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“THE JOURNAL OF THE TRUCKING INDUSTRY”

The 2017 Wheel Jam Truck Show – Sizzlin’ Hot, Hot, Hot!!



There were plenty of sizzlin’ hot and beautiful big rigs at the 2017 Wheel Jam Truck Show. Turn to pages 14 & 15 for the story and more photos. - Photo courtesy of Wheel Jam Truck Show.

Triple K Fleet Services, Inc. – A Passion For Repairs



The Non-Mechanical Support Team of Triple K Fleet.

by Steve Pollock

HARRISBURG, PA... From the first phone call, day or night, you will get a real person on the phone at Triple K Fleet Services, Inc. The service writer will try to analyze the problem on the telephone to determine if the repairs can be

made on the spot or if the truck must be towed into the shop, in addition to determining which additional tools or parts may be needed for the service call.

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Triple K Fleet maintains a “triage lane” for small repairs that can be done relatively quickly. No driver wants to hear “we can take care of it tomorrow”, so Triple K Fleet Services, Inc. has built their business around taking care of their continued on page 13

Sapp Bros. Hosts Grand Opening At New Harrisonville, Missouri Travel Center



The newest Sapp Bros. Travel Center, located at I-49 Exit 157 in Harrisonville, Missouri.

by Steve Pollock

HARRISONVILLE, MO... The newest Sapp Bros. Travel Center, located at I-49 Exit 157 in Harrisonville, Missouri (just south of Kansas City) was dedicated this past June 5th. This is the 17th travel center in the Sapp Bros. chain and

the company's 1st in the state of Missouri. Sapp Bros. President Dan Adams states, “Sapp Bros. is proud to be part of the Harrisonville, Missouri community.” The travel center took 3 years to develop and opened its doors for business in March of 2017.

The Harrisonville Sapp Bros. Travel Center is open 24/7 and features a truck repair service center and service truck. It is the largest Sapp Bros. Travel Center to date. Other amenities offered include a Dunkin’ Donuts, complete with a continued on page 2

Sapp Bros. Hosts Grand Opening At New Harrisonville, Missouri Travel Center



Bill Sapp (4th from the left) cut the ribbon with assistance from Sapp Bros. Harrisonville General Manager David Ferguson (3rd from the left).



drive-thru as well as a full service Apple Barrel Restaurant, and Lucille's Famous Fried Chicken Deli and Food Bar, 5 private showers, bathtub, a certified guaranteed scale, Sapp Bros. famous "Mom Approved Restrooms" and a family bathroom.

A special monument was dedicated to all veterans who have served our Country. Local and state officials, including Cass County Commissioners, the Chamber of Commerce, along with area Veterans attended the ribbon cutting ceremony. Bill Sapp cut the ribbon with assistance from Sapp Bros. Harrisonville General Manager David Ferguson, who is an Army

Veteran of 20 plus years. Sapp Bros. opened their 1st location in 1971 and has grown to 17 locations from Salt Lake City, Utah to Clearfield, Pennsylvania. Sapp Bros. has become known for providing outstanding facilities that welcome both Professional Drivers and families in a wholesome atmosphere.

Drivers and families alike are invited to stop at the Sapp Bros. Omaha, Nebraska location (I-80 Exit 440) on Saturday, August 5th for the 13th Annual Classic Iowa Nebraska Truck Show plus the Nebraska Trucking Association Working Truck Show. The show will be held on the Northwest Parking

Lot and will feature food, fun and prizes. All registrations get a free lunch and dash plaque. Classic pick-up trucks, El Caminos, fire trucks, semis and sedan delivery trucks are welcome. There is no admission fee and it is a non-judged show.

Don't forget to stop at your favorite Sapp Bros. location on August 14-18 for Customer Appreciation Days. All Sapp Bros. customers are welcome. There will be free food and giveaways at each location, check the flyer at each Sapp Bros. Travel Center for details. To learn more about Sapp Bros. log onto www.sappbros.net



Area Veterans attended the Grand Opening celebration of the new Sapp Bros. Harrisonville location.



The Veterans Monument at Sapp Bros. Harrisonville is dedicated to all veterans who have served our Country.



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Left to right: Roger, Mike, Mike, Jr., Mike, Sr., Stevie and Michele.



Cresson Ridge Diesel Garage



Over 600 transmissions and differentials for all models are in stock at Cresson Ridge Diesel Garage.

sitioned from used salvage truck parts to new and remanufactured driveline components.

Now owned and operated by the second and third generations of the Nagle family: Mike Sr., John, Jr., Mike Jr., Stevie and Michele, the company continues to grow and change with the times. Cresson Ridge Diesel Garage now has a 12,600 square foot warehouse to store new and remanufactured transmissions and differentials, a 15,000 square foot parts and service facility and a 12,000 square foot machine shop. Their machine shop offers one-day service on most repairs and manufacturing. They also resurface flywheels, make transmission and differential case repairs and have state-of-the-art spray welding services.

Cresson Ridge Diesel Garage carries a complete line of differential and manual transmission parts, from old style to late model. They stock parts for Meritor, Rockwell, Eaton, Spicer, Dana, Fuller, as well as Mack, International, GM and Ford. There are hundreds of bear-

ing kits and gear sets for many applications in a variety of gear ratios.

Cresson Ridge Diesel Garage also carries the area's largest selection of driveline yokes, end yokes, U-Joints and driveshafts. The company is also a factory authorized Eaton-Fuller clutch distributor.

Whether you drive it in, tow it in or bring just the transmission or differential in - the experienced technicians at Cresson Ridge Diesel Garage will be able to get you going as quickly as possible. In-house service is available to install clutches, transmissions, differentials and driveshafts. Over 600 transmissions and differentials are available, both new and remanufactured.

Cresson Ridge Diesel Garage is located ¼ mile south of the Summit exit off Rt. 22 at 8267 Admiral Peary Highway, Cresson, PA. They are open Monday-Friday 7 am-5 pm and Saturday 7 am-noon. Phone 800-458-3408 for more information. A \$100 coupon off a transmission is available in this edition of Movin' Out.

by Steve Pollock

CRESSON, PA... In the mid 1950s, after serving in the United States Marine Corp in World War II, John (Jack) Nagle established Buckhorn Truck Salvage near Altoona, Pennsylvania. A few years later John purchased property near Cresson, Pennsylvania and built a full service diesel repair facility with salvage parts. In 1965 the company was incorporated as Cresson Ridge Diesel Garage. As diesel trucks began to evolve, John realized that there was a niche market for providing driveline components. Cresson Ridge Diesel Garage gradually tran-

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Off The Beaten Path



by Pam Pollock

*Life Is A Highway
- And I Wanna Ride
It All Night Long...*

In exactly three weeks I will be celebrating my birthday. For years I hated birthdays - I mean, hey, I am getting OLD! Old, I tell you, like sagging, bagging skin and drooping body parts and those annoying brown age spots (that fascinate my 4.5 year old granddaughter - "Gaga, why do you have all of those brown spots on your arms? Me: "They are old age spots, people get them when they are old." Mackenna, upon inspecting ALL of my many, many brown spots, "Gaga, you must be really, really old...")

My grandkids (aka my Three Amigos) engage in a lot of imaginative play, which warms my heart because I have always done this. Ok, I still do this! The other day the grands and their Mommy were being Ben and Holly and other assorted elves. Mackenna is always the director (ALWAYS) and was assigning everyone their roles. "I am Elf Holly. Mommy, you are Ben. Althea and Declan, you are elves with no names. And Gaga? You are the wise OLD elf." She really emphasized the OLD part. For a moment, I was like, "Seriously? Age discrimination much, there girlie?!" And then I was like, "Eh... I've got this." So - even though I have never seen this particular program, I drew on my many years of theater experience (I did have starring roles in my 7th and 8th grade play productions) and immersed myself in my role of the wise OLD elf. I adopted a (very bad) English accent and said what I believed was very witty and wise elf lines. I suspect I will be up for an Emmy next year...

Yeah - birthdays used to bother me - but not any more. I am so happy to be alive and able to spend time with my family and friends. I treasure each and every moment that I can share with our four generations of family.

I will be 56 years old in 21 days. I am kinda sad to be leaving my 55th age behind, though. It's not because I am aging another year - but because it's been pretty cool to say that I am the speed limit (highway, not interstate!) whenever anyone ask me how old I am.

My oldest granddaughter has also had a blast in the past year with my 55 years. She jubilantly - and very loudly - announces my age to EVERYONE! And I do mean EVERYONE! Every teacher and student at her preschool knows that I am 55. We will be at the grocery store and she will tell random strangers, "My Gaga is 55." Standing in line at the ice cream foundation, Mackenna strikes up a conversation with people with the icebreaker of pointing to me and proclaiming, "She's 55." Her actions usually startle those whom she is addressing. They stare wide-eyed at me and have a questioning

look upon their face. Nonchalantly I reply, "Yep, I'm 55 but just don't ask me my weight."

I've discovered that life really is a highway. You start out in a safety of a parking lot under the watchful eyes of your parents. They keep you contained and make sure that you don't venture out onto the street until you can do so safely. And then you enter a back road, where's there's just a hint of adventure but you really should be "driving" slowly. Suddenly one day the training wheels come off and you can hit the highway and accelerate. You have to be careful, though as the road of life has twists and turns and speed bumps. Sometimes you want to just keep going and going and are forced to apply the brakes without warning. Often it's dark and you feel as though you're lost and all alone but then you remember to turn on the lights

and realize the path has been right in front of you all along.

If you are lucky enough, you can expand your horizons and enter the freeway or even the Autobahn. Oh, the thrills and chills of just putting the pedal to the metal on occasion! "I laugh in the face of danger", I yell. And then I get scared or nauseous or a little of both and take the next exit.

I don't know where life will take me but I have, for the most part, enjoyed the ride I've been on for almost 56 years. My course of direction has been mostly slow and steady with a few 100 mph detours. My little sporty car has long been replaced with a family SUV with plenty of seating - I've found that I like to have company as I journey down the road. I want to jump in more puddles with my Three Amigos and eat ice cream for dinner and go on carnival rides that make me woozy. I want to be 90 and still dressing up in costumes and putting on performances with really bad English accents. I want to keep on dancing under the pale



Some of my favorite passengers as I embark on the journey of life!

moonlight. I want to jump out of a plane and discover how it must feel to be like a bird with the wind

under its wings. I want to wake up in the morning and spy fairies hiding in my flower bushes.

Oh yes, life is a highway - and I really, really do want to ride it all night long!



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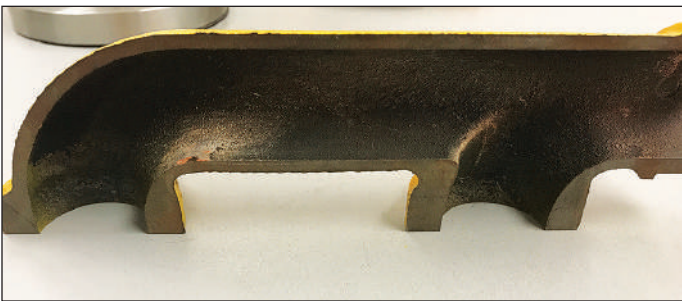
Hi-flow exhaust manifolds, we have talked about the exhaust manifolds many times over the years, so now I wanted to show you pictures of the difference of the Full Tilt Pittsburgh Power manifold and the competitors manifold and stock OEM manifolds. I realize looking at the pictures it's hard to see our manifold is 20% larger on the inside diameter, however you can easily see Full Tilt has eliminated the 90-degree bends and made all of

them 45 degrees. Please keep in mind that every 90 degrees turn in the intake piping, exhaust piping and fuel lines is equivalent to 13 feet of straight pipe. Exhaust does not like to flow around 90 degree turns. With the Full Tilt manifold on your engine the fuel mileage will improve by ¼ mpg, the exhaust gas temperature will decrease by 125 degrees, and the throttle response will be quicker. The other benefits are they are made in the USA using cast iron

from our country. It's a proven fact that cast iron from China is NOT as strong as the USA cast iron. Why do you think the diesel engine industry is having so many cracked heads and cracked exhaust manifolds? All the OEM castings are now from China. That is another reason we at Pittsburgh Power prefer to install 180 degree thermostats on the engines we build, to try and keep the cylinder head cooler to avoid cracking. The turbine housings



Pittsburgh Power's Full Tilt Manifold. Note: All 45° angles.



Caterpillar's stock exhaust manifold. Note: NO 45° angles - all 90° angles.



Competitors's stock exhaust manifold. Note: NO 45° angles - all 90° angles.

the belts squeal when the fan comes on.

- Oil pressure is down 17 pounds of pressure since the customer had a new oil pan installed.

- Replace the oil pump, pick up tube was hit at one time from a broken rod with the previous owner, and replace the block stiffener plate, it also was distorted from the broken rod.

- Replace the water pump, inspect the rod and main bearings, replace radiator, replace the fittings on the air compressor and check air leaks.

- Rebuild the drive shaft, balance and straighten, new U joints and carrier bearing.

- Replace steering shaft, and move the exhaust stack to the other side, and install load lock racks.

- Install a new pyrometer, tune the engine and dyno run. Lower the parameter for the engine fan to come on 5 degrees sooner. Verify the RPM reading on the Kevin Rutherford scan gauge.

- Inspect the input shaft speed sensors, barometric pressor sensor, turbo boost sensor, leaking turbo air control valve, turbo speed sensor, Delta P sensor, I.M.A.P. sensor, exhaust pressure sensor, coolant temp sensor.

- Replace the leveling valves, cab and engine mounts, check the power divider, and rear differentials. The rear brakes need replaced, the bearings were turning on the axle spindles, so we must replace the axle housings or have the Axle Surgeons replace the spindles.

This is quite a list of repairs, possible the most extensive list of repairs at one time we have ever performed on a truck. Sometimes an owner-operator will purchase a used truck and leave it at our shop with a long list of repairs, however we usually have that truck for about 2 to 3 months to make it right. The above-mentioned job is going to be completed in about 2 weeks.

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

on turbochargers are also cast in China, and yes there are more of those being cracked since 2003 than in the history of the diesel engine. Anytime you can have USA cast iron, the longevity of the part is much longer.

For many years the diesel engine in the semi-truck and the Dodge Cummins pickup truck was the emphasis of our work. 11 years ago, when we moved into our new facility we started working on transmissions, clutches and drive shafts. We continued to expand into the electronics of the engine and the MD Alignment System. As it turns out,

when doing wheel alignments, you will find wore out suspension components, so now we do some suspension work along with brakes, drums, and of course the entire electrical system of the truck. Many of the mechanics we have today are well versed on the entire mechanical aspect of the semi-truck. It just became a natural evolution to continue to do more mechanical repairs on the truck. The following is a list of the work we are currently doing on a 2006 ISX powered Volvo 880 with 1.3 million miles on the odometer:

- The engine fan groans and

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CDL Ban In Proposed Legislation Singles Out Truckers In Global Crime Of Human Trafficking

Grain Valley, MO... The Owner-Operator Independent Drivers Association supports efforts to combat human trafficking but opposes the recently proposed S. 1532 legislation, the *No Human Trafficking on Our Roads Act*. The bill, introduced by Sen. John Thune, R-S.D., would disqualify individuals from operating a commercial motor vehicle (CMV) for their lifetime if they used a CMV to commit a felony involving human trafficking. The Association says the bill unfairly singles out truckers.

hearing where truckers were applauded for their critical role in combatting human trafficking that any lawmaker would single out that same profession for a crime that happens everywhere," said Todd Spencer, executive vice president. "Truckers are on the front lines of defense in the battle against this horrendous, global crime by way of identifying, reporting and ultimately preventing it." OOIDA expressed concern about the possible precedent this bill creates as it relates to CDL penalties and also said the bill is redundant because of existing criminal penal-

ties for those convicted of human trafficking. The Association is a supporter of Truckers Against Trafficking (TAT), a group dedicated to fighting against human trafficking. The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 158,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

Understanding Oil Contaminants



By Tom Bock

Before I get into this month's article I want to remind everyone that the Great American Truck is coming up August 24th to 26th at the Kay Bailey Hutchinson Convention Center in Dallas. If you haven't made plans to attend I suggest you register at: www.truckshow.com. If you have already registered, congratulations you truly must understand the value of attending a truck show.

Recently I was asked a very interesting question. I know oil sampling can help me to understand what is happening in my engine and allow me to safely extend my oil drains, but is it really worth the time and expense?

Well the best way I can answer this is to say that an advanced oil sample that usually costs less than \$30.00 will uncover potential issues that could prevent catastrophic engine failures. An engine that is contaminated with fuel or antifreeze that goes undetected will eventually have viscosity issues that will accelerate wear, cause internal parts to overheat and premature engine failure. If you drain your oil and never sample you would have no

indication that the contamination is occurring. There are numerous other signs of imminent failure like excessive metal or bearing wear that repaired promptly would eliminate the need for a tow truck when the engine fails. I would say the \$30.00 oil sample is a very good investment.

Anyone who uses an extended oil drain filtration system knows that oil sampling is a critical part of any extended drain program. Without sampling you would have no way of knowing that the quality of the oil is being maintained. At OPS the extended drain program recommends that oil filters be changed and samples taken at specified intervals depending on filter size and the operation of the vehicle. For example an over the road vehicle that operates on pavement would typically use a 10 inch filter and change filters and sample oil every 25,000 miles. That would mean that a driver who typically runs 125,000 miles a year would change filters and sample 5 times a year. If the oil sample results showed the oil properties were within guidelines and oil quality was maintained the oil would not be changed.

Using this scenario to answer the question if the time and expense is really worth it, let's compare the time and expense of changing oil every 15,000 miles and not sampling to extending oil drain to 125,000 miles or more with 25,000 mile filter and sample program.

As everyone seems to pay different prices for oil changes, oil and filters, I am going to list some of the

time and expense issues for you do your own comparison. Downtime waiting in line at a truck stop or repair shop for oil change 8-9 times per year compared to changing filters yourself 5 times per year and taking oil sample approx. 30 minutes each time. Assuming that top off oil during operation would be the same the difference between 8-9 oil changes (80-90 gallons) and extended drain programs (10-15 gallons) would save 65-75 gallons per year. You would need 8-9 OEM Full Flow filters if you change oil and 2-3 if you extend drains and 5 bypass filters. Do your own calculations with your oil expenses.

Most OPS customers say that the lower oil maintenance is great but not having to wait in line for oil changes and the benefits that the oil sample provide far outweighs the thousand plus dollars they save every year. I guess the answer to the question is oil sampling will save you major expenses by utilizing a preventable maintenance program. Using oil sampling with an extended drain filtration system will put extra dollars in your pocket every year. So yes oil sampling is definitely worth the time and expense.

Don't forget to stop by the OPS-Oil Purification Systems booth 11044 at GATS to meet Frank Baylor and Ben Thomas to discuss oil sampling, oil related issues and learn more about extending oil drains and engine life.

If you have any questions or topics for this column please email me at tbock@horizoncp.biz



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Industry News Briefs

TCA Opposes Potential Twin 33s Amendment

ALEXANDRIA, VA... On July 13, the Truckload Carriers Association (TCA) sent a letter to the House Appropriations Committee opposing a potential amendment to the 2017 Appropriations Bill mandating Twin 33-foot trailers.

"This proposed mandate, which overrides the rights of states, will allow the supply chain to force truckload carriers to switch from single 53-foot trailers to double 33-foot trailers, due to their increased cubic capacity. There are more effective ways to meaningfully improve industry productivity," states the letter written by TCA President John Lyboldt.

ATA Backs Major Conclusions from Study of CSA Effectiveness - National Academies of Science Report Validates Industry Concerns

Arlington, VA... American Trucking Associations officials said they are pleased to see that the long-awaited review of the Federal Motor Carrier Safety Administration's Compliance, Safety, Accountability safety monitoring system substantiated many of the concerns ATA has raised about the program.

"We appreciate the work the National Academies of Science has done in helping motor carriers, FMCSA and the general public learn about the limitations of CSA," said ATA President and CEO Chris Spear. "This report has confirmed much of what we have said about the program for some time: the program, while a valuable enforcement tool, has significant shortcomings that must be addressed and we look forward to working with FMCSA to strengthen the program."

Specifically, ATA noted the NAS study validated the trucking industry's concerns about the inclusion of certain types of violations in the CSA system, that geographic enforcement disparities can have a significant impact on carriers' scores and that the collection and use of clean inspections is critical to the accuracy of the program.

"We strongly agree with the National Academies' conclusion that CSA should be based less on the 'subject-matter expertise' of enforcement and more on the empirically validated data," said ATA Director of Safety Policy Sean Garney. "We also see great potential in the Academies' recommendation that FMCSA overhaul the current CSA methodology in favor of a new, more adaptive, data-centric model with the potential to address serious flaws in the system."

"To maximize CSA's potential, there is an urgent need to address issues regarding data sufficiency and accuracy - specifically when looking at crash and carrier exposure data," Garney said. "Until more study - and correction - of these issues is complete, ATA strongly believes FMCSA should continue to keep CSA scores out of the public domain."

Changes Coming To Ease Congestion Expected Around The Aug. 21 Eclipse

Motor carriers should expect delays and heavy congestion on major and minor highways in Oregon in the days around Aug. 21, when a solar eclipse will affect every part of the state.

Oregon's Motor Carrier Transportation Division is taking steps to ease the expected congestion and wants to be sure all trucking operators are aware of highway conditions.

- No over-width loads will be allowed to operate anywhere in Oregon from noon Friday Aug. 18 to 12:01 a.m. Tuesday Aug. 22.

- Nearly all ODOT construction and non-emergency maintenance on state highways in the path of totality will be shut down Aug. 18-22 to ease the potential traffic impact.

- Other construction and non-emergency work will be curtailed depending on the expected traffic impact of the eclipse.

- With hundreds of thousands of additional visitors expected in Oregon, fire danger will be especially high. Motor carriers should be particularly wary of fire dangers.

- Most if not all fairgrounds are booked for events so there will be no large emergency parking areas available to commercial motor vehicles stuck in traffic due to roads blocked by crashes.

- With no hotel and motel rooms available, rest areas and even roadside pullouts may have people camping in place, which is a danger to safe highway operations and will exacerbate parking problems for commercial motor vehicles.

- Scale locations may be used for staging by law enforcement and emergency response vehicles and may not be available for use by commercial motor vehicles.

The path of totality will cover a 60-mile swath of the state, along a 338-mile path from the Pacific Ocean to Idaho. The eclipse will be at least 90 percent total everywhere in Oregon.

Of particular congestion concern are Interstate 5 and Interstate 84 and other major roads in the path of totality, including U.S. 26 throughout the state, U.S. 97, U.S. 20, U.S. 30, U.S. 101, U.S. 395, U.S. 95, OR 6, OR 18, OR 22, OR 126 and OR 58.

Oregon is expecting as many as one million people to travel into

the path of the eclipse. Large gatherings, some numbering in the tens of thousands, will watch the eclipse from parks, fairgrounds, wineries, ranches and stadiums throughout the state. Eclipse-watchers arriving before and departing after the eclipse could severely clog state roads.

To reduce congestion, Oregon is advising travelers to "Arrive early, stay put, and leave late." Motor carriers also should plan ahead and take steps that could help them avoid major congestion problems.

Travelers may also create hazards by stopping along the road the morning of Aug. 21 as the eclipse darkens the skies. ODOT advises all motorists to avoid stopping along the roadway at the time of the eclipse, which could be hazardous.

If the projection of one million visitors bears out, communities could also see depletion of basic resources such as food and water, especially in rural areas. Motels, motels and campgrounds have been booked for months.

Like all travelers, motor carriers should plan for personal needs if stuck in traffic, for things like food, water and bathroom breaks.

CBSA Reviewing AMPS Penalties Associated with System Outages

The introduction of monetary penalties for ACIAMPS has been an ongoing compliance issue for cross-border carriers over the last several months. Most recently, carriers have been challenged by system outages and substantial monetary AMPS penalties associated with the filing of ACI data.

This led to discussions between CTA and CBSA regarding the fairness of the penalties. As a result, CBSA has agreed to review all AMPS penalties associated with system outages. The penalties being reviewed are ones that occurred on the shoulder period of one hour before an outage occurred and two hours following the correction of the outage. If CBSA believes that an AMPS penalty was issued unfairly to a carrier during an outage period, the penalty will be refunded. CTA has been told that refunds are already flowing back to the industry with the possibility of more to follow in the coming weeks.

CTA will also be working with CBSA over the next six months on reviewing the issues surrounding AMPs compliance and system outages. We will search for solutions and mitigation strategies that work for both industry and government.

"CTA appreciates this constructive approach by CBSA in reviewing previously-issued AMPS penalties and working with our members to develop a compliance regime that respects the needs of CBSA and the trucking industry," said CTA's Lak Shoon.

Carriers interested in learning more about the AMPS review system should contact their local association for more information.

Truckload Turnover Rate Rises Slightly in First Quarter

Arlington, VA... The turnover rate at U.S. truckload fleets rose slightly in the first quarter of 2017 while remaining at historically low levels.

"The slight uptick in turnover, despite weak freight volumes in the first quarter, may be indicative of a tightening in the driver market," said ATA Chief Economist Bob Costello. "The situation bears watching because if the freight economy picks up significantly, turnover will surely accelerate - as will concerns about the driver shortage."

In the first three months of the year, the annualized turnover rate at large truckload fleets - those with annual revenues greater than \$30 million - rose three percentage points to 74%. Despite the increase, it remains at near-historic lows and is 15 points lower than at this time last year.

The turnover rate at small truckload fleets rose two points to 66%, 22 points lower than at this time in 2016.

The turnover rate at less-than-truckload carriers, typically very low, remained so, rising two points to just 10%.

Central Freight Lines Opens New Division For Owner Operator Teams

Waco, TX... Texas-based Central Freight Lines is one of the leading carriers for owner operator opportunities. The company just announced its newest division for owner operator teams called the Expedited Elite Fleet. To fill the team spots in this new division, Central Freight Lines is contracting team drivers in Fontana, Calif.; Houston, Texas; Atlanta, Ga.; and Orlando, Fla.

The different runs include Houston, Texas, to Orlando, Fla.; Orlando, Fla., to Houston, Texas; Houston, Texas, to Charlotte, N.C.; and coast-to-coast runs from Fontana, Calif., to Atlanta, Ga.; and Atlanta, Ga., to Fontana, Calif. Interested owner operators must be at least 23 years old, have a minimum of one year OTR tractor-trailer driving experience and have a valid Class A CDL with Hazmat, doubles/triples and tanker endorsements. For more information about the opportunities at Central Freight Lines, visit drive4centralfreight.com.

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DIDJA KNOW - MAKING GOD LAUGH



by Roger Clark

February 17, 2009 started out like most other trucking days, with a cold shower and hot breakfast near Abilene, Texas. "Nothing can happen today, Lord", I prayed, "that you and I can't handle." Little did I know just how prophetic my prayer would be that day.

Arriving at a city furniture store shortly after 8:00 AM, to make a scheduled delivery, everything was fine, and I left without a problem. Pulling out a little after 9:00, enroute to my next stop, I took the northbound frontage road all the way to the freeway. Seeing my chance to loop under the freeway and head south, I turned my rig towards the overpass.

Too late, I realized there was no way my 14' high trailer was going to clear the 13-foot high bridge. With a sickening crash, the impact caved in the nose of the trailer, springing crossbeams all the way back to the rear axles. Instantly the truck ground to halt, pinned under the low concrete overpass.

Although there was no injury,

I immediately suffered a giant bruise to my pride. This was my first accident in several years, and I had the ego to prove it. So it was with a heavy heart that I called the police, my employer, and the insurance adjuster.

The Abilene Police Department responded immediately, and their motorcycle division arrived in moments. It was Sergeant Terry Monroe, actually, and he was, actually, the entire motorcycle division. As though he'd been sent by Central Casting, Officer Monroe looked exactly like the Hollywood version of a motorcycle cop; handlebar moustache, leather jacket, high topped riding boots, and of course, his Harley Davidson Police motorcycle.

I would've been impressed, were I not embroiled in my self-inflicted pity party. But I digress. Friendly but business-like, Officer Monroe immediately set about gathering information, measurements, pictures, and statements. It didn't take him long. After all, he was good, and I was guilty. Bada bing, bada boom.

Soon it was just a matter of waiting for the wrecker. Ticket in hand for "Failure to Heed Control Device", also known as a warning sign, I waited with Sergeant Monroe in the shade of the overpass. Still distressed over my own stupidity, I made the comment that this incident wouldn't help my relationship with the Lord.

"You want to make God

laugh?", the sergeant asked with barely a glint in his eye.

"Sure, Sergeant Monroe", I said bleakly. "How can I make God laugh?"

"Tell him your plans...!", the officer said with a compassionate smile.

Sergeant Terry Monroe retired from the APD in 2013, after a stellar career of 29 years, and has no idea I've waited quite a while to share this story. I'm still in possession of a sense of humor, thanks to a uniformed saint sent by Central Casting riding an Abilene Texas Police Department motorcycle.

McCarthy Tire Service Acquires P.J. Dooling Tire Company

Wilkes-Barre, PA... McCarthy Tire Service, the sixth largest commercial tire dealer in the United States, has purchased P.J. Dooling Tire Company in Philadelphia, Pennsylvania. The company specializes in industrial and off-the-road (OTR) tire sales and service, with a special expertise in foam filling and pressing.

Dooling Tire's tire sales and service operations will be merged into McCarthy Tire's current commercial location in nearby Trainer, Pennsylvania. Twelve employees, including brothers Greg and Paul Dooling, will join McCarthy Tire Service.

For more information, visit www.McCarthyTire.com.

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Cooper Tire's Roadmaster Brand Celebrates 10th Anniversary

FINDLAY, OH... In 2007, Cooper Tire & Rubber Company introduced the Roadmaster line of truck tires. Today, as Roadmaster celebrates its 10th anniversary, the tire brand has become synonymous with a strong heritage of quality products backed by innovative engineering.

"Roadmaster began with four tire lines and now we offer commercial tires for nearly every application – long haul, regional, mixed service, pick-up and delivery, and bus," said Gary Schroeder, Director of Cooper's truck and bus tire business. "Celebrating our 10th anniversary is more than a milestone; it's a launch point into our next era of successful product offerings for customers who depend on

Roadmaster." Environmental sustainability and social responsibility have always been a Cooper commitment and are important attributes of the Roadmaster brand. That's why in 2010, Roadmaster introduced its first SmartWay-verified tire, the RM180 long-haul steer tire – a tire verified by the United States Environmental Protection Agency's (EPA) SmartWay Technology Program as providing low rolling resistance and meeting the criteria of reducing fuel consumption, ultimately cutting costs and benefiting the environment. Roadmaster has since added five additional SmartWay-verified tires to its lineup, now offering tires with this designation in nearly every

application. The past decade has also seen advances for Roadmaster in terms of product distribution. Beginning as a tire offered solely through dealers, Roadmaster tires were specified for the first time as original equipment (OE) for 53-foot dry van trailers in 2012. This placement served as the catalyst for a continually growing OE presence. "Roadmaster has been supported by dealers who embraced the brand from its launch and by owner/operators who have asked for it by name. These groups have been, and always will be, an important part of our business," Schroeder said. "That support, combined with the confidence placed in the brand by OE manufacturers, has been

a driving force in Roadmaster's success." Another driver has been exceptional service. In 2015, the Cooper Fleet Service Network was introduced to provide 24/7 emergency roadside tire replacement and repair for eligible commercial trucking fleets enrolled in Roadmaster's national account program. The network has since grown by leaps and bounds and has become an integral offering to national account holders. Throughout the past decade's changes, Roadmaster has remained committed to providing customers with the products they need at the right price, making the brand an exceptional value. "Roadmaster tires are designed for North American roads by a team of engineers in Findlay, Ohio, who are committed to meeting the needs of Roadmaster customers," said Schroeder. "That commitment is what has made us successful for the past decade and what will continue to

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- 2012** ROADMASTER TIRES AVAILABLE AS OE OPTION FOR THE 1ST TIME. 11,701,273 COMMERCIAL TRAILERS REGISTERED. In the U.S. in 2012 according to the Bureau of Transportation Statistics, Tennessee, Pennsylvania and California each had more than 1 million trailers registered.
- 2014** ROADMASTER TIRES. Engineered to handle everything. Advertise. Dealer Materials. Website.
- 2015** ROADMASTER TIED FOR 1ST AS THE "BEST OVERALL BRAND" IN A LEADING PUBLICATION. In 2015, the U.S. logistics industry moved more than 46.2 billion tons of goods worth nearly \$52.2 billion every day, which is more than 58 tons of freight per person per year.
- 2015** INTRODUCED A FLEET SERVICE NETWORK. FLEET SERVICE 3.63 MILLION. Class 8 trucks were in operation in 2015.
- 2016** ROADMASTER PARTNERS WITH LEADING FULL SERVICE TRAVEL CENTER. According to U.S. Freight Transportation Forecast to 2027, between 2016 and 2027, overall freight tonnage will grow a total of 39%.
- 2017** COOPER ACQUIRES 65% OF QINGDAO GE RUI DA RUBBER CO., LTD. (GRT) FOR PRODUCTION OF TRUCK-BUS RADIAL (TBR) TIRES. Roadmaster tires are engineered in Findlay, Ohio and carefully manufactured in Cooper Tire plants.

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MTO Study: Speed Limiters Drastically Improve Truck Highway Safety

Speed-related, at-fault collisions involving large commercial vehicles fell by a whopping 73 percent after mandatory speed limiter legislation took effect in Ontario, according to a recent study by the Ontario Ministry of Transportation. The drop in truck collisions was significantly greater than the decrease found in other vehicle drivers (30%).

Despite skeptics' insistence before the rule took effect that slowing down large trucks would inadvertently lead to more collisions with passenger cars and other vehicles, the study concluded there is absolutely no evidence speed limiters have contributed to an increase in truck drivers involved in other types of collisions post-2009, including rear-end crashes.

Moreover, the study also dispelled the myth that in a speed limiter environment, drivers adjust their driving behaviour to compensate for any perceived time lost as a result of driving slower.

The year-long study conducted between 2014-2015 examined data from pre- (2006-2008) and post- (2010-2012) speed limiter legislation by using fatal, injury and police reported property damage collisions on high-speed highways. It also looked at MTO enforcement officers' large vehicle driver speed data, among other real-world data.

The Ontario Trucking Association, a strong proponent of mandatory speed limiters, worked closely with the Ontario government at the time to get the rule enacted.

Additional highlights from the study include:

- Drivers of large trucks produced fewer at-fault speed collisions relative to all at-fault driver actions, post 2009;

- No evidence to indicate worse collision outcomes for large truck

drivers post 2009;

- The percentage of truck drivers struck in the rear (of all collisions), stayed the same from pre- to post legislation (10.03 % of total collisions 2006-2008 and 10.47% 2010-2012) while the rate increased for other drivers (18.6% 2006-2008; and 21.3% 2010-2012).

Going forward, the study sug-

gests some recommendations to raise compliance and realize the full benefits of the speed limiters, including increased enforcement and enhancing the electronic control module (ECM) technology readers available to enforcement to scan and display a wider array of engine parameters.

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How long have you been with Mawson?

It'll be four years this August.

What do you like most about working at Mawson?

The people, and the new equipment — it's the best I've ever worked with.

What type of relationship do

you have with the terminals, dispatchers and the Safety staff?

I'm treated very well! They're respectful, proficient in what they do and keep me moving along.

Would you recommend Mawson to other drivers?

I do all the time! Why wouldn't I? In fact, a friend of mine has just been hired on as a company driver and he'll be starting in two weeks. If you're considering switching companies, I can't think of no better place to work than Mawson.

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firm foundation built on honesty and integrity. We are committed to growing with our customers, by providing superior service and on-time delivery, in order to fulfill our goal to be the best.

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Pictured at the left: It's Safety Award season at Mawson and Mawson. Here's Fleet Manager Steve Ebersole presenting Gary Sumner with his award. Way to go, Gary!

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Manac Trailers USA Appoints Jason Kendrick As Regional Sales & Business Manager For Southwest US



Perkins, OK... Manac Trailers USA (Manac) is pleased to announce the appointment of Jason Kendrick as its new Regional Sales Manager for the Southwest US. Jason joins Manac with an extensive knowledge and expertise of our industry. Prior to his arrival at Manac, Jason was a sales manager for a large truck and trailer dealership based in

Texas and was responsible for overseeing all trailer sales at its multiple locations.

Jason's in-depth knowledge of the trailer industry combined with his numerous years of experience on the trailer dealer side will allow him to not only support our customers but also provide them with valuable insight that is only seldom found in the market. "Jason has the rare quality of having worked both on the dealer and original equipment manufacturer side of our business and this affords him the opportunity to speak from hands-on experience, share those experiences and guide our customers in making the most informed decisions" adds Tom Ramsden, Vice President Sales and Marketing for Manac. "We look forward to continuing to expand and support our customers with a level of service that is unparalleled in our industry."

Jason is based in Tyler, Texas and can be reached at 855.655.8100.

Located in Oran, Mo, Manac Trailers USA is a leader in the manufacturing of specialty trailers in America. Manac offers a wide range of vans, flatbeds and specialty trailers such as dumps, low beds, grain hoppers, chassis, chip and logging trailers, all of which are sold under the recognized brands Manac®, CPS®, Darkwing®, UltraPlate® and Ultravan. Manac services the heavy-duty trailer industry for the highway transportation, construction, energy, mining, forestry and agricultural sectors.



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continued from page 1

customers right now. With numerous dealers and engine OEMs located nearby, Triple K Fleet has almost instant parts availability for just about any truck or trailer.

Rod Coupal founded the company in 2006. Rod's father Rene was a Professional Truck Driver for 35 years. Rod started his career as a mechanic and then as Regional Maintenance Manager for St. Johnsbury Trucking. After that, a Field Maintenance Manager and then a

Director of Maintenance for New Penn Motor Express. One thing that Rod learned while working in these positions was that uptime is paramount. Rod states, "Put yourself in a driver's or dispatcher's shoes. They are under pressure to get a load delivered, they want a repair shop that reacts to their needs. That is why I treat them, and I expect my employees to treat our customers with the courtesy and respect they deserve. Our goal

is to get them back on the road as quickly as possible, fixing the problem right – the first time. If the repairs are going to take a day or more, we have rental trucks so they can get their load delivered and loaner cars so they can drive home, rather than spend days in a motel room."

Triple K Fleet Services, Inc. has two locations, one at 7800 Linglestown Rd. (I-81 Exit 77), Harrisburg, PA and at 1220 Newville

Road, (I-81 Exit 44) in Carlisle, PA. The Harrisburg location is open from 7 am – midnight, Monday-Friday and Saturdays from 7 am-2 pm. The Carlisle location is open Monday from 7:00 am -6:30 pm and Tuesday-Friday from 7:30 am – 10:30 pm. Emergency Road Service is available 24/7/365 at both locations. The Harrisburg location has 17 bays and 28 trained technicians and the Carlisle location has 4 bays and 11 technicians. Between

the 2 locations there are 14 mobile service trucks and 6 heavy-duty wreckers, two of which are 50-ton rotators. The Harrisburg location fields Pennsylvania State Police emergency towing calls.

Triple K Fleet Services is an authorized NAPA Truck Service Center and can handle any repair for medium and heavy-duty trucks and trailers, from minor fixes to major rebuilds and overhauls. They also offer Federal and Pennsylvania truck inspections. The company is fully stocked with parts, tires and provides Hunter Laser Alignment and Hunter Forced Balancing for tractors and trailers in both locations. Additionally, Triple K Fleet Services, Inc. has full preventative maintenance packages including oil changes. Service for electronic diagnostics using laptop computers for all engine makes, transmissions, differentials and electrical problems are also available.

Triple K Fleet Services has five pits for oil changes and a special 120' long pit designed for car haulers and lowboys and other trailers with minimal ground clearance. Triple K Fleet is also an authorized Axle Surgeon's franchise, serving customers from the Maryland/Pennsylvania state line, north to I-80 and as far east as Reading, PA

and west to Carlisle, PA. The Harrisburg location also has a truck wash, fuel, Subway restaurant and a fully stocked parts department, as well as a full-service body shop and load transferring services.

The folks at Triple K Fleet Services, Inc. realize that when it comes to truck repairs, drivers have many choices. That is why they strive to treat their customers fairly and with the respect they deserve. Repair estimates are given up front and Triple K Fleet's goal is to repair your truck quickly and fairly, so they can earn the trust and respect of their customers, as well as their repeat business. Owner Rod Coupal says, "No matter what business you are in, if you care about your customers, you will always be busy."

Holly Coupal, Rod's wife, handles the company's billing; human resources needs as well as being the company's controller.

Whether you own one truck or 1,000 trucks, Triple K Fleet Services, Inc. would like to earn your trust and respect as one of their many satisfied customers. For medium or heavy-duty truck repairs or 24 hour towing and road service, call Triple K Fleet Services, Inc. at 717-635-7500.

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The 2017 Wheel Jam Truck Show – Sizzlin’ Hot, Hot, Hot!!



Paying tribute to our wonderful nation in trucker style were the Wilbur Ellis Flying Aces flying overhead prior to the start of the Dynamic Engine Brake Competition at the Wheel Jam Truck Show.



Todd Shrewsbury of Huron, South Dakota won the Dynamic Engine Brake Competition with an outstanding decibel reading of 130.1.

Rich Justice rolling with him!
As always the truckers did not disappoint the parade watchers on Saturday morning as they came strolling down the main drag in Huron, South Dakota.

The Dynamic Engine Brake Competition is a favorite amongst the drivers and the crowd! Paying tribute to our wonderful nation in trucker style were the Wilbur Ellis Flying Aces flying overhead after the National Anthem was sung by Lexi Twait along with the release of 1000 red, white, and blue helium balloons rising from Stacey Tschetter’s grain hopper in honor of the Deployed 153rd Engineering Battalion from Huron, South Dakota! Todd Shrewsbury of Huron, South Dakota won the competition with an outstanding decibel reading of 130.1 – WOW!!!

Another change was trying a non-judged show! Instead, 15 Show’N’Shine Awards were given out on Saturday night at the Trucker’s Meal sponsored by the Hatch Agency. Wally Wenzlaff, of Humboldt, South Dakota, owner of Western Enterprises was recognized as the 2017 Lifetime Achievement recipient. The 18 Wheel Truck Promotions, LLC crew would like to personally “THANK” all the truck drivers, owners, vendors, volunteers, sponsors, and spectators, as they are what make the Wheel Jam Truck Show SPECTACULAR!!! Next year’s Wheel Jam Truck Show is June 1st-3rd, 2018 at the South Dakota State Fairgrounds! More info is available at: www.wheel-jamtruckshow.com.

by Tracy Bratland-Bruns

Sizzlin’ Hot Trucks ... Sizzlin’ Hot Tony Justice ... Sizzlin’ Hot Weather ... EQUALS one priceless SPECTACULAR 2017 Wheel Jam Truck Show!!!

Once again, Scot Marone along with the 18 Wheel Truck Promotions, LLC produced the 14th Annual Wheel Jam Truck Show in Huron, South Dakota at the South Dakota

State Fairgrounds that was another SIZZLIN’ success!

There were Sizzlin’ Hot Trucks from all across the United States and Canada! Something new this year was a Sizzlin’ Hot FREE concert on Friday night showcasing Tony Justice sponsored by DPF Regeneration! Tony arrived in trucker style by driving his own “Purgatory” to the stage with Misty



1000 red, white, and blue helium balloons were released from Stacey Tschetter’s grain hopper in honor of the Deployed 153rd Engineering Battalion from Huron, South Dakota.



The annual Wheel Jam Big Rig Parade is always favorite with the residents of Huron, South Dakota.

- All photos courtesy of Wheel Jam Truck Show -

Wheel Jam 2017



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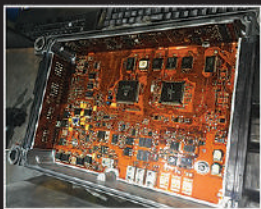


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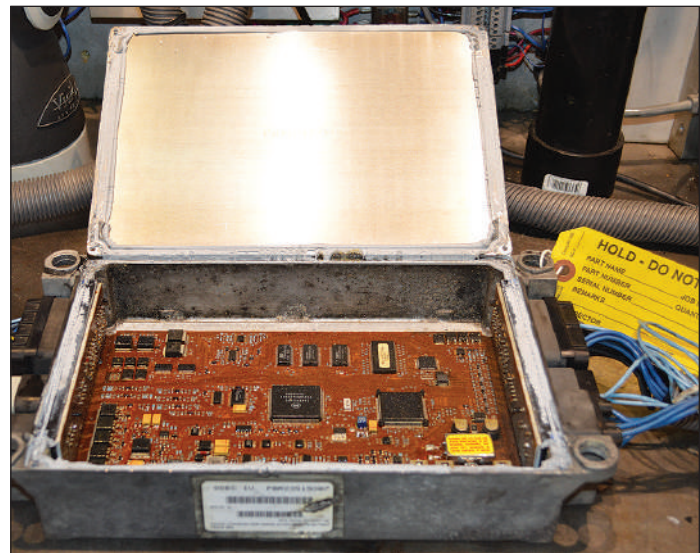
Aftermarket Remanufactured DDECs



Anyways, I've been specializing in Detroit's for almost a year but I still get calls from Cat and Cummins owners looking for an ECM company they can trust. Lately I tell them to go OEM because, based on what I've seen over the last few years, the poor reputation the industry I am in is justified and I see examples every day that reinforce that.

Many repair jobs I do are for owner operators who have been burned by bad eBay rebuilders or one of the Texas or Florida based ECM rebuilders. Some repair jobs are directly from these rebuilders and sometimes they are up front about it and sometimes they aren't. Just last month I had this character give me an address that turned out to be a freight forwarding service down in Miami. I wouldn't have caught on if I didn't ask him about his injectors. He got unusually defensive when I did. He told me he was a driver not a mechanic and didn't know what an injector was. I had another guy tell me his DDEC IV wasn't turning the glowplugs on in his Series 60 and he wanted to know if I could kindly give him the part number of the internal battery along with a quote on the repair. It's fun to play along but when I've got trucks that are down I hang up the phone. Guys like this are the reason the aftermarket ECM rebuilding industry has a bad reputation. To some of these remanufacturers a rebuild is time in a blast cabinet and a paint job. To others it's a battery and gasket maker smeared on top of the old gasket material. For this guy it was a service plate, a used battery, a fresh sticker on the case, and nothing else. They

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When I buy parts for my F350 or my Chevy I usually go Motorcraft and ACDelco. When I don't I go with a specialist like Timken or South Bend. I go out of my way to buy from companies that have dedicated themselves to being the best at one thing and grown a strong reputation for it. Compared to other areas of the aftermarket parts industry ECM remanufacturers are relatively small and tend to have poor reputations. Their websites are vague and the business owner almost never shows his face. If you're running an honest business you don't have any reason to hide. It's no wonder as to why eBay is where you find the cheapest "reman" ECMs on the market.

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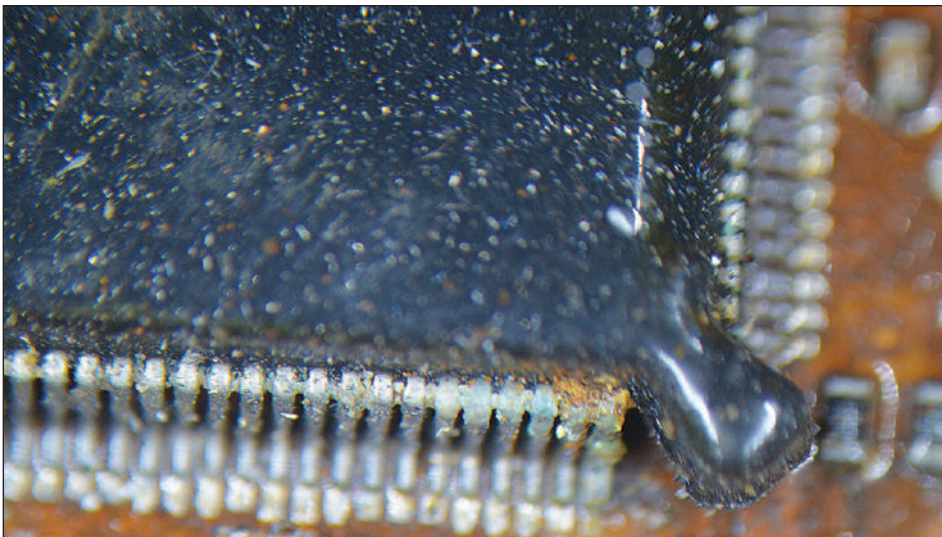
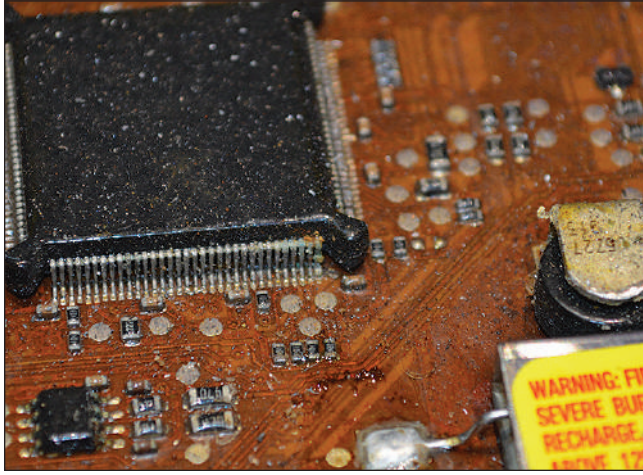


Aftermarket Remanufactured DDECs

continued from page 16

didn't even bother to wipe the road grime off the circuit board or out of the bottom of the case. Notice how clean the back plate is? Whoever sealed it up didn't know and didn't care that this DDEC had a digital signal processor issue that made the engine's throttle run wild. Take a look at these photos. Does this look like a dead battery problem to you? Whoever sealed this up apparently thought so.

Written by Fernando DeMoura, Diesel Control Service LLC. Website: www.dieselcontrolservice.com Phone 412-327-9400



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To Get Into The Tomorrows, We Must Pass Through Today

Often when people ask me, "How are you?" I respond by saying, "I'm scared to death." And they ask me, "What are you scared of?" And I say, "I'm scared to death that everything is going to be alright."

Most people are scared to death that everything is going to be all wrong.

God sits in the heavens and the Holy Spirit is able to help. The world is the workshop and every day is the time of opportunity.

When we commit ourselves to the Lord and trust in Him, He will direct our paths and defeats can be turned into victories.

If we spend the energy used on worrying that things are going to be wrong and believe that through Christ all things are possible, I say to you, the outlook will be brighter.

We cannot go back to the yesterdays for they are passed. To get into the tomorrows, we must pass through today. We must use this day as a steppingstone to reach tomorrow.

Let us do our best this day, commit our ways to the Lord, believe that His path and purpose is being worked out in our daily experience and then we can say, "I'm scared to death that everything is going to be alright."

International Truck First North American OEM To Offer Standard Air Disc Brakes On All Axles Of Long Haul Tractor

LISLE, IL... International Truck has announced the standard availability of air disc brakes on all axles for all models of the International® LT™ Series. The International LT Series in 6x4, 6x2, and 4x2 configurations now feature Bendix® ADB22X™ air disc brakes as a standard offering on

all axles and is available for order now. The Bendix ADB22X air disc brake from Bendix Spicer Foundation Brake LLC (BSFB) features a patented lightweight design that significantly reduces stopping distance and extends brake system life. Complementing the straight, stable stops that air disc brakes

provide is greater reliability, thanks to a design that nearly eliminates brake fade and degradation of stopping power. In addition, total cost of ownership can be reduced by installing durable, long-lasting air disc brakes which generally allow for significantly shorter pad change times than traditional drums.

In developing the LT Series, International Truck worked hard to assure that drivers will find each vehicle more comfortable, appealing and user-friendly in every detail. Based on a careful review of more than 500 points where the driver

and truck interact, the highly ergonomic interior of the LT Series includes better elbow room, hip room and leg room. Driver input also led to a smart, well-designed mix of high-tech and traditional features that emphasize driver ease of use. Many of the truck's new features were designed to improve reliability and serviceability, as well as safety and functionality.

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New MICHELIN Compromise-Free Regional Drive-Position Truck Tire Offers Mileage, Scrub Resistance and Traction

GREENVILLE, SC... Michelin Americas Truck Tires, a division of Michelin North America, Inc., has introduced the MICHELIN® X® Multi™ D, a regional drive-position tire, for use in less-than-truckload, pick-up and delivery, food and beverage and other demanding vocational segments. The MICHELIN X Multi D is a versatile tire designed with an advanced regenerating tread that provides water evacuation and traction throughout the life of the tire while full-depth Matrix siping allows for a biting grip as the tread wears. The tire features co-extruded scrub-resistant rubber for first class mileage and cooler running rubber to help minimize heat build-up for

increased casing life. The X Multi D features a pass-through open shoulder that allows quick evacuation of water, mud and slush from beneath the tread surface area, and the biting edges of the tread allows the tire to grip onto surfaces right away, even in difficult snowy conditions, where competitors are left spinning their wheels. More grip, less slip—the X Multi D tire gets up and running 80% faster than a leading competitor tire. The X Multi D tire will get 65% better mileage than the MICHELIN XDE® M/S tire. The sidewall also features TW6 OzoneShield™ technology for increased protection against weathering.

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Michelin is bringing this tire to market to serve the demanding needs of regional fleets, specifically those with 4x2 and 6x2 configurations. The tire is available in the United States, Canada and Mexico in 11R22.5 size in load ranges G and H, and 11R24.5 size in load range H, with additional sizes to follow in the coming months.

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New Federal Guidance Concerning Agricultural Operations and Electronic Logging Devices

The Federal Motor Carrier Safety Administration just released some guidance related to agricultural operations and ELD (Electronic Logging Device) use. The hours of service regulations contained in 49 CFR 395.1(k), provide exemptions for agricultural operations during planting and harvesting seasons as determined by the state, within a 150 mile radius, for the transportation of agricultural commodities. The same provision applies to the delivery of supplies and equipment for agricultural use from a wholesale or retail distribution point.

The guidance includes the following:

- The hours of service regulations do not apply to the transportation of agricultural commodities wholly within a 150 air mile radius. Work and driving

hours are not limited and the driver is not required to use an ELD. In an operation where an agricultural driver shares a truck equipped with an ELD, the driver that is always exempt can use the "EXEMPT DRIVER" account.

- Once an agricultural driver operates outside the 150 air mile radius the hours of service rules apply. Starting at the time, and location where the transponder goes past the 150 air mile radius, the driver must maintain logs using an ELD unless the driver meets one of the limited ELD exceptions. The driver must work and drive within the limitations of the hours of service regulations when operating beyond the 150 air mile radius. All prior time operating within the 150 air mile limit do not count toward the driver's daily and weekly limits.

- When operating within the

150 air mile radius, the driver should not log into the ELD, and annotate the unassigned vehicle miles as exempt.

- A driver transporting agricultural commodities is not required to use an ELD if they do not operate outside of a 150 air mile radius for more than 8 days in a 30 day period, or if the vehicle was manufactured prior to the model year 2000, provided they prepare a paper log for those days that they don't meet the exemption.

- Covered Farm Vehicles as defined in 49 CFR 390.5 are exempt from the hours of service regulations. Carriers operating under this exemption are also not required to have an ELD. That includes the private transportation of agricultural commodities and livestock.



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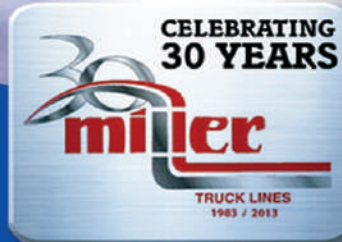
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Truckworld Opens New Travel Center

by Steve Pollock

North Jackson, OH... Truckworld, a landmark for Professional Truck Drivers for many years, has opened a new Travel Center. The original Truckworld is still serving drivers at their I-80 Exit 234 location and the new I-76 Bailey Road Truckworld Travel Center is located about 6 miles west of Youngstown, Ohio, off I-76 at Exit 57 Bailey Rd. (12700 Leonard Parkway), North Jackson, Ohio.

The new Truckworld Travel Center is 2 miles west of the Ohio Turnpike (I-80) and I-76 split and is open 24 hours, 7 days a week, offering a full array of services. The travel center offers quality Shell diesel fuel, gas and propane as well as DEF fluid at the pump and on the shelf. There is a fully stocked truckers convenience store and hot food, sandwiches and salads to go.

Truckworld Travel Center has a full coffee and beverage center and a Burger King that is open 24 hours. All TW house accounts are welcome.

Drivers will especially like the spacious, sparkling clean showers that Truckworld is famous for. They are available free with a 75 gallon fill-up or for a nominal fee. There is a certified scale on the premises and plenty of truck parking. Another advantage I-76 Bailey Road Truckworld has to offer is extremely easy on and off access to I-76. The intersection is located in the quiet Ohio countryside and is not congested with traffic.

Future plans include a Maverick food store featuring fresh made subs and hot dogs. Stop in and experience the new I-76 Bailey Road Truckworld for yourself.

Drivers are reminded that Truckworld (I-80 Exit 234, Hubbard, Ohio) will be holding their Annual Customer Appreciation and Boogaloo on August 9, 10 and 11. There will be Cajun food, live entertainment and prizes for CDL holders. Phone 330-534-2210 for more details.



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Enerburn® User's Guide

by Jane Gates, Ph.D., owner of JKG Fuel Solutions

EnerBurn is being increasingly recognized by end-users and diesel engine mechanics alike as a cost-effective strategy for helping manage problems caused by the incomplete combustion of diesel fuel and corresponding accumulation of soot. Indeed, EnerBurn® is a great product for today's "emissions-controlled" engines (model year 2007 and newer) and the OTR trucker's best defense against bio-diesel blended fuels. One of the most frequently asked questions I get is whether the same benefits will occur for older, "pre-emissions" diesel engines. Of course the answer is a resounding "YES". This was proven when an OTR fleet of 3,000 Caterpillar, pre-2007, "EGR only" engines passed a detailed engine inspection with flying colors after logging ~ 1 million miles of continuous use of diesel treated with EnerBurn® on each engine. Engine components were remarkably free of carbon and wear. The fleet average MPG increased by 10% based on the fleet's evaluation of their fuel tracking records.

"An ounce of prevention is worth a pound of care"

Transport trucks are an extremely expensive capital investment and most independent fleet owners want them to last for a very, very long time. This is regardless of whether the truck was purchased new or used. The vast majority of truck transport companies and off-road diesel

equipment owners are small to medium size businesses. They plan to keep their trucks for many years after the manufacturer's warranty expires. With today's newer engines and biodiesel blended fuels, the biggest maintenance problem is caused by the incomplete combustion of diesel resulting in soot and smoke that harm the engine as well as produce toxic emissions. This is the case even with newer, more fuel-efficient engine designs. All diesel engines produce soot, even if you cannot see it (because it is being trapped in the diesel particulate filter (DPF)). Soot particles are accumulating inside of the engine and the exhaust system components. Sooner or later it will make its presence known, usually in the form of the "check engine" dashboard light coming on to indicate then need to stop and have the DPF serviced or worse, to indicate a pre-maturely failed component. Exhaust Gas Recirculation (EGR) valves and/or coolers, the "doser" valve, exhaust sensors for temperature and pressure, and turbo-chargers are all very susceptible to failure and malfunction caused by soot build-up.

Prevention is the key. The earlier in the life of a new or newly rebuilt engine the owner starts using Enerburn® as a fuel additive, the fewer problems they are likely to encounter. *All diesel engines* regardless of year, make, model, whether or not they are equipped with exhaust after-treatment "emissions" systems

will benefit from the combustion improvement they get from EnerBurn® as long as there are no underlying mechanical or electrical problems present.

The liquid catalyst ingredient in EnerBurn is carried by fuel into the combustion chamber of an engine. EnerBurn® is activated by the extreme temperatures produced when fuel burns in the piston-cylinder compartment. In general, the higher the engine & exhaust gas temperatures produced by sustained engine work output, the better Enerburn works. Of course, EnerBurn® works by improving the burn rate of diesel during the power stroke of the engine. This catalytically enhanced combustion of diesel is what minimizes soot production while increasing fuel economy at the same time. In theory the two go hand in hand, meaning, it is impossible to get one without the other. To prove this, the manufacturers of EnerBurn conducted studies in which both fuel consumption and emissions were measured at the same time, on the same engine, both before and with EnerBurn® under tightly controlled engine operating conditions (constant load and rpm). Summaries of these test results appear on the website for JKG Fuel Solutions, <http://betterdiesel.com/the-enerburn-experience/>

Frequently observed benefits by EnerBurn customers

Of course the end-users of EnerBurn® are definitely NOT operating their engines under

constant rpm and load. Regardless, JKG Fuel Solutions stands by its claim that Enerburn® will improve the engine performance and/or DPF/DEF performance of any diesel engine that is in good working order.

Many a skeptical first-time user of Enerburn® want to know that they are getting their money's worth, and rightly so. This typically translates into whether they see better fuel economy with EnerBurn®. Understandable given that fuel costs account for the highest percentage of operating costs for transport companies. While many of my clients report what appear to be *significant*, meaning *real*, increases in their average MPG, there other valid indicators that "EnerBurn is working". Here are a few other observations that are typically reported by new customers:

- Smoother, quieter engine operation with less vibration.
- More power, better responsiveness from the engine.
- Less soot and smoke from the exhaust for those engines without a DPF.
- Fewer and less frequent active or "parked" regenerations for those engines with a DPF.
- Shorter time to regenerate the DPF.
- Lower DEF (Diesel Exhaust Fluid) consumption for those engines equipped with a DPF/DEF (SCR) system.
- Dramatically lower soot values as determined by engine oil analysis after the first or second oil change with use of EnerBurn®.
- Lower values for typical wear metals such as Cr, Sn, Ni, Cu, Pb, and Al as determined by engine oil analysis after the first or second oil change with use of EnerBurn.

I've known a number of EnerBurn® clients who take the more invasive step of disassembling parts of the exhaust system and inspecting them for changes in soot levels. This can be done with relative ease to inspect the EGR

valve, exhaust sensors, and/or the DOC/DPF "front face" for soot build-up. They become true converts when the soot is either absent or dramatically lower than what they have seen previously.

Patience pays off

There is a saying that applies to EnerBurn®; "patience pays off". In other words, the numerous benefits that may be obtained tend to "phase in" over time. For heavy duty class 8 trucks it may take anywhere from one half to a full gallon of EnerBurn® to get through the initial "cleaning and conditioning phase". In general, the higher the miles of service the longer it will take for whatever carbon deposits that have already accumulated over hundreds of thousands of miles to burn away. Most customers understand that this process takes more time for an engine that has over 300,000 miles than for one with less than 50,000 miles, and they adjust their expectations accordingly. It also depends on the how that engine was or is being used. Long-haul, OTR engines are faster to clean up than engines that operate at lower revs, and/or under lower sustained loads (recall, higher engine temperatures facilitate better results with EnerBurn®).

Over years of listening to feedback from my customers there are some generalizations that can be reasonably applied to the end-user experience of EnerBurn®. In most cases (and there will always be exceptions), you can expect the following:

- Improvements in emissions and DPF "regen" performance are the first to appear, usually within the first 2-4 tanks of diesel treated with EnerBurn®.
- Measureable increases in fuel economy take longer to appear and gradually continue to increase over the first 3-6 months of continuous use.
- The swings (e.g., variability) between the highest MPG (maximum) and lowest MPG (minimum) will become less

extreme. That is, the MPG will likely stabilize over time to a new, slightly higher *average* value.

EnerBurn User's Guide (Do's and Don'ts)

Do check your fuel filters within the first 2-4 weeks of treatment to see if they need to be changed. EnerBurn® has the effect of cleaning the fuel lines and tank of accumulated sludge, slime, and "varnish".

Do follow the engine OEM's recommendations for periodic maintenance of your DPF to remove accumulated "ash". "Ash" is not the same thing as "soot". Ash does not burn away like soot does. Our goal is to keep you from having to clean the DPF before the 200,000 to 300,000 mile recommended interval for ash clean out rolls around.

Do use an initial dose of one (1) ounce of EnerBurn® for every 20 gallons of diesel (treat ratio of 1:2500) for the first 2 to 4 weeks or until your engine starts to perform better and/or you experience less frequent "regen" operations or shorter duration of each active or parked "regen".

Do reduce the dose for *long-term* use of EnerBurn®. We recommend a 20% lower dose of one (1) ounce of EnerBurn for every 24-25 gallons for maintaining the benefits of EnerBurn®. (treat ratio of 1:3000)

Do NOT exceed the recommended dose.

Do NOT become alarmed if your DPF/DEF system reacts to the initial use of EnerBurn® with a "check engine light". This may be caused by the sensors in the exhaust reacting to the extra smoke produced by burning out those existing carbon deposits. During the initial clean-out and conditioning phase with use of EnerBurn® it is possible for things to appear to get worse before they get better. This is especially true for older diesel engine equipment with high miles or for engines that run short haul or have low duty cycles. If the "check engine" lights come on it may be possible to "drive through it" over a long distance and the situation will resolve on its own. Or it may be necessary to get the engine serviced with a forced regen and ECM reset.

Do seek the assistance of a qualified diesel engine mechanic if your DPF system is still not working the way it should no matter what you do. This indicates the likelihood of a problem in the system that needs to be properly diagnosed and corrected.

Do NOT become alarmed if you remove the DOC/DPF and see that it has an orange-red tint. This likely is caused by the catalytic ingredient in EnerBurn® and indicates that you are "over-treating". Reduce the dose to one (1) ounce of EnerBurn for every 24-25 gallons of diesel (treat ratio of 1:3000).

Do NOT become alarmed if your oil analysis starts to show an increase in iron (Fe). This indicates that you are "over-treating" and need to reduce the dose to one (1) ounce of EnerBurn for every 24-25 gallons of diesel (treat ratio of 1:3000). It can also indicate that your need to have your piston rings replaced.

Do call JKG Fuel Solutions at (612) 209-3079 if you have any questions or concerns regarding your use of EnerBurn®.

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Daimler Trucks North America Expands Its Parts Distribution Network

PORTLAND, OR... Daimler Trucks North America (DTNA) continues to make significant investments in its supply chain network. In the past month, DTNA has announced the addition of two new parts distribution centers.

An efficient supply chain network is an important component of delivering uptime and a good customer experience. The addition of the new facilities in Grimes, Iowa and Whitestown, Indiana will allow DTNA to service its customers more effectively and efficiently.

"Our customers drive the best product on the road and are deserving of the best service experience

as well," Jay A. Johnson, general manager, Supply Chain Network. The opening of the Indianapolis facility and the start of construction on the Iowa facility further demonstrate the commitment of Daimler Trucks North America to providing an industry-leading service experience.

The new facilities will hold more than \$15 million of inventory and over 20,000 parts. The addition of the parts distribution centers is another building block in the DTNA supply chain strategy. The DTNA supply chain system has been architected to be anticipatory in nature. The goal is to have

the part at the service location when the customer needs it. In the event that a part isn't there, DTNA's Dedicated Delivery and Variable Cut-Off processes will enable a part to be delivered to the service location as soon as the same day. "Every minute counts during a service event. DTNA is not only investing in brick and mortar, but we are also investing in processes and tools to ensure that parts are in the right place, at the right time," continued Johnson

The facility in Grimes will be completed January 2018 and the Whitestown location will be fully operational at the same time.

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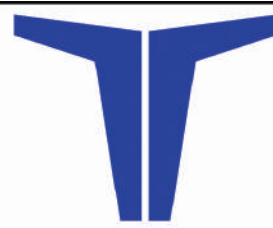
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Thousands of PA Turnpike Motorists Could Be Stranded If they Fail to Pay Overdue Toll Violations and Invoices

HARRISBURG, PA... The PA Turnpike Commission (PTC) is warning 10,611 PA Turnpike motorists with overdue toll violations and invoices that they could risk having their motor-vehicle registrations suspended if they don't make good on their debt. The PTC today unveiled a partial amnesty program to encourage its top toll scofflaws — motorists who together racked up invoices and violations worth \$17.1 million — to pay now before the law kicks in on Aug. 4.

The 10,611 Turnpike motorists with six or more outstanding toll invoices or violations — or unpaid tolls and fees totaling \$500 or more — are at risk of suspension when the law, known as Act 165 of 2016, takes effect next month. Until then, motorists who pay now can have additional fees waived through the PA Turnpike's partial-amnesty program.

"Our customers pay tolls so we can keep our roadway safe and in good repair and meet our obligation to PennDOT to help fund mass-transit services statewide," said Turnpike CEO Mark Compton. "Now, those who are habitually taking a free ride — both private and commercial drivers — will have to stop doing that, or risk a suspension. It's simply not fair to those who do pay their fair share."

Act 165, enacted last fall, provides stronger enforcement tools to all tolling agencies in the Commonwealth to ensure motorists who use a toll road or bridge pay what's owed.

"Last week, letters explaining our partial amnesty plan were mailed to those at imminent risk of suspension. While repeat violators may have ignored multiple past attempts to collect outstanding tolls and penalties, this is a notice they should not ignore," Compton said. "Also, anyone with an outstanding toll bill or violation can take advantage of this month's partial-amnesty program — not just those at the highest levels of violation."

As of June 23, the 10,611 PA Turnpike motorists at risk of suspension of their motor-vehicle registration were mailed a total of 280,855 violation notices and invoices — or more than 26 letters per scofflaw. The PTC provided a county-by-county breakdown of the number of the top violators and the amounts owed, as well as information on the top interchanges with the highest percentage of violators.

To learn more about the partial-amnesty program, or to check if you have unpaid PA Turnpike toll violations, visit www.PATurnpike.com/violationenforcement. To pay now, call 1-877-PennPass (877-736-6727) from 8 a.m. to 7 p.m. weekdays. There will be times when callers wait in queue or may not be able to get through on the first try. Callers can leave a message and will receive a return call within 24 to 48 hours.

100th Birthday Party Held for Truck Manufactured by John Deere's Grandson



WALCOTT, IA... Iowa 80 Trucking Museum hosted a 100th Birthday party for its 1917 Velie truck on Friday, July 14th at 2:30 pm. The event coincided with this year's Walcott Truckers Jamboree, which was held July 13-15. The public was invited to attend the celebra-

tion. "Willard Velie was the founder of The Velie Motor Company, Moline, Illinois and grandson to John Deere. Most people remember Velie as a buggy and car manufacturer, but the company also built trucks and airplanes", says Dave Meier, museum cu-

rator. "This particular truck is one of only five known to still exist. It was originally used in New Mexico to haul mining equipment and supplies from Silver City to Mogollon. When we found it, the truck was in pieces. We restored it and are fortunate to be able to bring it

display it so close to its place of origin."

Originally founded as the Velie Carriage Company in 1902, and later renamed The Velie Motor Company, the company produced vehicles in Moline, Illinois from 1908 – 1928.

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2017 Mother's Day Make-A-Wish Convoy & Truck Show



to help such a great cause as Make-A-Wish. Although the weather started out with a light drizzle and heavy fog, truckers were rolling in with their lights shining bright to help support the kids. Truckers weren't going to let a little rain dampen the kids' day of fun. As the morning turned to the afternoon, the sun brightened the day up and trucks were still rolling into Burle Industries to stage for the convoy. By the times trucks started to leave, you couldn't find an open spot for a truck to park. As you looked around the show you could find combos and bobtails, both old and new, along with a number of fire trucks. As the convoy took off you could see all the people who were there to support the cause, as people gathered on the side of the roads and highways sitting in lawn chairs to cheer on all the truckers for their kindness. As the convoy of well over 500 trucks returned everyone enjoyed a fun day together filled with family activities. They put together a great show filled with live music, activities for the kids, great food, and of course show stopping trucks as far as the eye can see.

If you want to take part in such a great event or even just go out to see it, make sure you make plans to see the show in 2018.



By Matt Conrad
 The trucking community is one that not only strives to help each other, but also goes out and helps ones outside of the trucking community. When truckers hear about a show that is put on to help people, you can be sure to count on them to be there.

The Make A Wish Foundation of Pennsylvania came up with a big rig convoy thru the years. This convoy is put on to help grant children's wishes to try to help keep their minds off of their diseases.

The 2017 Mother's Day Make-A-Wish Convoy & Truck Show, held at Burle Industries in Lancaster, PA, helped show how strong the trucking community is. It also showed how well they pull together

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~ Photos by Matt Conrad ~
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Builders and Stars of Road Hawks on History Channel to Showcase Their Unique Builds At Carlisle Truck Nationals



The Hawk Team is featured on the History Channel program, Road Hawks. Led by lead designer Kenny Hauk, his team works to build and fabricate ultra-powerful, one-of-a-kind vehicles that can go anywhere and do anything!

CARLISLE, PA... One of the best parts of the Carlisle Truck Nationals and Big Rig Show and Shine is that the event itself hosts a wide array of unique designs, builds and creations. From custom vans to mini trucks, monster trucks to big rigs and just about everything in between, this show is arguably the most diverse of its type in the mid-Atlantic region. The 2017 edition runs August 4-6 and as special showcases go this year, Carlisle Events is pleased to announce the addition of Hawk Designs to the weekend.

Hawk Designs is local to Carlisle, calling Chambersburg, Pennsylvania home, but for as local as they are to the truck show and the region, they are nationally and internationally known too. Since early in 2017, the Hawk team has been featured on the History Channel program Road Hawks. Led by lead designer Kenny Hauk, his

team works to build and fabricate ultra-powerful, one-of-a-kind vehicles that can go anywhere and do anything! According to the History Channel page on the program, the designs from Kenny and his team "take inspiration from iconic styles and designs throughout American history and transform America's right past into modern, drivable and show-stopping creations." That show-stopping factor is bound to come true once more as the team brings at least two creations to Carlisle, one a rig and the other an off-road truck known as the Hawk Willys '48.

In addition to the trucks on display, the team from Hawk will be at Carlisle to sign autographs, meet fans and discuss their creations. Aside from their scheduled time with fans, they'll be enjoying the show just like everyone else, meaning that guests who walk the grounds at the 2017 Carlisle Truck

Nationals will do so alongside stars from a hit TV show seen by millions each week.

"We are super proud to be a part of the Carlisle Truck Nationals event," said Kenny Hauk. "We look forward to meeting up with fans of the Road Hawks TV show and checking out some amazing trucks from all across the country!"

With the addition of Hawk Designs, the Carlisle Truck Nationals lineup is nearly complete. The weekend includes the Phantom Fun Zone for kids and families, monster truck rides via the Virginia Giant, a monster truck show with Big Foot and Snake Bite, frisbee dog excitement via the Disc-Connected K9s, live music and more. Registration is open now for the judged or non-judged truck and big rig showfield as well as single day and weekend passes too. Complete details, including links to register can be found at www.CarlisleEvents.com or by calling 717-243-7855.



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

August 5 – 13th Annual Iowa-Nebraska Classic Truck Show – SAPP BROS. Truck Stop, I-80 Exit 440 (northwest parking lot), Omaha, Nebraska. Food, Fun, Vendors, Trucking memorabilia, music. For more info call Jim Ernst 402-895-8040 or Russell Spawn, Jr. 402-680-6121

August 9-11 – Truckworld Driver Appreciation and Boogaloo – Truckworld, I-80 Exi 234, Hubbard, Ohio. Food & Prizes. For more info call 330-534-2210.

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

August 12 – Penn-Ohio ATCA Truck, Car & Motorcycle Show – Cerni Motors, 5751 Cerni Pkce, Youngstown, OH. 8 am to 4 pm. Benefits the Second Harvest Food Bank of the Mahonng Valley - in lieu of registration or entry fees, please make a monetary or non-persishable food donation.. donations will be collected at the gate.

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

August 19-20 – Chi-Town Large Cars "Lucky 13" Truck Show & Benefit – Porter Country Fairgrounds, Valparaiso, IN. Raising awareness to Veteran Suicide. All proceeds will go to a Military Officer/Family in need. Chrome vendors, food, beer garden, live entertainment, jump house for the kids, fun for the whole family! For more info visit www.Chi-TownLargeCars.org

August 24-26 – The Great American Trucking Show - Kay Bailey Hutchison Convention Center Dallas, Dallas, TX.

August 25-16 – 25th Anniversary Brooks Truck Show – Pacific NW Truck Museum, Brooks, OR. Truck Lightup Night Glow on Friday. All Antique and Working Trucks Welcome! Dinner, operating steam powered sawmill, antique trolleys, mniature railroad, other exhibits, swap meet, food concessions. For more info call 503-930-7296 Mon-Sta. 8 am-5 pm PST. Email: office@pacificnwtruckmuseum.org Visit www.pacificnwtruckmuseum.org

August 26th - Kenworth of PA. and /Susquehanna Valley Chapter of ATHS Antique Truck Show - Route 11, 198 Kost Road (near Carlisle) Rain or Shine from 10 A.M. to 3:00 P.M./For details write Ken George, 75 S. 36th Street, Camp Hill, PA 17011 or call 717 737-8897.

September 9 – 2nd Annual Cable Truck Show – CTI Shop, 2876 Route 286, Saltsburg, PA. Featuring Trucks, Hot Rods, Bikes and Anything you're proud of! DJ, Food Vendors, Various Sponsors, American Legion Post 18 will be selling beer. For info call 724-639-9073 and ask for JJ or Jeff.

September 9 – Maple Lane Barn party and Fundraiser – Doyle Farm, 767 Franklin Rd., Mercer, PA. All proceeds to benefit charity. Call Bill at 724-679-8259 for more information.

September 10-16 – National Truck Driver Appreciation Week

September 16 – 2nd Annual Country Roads Truck Show – Jane Lew Truck Stop, directly off Interstate 79, exit 105, Jane Lew, WV. Truck Show - Over \$1,000 in cash and prizes. Trophies for Top 3 in Classes. Music & Food, Vendors, Games, Raffles Awards Ceremony – FUN FOR ALL! Free Admission. For more info call 304-884-7219. Email: Contact@wvtruckshow.com or visit www.jltruckstop.com

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

September 23-24 - Guilty by Association Truck Show & Customer Expo - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: gbatsinfo@4state-trucks.com

September 25-29 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

September 30 - Special Olympics Convoy and Truck Show - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@ 843-925-1173 or Michael Still at 803-530-1791.

October 7-8 – Truckers 4 Hope Jamboree – Clinton County Fairgrounds, 98 Race Track Rd., Mill Hill, PA 17750. Benefits Cystic Fibrosis #Hope4Hayze. Adults \$7, 12 and Under – Free. Non-Judged Semi Truck Show, Semi Truck Pulling on Sunday Vendors, Camping, 4x4 Truck/Tractor Pulls, Kids Pedal Pull, Farm Tractor Display, Awards, Live Music. FAMILY FRIENDLY! For more info contact Jason Smith 570-660-7281.

October 14 – LCM Southern Classic 2017 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecar-mag.com or 717-806-8907.

If you would like to list an upcoming show or event, send all the details including a telephone contact number to movinout@zoominternet.net. Visit us on the web at www.movinout.com

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Working Show Truck Of The Month - Weakland Wreckers



by Robert Conrad

This month's Working Show Truck is the perfect combination of beauty and power, and it's definitely a truck you can count on if you're stranded or in distress- either on or off of the interstate. This 2014 Peterbilt tri-axle wrecker is the pride of the Weakland Wreckers fleet based in Chest Springs, PA. The truck is equipped with a custom 50-ton rotator from B&B Industries and it's powered by a C-15 CAT engine, that's paired with an 18-speed transmission and 46,000 lb rears. The blue rotator body complements the striking orange paint and they've added a set of straight pipes, a custom bumper, and a number of extra lights on both the cab and the wrecker body.

Weakland Wreckers, LLC is a family-owned and operated company that's a part of the Weakland

937-4085. Mike Weakland said that his most memorable experiences have been attending the 2014 Florida Tow Show and driving the truck in various local parades with his daughters and relatives. Mike has operated the mechanic shop for a number of years and he and Mandy established the towing business in February of 2014. They also offer flatbed service to their customers in addition to the towing and repairs. You can find them on Facebook or go to www.weaklands.com. You can also contact Weakland's directly at 814-674-5527 or 814-

Mike wanted to send a special "thank you" out to Bill Bottoms from B&B Industries, Steve McMullen from High Country Motors, and Terry Imler. He mostly wanted to thank his wife and daughters for all of their love and support along the way.

For all of your towing, recovery, and repair needs, Weakland Wreckers, LLC & Weakland's Mechanic Shop, Inc. are the ones to call. Mike, Mandy, and the entire staff will treat you like family. If you're truck is broken down, they'll tow you in style with their stunning 2014 Peterbilt, and you'll be back on the highway in no time, once their mechanics fix your engine.

Movin' Out would like to salute Mike and Mandy Weakland for all of their hard work and service to help fellow drivers that are in need of help. If you have to get towed in, you might as well go in style, on the hook of Weakland's polished Peterbilt rotator!

JOBS!

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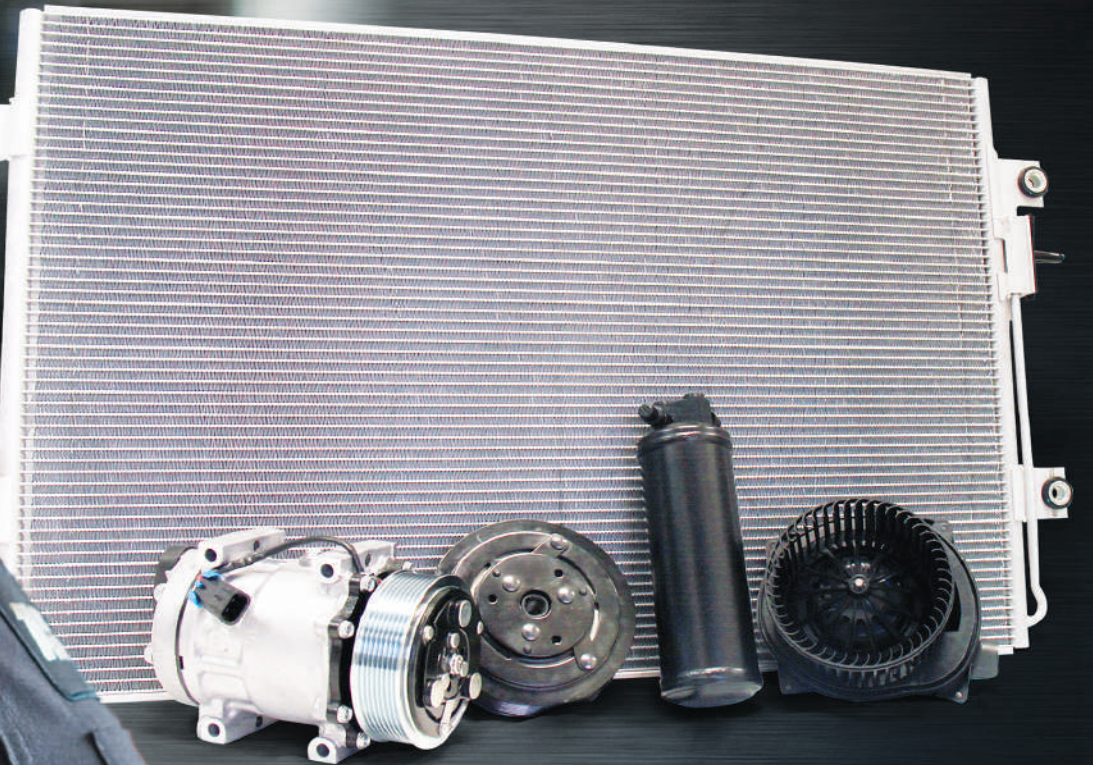
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