped to create.

Commercialization of rest areas would lead to a 46 percent decline

in fuel sales, 44 percent decline in restaurant sales and 35 percent decrease in truck service business sales, according to a Virginia Tech study of the issue.

Furthermore, as truckstops and other businesses currently located at the exit interchanges fail to thrive, they would no longer be able to invest in truck parking capacity, undercutting a key priority of the Department of Transportation. A

new report, titled Rest Area Commercialization and Truck Parking Capacity 2018, issued by NATSO finds 69 percent more truck parking spaces per mile along interstate highways where the private sector caters to the needs of the traveling public free from government competition at commercial rest areas.



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Take Three Steps To Come To Jesus

Have you ever considered coming to Jesus? The Bible says, in the lifetime of Jesus, He once said, "Many will come to me from far – from the East and the West, the North and the South and sit down in the kingdom of God."

In the lifetime of Jesus we have one man coming To Christ described as "casting away his garment, he arose and came to Jesus." There are three steps in that particular man's life. First, he cast away his garment. His garment was his cover-up. How many people do you know who are living under some kind of cover? Their lives are covered, sometimes with pride, sometimes with lust, sometimes with secret sin. But, if you want to come to Jesus, you must get away from your cover-up; you must cast away your garment and come just as you are.

The second thing this man did was "he arose." It's time for many of you to get up. I see many a man who is not under any kind of cover, but is just down. It is not God's will that you are down. He wants you to get up! He once said, "Lift up your eyes; for your redemption draweth nigh." And as this man cast away his garment and arose, he came to Jesus willingly.

Thirdly, You cannot force men into Christianity. You're going to live exactly as you are living until you want to change and not until you're willing to change will there be any change.

Auto Dealers React to White House's Steel and Aluminum Tariffs

Alexandria, VA... The American International Automobile Dealers Association (AIADA) responded to President Trump's announcement of a 25 percent tariff on steel imports and a 10 percent tariff on aluminum imports.

"Tariffs are taxes, and the American taxpayer will pay the cost of a trade war," said AIADA President and CEO Cody Lusk. "Even with limited exemptions, tariffs will raise the sale prices of new vehicles, turning off price-sensitive consumers and leading to a dip in both auto sales and auto-related jobs."

"Dealers remain concerned that any new tariffs could trigger a tit-for-tat trade war, crippling an already flat auto sales market, and potentially pushing the president to act on the 25 percent tariff on imported European cars he raised earlier this week. While the possibility of exemptions is a positive sign that trade dialogue is ongoing within the Trump administration, America's international nameplate auto dealers and their 577,000 employees are hopeful for a tariff-free resolution that will allow their businesses to grow."

Both aluminum and steel are crucial to the production of cars and trucks sold in America today. Even with exemptions, these tariffs introduce new speedbumps to the already fraught NAFTA renegotiations now underway. Instead of using tariffs as blunt instruments of retaliation, America's international nameplate dealers would prefer to see our government negotiate strategic trade agreements, like NAFTA, that benefit all citizens. For more on the impact of America's international nameplate dealers on our economy visit AIADA.org/our-impact.

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MERITOR Rockwell **EATON SPICER** Fuller Transmission Parts Mack

by Steve Pollock

HUBBARD, OH... The TRAC Thermo King transport refrigeration professionals have moved from their Hubbard, Ohio location, however, you won't have to go far to find them as they have moved about five buildings further down on Truck World Blvd. The new location at 7094 Truckworld Blvd. has 3 times the service bays and a substantially larger parking area. TRAC Thermo King has updated both people and processes at the new location to more efficiently serve their customers. The company has also doubled the number of factory-trained technicians.

TRAC Thermo King first opened their doors for business in the Truck World Complex at I-80 Exit 234, in the mid 1980s. The company is a branch of Thermo King Pittsburgh, which also has a branch in the Bedford/Altoona, PA area.

TRAC Thermo King Hubbard is

an authorized Thermo King dealer with genuine Thermo King parts and Thermo King factory trained and certified technicians. They offer service for other makes of truck/trailer refrigerated units as well, and have a CARB compliant solution to meet current regulations.

TRAC Thermo King Hubbard offers much more than reefer service however. They also repair most makes of auxiliary power units, providing preventative maintenance and parts as well. They also sell TriPac APUs, diesel and electric options. Customers can find A/C solutions and service for their temperature control needs to include the oil and gas industries as well. Parts, sales, service and installations are also available for Webasto and Espar cab heaters. TRAC Thermo King Hubbard is also your truck body and liftgate headquarters with parts, sales, service

and installation for: Kidron and Morgan Truck Bodies and Todco, Maxon and Waltco liftgates.

TRAC Thermo King Hubbard is just a couple of miles west of the Ohio/PA state line on I-80 at exit 234 in the Truck World Complex, 7094 Truckworld Blvd, Hubbard, Ohio. They are open Mon.-Fri from 8 am-5 pm, but offer 24/7 emergency service after hours. Mobile on-site service is available by appointment. To contact TRAC Thermo King Hubbard, or for emergency service, call 330-534-8830. Additional information is available at www.tkpitt.com

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TravelCenters of America Announces Sponsorship of TA Truck Service Challenge at the Atlanta Motor Speedway

WESTLAKE, OH... TravelCenters of America LLC announced its sponsorship of the 2018 TA Truck Service Challenge competition for the NASCAR Xfinity Series and NASCAR Monster Energy Cup Series for professional transport drivers. The challenge is hosted and managed by Marketing 500.

The TA Truck Service Challenge, conducted the day the transport haulers arrive at the track, tests the transport drivers' skill behind the wheel as well as their knowledge of Department of Transportation (DOT) rules of the highway.

Each team transport driver will compete in six competitions, earning points for both their driving skills in a driver course and their knowledge of DOT regulations in a written exam. A winner is named for each individual competition and will earn a \$1,000 prize. At the end of the season, a Grand Champion will be crowned at the Charlotte Motor Speedway on Sunday, September 30, 2018. The first place driver will win \$25,000, second place will win \$10,000 and third place will win \$5,000.

The 2018 TA Truck Service Challenge season includes the following competitions:

- Atlanta Motor Speedway - Thursday, February 22, 2018
- Texas Motor Speedway - Thursday, April 5, 2018
- Sonoma Raceway - Thursday, June 21, 2018
- Kentucky Speedway - Thursday, July 12, 2018
- Las Vegas Motor Speedway - Thursday, September 13, 2018
- Charlotte Motor Speedway - Thursday, September 27, 2018

"Every item at the race, from the race cars to the bottles of water at the concession stands are transported by a truck driven by a highly skilled professional," said Barry Richards, President and COO of TravelCenters of America. "We are honored to recognize the transport drivers and the valuable role they play in the racing series."

The 2012 Truck Challenge Champion, Joe Gibbs Racing transport driver, Tom McCrimmon shared his excitement about the competition.

"The transport drivers in the NASCAR garage are really grateful to TA Truck Service for sponsoring this Challenge. They have given us a chance to show the public what transport driving is all about and what professional truck drivers really do."

The TA Truck Service Challenge is free and open to race enthusiasts holding the proper credentials, and all NASCAR fans can visit the TA Truck Service and Goodyear booth in the Fan Zone throughout the weekend. Follow each of the competitions and see the winners at www.tatruckchallenge.com.

About TravelCenters of America LLC TravelCenters of America

LLC (TravelCenters), headquartered in Westlake, Ohio, conducts business in 43 states and Canada, principally under the TA® and Petro Stopping Centers® travel center brands and the Minit Mart® convenience store brand. For more information on TravelCenters, TA, and Petro Stopping Centers, please visit www.ta-petro.com. For more information on Minit Mart, please visit www.minitmart.com.

About TA Truck Service™ The TA Truck Service network includes 244 truck service facilities, the commercial tire network, 1,090 repair bays, nearly 3,000 technicians, a fleet of more than 600 RoadSquad service trucks, more than 2,000 third party provider service trucks and more than 100 OnSite™ mobile maintenance vehicles. TA Truck Service technicians are distinguished with more than 2,000 ASE certifications. TA Truck Service is a division of TravelCenters of America LLC, which offers diesel and gasoline fueling, restaurants, truck repair facilities, convenience stores and other services in 43 states and in Canada. For more information about TA and TA Truck Service, please visit www.ta-petro.com.

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resistant properties. The SEVERE Series is engineered for the most demanding applications, with tires built to withstand heavy scrub and cut/chip environments. All Cooper brand TBR tires have a full width, four steel belt package to provide the casing integrity needed to handle multiple retreads.

"We are excited to expand our TBR business with the launch of our Cooper brand TBR tire lines. Fleets are continually faced with the pressure of lowering their operating costs, and tires are an area that can have a big impact on meeting those targets. Our North American team of engineers developed the Cooper brand truck tires with a focus on lowering the total cost of ownership for fleets, making these tires an attractive choice," said Gary Schroeder, Director of Cooper's Global Truck and Bus Tire Business. "Cooper will also continue to offer the Roadmaster brand, which has provided quality products primarily to owner-operators and trailer manufacturers for more than a decade."

Cooper brand TBR tires are SmartWay verified for fuel efficiency and are backed by a premium seven-year, two-retread warranty with full replacement value on the first 50 percent of tread life on all PRO Series and WORK Series tires.

The new Cooper brand truck tires will be available to commercial tire servicing dealers across the United States and through Cooper Tire's Fleet Service national account program.

FINDLAY, OH... Cooper Tire & Rubber Company has announced the launch of Cooper® brand truck and bus radial (TBR) tires. The new Cooper brand TBR tires will be available for purchase beginning May 1.

Designed and engineered to deliver quality and value, Cooper TBR tires have been developed for fleets to reduce their overall tire program costs and are offered in

three series based on application – PRO Series™ for long-haul, WORK Series™ for regional-haul, pick-up and delivery, and SEVERE Series™ for mixed service.

Cooper commercial PRO Series tires are built with proprietary compounds and tread designs that provide a balance of fuel efficiency and long miles to removal, while WORK Series tires balance fuel efficiency and tread life with scrub

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continued from page 1

discounts are applied at the time of the purchase. Truckers Solution members can receive discounts on their existing fuel cards such as EFS, TCHEK, FleetOne, FleetCore, MultiServe, TCH and ComData. However, the company has since launched their own "Truckers Solution" fuel card in partnership with EFS. This unique card charges no start-up fees, no monthly fees and no customer service fees. The fuel discounts have been negotiated with Pilot-Flying J and are available at all locations. Drivers will receive a 10¢ per gallon discount at the pump when they fuel at Pilot-Flying J. In addition, drivers receive 10 My Pilot Rewards Points per gallon purchased during the first 90 days. The Truckers Solution EFS Card offers members \$1,500 instant credit per week with no credit check and no up front cash. There is a flat \$1.50 transaction fee, of which EFS keeps \$1 and the remaining 50¢ is rebated back to the user each quarter.

So what's the catch? Aside

from the Truckers Solution fuel card discounts only being valid at Pilot-Flying J, there is none! Truckers Solution must maintain a minimum fuel volume with Pilot-Flying J to earn their commission, which is how they make their money and they pass along 100% of fuel discounts to their members. Joining Truckers Solution is free and the new fuel card is also free. Truckers Solution has tripled in size to 12 full time employees and membership has grown to over 3,000 Professional Truck Drivers and Small Fleets in the 1-5 truck range and with this growth, the discounts also continue to grow.

Truckers Solution has also negotiated discounts on Michelin and Goodyear tires with an average savings of \$150 on each Michelin tire purchased. Truckers Solution also offers discounts on Pegasus and Transflo ELDs as well as insurance products including: liability, workers compensation, cargo damage and over and short cargo insurance. Truckers Solution is not a factoring company but partners

with industry leading factoring providers.

Here are some comments from Truckers Solution members:

Sabrina MC Neibaur: "Truckers Solution has been the best choice I've made as an owner operator. They are fast with their service and reliable. I'm a one-truck show and they've pulled through for me! I'll be a customer for life!!! Thank you truckers Solution!!!!"

Keith Broga: "Truckers Solution has always helped me with my fuel card needs. It is easy to use and keep track of my fuel spending. Tried other ones, they had fees and more fees. Truckers Solution is good for the owner operator plus they are always expanding their services. Great job Truckers Solution, I'm a satisfied customer."

So quit procrastinating - join today and start saving! Membership is free and the discounts are free! You just have to join. For more information, log onto www.truckerssolution.com or call 888-241-6001.

Federal Judge Upholds Emissions-Cheating Claims Against GM and Bosch in Duramax Class-Action Lawsuit

DETROIT, MI... A U.S. District judge in Michigan upheld consumers' claims alleging that General Motors (NYSE: GM) and Bosch installed an emissions-cheating system in at least 705,000 2011-2016 Chevrolet Silverado and GMC Sierra trucks, allowing them to emit harmful pollutants at illegally high levels, according to Hagens Berman.

The emissions-cheating system at the crux of the class action includes three total defeat devices.

The judge's 76-page order denied GM and Bosch's two motions to dismiss the lawsuit upholding claims against the two defendants under state consumer laws as well as RICO fraud claims under the Racketeer Influenced and Corrupt Organizations Act, stating, "Plaintiffs have identified a number of predicate acts of mail or wire fraud with sufficient specificity to avoid dismissal."

The complaint, filed on Aug. 4, 2017, in the U.S. District Court for the Eastern District of Michigan (Detroit) states that GM promised

consumers in its advertising that its engineers had accomplished a "remarkable reduction of diesel emissions."

But the lawsuit alleges rather than a remarkable reduction during on-road testing, these diesel trucks pollute at levels well beyond legal limits due to the installation of an emissions-cheating system, allowing oxides of nitrogen (NOx) levels far in excess of legal limits, and of what reasonable consumers would expect.

All of this, the court determined in its order, is grounds for the lawsuit to continue: "The Sixth Circuit has, however, repeatedly confirmed that concealment of material facts can constitute a fraudulent scheme sufficient to establish RICO liability," the order states.

If you own or lease a 2011-2016 Chevrolet Silverado Duramax diesel or a GMC Sierra Duramax diesel, you may be entitled to participate in the litigation involving this alleged fraud. Contact Hagens Berman to find out more about this issue and your consumer rights

against GM.

The Three Defeat Devices

Attorneys bringing the case against GM and Bosch identified three total defeat devices through independent testing of the diesel vehicles for more than 3,500 miles and over a range of conditions:

- One defeat device was detected in stop-and-go testing with temperatures above 86°F allowing NOx emissions at 2.4 times the legal emissions standard.

- Another defeat device was detected in stop-and-go testing at temperatures below 68°F, in which NOx was emitted at 2.1 times the emissions standard.

- The third defeat device was detected after the vehicle has been run for 200-500 seconds of steady speed operation on average by a factor of 4.5 in all temperature windows.

Learn more about the latest class-action lawsuit against GM for its emissions cheating in Chevy Silverado and GMC Sierra diesel vehicles.

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Schneider Named One of the Best Companies for Veterans by Monster



GREEN BAY, WI... For over 80 years, Schneider has been dedicated to those who serve, diligently hiring veterans and active military members to join its ranks. Monster, a global online employment solution for job seekers and employers who need great people, took notice of Schneider's leadership in military support and put it on the Best Companies for Veterans list for the second year in a row.

To assemble the list, Monster gathered a panel of veteran-hiring experts and asked them to nominate companies. Monster then collaborated with Military.com to develop a methodology that evaluated each company's veteran hiring, onboarding and retention practices. Company data was collected and analyzed, resulting in the Top 10 list.

"We are honored that Monster has recognized us once again, but the spotlight truly belongs on the

Schneider associates who bring their military experience to our organization," said Rob Reich, Schneider senior vice president and a veteran of the U.S. Army. "We are a strong, successful company because they are in our ranks today, and we are proud that 22 percent of our associates have military experience."

Because Schneider knows that those who have served – or continue to serve – their country bring an exceptionally high level of commitment and skill to their work, the company offers specific programs to ease transition and ensure long-term career success. These include:

- Credit for Military Experience program that converts military experience to Schneider experience toward pay
- Apprenticeship Program that allows veterans to earn a monthly educational benefit check from

the VA in addition to a Schneider paycheck – up to \$1,266 a month – depending on years of military service

- Tuition reimbursement available for eligible candidates to pay for truck driving school

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- Extended benefits and differential pay if deployed for up to 18 months

Schneider's military commitment can help current military service members and veterans reach their goals. For more information, visit schneiderjobs.com/company-drivers/military.

For more information about Schneider's career opportunities, visit SchneiderJobs.com. You can also connect with Schneider on Facebook at www.facebook.com/jobsatschneider or follow on Twitter @schneiderjobs.

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DIDJA KNOW? CLOSER THAN A BROTHER



By Roger Clark

I was looking at the TV news today, getting agitated with yet another political non-story, and my darling wife was getting increasingly exasperated with me.

"Tell me some good news!" she cried impatiently.

"Doc is the only good news I've heard today!" I growled. Then a magical thing happened. I recalled the countless ways this man has mentored, influenced and blessed my life for decades. When we met in 1980 he was the 46-year-old father of two precocious little girls. The young ladies have since grown into beautiful families of their own and Doc is like, really old. But then, he hasn't changed much either.

He's still five feet-eight, 160 pounds, and still capable of driving 600 miles overnight. He's still a diehard Chevy man, shade tree mechanic, and dedicated Rail Fan. No one I've ever met listens louder, schmoozes better

or makes a packet of Oreo cookies last longer. From the day we met, Doc has been a lover of trucks, trains, classic cars and Carol. Not necessarily in that order.

If he ever dies, which is highly unlikely, Doc will be remembered by everyone as an unassuming mentor, unconditional friend, untainted neighbor and uncontested Collector of Stuff. A man of unassailable character, he is the poster child for devotion to marriage. He has never lied, never cheated, and never gambled--except when driving that old van on Interstate 94.

Doc has prayed for me a thousand times, since we met 37 years ago, and yelled at me only once. We were kicking tires at a neighborhood car dealership. Suddenly I heard him yell, "GET AWAY FROM THERE!"

Oh my gosh, I thought, am I in danger? Were bad guys descending upon us? Was I about to fall in a pothole? It was none of these things. What it was, actually, was me looking over a Ford. Only his daughters, I suspect, knew Doc could holler like that!

I once owned a Lincoln and he grudgingly allowed me to park it in his driveway. I was, after all, his bestest friend. Then I sold that car to his son-in-law, who had to park it in the street. Doc still loves young David unconditionally, and still won't let him park that car in the driveway.

Nobody recalls Doc's real name. Not even his children. Their children call him Grandpa,

but everyone else knows him only as Doc. Like Dino or Bono, or Moses and Elijah, it's easier to just go with one name. No one I've ever known, however, can more thoroughly analyze a business, short-circuit the devil, or stack more stuff in a storage container.

Quiet but not shy, and sensitive but not weak, my best friend is a genius, mostly self-educated. Woodworker, mechanic, clockmaker, and photographer, he's also a million-mile truck driver, dedicated to the road less traveled.

Doc doesn't talk much, allowing friends like me to pour out a torrent of complaints, excuses, profanities, and grievances. When we need to be corrected, deflated, admonished, or encouraged, he does it with little more by than a gesture, a wink, a hug, or a prayer. I can't even count the number of people--myself included--who have thanked him for his insight only to realize later he hadn't spoken a dozen words.

Doc and his lovely bride Carol will be celebrating 48 years of marriage in April. There will be a toast but no alcohol. There will be a party but not a lot of candles. That much heat would bring out the fire department!

THOUGHT FOR THE DAY: I'M NOT SURE IF LIFE IS PASSING ME BY, OR TRYING TO RUN ME OVER.

Contact Roger at rogerclark437@gmail.com

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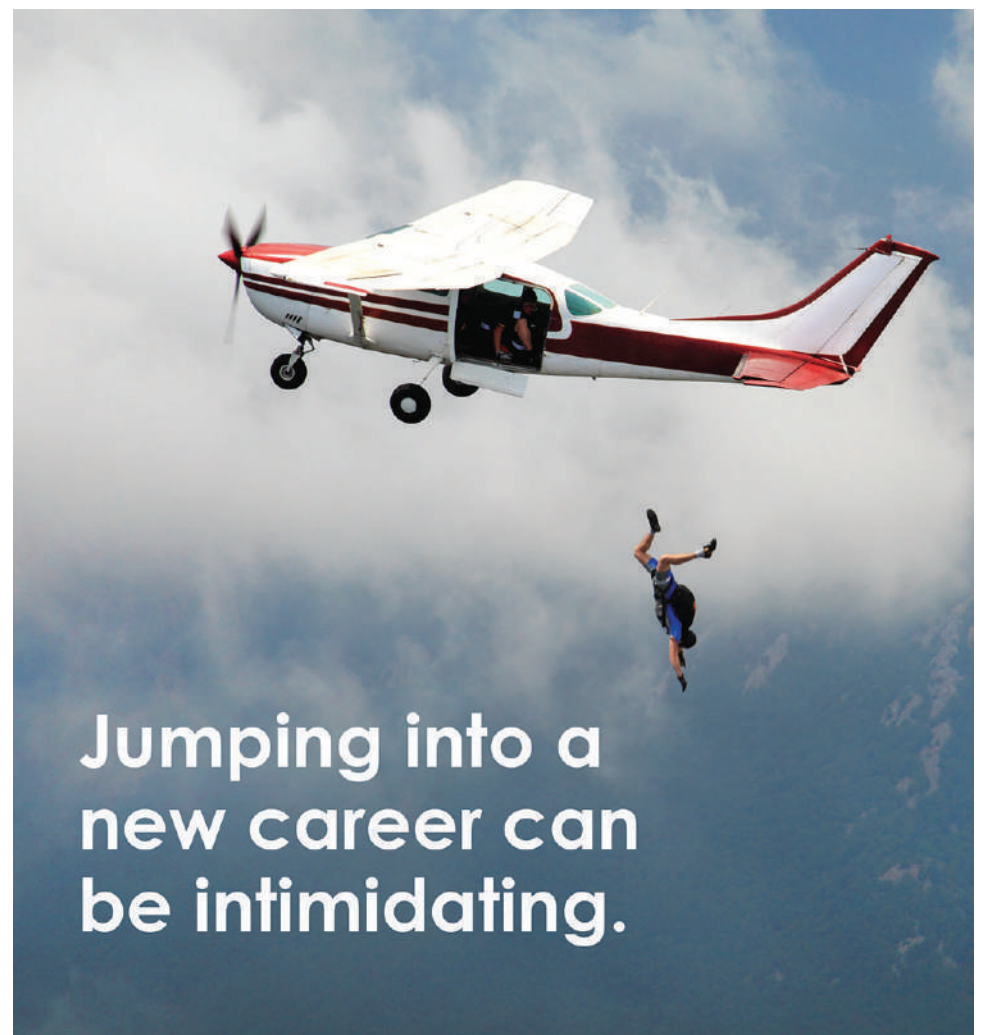
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- April 13-14 - Marmon Truck Gathering** - KCM Enterprises Yard, 4574 Sam Rayburn Hwy. (Hwy 121) Anna, TX 75409. Marmon Parts Swap Meet, Raffle, Cook out. For more info and registration, call 469-667-7158 or email: kcmmarmon@earthlink.net
- April 21 - 15th Annual Wheat State Antique Truck Show** - Newell's Truck Stop, I-35/US 50 Exit 31, Newton, KS. Trucks of any sort and cars, tractors as well. For more info, contact Scott at 316-288-3443 or email dmarkshiffett@gmail.com Website: www.athskansas.org
- April 27-28 - Buckwild Truck & Tractor Classic** - Carroll County AG Center, Westminster, MD. For more info call 443-398-5329 or 443-277-6891 or visit www.carrollcountyfair.com
- April 27-29 - 20th Annual 75 Chrome Shop Truck Show** - 75 Chrome Shop, located off Exit 329 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 4-5 - Fitzgerald Peterbilt Semi Casual Truck Show** - Bristol Dragway, 106 Thunder Valley Dr, Bristol, TN 37620. Fun for the whole family. Semi truck drags all day Sat. Huge firework show and truck light show on Sat. night. For more info visit www.fitzgeraldtruckshow.com
- May 4-5 - Outsiderz's 3rd Annual Show & Shine** - Doswell Truck Stop, I-85 Exit 98, Doswell, VA. Benefits Autism Speaks. Wash & Polish Crews on site. J & Food Vendors All Day. \$40 at the gate for truck entry and driver; \$2.00 donation per person; children 12 & under Free. Visit our Facebook Page for more info: OutsiderzWorkingRigsAssoc.
- May 4-5 - Midwest Pride In Your Ride Truck Show** - Tri-State Raceway, Earlville, IA. Call 563-580-8200 for more info or visit www.midwestprideinyourride.org
- May 10-12 - East Coast Truckers Jamboree** - Kenly 95 Petro, Kenly, NC. www.kenly95.com/trucker-jamboree
- May 12 - Dyno Day** - Antrim Diesel Service, 47 Commerce Ave., Greencastle, PA 17225. For more info visit www.antrimdiesel.com
- May 13 - Mother's Day Truck Convoy** - Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880
- May 18-19 - Joplin 44 Petro Truckers Jamboree** - Joplin Petro, Joplin, MO. www.joplin44.com/trucker-jamboree
- May 19 - 18th Annual Greater Cincinnati Chapter of ATHS Truck Show** - Howard Trucking Co., 10955 Haddix Rd., Fairborn, OH 45324. All Trucks Welcome! Rain or Shine! Slow truck drag race, door prizes all day, 50/50 raffle, DJ, food available, shaded area to sit, eat and relax. NO ENTRY FEES. For more information call 937-878-3370, email: howardtrk@yahoo.com, or visit our Facebook page @www.facebook.com/howardtrk
- May 19 - 1st Annual Gear Jammer Magazine Truck Show** - Hudson-Concord Elks Lodge 959, 99 Park St., Hudson, MA 01749. All proceeds to benefit Autism Awareness and kids with Autism. For more info call Bob Conrad at 508-212-9998.
- May 26 - LCM Family Gathering - "United We Roll" Truck Show** - Classic Auto Mall, Morgantown Center, Morgantown, PA. Rain or Shine. Non-Judged, No Trophy Event. All proceeds will be donated to Cancer Patients and/or Research in honor and memory of our friend Sal Castiglione. Custom & Classic Cars on display inside the mall, food vendors, Chinese Auction, DJ, Kids Zone, Vendors. Truck Entrance Fee is \$20. Spectators are free. For more info contact Michele at 717-806-8907 or email: Michele@largecarmag.com
- May 31-June 3, 2018 - 15th Annual Wheel Jam** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com
- May 31-June 2, 2018 - ATHS National Convention** - Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit www.aths.org
- June 2 - 5th Annual Shine & Smoke Big Rig Show and Shine and Drag Races** - Island Dragway, Great Meadows, NJ. For more info phone 570-807-8671 or email: SuperShow-Rigs@yahoo.com
- June 8-9 - Buckeye Invitational Truck Show** - Clark County Fairgrounds, 4401 S. Charleston Pike, Springfield, OH 45505. For more info visit www.buckeyeinvitationaltruckshow.com
- June 8-9 - Oak Grove Petro Truckers Jamboree** - Oak Grove Petro, Oak Grove, MO. For info visit www.oakgrovepetro.com/trucker-jamboree
- June 9 - Jane Harting Cancer Benefit Truck Show & Picnic** - Hosted By Elite Service, Inc., 905 Stone Hill Rd., Denver, PA 17517. All proceeds benefit Help The Fight, a local charity that benefits cancer patients and their families. For more info contact Rebecca Yoder at 717-484-6001.
- June 14-16 - 36th Annual Shell ROTELLA® SuperRigs** - White's Travel Center, Raphine, VA. Truck Parade, Firework Display, 3 Day Music Festival, On-site Amenities. For more info visit www.Rotella.com
- June 15-16 - 39th Annual ATCA National Meet & Flea Market** - Macungie Memorial Park, 50 N. Poplar St., Macungie, PA 18062. For more info, phone 610-367-2567.
- June 16-17 - 7th 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. In place of Registration and Admission fees - donations to Ashland Food Bank and Shiner's Transportation Fund appreciated. Contact: Bill Peters wep515@gmail.com 330-682-1707 www.ohvintkrjam.com
- June 23 - Transport For Christ Pennsylvania Truck Rally & Celebration Sunday** - Lebanon Valley Exposition Center & Fairgrounds, 80 Rocherty Rd., Lebanon, PA. Call Cerwin at 717-665-6347 for more info.
- June 23 - Fire Truck Show** - NC Transportation Museum, 411 S Salisbury Ave, Spencer, NC 28159. This event showcases Antique, Custom, and Working Trucks. For more info, visit http://www.nctrans.org
- July 7 - ATHS Steel Valleys Truck Show** - Kenworth of Pennsylvania, 530 North Center Ave., New Stanton, PA 15672. 9 am to 3 pm. Free Registration, Food, DJ, Dash Plaques. For more info call Dale Campalongo at 412-670-7492 or email: athssteelvalleys@gmail.com
- July 12-14 - 39th 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 20-21 - Keystone Chapter ATCA Truck, Tractor and Machinery Show** - Morrison's Cove Memorial Park, 201 S. Walnut St., Martinsburg, PA. Exhibitors use Park Ave. entrance. For more info call 814-360-4177.
- July 20-21 - Expedite Expo** - Lexington Center, Lexington, KY. For more info phone 859-746-2046 or go to www.expediteexpo.com
- July 21 - Class 8 On The Lake** - Indian Creek Campgrounds, Geneva-On-The-Lake, Ohio. For info call 440-337-1871.
- July 21 - Made in the Shade Truck Show & Shine** - Butler County Fairgrounds, David City, Nebraska. For more info contact Big Benny Schultz @ 402-641-3991 or Randy Schultz 402-367-8266 or email bigbennyschultz@hotmail.com
- July 27-29 - Top Gun LargeCar Shootout** - Rantoul National Aviation Center, Rantoul, IL. www.topgunlargecarshootout.com
- August 3-5 - 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 4 - 14th Annual Iowa-Nebraska Classic Truck Show** - Sapp Bros. Truck Stop, North West Parking Lot, Omaha, NE. For info call 402-895-8040 or 402-680-6121.
- August 10-11 - The 29th Annual Waupun Truck N Show** - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntruckshow.com. Phone: 920-324-9985 - Fax: 920-324-0353
- August 17-18 - 29th Annual Great Salt Lake Kidney Kamp Truck Show** - Electric Park at Thanksgiving Point, Lehi, UT. www.saltlaketruckshow.com
- August 17-19 - 9th 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
- August 18 - Truckers Day At The Buck** - Buck Motorsports Park, 900 Lancaster pike, Quarryville, PA. 17566. For info phone 717-284-2139
- August 23-25 - The Great American Trucking Show** - Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com
- September 7-8 - Big Iron Classic** - Dodge County Fairgrounds, 92922 Hwy. 57, Kasson, MN 55944 www.bigironclassic.com
- September 14-16 - 22nd Annual Richard Crane Memorial Truck Show** - Little Bear East Arena, 275 Marquette St., St. Ignace, MI 49781. Phone 906-643-6950 for more info.
- September 22-23 - 6th Annual Masonic Motorama** - Plainfield Farmers Grove, Rt. 191, Nazareth, PA. Cars, Trucks, Big Rigs, Motorcycles - Anything With A Motor! Truck Pull on Sunday.
- September 28-29 - Guilty by Association Truck Show & Customer Expo** - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: gbatsinfo@4statetrucks.com
- September 29 - Special Olympics Convoy and Truck Show** - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@843-925-1173 or Michael Still at 803-530-1791.
- October 5 - Mack Days** - Gerhart Machinery Company, 910 Brunnerville Rd., Lititz, PA 17543. Hosted by Central PA Chapter of ATCA and Gerhart Machinery.
- October 5-7 - Truckers 4 Hope Truck Show** - Clinton County Fairgrounds, 98 Race Track Rd., Mill Hall, PA. Semi Trucks, Cars, Pick-ups; Semi Pulls, Band, Beer Tent, Family Friendly, Kids Pedal Pull, Vendors. In honor of Hope4Hayze - All Proceeds Benefit Cystic Fibrosis Research. For more info contact Jason Smith at 570-660-7281 or email: jmrodeobullfighter@gmail.com
- October 6-7 - Truckin' For Kids Truck Drags and Show & Shine** - Irwindale Event Center, Irwindale, CA. www.TruckinforKids.org
- October 13 - LCM Southern Classic Truck Show** - Lee-Hi Travel Center, Lexington, VA. For more info phone 717-806-8907.
- October 14 - Cornfield Cadillacs Truck Show** - Bowles Farm, 22880 Budds Creek Rd., Clements, MD 20650. Family Event! For more info contact Derrik Bowles at 301-672-3221.
- October 28-31, 2019 - North American Commercial Vehicle Show (NACVS)** - Georgia World Congress Center, Atlanta, GA. For more info visit http://nacvsshow.com

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

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Working Show Truck Of The Month



Kris Bair

by Robert Conrad

Growing up around trucks as a young boy gave Kris Bair visions of driving his own truck and he got to make quite a few road trips with his dad when he was just a young boy. Kris wound up getting his CDL at the age of 18 and drove locally in the PA area, until he bought his own truck in October of 2016. While many drivers would

choose a brand new ride, Kris went the "old school" route, buying his 1979 KW W-900 A-Model from his friend Jason Shelly.

Originally a West Coast truck, this cool K-Dub sits on an aluminum frame with an airliner suspension. Power comes from a 400 big cam Cummins engine that hums right along as Kris shifts the 13-speed transmission thru the gears. Kris wanted more room in the cab, so he had his friend Charlie Klopp

make some changes. Charlie took off the sleeper and installed a new floor in the cab. When the 36" bunk went back on, it was installed as an attached, Unibuilt version.

While his dad has been hauling bulls on a regular basis these days, Kris pulls a curtainside when the load calls for it, and hauls turkeys on a regular run for Dan Sensenig.

Kris sends a big thank you out to Dan, for giving him a regular run and also for all of his great advice

regarding the trucking industry. This is one cool looking ride with just the right amount of patina & rust showing on the yellow and white cab. A single stack, dual air cleaners and plenty of original "KW cool" from 1979 makes Kris stand out in a crowd- no matter where he's trucking!

Kris said he's truly blessed and wouldn't have chosen any other profession. He wanted to thank good friends Kirby Martin, Gary Miller, and Brian Miller, along with

Jason Shelly and Kloppy for all of their help in getting the truck to where it is today. Kris also credits his entire family for all of their love and support along the miles, and his Lord & Savior, Jesus Christ, for blessing him with everything that he has. Kris Bair is helping to keep the roots of trucking alive

every time he hits the interstate in his 1979 classic and he certainly rides in style surrounded by the button tuck interior. Movin' Out salutes Kris Bair for all of his hard work and for following his childhood dreams, by choosing him as our April Working Show Truck of the Month.

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