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"THE JOURNAL OF THE TRUCKING INDUSTRY"

9th Annual Southern Classic Truck Show



The 9th Annual Classic Truck Show, held at the Lee Hi Travel Plaza in Lexington, Virginia was attended by 170 trucks. Turn to pages 16 & 17 for show coverage. - Photo by LargeCarMag -

CP Energy – Earn More, Drive Less



By Steve Pollock

CP Energy is a company that is in the middle of the oil supply chain. They ship, receive and distribute barrels of oil in various ways. CP Energy serves a variety of independent and major crude oil producers as well as refiners and pipelines. Some of the companies they service include BP, Shell, Vi-

tol, Conoco Phillips, EOG and Pioneer Resources. CP Energy was founded in 1997 by Jim Crossen and Bob Passmore by creating strong relationships with their affiliates and employees. A great deal of what CP Energy does is to move crude oil in tanker trailers. This is accomplished with a fleet of 170 company

trucks and owner-operators. The company trucks are late model Kenworths, Peterbilts and Western Stars, both day cabs and sleepers.

Operationally, however, CP Energy is much different than most trucking companies. The average length of haul is 35-50 miles, with drivers making 3-5

continued on page 2

Truckers Solution – Expanding Services For Their Members



Front row (left to right): Vickie, Melvin, Kelly, Matt, Adriene, Faye . Back row (left to right): Chase, Laura Beth, James, Paula, Michael, Danny, Alex, Ben. Not pictured: Mike, Ron, Josh, Kyle, Philip and Sean.

By Steve Pollock
FRANKLIN, TN.... Truckers Solution is an organization for Owner-Operators and Small Fleet Owners that gets them discounts on the goods and services they use every day, including fuel, tires, factoring, insurance and pre-paid legal services. There is no mem-

bership fee. The way Truckers Solution works is to use the collective purchasing volume of their members to receive discounts from suppliers, just like large fleets. Truckers Solution has been so successful that they have been growing steadily in staff and membership since

they were founded in 2011. The company added 5 new employees in 2018.

Since all trucking operations are different, Truckers Solutions is focused on providing custom solutions for today's drivers as well as expanding services for their

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CP Energy – Earn More, Drive Less



has a limited amount of free housing but prefers drivers to live within 35-40 miles of one of these facilities. In Oklahoma there are jobs available in the Ardmore, Cushing, Omega and Woodward areas. In New Mexico, jobs are available in the Artesia, Carlsbad, Hobbs and Jal areas. Texas jobs include the areas of Amarillo, Dumas, Gainesville, Midland, Orla and Perryton. Additional opportunities will be available this April in Kermit and Pecos, Texas.

continued from page 1

trips per day. Wages are based upon a combination of barrels of crude oil hauled along with hourly wages. Drivers are compensated for both driving and waiting, which averages about 1.5

hours of sitting per day. It is lucrative for CP Energy drivers, most of which are averaging 85K or more per year. Company drivers earn around \$425 per day and owner-operators earn 75% of the gross

payload or about \$800 to \$1,000 per day. The company also offers quarterly bonuses, performance incentives, a generous benefit package, and a 401K with company match. Drivers can choose

between 5-2 and 5-3 work schedules. In other words, you can work 5 days on and 2 off or 5 days on and 3 off. If you choose to work beyond 5 days, CP pays a \$100 per day bonus on top of regular wages. Drivers can work up to their 70-hour limit if they want. With this work schedule comes the ability to plan your work time, home time, vacation time and holidays up

to 1 year in advance. CP Energy is looking for the right people to join their team. Drivers must be safety conscious, have a positive attitude, and be willing to work variable shifts. You must have tanker experience and a HazMat endorsement, the ability to enter and exit the vehicle easily, lift 50 pounds and have an aptitude for working outside. CP Energy

CP Energy's goal is to be one of the safest and most efficient crude oil tanker haulers in the country. The company plans further expansion into New Mexico, Oklahoma, and Louisiana to serve the oil industry. If you are interested in a career at CP Energy, call 833-239-4473 or log onto www.drive4cp.com



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Women In Trucking Announces Its 2019 March Member of the Month



Plover, WI... Women in Trucking (WIT) has announced Rachel Bothwell as its 2019 March Member of the Month. Rachel is a professional city driver for FedEx Freight in Rapid City, South Dakota.

Rachel's trucking career began while growing up on a dairy farm in Minnesota. Trucking was a way of life on the farm, whether they were hauling grain to the elevator or hauling livestock to and from the pastures and sale barn. Being behind the wheel of a semi truck became natural for her. So natural in fact that before she graduated high school, she took a job working for a local farmer helping him in the fields and hauling grain for him. After high school when she turned 18, she took her CDL test. This was before schools in her area had CDL programs.

Then, Rachel began working for a custom hay bailer and hauled loads of hay to big horse barns in the Twin Cities. For five years, she custom

bailed and hauled hay. After doing that, she felt it was time to spread her wings, so she left Minnesota for the first time and moved to Wyoming. In Wyoming, it was easy for Rachel to find a job in the trucking industry as the oil and coal booms were in full swing. She began a new journey, hauling explosives into the coal mines. Hauling hazardous materials was a very exciting and educational experience for her. While living in Wyoming, she met her husband, who at that time had just retired from a 20-year, bull-riding career. He had just started a rodeo contracting company which only involved bucking bulls. After dating for a few years, they decided to move to South Dakota.

Once relocated to South Dakota, Rachel's life and career truly bloomed. Not only did she get married, but she was also introduced to the world of bucking bulls. "I have always had a love of rodeo and horses but this was a whole new level for me. Our rodeo company has taken several years to build and has really taken off. We have one of the largest benefit bull ridings in the state of South Dakota with over 2,000 spectators who come to our place each year. We are able to give away nearly \$10,000 in scholarship money each year. The community support of this event has been absolutely amazing," she said.

During this time, Rachel also decided on the career choice

to become a city driver for FedEx Freight. "Working for FedEx Freight has been the most life changing and rewarding job I have ever had in the trucking industry. I have been with FedEx Freight for nearly seven years and due to the company's support and the support from the trucking industry, my CDL has taken me places I would have previously never dreamed," Rachel said. One of those places is truck driving championships. She feels that being able to compete at TDCs has provided a confidence-building atmosphere where there is a great sense of camaraderie and respect for fellow drivers in the industry.

Rachel's CDL has allowed her to become a part of the FedEx Freight Road Team as well as become the first woman in South Dakota to be named a road team captain for the state. Being able to promote the message of safety and sharing the road with trucks all over the country has been a rewarding experience for her. "It is not something that I would have been able to do without pursuing my career as a truck driver and without the support of my family and FedEx Freight," she said.

Rachel's message to other women interested in becoming part of the trucking industry is "Please do! You have no idea how life changing it can be for you in a very positive way. With the right tools and the right support, you will succeed. I am living proof."

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Off The Beaten Path



by Pam Pollock

Is This The Real World - Or Is This Just Fantasy?!

It's been what can only be described as "an endless winter" this year. I have been knocked down with two bouts of bronchitis, double ear infections and sinusitis. I was also felled by a nasty stomach virus and I have taken several falls on the ice, reinjuring my knee.

I spent a lot of time on the couch watching television. I got sucked into watching shows that I would never, ever watch. I now think of myself as being an expert on cooking (oh yes dear family, the irony of this is not lost on me, either), survival in the outdoors, and purchasing and renovating homes. Of course, I tuned in, aa always, to my beloved Pens hockey as well.

I am a very vocal viewer. You really don't want to be in the same room as me when I am watching hockey or football. Surprisingly, when I actually go to the games in person, I am very quiet. Why? Because I am afraid that my ranting and raving (and bad words) will get me into trouble with the other sports fans!

The latest season Top Chef just ended last week. I will confess to know knowing NOTHING about cooking. I prefer my food to be plain. I am not into trying new things. My stomach can't handle anything spicy. But I am utterly fascinated by this show. I armchair coach the chefs, "Nooooo, don't make the tartar. It's the kiss of death. Don't do it. You goin' home, man, you goin' home! And you girl, put that box of mix back on the shelf. This is Top Chef - make those waffles from scratch!"

I sneer at the judges when they are giving their critiques. "You think you know it all, don't you?" I yell at the judges. "You know nothing about Chef Boyardee pizza, dudes! I could mop up this kitchen with my Chef Boyardee prowess!"

I just watched an episode of Naked and Afraid that was filmed in Alaska and the contestants were literally naked and maybe they weren't afraid, but they were definitely freezing for fourteen days. Who in their right mind would get naked and have to walk up to their privates in the snow? I won't even get naked and walk from the bathroom to my bedroom! They had no shoes! I whimper when my boots leak. And how can they survive for 10, 11, 12 days without food except for maybe some bugs and worms? And why won't their self-rigged fishing lines produce any fish until the last day when they suddenly start catching fish?



Don't get too excited, Sparky. I did NOT make the gingerbread cookie dough, my daughter did! I was just attempting to roll out the gingerbread with some much needed help from my lovely and able assistants. And somehow, I managed to botch this simple task.

The house shows make me chuckle. Sometimes the people are renovating their homes to try and get a better price when they sell and at the same time, they are looking for a new house. Most of these people don't look like millionaires - but they are spending \$100,000+ to renovate their house AND going with realtors to look at homes that are priced from \$400,000 to over 1 MILLION dollars. And most of these houses are nothing spectacular. They are jammed up beside other houses with no yards and no driveway! The homes in LA are millions and millions of dollars.

I like to guess on the Love It Or List It show if the homeowners will decide to keep their old house or list it and buy the new

house. They usually decide, after bickering the entire episode with their spouse, to keep their house. "Why are you even on this show, ya jagoffs?" I yell at the TV. And another thing, who in their right mind would close on a \$600,000 home without having an inspection done? These folks ALWAYS do this and then insist on another \$200,000 worth of renovations and find out there's structure damage or mold or SOMETHING!

Are these shows real? Sadly, I will never really know the truth because I can't cook, I won't get naked and I have no desire or money to buy another house. So, pass me the popcorn and join me on the couch. But I'm turning the dial to the hockey game.

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Warning: Automated Cars And Their Operators Fail To Detect Dangers



HOUSTON, TX... – Automated cars are becoming more common, but they still require drivers to react to dangers that aren't detected by an automated system. New research from Rice University and Texas Tech University has found that drivers often fail to spot hazards missed by automated vehicles, and it only gets worse the longer drivers ride in them.

The study, "Driver Vigilance in Automated Vehicles: Effects of Demands on Hazard Detection Performance," will appear in an upcoming edition of Human Factors.

The researchers examined the behavior of 60 licensed drivers operating an automated car in a simulator. Participants were told that due to the automation, they would not need to operate the steering wheel, brake pedal or accelerator pedal. They were instructed to monitor the roadway for vehicles that were stopped dangerously at intersections and intruding into the driver's

lane, which constituted a hazard that automated vehicles could not detect. Participants also had to distinguish between vehicles that were safely stopped and dangerously stopped at intersections. The drivers' accuracy dropped between 7 and 21 percent over the 40-minute simulation. Even in the first 10 minutes the success rate was, at best, close to 88 percent, suggesting that all drivers missed at least some hazards.

So why did this happen? Pat DeLucia, a professor of psychological sciences at Rice and the study's co-author, said that one possibility is that people get used to cars doing the driving and become complacent. Coupled with previous research that indicated people are terrible at monitoring for hazards that only happen every once in a while, and that over time their ability to respond decreases, the new study "suggests that this phenomenon of difficulty monitoring effectively over

time extends to monitoring an automated car," DeLucia said.

"The bottom line is, until automated driving systems are completely reliable and can respond in all situations, the driver must stay alert and be prepared to take over," said Eric Greenlee, an assistant professor of psychological sciences at Texas Tech and the study's lead author. "And this research clearly shows that is not happening, and gets worse as time passes."

The researchers hope this work will add to the growing body of research about the safety of automated cars.

"These vehicles have a lot to offer, but we're a long way from being able to detect everything going on," the researchers wrote. "Until that day comes, we hope this research will raise awareness about the limitations of automated cars and their operators."

The study was co-authored by David Newton, a graduate student at Texas Tech.



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PERFORMANCE

High Performance Diesels with Bruce Mallinson

Driving for fuel mileage, the trucking industry says that the driver of the truck is responsible for about 33% of the fuel mileage. I disagree, I think the driver is responsible for about 66% of the fuel mileage. Now let me explain why I feel that way. As many of you know, we at Pittsburgh Power have been specializing in building high performance diesel engines for 42 years and the emphasis has always been on the performance, longevity, and for many years now fuel

mileage. We have many performance parts that equate to fuel mileage if properly driven. You can have us install all these specialty parts, but if you don't change your driving habits you will not see an improvement in fuel mileage. Yes, you will feel the truck having more power and running freer, but if you want to use cruise control on rolling terrain and run 70 to 80 mph, guess what, your fuel mileage will only slightly increase. Cruise control will rob you of 1/2 mpg, and if you

think states such as Ohio, Indiana, Illinois, Iowa, Kansas, Nebraska, and Texas are level, you're not paying attention to your turbo boost or manifold pressure gauge. The next time you are holding the steering wheel and the cruise control is working the throttle, look at the turbo boost gauge, if it is varying, going up and down, then the terrain is NOT level. Did you ever ride in a car with someone who was up and down on the throttle? It will drive you crazy! Well that is what the



Mikkel Forney



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cruise control on a loaded semi does, it wants to please you and hold to the exact speed you set it for. Keep this in mind, a diesel engine is most fuel efficient at a given horsepower output, NOT riding the throttle up and down such as what cruise control does. I know you must drive faster because of the ELD's and the 14-hour rule, however you can drive faster and still get fuel mileage, and it's called using momentum to roll up the next grade. Cruise control does not use momentum.

Here is a real-life example, Mikkel Forney, 40 years old, called me last Thursday wanting to install a Dorothy on his new 2019 389 Peterbilt, X-15 Cummins, 18 speed trans, 3:36 rear gears and low pro 22.5 tires. He was Eastbound in Midland Texas with a loaded flatbed, and on cruise control at 69 mph and averaging 6.5 mpg. I asked him what his turbo boost gauge was reading, and he said it was varying several pounds. I said take it off cruise control and hold the pedal steady, at 69 mph the engine was developing 11 psi of turbo boost, and his digital fuel mileage was saying 6.5 mpg. I asked him to drop the turbo boost to 9 psi and the speed came down to 67 mph and as we talked his fuel mileage climbed to 7.1 mpg. I asked him to drive the rest of the day this way, the "Mallinson way" and tomorrow also and he agreed to. I called him Friday afternoon and he confirmed the fuel mileage across Texas driving with his foot was staying at 7.1 mpg. Yes, he was 2 mph slower. When he comes to the rolling hills if he uses the downhill side to accelerate and holds

the speed and momentum to climb the next grade and backs out of the throttle when the hill starts to taper off, he will more than gain the 2 mph back. He mentioned he would have to get used to driving the truck that way. Yes, you do have to get used to driving your truck instead of just holding the steering wheel and allowing the cruise control and the ECM to manage the speed and fuel mileage.

Mikkel Forney was raised in a trucking family. His father, Charles, is still an owner-operator at age 68 and Mikkel's first experience riding in a semi was his father's 1974 White Road Commander. Mikkel knew at a young age he was going to be an owner-operator, however, first he wanted to serve his country, so he joined the Army and spent the next 7 1/2 years there. He was in the war in Iraq as a communications intelligence officer. After his service he spent the next 3 years in the Army Reserves.

Mikkel has owned several used semi-trucks and always remembered the smile on his face when his father pulled his new 1987 379 Pete into the driveway. His dream was to be able to follow his father's lead and purchase a new Peterbilt

someday for himself. His dream came true, 4 months ago he took delivery of a 2019 389 Peterbilt painted in the color Firemist. The smile he had on his face back in 1987 when he saw his father's new Pete was the same smile his father had when Mikkel drove up in his new 389 Pete. Look at the father and son's Peterbilts, both looking good, and isn't it amazing how similar they look being 32 years apart. Why change when perfection has been obtained, and it all started with the "359". Mikkel and his father do most of their mechanical work and maintenance on trucks and trailers and that is why his father still has and drives a 1987.

Mikkel is a professional dad when not on the road and is proficient at making children and has 6 to prove his proficiency. His children help him clean, change tires, wash and wax his 2 trucks. He is an agent for Ace Doran, is a private carrier for several manufacturers, and driving is what he LOVES to do!
Written by: Bruce Mallinson, Pittsburgh Power, Inc., 3600 S. Noah Dr., Saxonburg, PA 16056. Website: Pittsburghpower.com Phone 724-360-4080.



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Understanding Oil Contaminants



by Tom Bock

One of the questions I hear often is "why does it take 24-48 hours to process my sample, when I can get it done in a few minutes at a truck stop?" The answer is that the truck stop uses a desktop analyzer that tests for a few of the wear metals, viscosity, fuel, soot and glycol. The lab used by OPS tests for 31 different components including all wear metals, contaminant metals, multi-source metals, oil additives, fuel dilution, soot, water, viscosity, base number, oxidation and nitration. The desktop model can provide effective results for oil that is being changed every cycle, but for an extended drain program you should use an advanced mobile test kit from an accredited lab. The additional information on oil additive package, base number, oxidation, nitration etc. will ensure the oil quality is within guidelines to ensure proper engine protection until the next sampling or drain cycle.

The accredited labs analyze the oil on equipment that costs upwards of \$500,000 and follow strict testing guidelines established by the American Society for Testing and Materials (ASTM). Test procedures are administered by trained certified technicians. The test results are then sent to a certified analyst for evaluation

and recommendations. A typical oil sample will undergo testing on 8 or more different analysis machines and may receive additional extensive individualized analysis if the standard testing produces any unusual abnormalities. The sampling equipment is calibrated by the Quality Control Supervisor and certified accurate before and after each sample run. Comparing certified sample materials to test results ensure proper calibration of equipment, adherence to sample protocol and accuracy of test results.

Think of the difference between a desktop sample and a fully accredited lab as; the difference between your family doctor ordering basic blood work, to determine any deficiencies compared to The Mayo Clinic running a full battery of blood work with a full body scan etc. The basic blood work may tell you to avoid sugar or you need more iron in your diet. But the full scan will discover any deficiencies or health issues you may have and suggest the proper course of action to ensure you a healthy life.

Recently the question came up as to why the additive metals section of the oil sample results seem to have an unusual amount of abnormal results reported. The reason is that oil companies do not always update the labs timely when they change formulations. The lab may have old information that the Calcium should be between 1200-1400 ppm for a certain oil type and tested oil has 1500 therefore an abnormal result would be noted. The oil additives: Boron,

Magnesium, Calcium, Barium, Phosphorous and Zinc are not used in the same concentrations by every oil manufacturer. Some may substitute Magnesium for Calcium to enhance the base package, others may use Boron to extend oil life etc. In addition, when additives are blended into the oil they may not blend evenly. Taking a 4-ounce sample from a 7500-gallon tanker, a 55-gallon drum or a gallon bottle will most like not produce exactly the same readings. The key to ensuring the additive package is meeting the guidelines is to know how the total base number is holding up and how well the Zinc is protecting engine from excessive wear.

One thing that should also be taken into consideration is that when you drain oil there is always some residue left in the engine. If you change oil types or add a different brand / grade of oil the residue or new formulation may contain oil additives that the new oil type doesn't utilize. This will be reported as an abnormality but should not be a cause for concern.

I hope you were able to attend the Mid America Truck Show this year and were able to find products that will improve your performance and add to your bottom line. I know that anyone that stopped by the OPS booth 68216 to discuss oil sampling and the EcoPur System spent their time wisely and they were able to see ways of improving oil and engine life.

If you have any questions or would like to see certain topics discussed in this column, please email me at: tbock@horizoncp.biz



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Howes Launches New Brand Platform Tested. Trusted. Guaranteed.



NORTH KINGSTOWN, RI - Howes is rolling out a brand-new look! For nearly a century, Howes has provided its customers with the highest quality additives that always keep up with changing fuels, engines, and injector systems. Now, they are updating their look to match. The new brand look is centered around clarity and improved messaging, making it easier for customers to quickly grab the Howes product that best suits their needs. Unique and creative, the Howes brand platform will flow from the packaging on shelf all the way through to its new, easy to navigate website that will be launching in early March.

The new brand initiative

has been spearheaded by a new Howes employee, VP of Marketing, Phil Colacchio. "The Howes family was ready to shake things up. Joining the team and helping to improve customer satisfaction has been a wonderful opportunity, and an effort that we are intent on continually improving. We're thrilled with our new brand look and how it clearly identifies each individual product and communicates what each product does and how to use them," said Phil. "By using distinct colors to differentiate the products and helpful icons to point out their features and benefits, the new branding offers a very simple purchasing experience."

Best known for its flagship product - Howes Diesel Treat, the nation's number one selling anti-gel, Howes offers a complete line of additives and lubricants for diesel fuel, gasoline, and even oil. "We want our customers to know that we are more than just a winter additive company and that we offer the best performing products for all of your additive needs," stated Robert Howes, President. "Products that work in trucks, tractors, RV's and even home heating oil. Plus, we still carry my great grandfather's original secret formula; a Multi-Purpose Lubricating and Penetrating Oil that, to this day, surpasses all other products in its class. In short, we make the most

reliable performance fluids for moving parts and vehicles and we want to help you easily find the one that you need when you need it."

The new branding effort brings more than just a new visual identity for Howes. It highlights the family's core values and culture. For many years, Howes has used the tagline, "Professional Grade Performance Since 1920." While its products continue to hold true to this sentiment, the company is now aiming to streamline the message of who they are and share their core values by which they operate. With its new tagline, "Tested. Trusted. Guaranteed.," they've done just that, speaking to the family's steadfast commitment to make the absolute highest performing products that customers can confidently rely on. Accompanying the new brand effort, Howes has chosen to help portray its identity through a new St. Bernard logo which will serve as the new brand mark and represent the strength, loyalty, dependability and trust that form the foundation of the company.

Never releasing a product that they are not completely satisfied with, Howes tirelessly tests and tests again, until every product they make is proven safe and effective. "All of our products are safe to use and contain absolutely no alcohol or harmful solvents. Our products are tested in and out of the lab

by experts, by us personally, as well as by our customers," said Rob Howes II, VP of Strategic Development. "We refuse to release any product that is merely average, we strive for excellence. If it's a Howes product, it's a reliable product. We make sure of it. You don't even have to take our word for it. Ask a friend, ask a colleague, ask anyone who has used it and they'll tell you, this stuff works."

As a fifth generation, family owned and operated company, Howes is committed to providing its customers with not only the best products, but with the ultimate in industry knowledge and customer service. "This is not just a business to us. This is our legacy," stated Deb Howes, company Co-Owner. "This is our family, and that extends beyond our office doors to our employees, our distributors, our customers - they are all family to us. Their success is our success and vice versa. That's why we put 100% into every product we make, and why we stand behind each one whole heartedly."

Howes earns trust not by just the superior products they put out, but by really being there when they are needed. "We answer our phones when someone calls, you aren't greeted by machines and recordings," commented Erika Howes, VP of Business Development. "We are out in the field, we are talking face to

face with people and we listen to what they have to say. We are always looking to learn all we can about people's needs. It's one of the things that make this change so exciting. We saw that our customers needed more, and in our commitment to excellence, we're dedicated to giving them just that."

One thing Howes has never strayed from are their iron clad guarantees. "When you offer the best products, you can offer the best guarantees as well," added Rob Howes II. "We offer our Free Tow Guarantee when you use our Diesel Treat, because we are that sure it works each and every time. Our users know, You Go or We Pay the Tow." In addition, Howes offers a no hassle, 100% money back guarantee on every product they release. Delivering maximum performance and efficiency to thousands of drivers and hard-working people everywhere is an unwavering goal at Howes, and it shows in its new brand platform.

The Howes look may be changing, but Howes products continue to be Tested. Trusted. Guaranteed.

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Industry News Briefs

ATA Truck Tonnage Index Increased 2.3% in January

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 2.3% in January after falling 1% in December. In January, the index equaled 117.3 (2015=100), up from 114.7 in December.

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

"After monthly declines in both November and December, tonnage snapped back in January," said ATA Chief Economist Bob Costello. "I was very pleased to see this rebound. But we should expect some moderation in tonnage this year as most of the key sectors that generate truck freight tonnage are expected to decelerate."

Compared with January 2018, the SA index increased 5.5%. In 2018, the index increased 6.7% over 2017, which was the largest annual gain since 1998.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 113.1 in January, which was 2.9% above the previous month (109.9). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% 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 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

Truckers Oppose Multi-Billion Dollar Underride Mandate Proposal

Grain Valley, MO... The Owner-Operator Independent Drivers Association opposes legislation to mandate underride guards on all sides of commercial motor vehicles over 10,000 pounds. OOIDA says such requirements cannot be accommodated on most trucking equipment and would yield little if any safety benefit, while costing truckers billions to comply.

The Association more fully outlined its practical concerns

in these letters sent to elected officials. (Letter Opposing H.R. 1511 and Letter Opposing S. 665)

OOIDA had previously opposed the same effort a year ago, particularly with regard to the requirements for putting side and front underride guards on all trucks and trailers retroactively.

"There is no assurance that such installations would result in fewer or less severe crashes involving heavy vehicles," said OOIDA President Todd Spencer.

The Association is aware that for several decades the federal government has considered numerous proposed rules involving underride guards, but consistently concluded that the costs and impracticality would far outweigh perceived benefits to safety.

"Nothing has changed over these years," said Spencer. "Proponents of this effort have given little consideration to the impact that front and side underride guards would have on the daily operations of truckers," said Spencer. "Truck drivers would face serious challenges navigating grade crossings, high curbs and numerous other road conditions.

Additionally, no front underride equipment is currently on the market because the concept lacks any practicality."

Similar to original efforts last year, two newly introduced bills, H.R. 1511 and S. 665, also seek updates to existing regulations for rear underride guards. The Association does not object to this portion of the proposals.

"We agree that the underride guards on the backs of trailers could be improved," said Spencer. "But the proposals as written go too far in broadly, retroactively requiring them on all trucks and trailers. Trucking is a diverse industry and such devices just simply can't be attached to all types of equipment."

The Owner-Operator Independent Drivers Association is the largest 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.

Trucking Calls on Congress to Draft Sustainable, User-Funded Infrastructure Plan

Arlington, VA... American Trucking Associations President and CEO Chris Spear told the House Ways and Means Committee that the nation's infrastructure needs demand real funding solutions from the federal government, not reliance on gimmickry.

"We are no longer facing a future highway maintenance crisis - we're living it - and every day we fail to invest, we're putting more lives at risk. In nearly 53 percent of the highway fatalities, the condition of the roadway contributed," he said. "Time wasted sitting in traffic - rather than at work or with our families - has skyrocketed. Motorists now pay an average of \$1,600 due to repairs and congestion each year. Trucking now loses \$74.5 billion sitting in gridlock. These are regressive realities and the escalating costs of

doing nothing - and they are reflected in the prices we all pay. These costs are measurable and should serve as offsets for new spending on our nation's infrastructure."

ATA has proposed a 20-cent-per-gallon fee on motor fuels - collected at the wholesale rack - as a way of raising real funding for investment in infrastructure. This fee, called the Build America Fund, would be phased in over four years at a nickel per year and generate \$340 billion over the next decade for road and bridge repair and replacement.

"Federal inaction has prompted cash-strapped states to adopt regressive revenue schemes that hurt commuters, communities and divert funds to non-infrastructure priorities," Spear said in his testimony, citing variable tolls on Interstate 66 in Virginia.

"This is the essence of regressive and our future if you choose to devolve your Constitutional authority to the states," he said. "In contrast, if motorists paid the average toll - the cost of a 10-mile trip over an eight-day period on I-66 would equal their cost for an entire year under ATA's Build America Fund for all roads and bridges in the United States."

AFP: Better Ways to Address Roads and Bridges than Punishing Tax Hikes

Arlington, VA... Americans for Prosperity's Russ Latino, Vice President, Economic Opportunity Portfolio, issued the following statement after today's House Ways and Means Committee infrastructure hearing.

"While the U.S. has very real infrastructure needs in some targeted areas, a gas tax increase is the wrong way to address them. Indeed, increasing the gas tax by 25 cents per gallon, as some testifying at the hearing have suggested, would claw back more than a quarter of the benefits of the Tax Cuts and Jobs Act—a reform that has put more money back into the pockets of Americans across the country. Such an increase would more than double the current federal gas tax, hitting lower-income Americans and those living on a fixed income hardest, as they already pay a larger portion of their income to cover basic needs like food and fuel.

"The better way to modernize and repair our nation's roads and bridges is to target federal gas tax dollars toward the construction and maintenance of critical national priorities, allow state's greater flexibility to address their needs, and unleash private investment. Currently, federal gas tax dollars are being diverted to projects that have nothing to do with roads and bridges, or which are inherently local in nature. Additionally, lawmakers must streamline and roll back the overly burdensome regulations, permitting processes, and other regulatory barriers that slow projects and increase cost. For example, Davis-Bacon and other anti-competitive wage laws increase the cost of projects by as much as 20 percent. If stretching our transportation dollars is as important as everyone at the hearing seemed to suggest, ending Davis-Bacon would be a good place to start.

"There are ways to address targeted needs for our roads and bridges without resorting to punishing tax increases, and we look forward to working with Congress to get that done."

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by Roger Clark

Monday morning started early one week recently. Breakfast at home was quick, hot, and nutritious, including a thermos for the road. Leaving the house at 7:00 AM sharp, I drove to the terminal using "personal conveyance" on the ELD. This is a great new technology, I remember thinking.

Backing under my trailer, the 5th wheel pin locked in place with a very satisfying click, lifting the stepdeck an inch off the ground. A 15-minute pre-trip inspection showed everything in working order -- no air, fluid, or personal information leaks.

Leaving the yard, which was swept clean and dry, I turned onto the highway that went straight to my destination. It was a beautiful, warm day with no clouds, no wind, and very little traffic. My load that

day was light as a feather and paid an extra bonus for an early delivery.

Other drivers waved at me, with all their fingers, wishing me well as I motored up the road. Trucks allowed me to pass, then graciously flicked their low beam headlights in the traditional signal to come back over. Some were happy to see me coming, and others were delighted to see me go, but all of them were satisfied with my participation.

Approaching a construction site, wide-spaced barrels lined the work area, leaving plenty of room to squeeze from two lanes to one. Cars held back, giving me space to merge, and the workers were positioned for maximum visibility. Exiting the construction zone, traffic resumed highway speed in a smooth, two-lane acceleration.

Everyone around me maintained a uniform and moderate acceleration, allowing all the vehicles to merge without swerving or braking. Shortly thereafter, approaching a police car parked up ahead on the shoulder, I signaled a lane change left, and cars moved out of my way in an instant. Then they graciously backed off, just long enough for me to resume in the right lane.

Arriving at the windfarm receiving the load I was hauling, the security guard was glad to see me, and offered

a cup of hot coffee. Before I could finish the java, they led me a few miles to the tower site, where I was immediately ushered under the spot crane. Quickly as I could undo the winch straps, the crew worked to lift the load off my wagon. Within minutes I was free to depart.

After a friendly wave from the crane operator, I drove off the pad and down the dirt lane, ready for a word with my dispatcher. She was delighted to hear from me, thanked me profusely for doing a good job, and then rewarded me with an assignment for tomorrow. There was just enough daylight to get parked at a nearby truckstop.

The newly-built travel plaza featured high speed pumps under well-lighted canopies, and widely spaced service bays next to warm, spacious showers. The full-service 24-hour café offered homecooked meals served by sweet young waitresses impressed by seasoned drivers sporting chain driven wallets. With a satisfied burp and a five dollar tip stolen from a nearby table, I retired for the night to my penthouse on Peterbilt Row. There in the glow of digital dash lights I recalled the exact date of this too-perfect day: April 1st. That's right: April Fool's!

THOUGHT FOR THE DAY:
If you're not the lead dog, the scenery never changes.

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Timothy Dean of Werner Enterprises is CVSA's 2019 International Driver Excellence Award Winner



Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) is proud to announce professional driver Timothy Dean of Werner Enterprises as the winner of the 2019 International Driver Excellence Award (IDEA). Dean has been with Werner for more than 30 years and safely driven more than 4 million miles without incident.

When he found out he'd been selected as this year's winner, Dean said he was "shocked, honored and humbled."

"I have quite the support staff at Werner that gives me the tools to be successful at what I do," said Dean. "The extensive training that Werner provides to its drivers through quarterly safety meetings and ongoing education has been a big part of my success."

In 2005, Dean was appointed captain of Werner's Road Team and has served on the team continuously since that time. As a Werner Road Team captain, Dean shares his knowledge and experience of trucking and transportation safety with countless Werner drivers.

"With his tenure on Werner's Road Team, Tim continues to be a leader, a role model and a mentor, not just for the new members of Werner's Road Team, but for every employee of Werner Enterprises; drivers and office associates alike," said Werner's Director of Safety Jim Kochenderfer. "Tim's experience and knowledge make him an excellent resource and he always makes time for anyone who needs his assistance, even though he typically travels over 10,000 miles per month."

In 2009, Dean was selected as an American Trucking Associations' America's Road Team captain. America's Road Team is the American Trucking Associations' national public outreach program comprised of a small, select group of professional truck drivers who share superior driving skills, remarkable safety records and a strong desire to spread the word about safety on our roadways.

Like many commercial motor vehicle drivers, Dean loves what he does. "I love meeting new people and I love helping new drivers."

As you might expect for such an extraordinary driver, CVSA's IDEA isn't the only award Dean has received throughout his career. He has competed in state and national truck driving championships for 20 years. Dean won the Grand Champion title at the 2011 and 2018 Nebraska Truck Driving Championships, and he has placed, first, second or third,

in nearly every championship since 2001.

In 2002, Dean came in first in the four-axle class at the Nebraska Truck Driving Championships. He'd place first in the four-axle class two more times, in 2009 and 2010. He came in first in the flatbed class in 2005, in the tank class in 2011 and 2012, in the three-axle class in 2013 and in the sleeper class in 2018. In 2003, Dean won the Professional Excellence Award. He'd go on to win that award again in 2005, 2008, 2011, 2014 and 2015. In 2012, Dean won the Jerry Wessel Award, which is awarded to drivers who have competed or volunteered at the Championships for at least five years and are rated on professionalism, industry knowledge and attitude. And, in 2018, Dean was the Nebraska Trucking Association's Safety Management Council October Driver of the Month.

"Having competed for 20 years at the truck driving championships, practicing every year, those competitions allow me to refine my skills," said Dean.

In addition to his professional awards, Tim also tirelessly helps other drivers every year as they prepare to compete in the truck driving championships. "Tim is an excellent ambassador for our industry," adds Kochenderfer.

Dean is also heavily involved in the community. He volunteers his time every year at the Cass County Fair to help the Griswold Future Farmers

of America chapter and the 4H Cass County Cowpokes. He also presents every year to the driver's education class at Griswold Community High School. He is also a member of the Mount Calvary Lutheran Church in Villisca, Iowa.

"Tim's safety record speaks for itself when it comes to distinguishing himself as a safe driver," said Kochenderfer. "As director of safety for Werner Enterprises, I can assure you that, personally and professionally, Tim Dean's personal character is beyond reproach."

With decades of driving experience and millions of

accident-free miles driven safely on the road, Dean knows exactly what to do to ensure he is operating safely. "I take ownership and responsibility in my job and the safety of others around me on the road."

"Drive every mile one at a time and be a courteous driver," Dean advises. "You have to keep your mind on the job. Limit your distractions, know your capabilities and don't be influenced by others."

Dean will be presented with his award on April 1 at the CVSA Workshop in St. Louis, Missouri.

When he's not on the road,

Tim enjoys spending time with his wife of 34 years, Corissa, as well as their children and grandchildren. Tim and Corissa also enjoy camping, horseback riding and fishing.

"I'd like to thank my wife Corissa for her 34 years of support," said Dean. "She's been the anchor for my kids while I'm on the road. I've been blessed."

Timothy Dean is the second driver from Werner Enterprises in IDEA's five-year history to win. Charles Endorf, also of Werner, won in 2017.

The 2020 IDEA nomination form will be posted in September 2019.

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- 22.5" x 9.00" – 89U64BLK – 48 lbs. and utilizing Ultra ONE® technology with MagnaForce® alloy for the lightest wheel option in its class.
- 24.5" x 8.25" – 98U63BLK – 51 lbs. and utilizing Ultra ONE® technology with MagnaForce® alloy for the lightest

wheel option in its class.

• 22.5" x 12.25" – 82462BLK – 66 lbs. The lightest wheel in its fitment class.

In addition, the company offers Alcoa Dura-Black™ on select stylized wheels exclusively through key OEM tractor manufacturers. See dealers for details.

Launch of Alcoa Dura-Black™ Wheels further reinforces the company’s progression of surface treated innovations dating back to patented Dura-Bright® Wheels, which first debuted in 2001, through subsequent generation improvements of Dura-Bright® and Dura-Flange® wheels. Today, Alcoa Dura-Black™ Wheels join the Alcoa “Dura-” portfolio to create the most advanced surface treatment collection in the industry.

Alcoa Dura-Black™ Wheels are available for immediate order through OEM tractor and trailer dealers on new trucks and through an extensive network of aftermarket distributors for retrofit options on existing tractors and trailers. Each is backed by a three-year surface treatment warranty. Standard lead times apply. To learn more about Alcoa Dura-Black™ Wheels, visit alcoawheels.com/durablack and alcoawheels.com/SPECFinder for OEM data codes.

WEATHER GUARD® Introduces Lighted Truck Box with PowerSync™ Technology and Light Upgrade Kits

WEATHER GUARD®, an industry leader in truck and van equipment, introduces the WEATHER GUARD® Lighted Truck Box with PowerSync™ Technology and new Light Upgrade Kits for WEATHER GUARD® 127 Saddle Boxes.

These new innovations deliver high-visibility tool storage lighting for professionals that need bright, dependable lighting for any time of the day or night. The easy-to-install wiring can be completed within 30 minutes and is compatible with all full-size trucks in North America.

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The WEATHER GUARD® 127 Saddle Box with Integrated Lighting is a heavy-duty truck tool box that features a pre-installed lighting system. Professionals simply connect the box’s wiring harness, compatible with all full-size trucks in North America, to the power supply of their truck and the lighting system is activated. When users open the lid of the WEATHER GUARD® truck box, the responsive, ultra-bright LED lights illuminate the tools and equipment stored inside.

The system consists of long-lasting and low power consumption rear-mounted lighting, lasting a minimum of 20,000 hours, while the frosted diffusers eliminate glare. The wide light dispersion is designed for maximum visibility while meeting the IP66 requirement for durability against water and dust intrusion. This lighted box is available in matte black and clear colors.

The Light Upgrade Kits for Standard 127 Saddle Boxes are designed to retrofit pre-existing WEATHER GUARD® 127 Saddle Boxes. These kits boast a 30-minute installation time by end-users, with PowerSync™ Technology and quick connect wiring that requires no custom installation and no cutting or splicing of factory wiring. The kit’s weather-sealed, automotive-grade OEM connectors provide durability, while its integrated bezel protects the LED lights from impact. Its magnetic switch system does not require an on/off switch; the truck box lights will be automatically turned on when the lid is open, and off when it is closed.

The WEATHER GUARD® 127 Saddle Box with Integrated Lighting and the Light Upgrade Kits are now available at retailers nationwide. To learn more, please visit: www.weather-guard.com.

Cleveland, OH... Alcoa® Dura-Black™ Wheels recently hit the heavy duty truck and trailer market in Menacing Matte Black. The new wheel line is the latest in wheel innovation from the market leader and inventor of the forged aluminum wheel.

Alcoa Dura-Black™ Wheels offer the same advantages as all lightweight Alcoa forged aluminum wheels, making them lighter and stronger than steel wheels to improve payload and fuel efficiency while increasing resale value over the life of the vehicle. Now with an alternative styling option.

“Alcoa wheels have always been manufactured with the latest in wheel innovation that benefit our customers’ business needs,” said Merrick Murphy, President, Arconic Wheel and Transportation Products. “The launch of Alcoa Dura-Black™ Wheels adds to our portfolio with a new and distinctive appearance, giving fleets and owner-operators a customized option that makes a personal statement, with all of the same benefits they’ve come to expect from all of our wheels.”

Manufactured using proprietary technology and production processes specifically required for appearance and durability, Alcoa Dura-Black™ Wheels feature premium detailing in all aspects of the wheel design and production. Beyond the Menacing Matte Black surface, each wheel rim flange and mounting surface appears bright, and in contrast to the matte black face of the wheel. The bright rim flange provides increased protection during tire mounting and while in use out on the road. The bright disc face mounting surface provides protection when mounting and while in use on the rig.

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Optronic's Purilite Light-Shield LED Lamps Will Reduce Exposure to Allergens and Pathogens in Commercial Vehicles



TULSA, OK... Optronic International, a leading manufacturer and supplier of heavy-duty LED vehicle lighting, recently unveiled its new LED-based Purilite Light-Shield decontaminating light. The unique LED technology promises to bring a revolutionary level of hygiene to vehicles everywhere, while improving air quality and enhancing worker safety in the process.

Many who work in, on and around vehicles are exposed to microscopic airborne pollutants so small that they evade the body's natural defense mechanisms, penetrating deep into respiratory and circulatory systems, and causing damage to lungs, hearts and brains. The United States Environmental Protection Agency (EPA), has developed ambient air quality trends for particle pollution, also called Particulate Matter (PM).

PM 2.5 describes fine inhalable solid particles and liquid droplets, with diameters that are generally 2.5 micrometers and smaller. These particles include many types of mold and bacteria found in vehicles transporting food. PM2.5 also includes soot emitted by diesel engines and APUs.

Purilite Light-Shield LED lamps generate a constant stream of negative ions, created by a proprietary coating applied to their LEDs. The lamp provides decontamination and sanitization functions, while producing optimal light quality for human vision, approaching the color temperature of natural sunlight.

The ionic sanitization occurs through both physical and biological mechanisms. The negative ions bind to light-weight airborne PM2.5 particles, adding mass and enabling natural gravitational forces to remove them from the air by causing them to float safely to the ground.

The negative ions also combine with positive molecules in mold spores and bacterial proteins, destroying them and causing them to decompose. Once terminated, what's left of the pathogens also fall inertly to the ground. With viability removed, the biological remnants are rendered essentially sterile, reducing exposure risks even if they are disturbed and become airborne again.

Preliminary tests in a controlled environment show a 77 percent reduction in PM2.5

and a 65 percent reduction in Escherichia coli (E. coli) in just one hour. Testing also compared Purilite Light-Shield with standard LEDs as well as no light source.

The new lamp will also help

food supply chain and cold chain shipping companies comply with the most recent Food and Drug Administration (FDA), Food Safety Modernization Act (FSMA) rule on Sanitary Transportation of

Human and Animal Food. With some exceptions, the final rule applies to shippers, receivers, loaders and carriers that transport food in the United States by motor or rail vehicle, whether or not the food is offered for or

enters interstate commerce. For information on international sales and distribution of Optronic products, please contact Dorian Drake at +1 (914) 697-9800, or visit <http://doriandrake.com>.

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The Circuit Rider



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

Man Is Blessed At The Cross

Often you hear people say, "The circumstance bugs me or people bug me, or various things happen that causes me a lot of trouble."

In a periodical, there is an advertisement under the title, "Sure Kill". This advertisement promised people a sure kill for their bugs and told them how much money to send and when the money was received, the Sure Kill would be sent.

When the buyer received his Sure Kill, it was in the form of two blocks with the following instructions: "Place bug on one block and smite with the other." Now it is comical to think how simple it is to kill bugs. The hard thing is to catch the bug and place him on the block.

Sometimes the bug is within us. Other times the bug is in the other person. The block is Jesus Christ and His cross. If you put Jesus Christ first in your life and you take all circumstances to the cross and there you smite it with determination to follow Him, you will learn that you overcome the world by your faith.

Paul said, "God forbid that I should glory save in the cross

of our Lord and Savior Jesus Christ." Rather than man being bugged at the cross, he becomes blessed at the cross. He is able to meet the sure kill and to move out from under the pressures and into the glories as he walks with the Lord and Savior. Christ died for our sins that we might become His servants and that we might live to be of service to others.

Bipartisan DRIVE Safe Act Hailed by America's Trucking Industry

Arlington, VA... Following the introduction of companion, bipartisan bills in the U.S. House and Senate that would help address the nation's growing shortage of truck drivers, American Trucking Associations President and CEO Chris Spear praised the legislation as critically important to the American economy.

"The strong bipartisan, bicameral support behind this legislation demonstrates how real a threat the driver shortage presents to our nation's economic security over the long-term – and how serious our lawmakers are about addressing it with common-sense solutions," Spear said. "Given the broad coalition of interests backing this measure, there is growing understanding across the country that the impact of this issue reaches far beyond just trucking and commercial vehicles. It is a strain on the entire supply chain, from the manufacturers and producers on down to retail and the end consumer, who will see higher prices at the store."

ATA is a member of the DRIVE Safe Act Coalition, co-led by ATA and the International Foodservice Distributors of America, and includes the National Association of Manufacturers, National Restaurant Association, National Retail Federation, Retail Industry Leaders of America and more than 40 other national trade associations and companies.

See also: DRIVE Safe myth v. fact

While 48 states permit individuals to obtain a commercial driver's license and drive trucks at age 18, federal regulations prevent those drivers from crossing state lines until they turn 21. This restriction bars a vital population of job seekers from interstate trucking, exacerbating the driver shortage, as qualified candidates are lost to other industries. The DRIVE Safe Act would allow certified CDL holders already permitted to drive intrastate the opportunity to participate in a rigorous apprenticeship program designed to help them master interstate driving, while also promoting enhanced safety training for emerging members of the workforce.

The DRIVE Safe Act would help train younger drivers far and above current standards. Under the legislation, once a driver has met the requirements to obtain a CDL, they would begin a two-step program of additional training that includes a number of performance benchmarks each

candidate must demonstrate competency in. In addition, they would be required to complete at least 400 hours of on-duty time and 240 hours of driving time with an experienced driver in the cab with them. All trucks used for training in the program must be equipped with NTSB-endorsed safety technology including active braking collision mitigation systems, forward-facing video event capture and a speed governor set at 65 miles per hour.

Significantly, all of these post-CDL training, safety, and technology standards under the DRIVE Safe Act would be required on top of all the pre-CDL training benchmarks that new drivers will be required to satisfy when the Entry Level Driver Training Rule goes in to effect in February 2020, which includes 59 different topics of knowledge and behind-the-wheel training for Class A CDL applicants.

"We thank Senators Todd Young and Jon Tester, and Congressmen Trey Hollingsworth and Henry Cuellar for their outstanding leadership in introducing this legislation, and we look forward to working closely with supporters on both sides of the aisle as we move this measure across the finish line," said Spear.

The Senate bill is co-sponsored by Sens. Todd Young (R-Ind.), Jon Tester (D-Mont.), Jerry Moran (R-Kan.), Joe Manchin (D-W.V.), Jim In-

hofe (R-Okla.), Angus King (I-Maine), and Tom Cotton (R-Ark.). The House bill is co-sponsored by Reps. Trey Hollingsworth (R-Ind.), Henry Cuellar (D-Texas), Paul Mitchell (R-Mich), Jim Cooper (D-Tenn.), Bruce Westerman (R-Ark.), Sheila Jackson Lee (D-Texas) and Al Green (D-Texas).

3 out of 4 Americans Agree: A Texting Driver Is More Dangerous Than an AI Driver

AUSTIN, TX... Who do you trust more: Man or machine? According to new data released by insuranceQuotes.com, the answer for most Americans is "machine" – at least when the man in question is distracted. In the second installment of its annual study on consumer perceptions of autonomous vehicles, insuranceQuotes.com revealed that nearly three-quarters (73%) of

Americans say that riding in a vehicle where the driver is texting is more dangerous than riding in a self-driving vehicle.

Still, 51% of Americans say their biggest concern about self-driving vehicles is the possibility of technology error or failure. Meanwhile, 22% are most concerned about data security or hacking; 13% are most concerned about job loss in the transportation sector; and 9% worry most about the purchasing cost being unattainable.

"This year's findings speak volumes about distracted driving concerns in America. Even though many Americans express skepticism over the safety of driverless cars, they still would rather put their lives in the hands of a machine before a human that is texting—and those people could be onto something," said Tim Spell, automotive technology analyst at insuranceQuotes.com. "As technology advances, we may well see a day when distracted driving accidents—and traffic accidents in general—plummet thanks to the adoption of autonomous vehicles."

Among the survey's findings:

- 37% of Americans would consider owning or leasing a self-driving vehicle in the future.

- 32% trust the self-driving technology in use today, while 47% expect to trust the technology in 10 years.

- 18-34-year-olds (52%) are most likely to consider owning or leasing a self-driving vehicle, compared to 38% of those 35-44; 39% of those 45-54; 33% of those 55-64; and 22% of those 65 and older.

- 18-34-year-olds (40%) are most likely to trust the self-driving technology in use today, compared to 31% of those 35-44; 32% of those 45-54; 31% of those 55-64; and 23% of those 65 and older.

"Millennials and younger generations—who, according to findings, are most inclined to try the technology—have begun paving the road for a future where autonomous vehicles are the norm," said Spell. "Our data suggests that this cultural and technological revolution isn't slowing down any time soon. I would not be surprised if, ten years from now, Americans of every age put their trust in driverless cars without a second thought."

The full report on the survey—which includes additional data, insights and analysis—is available at <https://www.insurancequotes.com/auto/survey-driverless-cars-safer-texting-drivers-2272019>.

Methodology: This study was conducted for insuranceQuotes via telephone by SSRS. Interviews were conducted from January 15-20, 2019 among a sample of 1,015 respondents in English (980) and Spanish (35). The margin of error for total respondents is +/-3.66% at the 95% confidence level. All data are weighted to represent the adult U.S. population.

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use. That information is then relayed and broadcast -- in real-time -- on highway signs so truck drivers will know the availability of parking spaces at the upcoming rest stop.

IIS Smart Parking locations join others implemented through MAASTO to provide truckers with parking availability. The TPIMS was deployed along the region's high volume freight corridors through Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Ohio and Wisconsin. Its goal is to have all truck drivers, dispatchers and others see and benefit from a cohesive parking availability system that crosses state borders. In addition to dynamic highway message signs, websites will provide information on parking space availability.

"This service is badly needed in the trucking industry," said Brian Heath, president and CEO of IIS. "Parking is a huge concern for drivers. Studies by

the Federal Highway Administration show that 83 percent of drivers routinely take 30 minutes or longer to find parking and that 37 DOTs reported problems with commercial parking."

According to Heath, the real-time display of parking spots at rest areas gives drivers time to plan. "In Ohio, it's set up where a highway reader board shows the number of spots available at the upcoming rest area," he said. "And in many cases, it shows the spots available at the rest areas that are further down the road. This takes out a lot of the guesswork of 'where do I park?' Plus, if a rest area is full, the driver doesn't have to pull in and search--wasting time trying to find a spot that doesn't exist."

IIS' partner in the venture, IP-sens, is a leader in cloud-based parking and transportation management solutions. "Our hardware and parking management software integrates well

with IIS to make for a turnkey solution for state DOTs," said Gorm Tuxen, president of IP-sens. "We look forward to working with more states -- putting our technology to work."

Federal grant money is available to help states offer rest stop parking notifications. "The federal government has recognized the parking issue and has stepped up to offer states funds to implement a truck parking management system," said Heath. "We expect states with parking issues to take advantage of the funding to make highways safer, and drivers more productive. If a driver can't find a spot, and their hours of service are about to expire, they'll often resort to using unauthorized parking spaces, or park on highway shoulders or ramps. By providing real-time information on parking spots, states have the ability to make an impact on the problem."

DALLAS, TX... Intelligent Imaging Systems (IIS) is now providing state DOT departments with its IIS Smart Parking solutions for trucks at rest stops. Installations were recently completed in Ohio, part

of the Mid America Association of State Transportation Officials (MAASTO) initiative, which unites eight Midwestern states in the nation's first Regional Truck Parking Information Management System (TPIMS).

Through IIS Smart Parking, 18 rest stops along Ohio's Interstates 70, 75 and U.S. Route 33 were fitted with in-ground sensors, which provide information on how many parking spots are open and available for

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9th Annual Southern Classic Truck Show



By Steve Ford
 On October 13th we held our 9th Annual Southern Classic truck show, once again at the beautiful Lee Hi Travel Plaza in Lexington Virginia. We arrived Thursday evening to a lot full of freight haulers doing their reckless freight hauler driving style through the lot, high rates of speed and parking wherever they please. But by Friday afternoon Jimmy Rosenberger, Jack Gunther, and Mike Welch had chased the few remaining out making room for the true professionals to fill the lot and fill the lot they did, 170 large rides packed into the lower lot! 60 of them participated in the parade thru the town of downtown Lexington.

One thing that impresses me every year is the amount of trucks that come that I have never seen before and when talking to the owners, I'm told that they don't go to shows and the Southern Classic is the only show they will show their truck. Throughout the day participants and spectators could listen to music, check out all the rides and the record number of vendors we had this year including. Thank you to all of the vendors that attended. We also had an awesome

KIDS ZONE set up with face painting, tattoos, 5 in 1 moonbounce, cornhole and more. We LOVE our trucking friends and family and hope you that you enjoyed YOUR day!! AND a big thank you as well to all of those that helped us make it all happen, staff, family, friends, donating friends for door prizes, goody bag stuff, sponsors, vendors and all the rest! We don't want to begin listing because we're fearful that we may unintentionally leave someone out, so we'll leave it as is! MANY played a part in making it what it was, and we can't begin to thank you enough.

The date for this year's event is October 19th at LeeHi Travel Plaza once again as we celebrate our 10th Annual event. You can find out more info about the event via our Facebook event page. Hope to see you there!

**Photos by:
 Steve Ford,
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American Force Wheels Named Official Wheel of the Carlisle Truck Nationals

Carlisle, PA ... As the Carlisle Truck Nationals grow with even more trucks and guests, its list of sponsorship support does too. In 2018, Carlisle welcomed presenting sponsorship from A&A Auto Stores, while also bringing Extang into the mix. As the calendar flips to 2019, truck weekend will see all-new support, this time from American Force Wheels, a Miami, Florida based company.

American Force Wheels has been named the Official Wheel of the Carlisle Truck Nationals! No stranger to the truck market, American Force has been in the wheel business since 1995. Initially, American Force Wheels launched as a wheel builder for small import and domestic vehicles in South Florida but has since focused on truck wheels! That direction has helped this Miami based company

grow leaps and bounds – or as the truck market goes, by 3/4 and 1-ton trucks!

According to the American Force Wheels web page, their team of experts spend countless hours ensuring wheels which are safe and durable. Only new materials and the latest precision CNC machines are used in manufacturing every wheel, adaptor and accessory. Custom-built forged-aluminum American Force Wheels creations can be described as sleek, stylish and highly specialized. American Force Wheels continues to innovate and is always creating new market-leading products that deliver on its long standing promise of delivering quality, style and function.

This innovation as well as a great line of products will be available for sale at the 2019 Carlisle Truck Nationals. Guests coming to Carlisle can find American Force Wheels on the midway

with a display that will quickly get their attention.

“The Carlisle Truck Nationals are a huge event with lots of cool trucks,” noted Jason Sandusky, Marketing and Events with American Force. “Due to the popularity of the show and its mass appeal, it’s only fitting American Force is there representing with the best in the country! Thanks for having us Carlisle and we can’t wait to see you starting August 2.”

“I’ve worked with this company and their staff going back to their roots and have seen them transition and develop truck product lines with previous appearances here at the Carlisle Truck Nationals,” noted event manager Ed Scholly. “American Force has positioned itself as an industry leader. We are always excited to see industry leaders sharing their wares with truck enthusiasts, owners and fans at Carlisle.”

All of the truck themed excitement commences August 2 at the Carlisle PA Fairgrounds and not only features great vendors like American Force Wheels, Extang and A&A Auto Stores, it’ll feature cool custom vans, big rigs, competitions, special displays and more. Complete event information is available online at the all-new www.CarlisleEvents.com or by calling 717-243-7855.



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Melton Truck Lines, Inc.'s Matthew Kondrick named TCA Highway Angel

Alexandria, VA... Matthew Kondrick of Sacramento, California, a professional truck driver for Melton Truck Lines, Inc. of Tulsa, Oklahoma, has been named a Highway Angel by the Truckload Carriers Association (TCA). He is being recognized for not only shielding crashed vehicles but also assisted occupants that were trapped.

In July, Kondrick was driving in a heavy rain and wind storm. "I saw that several trucks were starting to break up ahead of me," he recalled. "And then I noticed that a tree had come down and crushed two cars in front of me." Acting swiftly, Kondrick safely pulled his truck over to block approaching vehi-

cles from the inoperable cars. Without a moment to spare, he grabbed his tools and quickly ran to check on the occupants. As he approached the first vehicle, the roof was completely gone. Kondrick noticed additional vehicles approaching the scene. "I told the [drivers] to all put on their lights so that we didn't have a pile up," he shared.

Once peering inside the first car, he found a woman and her daughter, both visibly shaken but coherent. "I assured the passengers that everything was going to be alright, and then used my spotlights to secure the area until law enforcement arrived," said Kondrick. In the second car, he discovered a man,

along with a Bassett Hound. While awaiting emergency personnel, Kondrick retrieved a soda from his cab as well as dog bones as he has a dog in the truck. As a former firefighter, helping others comes naturally to him.

The Truckload Carriers Association proudly salutes Kondrick for his selfless act of kindness. For his willingness to assist motorists in need, TCA has presented him with a certificate, patch, lapel pin, and truck decals. Melton Truck Lines, Inc. also received a certificate acknowledging their driver as a Highway Angel.



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CTA's House Committee Submission Highlights Driver Shortage as Key Impact to Small Biz

Addressing the House of Commons' Standing Committee on Industry, Science & Technology today, CTA president Stephen Laskowski called on government to support a trucking-focused immigration program to help solve the truck driver shortage as well as reiterating past industry issues such as increasing enforcement on the misclassification of truck driv-

ers, modernizing cross-border processing systems and redirecting future carbon tax revenue into a green incentive program toward the purchase of green commercial vehicle technology, among other things.

Invited to discuss how Canada's regulatory structure impacts small businesses, Laskowski highlighted areas for improved efficiency to

reduce costs on industry and government; how to improve and align international trade and areas for regulatory and legislative modernization.

One key recommendation made by CTA is the establishment of a trucking focused immigration initiative or including trucking in an existing program. The goal would be to allow prequalified companies with

the highest labour and safety standards to recruit professional foreign truck drivers quicker and with less administrative burden as is permitted in other sectors.

Meanwhile, ESDC should review its funding approach for occupations like "truck driver" so small business in the trucking industry can have the same access to training dollars as other

small businesses in other sectors, added Laskowski.

With Canada set to price carbon on all diesel fuel beginning on April 1, 2109, CTA once again urged the government to consider directing carbon tax revenue into a green incentive program toward the purchase of green commercial vehicle technology. Furthermore, to ensure there is no unnecessary

administrative burden and competitive unbalance, CTA called for Canada Revenue Agency to work with the industry to clarify how a federal carbon registry for trucking fleets can operate effectively and efficiently.

As well, CRA should be given the appropriate resources to target the misclassification of truck drivers claiming to be small business and enforce their status as a personal service business, added Laskowski. Misclassification is costing the Canadian economy north of \$1 billion on an annual basis and putting hard working and tax-compliant small trucking businesses at a significant competitive disadvantage, he said.

In his submission Laskowski also urged for the government to prioritize the introduction of electronic logging devices to replace paper logbooks as soon as possible; to consider delaying the implementation of a Canadian GHG trailer manufacturing regulation until at least a comprehensive regulatory impact analysis is conducted and it becomes clear how US regulators will proceed with a similar rule that's currently shelved south of the border; and harmonizing border data systems to pave the way forward for US Customs and Border Protection to restore in-transit shipments.

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avoidance system – which integrates radar, camera, and the vehicle's brake system – when the advanced driver assistance system was introduced in 2015. Bendix® Wingman® Fusion combines and cross-checks information from sensors that are working together – not just in parallel – along with powerful computing. The combined technologies – radar, camera, and brakes – create a

system that typically assesses situations faster and reacts earlier, while also helping to significantly reduce false alerts and false interventions. By creating a highly detailed and accurate data picture, Wingman Fusion delivers enhanced rear-end collision mitigation, and adaptive cruise control, along with following distance alerts, stationary object alerts, lane departure warning, alerts when speed-

ing, and braking on stationary vehicles – all while prioritizing alerts to help reduce driver distraction that may result from multiple alerts sounding simultaneously. Wingman Fusion integrates and advances a proven suite of Bendix safety technologies into a comprehensive driver assistance package that's capable of alerting a driver, as well as decreasing the vehicle's speed significantly compared to

previous systems – all of which helps mitigate potential collisions or reduce their severity. And because it is built on the foundational technology of the Bendix® ESP® full-stability program, Fusion also helps drivers avoid additional crash situations, including rollovers, loss-of-control, and sideswipe crashes. Event-based data – including video – can be wirelessly transmitted for driver coaching

and analysis by fleet safety personnel. Other options include blind spot detection that helps drivers address vehicles in their blind spots that may not be visible in their mirrors. The forward-facing camera of Wingman Fusion is powered by the Mobileye System-on-Chip EyeQ processor with state-of-the-art vision algorithms.

Data provided by Wingman Fusion can be a valuable tool for creating driver training and support programs, by providing performance and event-based information that can further help fleet managers and drivers strengthen safety.

Fusion is part of Bendix's ever-growing portfolio of technologies that deliver on areas critical to fleet and owner-operator success, including safety, equipment reliability, performance and efficiency, and lower cost of vehicle ownership.

Further Bendix insight on advanced safety technology development, driver assistance systems, and commercial vehicle safety regulations – as well as a host of other product- and service-related content via podcasts, blogs, videos, and more – can be found in the Bendix multimedia center at knowledge-dock.com.

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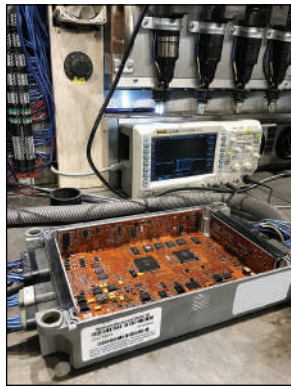
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Heat and ECMs



The last three articles I wrote have been about dealing with the heat created when an engine makes power.

Heat or extremes in ambient temperature can be a problem for ECMs as well. The DDEC III and DDEC IVs are often used in military applications and the components in these ECMs are designed to endure temperatures as low as -40 degrees Fahrenheit and as high as 250 degrees Fahrenheit. The DDEC V has some of the same parts but the case and circuit board design leave it more susceptible to damage due to rapid thermal expansion and cooling. On a DDEC V the circuit board is glued directly to the inside surface of the ECMs aluminum skin. The sheet of aluminum is about 2 millimeters thick and transfers heat quick. This works great for internal cooling but that rapid heat transfer goes both ways. When the BGA pads connected to the 32-megabyte microprocessor running next to a Series 60 cools rapidly because the DDEC gets splashed with water the rapid cooling can cause the fine traces to peel off and delaminate. Before I ever understood why I heard of stories of DDEC Vs that wouldn't start unless they were heated with a torch first. Sometimes a little heat brings the detached traces back together, but it also makes the delamination worse, so I never recommend

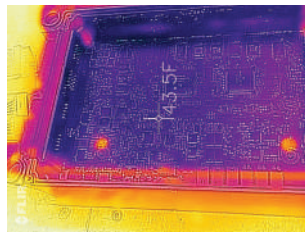
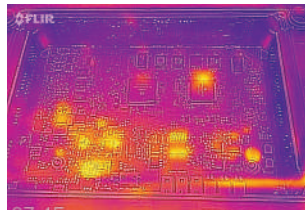


I just removed another "Warranty void if removed" tag to fix a no start issue with an aftermarket reman DDEC III.

doing that. On a DDEC III this isn't very common. The older DDECs are built heavier. These boxes have more aluminum, thicker cases, and thicker traces with more space between the traces for thermal expansion.

That's why I was surprised when I heard the story from the owner of this P23518645 DDEC III. He recently bought this ECM from one of the bigger Texas ECM rebuilders. He had them send it up to Edmonton, Alberta and he discovered his box would not start when the ambient temperature fell below 50 degrees Fahrenheit. I didn't bother to ask him why sent it to me instead of the guys he bought it from in Texas. They probably assumed it was a fueling issue and didn't believe him. Cold start issues are usually a fueling issue but after I cooled it to about 40 degrees Fahrenheit and tested it, I saw exactly what he saw. A dead ecm. Given he's in the middle of Alberta and it's going to be a while before global warming...or is it global cooling? I think it's back to global warming again...but just

in case I'd better fix this box.



After removing another "Warranty void if removed" sticker I took a few shots through a thermal imaging camera. (See photos above.) It can only see in Infrared... like the Predator. Areas that give off the more heat glow red while the colder areas stay blue. In this other photo the ECM was slowly warming up from 48 degrees Fahrenheit and sure enough. I turned the ignition to the on position and nothing. Everything stayed cold and amperage draw was almost nothing. The next shot is around 60 degrees Fahrenheit. Here you can see the ECM starting to come back to life. I found some broken traces, made some repairs, and am now running some automated tests while the ECM freezes and thaws over the weekend. If all goes well this box will be back in service next week.

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Pacifico Reflections - Complainers



by: Mike McGough

We've all met them, put up with them, endured them, been annoyed by them, chuckled at them, found them bothersome, and at times acted exactly like them. They are complainers. Regardless of the time, the place, the situation, or the circumstance, they seem to be able to find something about which to complain. If they won a multi-million dollar lottery prize, they'd complain about having to drive to lottery headquarters to claim it.

Complainers, like most groups of people, come in all shapes, sizes, and ages, and neither gender seems to have cornered the market. They cross all intellectual, cultural, social and professional lines, and the have-are as apt to complain as the have-nots. Complaining is clearly something at which anyone can be good. And with sufficient practice over a long enough period of time, some folks have actually raised the fine art of complaining to an art form. From time to time we all go through periods when complaining seems like the right thing to do, but some folks seem to live there, having turned grouching into a way of life.

The periodic gripe or grumble is an understandable part of daily life. We make them, we hear them, and we get past them. There is generally no great harm or foul, and

there is no real damage to interpersonal relationships. The habitual complainer on the other hand, can and often does adversely affect interpersonal relationship. This happens because they tend to put people off and fatigue them with their constant complaining. The cantankerous and whiney souls tend to wear people out, and once identified as such a nitpicker, most folks try to avoid the habitual griper. Everyone has their daily concerns and issues, and having to put up with someone else nitpicking everything becomes an annoyance. Complainers are tiresome and bothersome individuals. No small wonder why they so often find themselves with few if any close friends.

Those who devote too much of their time to carping about everything also become a burden to themselves. In time they begin to wear themselves down. Some complainers have perfected the process of criticizing to the point where they actually complain to themselves. Their self-talk becomes infested with the same constant barrage of negativity that they share with others.

That's got to eventually get tiresome!

People who turn nagging or grumbling into a habit eventually begin to see everything through the lens of their nitpicking attitude. Their bad habit becomes their daily routine. In time nothing comes up to par with them. Everything has a problem or problems attached to it. Nothing is ever good enough. Over the long haul, such a view undoubtedly clouds the complainers' days and produces an irritating, negative, and unpleasant perspective on life. Everyone faces challenges throughout life, and in like manner everyone enjoys opportunities. For the complainers, their challenges are far worse than those faced by anyone else, and all of their opportunities are laced with challenges that others don't seem to encounter.

We all know someone who could easily earn a spot in the Moaners Hall of Fame. They are accomplished gripers, and they seldom pass up an opportunity to further hone their complaining skills. Because of the time and energy they devote to complaining, they tend to diminish the time

and energy they have for getting anything accomplished. They would sooner complain than do something to try and solve the problems they so readily identify. They're too busy finding fault, whining, carping, grumbling, nagging, grouching, protesting, and moaning to act. They spend their energy finding fault and accomplishing little else. What a waste of time, energy, and talent. As Henry Ford once said, "Don't find fault, find a remedy; anybody can complain."

The reasons why complainers find it necessary to constantly gripe about something are probably as varied and numerous as the complainers themselves. It may well have something to do with their overall perspective on life. We've all heard the metaphor of the half glass of water. Some folks will see it as half full, while others will see it as half empty. Those who see it as half full appreciate what is there, while those who see it as half empty are annoyed but what is missing. Clearly, it's all a matter of perspective.

Unless there is some major transformation in basic human nature, the complainers will always be among us. And depending on the type of day we're having, they will amuse us, annoy us, or accomplish something in between with their daily grouching. As they do, the words of one old adage may well help us keep them in perspective. As that old saying warns, "We can complain because rose bushes have thorns, or we can rejoice because thorn bushes have roses."

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Letter To the Editor

By Shakir Muhammad
 The Afro-American Truckers Association (AATA) recognizes and congratulates Stephen Richardson of Big G Express for having been selected Company Driver of the Year. His meticulous snapshot photo, captured in a very classy suit and tie is a true reflection of a future company and business executive.
 Richardson, a Decatur, Alabama native, is the recipient winner of multiple awards and has accumulated over 3.4 million accident-free miles during his stellar 27-year career as a Professional Truck Driver. Richardson has also demonstrated a high level of safe diving, performed an amazing task to help uplift the public image of the trucking industry, and made a number of positive contributions to advance the Afro-American community in

the process. He is also the worthy recipient of a cash prize for his tremendous achievement. The AATA wisely instructs the award sponsors and conductors to expand their joint effort to expand their joint effort to start providing Richardson, in particular and Afro-American truckers in general, the kind of public recognition, ancillary benefits and promotions they deserve industry wide.
 The AATA's fourfold initiative consists of naming a key Big G terminal and North Alabama truck travel center in his honor, signing him to a series of big money-making ventures, including a big budget Hollywood movie, lucrative book publication and electronic, print and TV advertisement deals making him an official high paid spokesman and permanent member of the TCA, Cummins, Love's and Big G executive leadership team. In addition to public endorsements and support of the AATA, plan to build an elaborate Afrocentric theme truck museum in Birmingham, specifically designed to promote the lofty values of human rights, global trade, mechanical engineering, economic and infrastructure development and preserve the valuable contribution of Afro-American trucking pioneers to these important developments. The AATA and the growing number of young, ambitious and power-hungry Afro-American truckers demand nothing less for Richardson and the scores of long serving, hard working and high performing Afro-American drivers like him moving forward post-Obama, who have driven millions of miles to help build the super lucrative cottage industry that is becoming increasingly hostile to their advancement and bent on keeping them locked outside of boardrooms and away from real power, policy and decision making and leadership positions. Power to the Afro-American Truckers.

" I like the over 1,000 lbs. lighter tare weight of the Extreme Trailer along with other features like the low rise deck. There is about 12" of rear adjustment using the airbags. I can also level the deck using the airbags. The lower deck height keeps the center of gravity lower and allows me to haul taller loads. My trailer has a front lift axle and is California compliant. The air lines are placed for easy access and the Stainless tool boxes and rear Hollywood lights look great"

-Mike Tarantino- owner of Kickin Dust Logistics from Galt Ca. leased to Gulf Stream Transportation out of Estacada Or.

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Truckers Solution – Expanding Services For Their Members

continued from page 1

members. The newest service they offer is pre-paid legal service through TVC Pro-Driver. TVC Pro-Driver is a legal network to help truckers fight tickets they didn't deserve. The company has an impressive 92% dismissal rate and Truckers Solution members can join at a discounted rate.

Truckers Solution has also added two new insurance agents to their network, which is now licensed in all 48 states. By using multiple agencies that shop insurance providers, Truckers Solution can find the best fit and price, including insurance brokers who will find insurance policies for owner-operators just starting up.

Truckers Solution is also partnering with a factoring broker who searches multiple factoring companies to find the right fit for members' business. The rates are often times 3% or less.

Since diesel fuel still remains the largest single expense of the trucking industry, it is also a key focal point for Truckers Solution. Using a Truckers Solution fuel card, drivers can receive fuel discounts starting at 10¢ per gallon at all Pilot and Flying J locations. Whether you have no credit, poor credit

or great credit, the Truckers Solution fuel card is a tool to help drivers build their credit and help their business become solid and sustainable. As each individual's fuel purchases grow by bringing more volume to Pilot/Flying J, they become eligible for even greater discounts. The additional discounts are negotiated with Pilot and Flying J reps and drivers are advised to work through Truckers Solution to obtain them. Credit limits on the Truckers Solution fuel card are based on each individual member's needs. They still offer discounts through other fuel cards at Pilot/Flying J, including T-Check, EFS, Com-Data, Multiservice and QuikQ.

Tires are another large expense for truckers. Truckers Solution has negotiated discounts of up to 35% on all tire brands offered by Michelin. Discounts are also available for road service and tire related services.

Here is what a couple of Truckers Solution members have to say about the organization:

"My name is Crystal Lewis. My husband Robert Lewis and I own RL Trucking LLC, a small family owned business out of

Romney, West Virginia.

One year ago, we turned to Truckers Solution for help so we could expand our business. We started out with two trucks and one year later we were able to expand to nine trucks within one year. Each and every one that works for Truckers Solution has helped our company grow into a small fleet. So, if you are looking for a fuel card to expand your business, these are the people to come and talk to. This company is a very good company to work with and they are on top of what you need to do your business. Come and join Truckers Solution, you won't regret it."

"I cannot say enough about the customer service that Truckers Solution offers all of us. I am a 1 truck owner, but Trucker Solutions treats me like I own 20,000 trucks.

No one in the trucking industry can outdo them in customer service."- Adam Stringer, Stringer Motor Express.

So, what are YOU waiting for? Join today and start saving! Membership is free. For more information, log onto www.truckersolution.com or call 855-241-6001.

Fourth Quarter Truck Driver Turnover Rate Shows Muddled Picture

Arlington, VA... The American Trucking Associations released its figures on truck driver turnover in the fourth quarter, showing a continued downward trend in the churn rate.

"The driver market continues to be tight, but not quite as much as the middle of 2018. The overall trend late last year was that turnover is slowing," said ATA Chief Economist Bob Costello. "There can be various reasons for this – either freight volumes are decelerating and

as such fleets pulled back on recruiting efforts or fleets' efforts to increase pay are paying dividends in the form of reduced turnover. The truth probably lies somewhere in between, but it is a trend that bears watching."

In the fourth quarter, the turnover rate at fleets with more than \$30 million revenue fell nine points to 78%. It is now 10 points lower than it was during the same quarter in 2017. For the year, the turnover

rate at large fleets averaged 89% - two points higher than the previous year.

At smaller carriers, the turnover rate rose five points to 77%. That mark was three points lower than the rate in the final quarter of 2017. The rate averaged 73% for the year – the lowest churn rate since 2011.

Turnover at less-than-truckload fleets was unchanged at 10% and averaged 11% on the year.



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MOVIN' OUT Calendar of Events

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April 13 – Inaugural Arizona Truck Pull – Uncle Bear's Brewery, Gilbert, AZ from 2-6 pm. Registration is \$200 per team and proceeds will benefit Move For Hunger. Register at <http://AZTruckPull.com>

April 26-28 – 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 12 – 30th Anniversary 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 – 19th Annual Greater Cincinnati Chapter of the ATHS Truck Show – Howard Trucking, 10955 Haddix Rd., Fairborn, OH. 45324. All Trucks Welcome! Truck Show, Slow Truck Drag Race, Door Prizes, DJ, Food Concessions. More info, call 937-878-3370 or email: howardtrk@yahoo.com

May 25 – LCM Family Gathering "United We Roll" Truck Show – Morgantown Center Classic Auto Mall, Morgantown, PA. For more info visit www.largecarmag.com, phone 717-806-8907 or email: michele@largecarmag.com

May 31- June 2 - ATHS Convention – Grand Sierra Resort, Reno, Nevada. For more info, visit www.ATHS.org or phone 816-891-9900.

May 30 – June 2 - 16th Annual Wheel Jam – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

June 8 – The Jane Harting Cancer Benefit Truck Show Picnic – Elite Service, Inc, 905 Stone Hill Rd., Denver, PA. Classic cars/small trucks also welcome. For more info contact Ron or Rebecca Yoder at 717-419-5737.

June 15-16 – 8th Annual Ohio Vintage Truck Jamboree – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH. 44805. Truck Light Display, Trucking Memorabilia Display, Truck Model Contest, Door Prizes, Swap Meet, "Country Convoy" Dinner Cruise, Raffles, Jake Brake Competition. For more info visit www.ohvintkrjam.com or call 330-682-1707 or email: wep515@gmail.com

June 22 – Transport For Christ Truck Rally – Lebanon Expo, Lebanon, PA. For more info visit www.transportforchrist.org or phone 717-665-6347.

July 11-13 – 40th Annual Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 14 – Spencer Chrome Truck Show – Spencer Chrome Shop, 12975 State Rt. 405, Watstown, PA. 17777.

July 20 – 2nd Annual Gear Jammer Magazine Truck Show – Auction Acres, 35 Main St., Brimfield, MA 01010. All proceeds benefit the Doug Flutie, Jr. Foundation for Autism Awareness. For more info call 508-212-9998.

July 25-27 – 37th Annual Shell Rotella® SuperRigs® - Trail's Travel Center, 820 Happy Trails Lane, Albert Lea, MN 56007 (just off I-35). No fee to enter. Fireworks Display, Truck Lights Competition, Music, Competitor BBQ Lunch, The Great Prize Pursuit. For more info and to register for the event, visit www.Rotella.com

July 26-27 – ATCA Keystone Chapter Truck Show – East Freedom, PA across street from East Freedom Fire Hall. For more info visit www.keystonetruck.org or call 814-224-2084.

July 26-28 – TopGun LargeCar Shootout Truck Show - Rantoul National Aviation Center, Rantoul, IL For more info email: topgunshootout@yahoo.com or phone 217-202-1474.

July 27 – Keystone Truckin' Nationals at the Grove – 30 Stauffer Park Ln, Mohnton, PA 19540. For more info visit www.maplegroveraceway.com

August 2-4 – 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 3 – 15th Annual ATHS Iowa-Nebraska Classic Truck Show – Sapp Bros. Truck Stop, Northwest Parking Lot, I-80 exit 440, Omaha, NE. Free Truck Show! Free dash plaques and lunch for show entrants. Food, vendors, music, transportation memorabilia and fun! For more info call Jim Ernst at 402-895-8040 or Russel Spawn, Jr. at 402-680-6121.

August 9-10 – Wapun Truck-N-Show – 30th Anniversary – Waupun, WI. For more info call 920-324-9985 or visit www.waupuntrucknshow.com or find us on Facebook.

August 16-17 – Eau Claire Big Rig Truck Show 10th Anniversary Celebration – Northern WI State Fairgrounds, Chippewa Falls, WI 54729. For more email info@ectruckshow.com. Or phone (715) 832-6666

August 22-24 – The Great American Trucking Show – Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com

October 28-31 - North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

October 19 – 10th Annual LargeCarMag Southern Classic Truck Show - LeeHi Travel Plaza, Lexington, VA. For more info visit www.largecarmag.com, phone 717-806-8907 or email: michele@largecarmag.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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State DOT Officials Concerned Time Will Run Out to Pass a Transportation Bill

WASHINGTON, DC... The stakes could not be higher for hundreds of top officials from 45 state departments of transportation gathered this week in the nation's capital for the annual American Association of State Highway and Transportation Officials Washington Briefing. State DOT officials will hear directly from the nation's top political leaders whose jurisdictions cover transportation and they will deliver an urgent message about the importance of passing transportation funding legislation this year, as they personally visit their congressional delegations as part of the Washington Briefing event.

"Once we get to 2020, you're going to see Washington D.C. lock down pretty tight as presidential politics really comes to the forefront," said Jim Tymon, AASHTO's Executive Director, during an interview with AASHTO's Transportation TV. "Congress has about seven or eight months to try to get some of their key pieces of legislation done. And I think getting something done on

transportation is a priority for both parties – Democrats and Republicans – in the House of Representative and the Senate. And I think President Trump's administration wants to get something done on infrastructure, as well."

Today, U.S. Secretary of Transportation Elaine Chao delivered the luncheon keynote address and Sen. John Barrasso, R-Wyo., chairman of the Senate's Environment and Public Works Committee; Sen. Tom Carper, D-Del., ranking member on the Senate EPW Committee; Rep. Peter DeFazio, D-Ore., chairman of the House Transportation and Infrastructure Committee; and Rep. Sam Graves, R-Mo., ranking member on the House's T&I Committee discussed their 2019 legislative priorities for transportation at AASHTO's Washington Briefing event.

Tymon said that there's a sense of both urgency and opportunity at this year's conference.

"Given the fact that Congress may be gearing up for reautho-

rizing the FAST Act, this is the perfect time for our members to flex a little bit of muscle--go up to Capitol Hill and really let their congressional delegations know what their priorities are for this session of Congress."

Bridgestone Statement About Price Increase for Dayton Truck and Bus Tires

In response to increased business costs and other market dynamics, effective March 5, 2019, Bridgestone Americas Tire Operations will increase prices 20 percent on Dayton brand truck and bus radial tires sold in the U.S.

All Dayton truck and bus tires shipped on or after March 5, 2019 will reflect this increase. Members of the Bridgestone Commercial sales team are contacting customers to provide more detailed information about the changes.

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By Robert Conrad

Plunske's Garage is located in the town of Wallingford, CT and it's the home to what is undoubtedly the coolest collection of classic tow trucks on the planet! Jim and Dan Plunske have taken over the business that their father, Wayne T. Plunske, started in 1949 with just a single tow truck. Sadly, Wayne passed away in 2015, but his strong work ethic and beliefs in customers coming first continue in his sons.

The Plunske Garage fleet is made up of 42 wreckers, ramp trucks, and road service vehicles - all of which are truck working classics in today's world of towing & recovery. Every truck is in pristine con-

dition, looking as if it just rolled out of a museum when it goes out on a towing or recovery operation. Perhaps the most unique truck in the Plunske fleet is the one you see in our pictures, which is actually 2 trucks in one. The wrecker chassis is a 1960 Oshkosh WB-1600 6x6 with a classic Mack cab sitting on top of it. The truck features a silent hoist Q-40 20-ton crash crane or rotator, and it can certainly stand right beside the modern rotators of today. It's equipped with a 300 plus Mack diesel engine, 65,000LB Rockwell rears and a 7:87 ratio. The Mack engine is paired with a 5-speed maxi-torque transmission along with a 3-way auxiliary transmission. This is one Bulldog that is a stunning combination of beauty & brute strength and it always gets

the job done when Jim has to use it. It's classic red & black paint combination is accented with yellow lettering and pin striping and the entire truck is polished from the massive front bumper to the sides of the frame rails!

Jim and Dan Plunske take a great deal of pride in their entire fleet and they certainly represent the entire towing industry with class. Every truck in their fleet works, depending on the situation, and this monstrous Mack/Oshkosh gets the call when the big jobs come up.

Movin' Out salutes Jim & Dan Plunske and Plunske's Garage, for keeping the roots of the towing industry growing year after year thru their incredible fleet of working classics!



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