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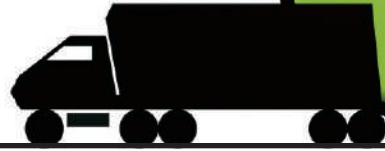
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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Wheel Jam 2018 Was A Rockin' Success!



Justin Durand of Rapid City, South Dakota is the proud owner of this 2018 Peterbilt 389. - Photo by Corn Field Mafia Photography - Turn to pages 14 & 15 for more coverage from the show.

Trailer One – Great People, Great Products, Great Service!



The staff at Trailer One, Inc. in Medina, Ohio.

By Steve Pollock

MEDINA, OH... Trailer One was opened in 1989 by Brad Thomas and Ken Smith at J&L Body in Cleveland, Ohio. The entrepreneurs became tired of working for other companies and decided to go into business for themselves. Ken

had experience in trailer sales and Brad in accounting and business management. The two partners secured a loan and opened their own semi-trailer dealership. Before long Ken and Brad moved their company, Trailer One to the Richfield Truck Center on Rt. 21 in

Richfield, Ohio. The partners then had the opportunity to relocate to a facility a few miles north behind the Pilot Travel Center at the Ohio Turnpike, exit 173. A few years later Trailer One relocated to its present location on rt. 18, 4 miles continued on page 3

Garden Spot Frame and Alignment Services – Customers Benefit From Bully Dog Engine Tunes



Pictured left to right: Garden Spot Service Managers Dave Brown and Rob Byers with Bully Dog Sales Professional Becky Boone and the Fuel Mileage Doctor, Kevin Campbell.

EPHRATA, PA... Garden Spot Frame and Alignment Services, Inc., located at 108 Garden Spot Rd. in Ephrata, Pennsylvania has been a distributor for Bully Dog engine tuners for the past year.

The company is so impressed with the performance of Bully dog that they have even installed them in their own wreckers. Customers love the extra power they get from Bully Dog as well as

the improved fuel economy. Most trucks in a line haul application see fuel economy improvements of 3/10 to 5/10 mpg for each 1/10 of a mpg improvement the estimated continued on page 17

Goodyear Rolls Out Its Best Long-Haul Steer Tire for Miles to Removal

Western Star Offers OOIDA Member Discounts



AKRON, OH... The Goodyear Tire & Rubber Company has added another product to its Endurance family of high-mileage tires with the introduction of the Goodyear Endurance LHS long-haul steer tire, which complements its popular Goodyear Endurance LHD long-haul drive tire.

The culmination of several years of research and field testing, the Goodyear Endurance LHS is Goodyear's best long-haul steer tire for miles to removal.

"Like the Goodyear Endurance LHD, the Goodyear Endurance LHS is SmartWay-verified and is a key part of Goodyear's Total Solution of trusted products, reliable services and fleet management tools, all delivered by a nationwide network," said Mahesh Kavaturu, marketing manager, commercial long-haul and regional products.

Optimized to help provide long miles to removal, the Goodyear Endurance LHS features:

- A new, wear-resistant tread compound;
- A new dual-layer tread with uniform stiffness for slow, even wear;
- New rigid casing construction for a consistent footprint; and
- New casing compounds for low rolling resistance

"Long-haul fleets are the biggest segment of the North American trucking market," said Kavaturu. "When it comes to

tires, these companies measure every mile. And they want to get as many miles as possible out of their tire investment, without sacrificing other performance benefits like fuel efficiency, even wear and traction.

"We believe that the new Goodyear Endurance LHS, along with the Goodyear Endurance LHD, can help fleets achieve this balance and ultimately lower their operating costs," he added.

The Goodyear Endurance LHS is available in the following sizes: 295/75R22.5 (Load Ranges G and H); 11R22.5 (Load Ranges G and H); and 11R24.5 (Load Ranges G and H). An additional size, 285/75R24.5 (Load Ranges G and H), will be available next month.

Both the Goodyear Endurance LHS and Goodyear Endurance LHD are available through the Goodyear Commercial Tire & Service Network, which encompasses more than 2,300 Goodyear Commercial Tire & Service Centers and authorized, independent Goodyear commercial tire dealerships throughout the United States and Canada.

"The Goodyear Endurance LHS and Goodyear Endurance LHD are positioned to become the 'go-to' steer/drive tire combination for long-haul fleets looking for returns on their tire investment," said Kavaturu.

To learn more, visit www.goodyeartrucktires.com.

PORTLAND, OR... Current members of the Owner-Operator Independent Drivers Association (OOIDA) can receive rebates on qualifying new Western Star truck models. Qualifying used trucks at SelecTrucks Centers are also eligible for the discount program.

To be eligible for a rebate from Western Star or SelecTrucks, customers must be OOIDA members for 90 days prior to purchase and must present their membership card at the time of sale. All trucks must be sold and delivered to the customer by December 31, 2018.

Qualifying Western Star trucks include new 2018 and 2019 model-year 4900 and 5700XE sleepers or day cabs. Visit the local SelecTrucks dealer for qualifying used truck inventory.

Based on truck model and configuration, OOIDA members can receive a \$1,000 to \$2,000 rebate. Rebate offers vary based on manufacturer. The program may be combined with other discounts. The SelecTrucks OOIDA discount can be combined with the All-Star Line Up promotion or the Proud to Serve Veterans promotion.

Noted Samantha Parlier, vice president, marketing and product strategy for Western Star: "We've had a long relationship with OOIDA, and it's important that we continue to support independent owner-operators and professional drivers with valuable resources that will benefit their business."

Western Star recently donated a new 5700XE to power OOIDA's "Spirit of the American Trucker" tour trailer, which promotes OOIDA's mission of celebrating American truck drivers.

To learn more, visit a Western Star or SelecTrucks dealership.

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Trailer One – Great People, Great Products, Great Service!



Left to right: Brad Thomas, Sr.; Brad Thomas, Jr. and Ken Smith

continued from page 1

west of Medina, Ohio.

Today Trailer One offers their customers semi-trailer sales, rentals, leasing and repairs. The company specializes in dry vans, flatbeds, dropdecks, reefers and specialty trailers. Trailer One is an authorized dealer for Manac, Dorsey, Stoughton and Extreme Trailers.

Going forward, Trailer One continues their tradition of being a family owned and operated business. Brad Thomas, Jr. will take over ownership and operations in 2019. His father, Brad Thomas, Sr. will serve the company as a consultant and Ken Smith will

serve in a sales capacity. With their dedicated staff of employees who have been with the company for many years, Trailer One plans to continue steady, controlled growth in the future. The company will also embrace new technologies to benefit their customers.

Trailer One is pleased to offer the new Extreme aluminum flatbed, one of the industry's strongest yet lightest flatbed trailers on the market. The Extreme Trailer is available in tare weights as low as 7,200 pounds. The company also offers the new Stoughton Pure Blue Refrigerated Trailer that is thermally efficient, lightweight,

serve in a sales capacity. With their durable and safe. Trailer One also has many quality used trailers in stock to choose from.

If they don't have what you are looking for, the sales professionals at Trailer One will locate the trailer you are seeking for you. Trailer One also offers their customers competitive finance rates through multiple lending institutions with no documentation fees.

To see the complete inventory at Trailer One, visit them online at www.trailerone.com or call one of their sales professionals at 800-340-4742. Trailer One is an accredited member of the Better Business Bureau.

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Off The Beaten Path



by Pam Pollock

Musings On A Sunny Saturday Morning...

It's Saturday morning on yet another deadline weekend. I have the entire August issue of Movin' Out done - except for, you guessed it, my column. I have about half a dozen topics running through my head but I can't pick which one to start writing, so please allow me to just muse aloud.

It's three weeks before I turn 57 years old. I have no problem telling anyone my age - but whatever you do, never ask me how much I weigh - or heaven forbid, come up to me and say, "Wow, you sure have changed since you were younger! What happened? How did you put on so much weight?" Although I won't cut you, I will harbor a deep, deep anger towards you for the rest of my life.

The guys have been out at the Walcott Truckers Jamboree since mid-week. I will admit that I have enjoyed my solitude and a very quiet house but I am ready for them to come home. For the first time in my 35.5 years of marriage, I was truly alone at the house, no kids, no pets. As you know, my beloved Gunny died back in February and Precious, our 16-year-old cat died on June 4th. It is very strange not having a furry friend to keep me company. I still have my birds that I feed outside as well as the chipmunks, squirrels, possums and the occasional raccoon who tries to raid my birdseed storage container. I accidentally ran over a chipmunk with my car this week and just felt horrible. I called my spouse, who was driving to Iowa and asked, whilst sniveling, "What do I do?" His response, "Grab a shovel, put him in the burn pile and give him a Viking funeral." Yeah, he's not fond of my critters that I feed. I don't handle sickness and dead bodies very well but I did as my spouse suggested. It took three tries to get Chippie on the shovel. He looked very beautiful in death, in fact, it was hard to believe that he had been run over by a Chevy Traverse loaded down with three car seats and a ton of contraband snacks and kids' DVDs. I carried him over to the burn pile and as I started to place him in the pyre of branches, his little buggy eyeball stared at me with such reproach. I was already crying and Chippie made me feel like such a butt munch, so I gathered some paper and made him a makeshift coffin. I gently slid him onto the paper, covered him up (that buggy eyeball was really causing me distress) and tossed a match onto the pyre. I would like to say that I said comforting words and maybe a prayer and watched Chippie go to his final destination - but that would be a lie. I ran, folks, I ran like the wind to the house, calling over my shoulder, "I am soooo sorry, Chippie!" And then I went inside and devoured a Wendy's Frosty I had found in the freezer.

I've been thinking back about my younger days. I was always sickly

and spindly and well, a nerd. I have always been a homebody and when I was younger, I was content to sit at home and read a book. When I was 18-21, I worked at a local truck stop, Larry's. I hung out with a lot of the boys who worked at the fuel pumps. They got me hooked on drag racing. Now, I have never been the best of drivers, but I loved to drag race with them. One night I had my Dad's 1974 Dodge Dart which had an eight-cylinder engine. We all met in Grove City and proceed to drag race up the main street and I had the pedal to the metal and I was winning and I was like, "Yeah, take that boys" and never stopped to wonder why they had fallen back - until I hit the railroad tracks and I heard a horrible noise from under the car. I pulled into a parking lot and the guys pulled in beside me and there we were, in the darkness with a flashlight trying to see what I had done to the car. We couldn't see anything hanging down - in retrospect, it was probably just the car bottoming out on the tracks, but to a frightened 18-year-old girl, I thought I had destroyed my Dad's car. I drove the 12 miles home, praying frantically. I pulled into the driveway, sneaked upstairs to my bedroom and spent the rest of the night alternately looking out my bedroom at the car and down on my knees imploring God that nothing be wrong with the car. I held my breath when my Dad went out at 6:30 am to go to work. I remember saying, "Jesus, Jesus, Jesus, please Jesus" over and over. Would my Dad burst back in the house and barrel up the stairs wanting to know what I had done with his car? Hallelujah - the car started, emitted ZERO sounds and my Dad was driving up the road! I bought my very first car about a month later, a brand new 1980

Pontiac Sunbird that I custom spec'd and ordered. And I raced that thing every chance I got.

More musings. I have a quick, hot temper. I am moody and lazy and love junk food. I usually stick up for the underdog. I talk to random people, babies and animals. I don't like crowds but I do like to be near the mosh pit at Flogging Molly and Dropkick Murphys concerts. I have been walking around with a torn meniscus since last December. I am obsessed with costumes and photo props and taking thousands and thousands of photographs. My family means EVERYTHING to me. I love the Hallmark movie channel. I think I was a lightkeeper's wife in another lifetime. I love the ocean but I can't swim. I hate telemarketing phone calls and I answer them this way, "Hello! You have reached 1-900-DIAL-A-PORN! You will never guess what I am wearing right now (and then I moan.) You are being charged \$19.95 per minute and these charges will appear on your next month's telephone bill." And click, the telemarketer hangs up - except for one time, one played along with me and got me so flustered that I had to hang up on him.

In summation - don't ask me how much I weigh. It is probably best if you don't loan me your car. If you like Irish punk music, call me. If I am in a foul mood, run for your life. A beagle puppy will definitely make my heart melt, so will a gallon of ice cream. Chipmunks beware - don't get in the driveway when I am backing up. Oh - and our newest grandchild is due on Thanksgiving Day! Get ready, BK4, Gaga has lots and lots of photo sessions planned for you! I love you so much already and can't wait until you arrive and join our crazy clan!

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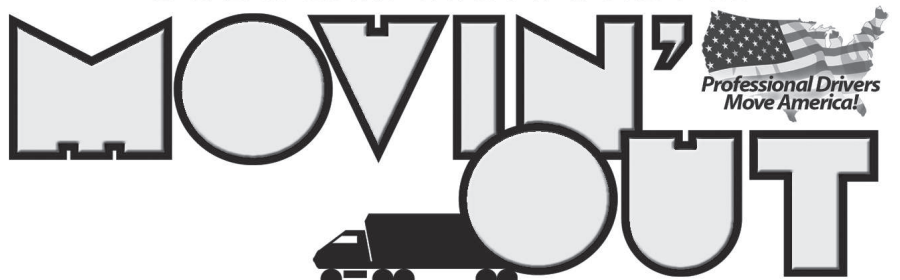
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Hunter Truck Represents Industry in Washington D.C.



Nancy Hunter Mycka, second from left, recently participated in a legislative fly-in on Capitol Hill.

Butler, PA... On June 20 and June 21, 2018, Hunter Truck participated in a legislative fly-in in to Capitol Hill to support the repeal of the Federal Excise Tax imposed on the sale of new, heavy-duty trucks and trailers. "The FET on a heavy-duty truck is the highest excise tax on any commodity in the U.S.," Executive Vice President of Hunter Truck Nancy Hunter Mycka said. "After factoring in Heavy Vehicle Use Tax, Tire, Tax, Licensing, State Sales Tax, and Motor Fuel taxes, a buyer could have purchased another truck in

taxes alone." The Federal Excise Tax was initially imposed in 1917 as a way to fund World War I. Since then, the FET on new, heavy-duty trucks, tractors, and trailers has grown from 3% to 12% and has become burdensome to purchasers. Nancy Hunter Mycka was one of 38 heavy-duty truck dealers to travel to Washington, D.C. to participate in two days of meetings to garner support for the S. 3052 and H.R. 2946 bills. "With the help of American Truck Dealer (ATD) we hope to find a bi-partisan solution to

migrate the Federal Excise Tax from a purchase tax to a use tax that would be repaid over a period of time," Nancy Hunter Mycka said. A leader in the trucking industry for 80 years, Hunter Truck offers unparalleled customer service and a wide array of services from a team of expert professionals. We maintain long-standing relationships with truck producers including Peterbilt and International and offer new and used truck sales, leasing and rental options, parts, and service.



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High Performance Diesels with Bruce Mallinson

A piece of history left me today, something that I have owned and cherished for 47 years, a vehicle that changed my life when I was 22 years old. A silver 1966 Corvette Coupe that had 19,000 miles on the odometer when I purchased it in 1971. The mechanical knowledge I gained from building this car made me a champion at Autocross and SCCA Solo 1 road racing. Nelson Ledges Road Course, a 2.3-mile circuit, was my home track and in 1973 I set the track record which held until 1979. I was told NOT to build this Corvette for the Race Prepared Class. They said I was too young, too poor, and certainly did

not have the driving experience. I will admit that I was young and didn't have much money, however, I was working a day job in Traffic and Transportation, and in the evenings I was rebuilding wrecked Corvettes. As for driving, what my critics didn't know was that I loved speed; the faster I could get a Corvette to go, the happier I was. Those of you who know the terrain in Western Pennsylvania realize that most of our roads are two-lane country, hilly, with plenty of curves. Back then I was mastering the art of 4-wheel drifting. My first time racing the 66 Corvette at Nelson's Ledges I finished 2nd out of 144

Corvettes. I only had 1 person to beat, and that happened in 1973 when I set the track record.

Life is amazing, many of us go through life being told "You can't do that," "You can't build high performance diesel engines for truckers," "You can't take a Big Cam 400 Cummins and produce 800 horsepower and expect it to live." The list goes on and on. The most recent one, "You can't pilot a boat to the Bahamas, you have never been out of sight of land on a boat. You have never had a class on reading a chart and navigating a larger boat, and it's only you and Debbie. You can't do that!" Well,



Bruce says goodbye to his 1966 Corvette Coupe.



Charles Cowdrey, a 78 year old Professional Truck Driver and Bruce Mallinson.

Debbie and I did it last summer. Maybe someday people will quit telling me "I can't do that." In the meantime, I'll continue to do what others say can't be done.

OLD SCHOOL TRUCKING, on June 25, 2018 a new Western Star pulled into our shop and I had to go and see this beautiful purple truck. A 78-year-old owner-operator climbed out of the cab and his name was Charles Cowdrey. What I thought was a brand-new truck turned out to be a 1999 Western Star that he paid \$13,000 for. The story is much deeper, you see Charles had another '99 Western Star powered with a 60 Series Detroit using the Pittsburgh Power exhaust manifold, 15% larger turbocharger, torsional damper and mercury filled engine balancer, and the Pittsburgh Power computer. This 12.7-liter engine produces 763 horsepower on level 2 of the power was not an issue. Charles's grand-

son was driving the Western Star on I-85 in Durham, N.C. when a tree that was 2 feet in diameter fell on the truck at 70 miles per hour. I'll bet his grandson never saw that one coming! The tree hit the hood and then the passenger side of the cab demolishing the truck. Branches of the tree ripped the oil drain plug out of the oil pan and the grandson shut off the engine as soon as he got to the side of the highway. No damage to the Detroit Diesel. Now Charles and his grandson are truckless and being he has only been driving a truck for 60 years, he is not finished. (Charles's first truck was a 1958 Ford F-1000 powered by a 534 cubic inch gasoline engine.) The insurance company gave him \$26,000 for his demolished Western Star, he then bought it back from the insurance company for \$6,000. His search for another Western Star took him to the state of Indiana where he purchased the purple 1999 Western Star for \$13,000. He

sold the seats, engine, transmission, differentials, tires, and wheels for \$10,000. Then he took the parts from his wrecked Star and installed them into the purple Star and off to the paint shop it goes. As you can see the result is phenomenal! He fooled me, I thought it was a brand new Western Star!

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

EMISSION SYSTEM MAINTENANCE: As you know, 14 years ago truck manufacturers had to meet stricter emissions requirements and the common solution was an Exhaust Gas Recirculation (EGR) system. Shortly after, the Diesel Particulate Filter (DPF) and Diesel Exhaust Fluid (DEF) were added. It's important to

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High Performance Diesels

continued from page 6



Pittsburgh Power's Dorothy soot separator

remember that these systems need to be maintained or they will cause significant problems.

properly. Disassembling and cleaning individual parts can be labor intensive and expensive. Therefore, we've come up with two solutions. First, our Dorothy soot separator removes the heavy soot particles from EGR flow and prevents soot buildup on your intake, engine internals, turbo, etc. It also means longer life from your DPF and DEF. We recently collected 1.3 pounds of soot from one Dorothy collection pot, a new record. Think of that much soot building up inside your intake and getting stuck on the valves. The second solution is rather new, but we've had great success with it. It uses compressed air to force a foam solvent through the engine breaking down dense carbon buildup. With a computer program controlling engine RPM, solvent cycles through the air passages cleaning everything from the intake, turbo, EGR, valves, and out the exhaust cleaning the DPF. It also cleans soot from the piston rings reducing liner wear. Afterwards, a parked regen burns off the existing solvent and the oil is changed. The result is a restored emissions system and a truck that runs good as new.

Written by Andrew Wilson, Pittsburgh Power Inc., 3600 S. Noah Dr, Saxonburg, PA 16056 Phone 724-360-4080 Website: Pittsburghpower.com

Understanding Oil Contaminants



By Tom Bock

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 125,000 miles 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 to 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. As-

suming oil is topped off oil during operation would be consistent 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 preventive 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.

The Great American Truck Show is a great place to get answers to all your trucking questions and see the latest advances in truck technologies. It is worth your time to attend August 23rd to 25th at the Kay Bailey Hutchinson Convention Center, Dallas TX. Stop by OPS-Oil Purification Systems booth 1117 for additional oil sampling info.

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

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Kenworth T680 Adds Predictive Cruise Control as Standard



KIRKLAND, WA... Kenworth's Predictive Cruise Control system became standard on the Kenworth T680 on-highway flagship effective July 1.

Kenworth Predictive Cruise Control combines GPS with

cruise control to deliver enhanced fuel economy. The system uses topographical GPS data inputs to aid cruising speed efficiency. As the truck enters certain types of terrain, such as rolling hills, the system modulates cruising speed to

optimize performance. For example, as the truck ascends and crests a hill, Kenworth Predictive Cruise Control will allow the vehicle speed to drop slightly below the set cruise speed. This boosts fuel economy since the truck is now using momentum

instead of fuel to maintain set cruise speed.

"The T680 equipped with Kenworth Predictive Cruise Control system provides opportunities for enhanced driveability and fuel economy through the fine-tuning

Paschall Truck Lines Announces New Driver Pay Program

Murray, KY... Paschall Truck Lines, Inc., (PTL) is excited to announce a new pay raise for its drivers. The pay increase, which goes into effect June 29, 2018, allows drivers to earn up to 45 cents per mile (CPM) in base pay with the potential to maximize earnings even more through Safety & Service bonuses.

PTL's premier fleet, which incorporates the company's safest and most efficient drivers, pays more to drivers who have seniority with the company. The company has also implemented automatic earned pay raises for its OTR drivers. For every 60,000 miles, PTL drivers get automatic pay increases.

of the engine's modulation of speed and torque over a variety of actual driving conditions," said Kurt Swihart, Kenworth marketing director.

The T680 is standard with the proprietary PACCAR Powertrain, which features the 12-speed PACCAR transmission. In addition to integration with predictive cruise control, the PACCAR transmission provides predictive shifting, which optimizes gear shift selections based on vehicle weight, engine torque, throttle and grade position. Predictive neutral coast uses GPS to shift into neutral on downhill grades to further reduce engine RPM and fuel usage, while using gravity and momentum to propel the truck forward.

For more information, watch the Kenworth Predictive Cruise Control (www.youtube.com/watch?v=seoARJ5N7fo).

Kenworth's Predictive Cruise Control functionality is also available as an option for the Kenworth T880.

Kenworth is The Driver's Truck™. See what drivers are saying at www.kenworth.com/drivers.

Kenworth Truck Company is the manufacturer of The World's Best® heavy and medium duty trucks. Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company.

*Individual fuel economy improvement will vary depending on use, road conditions and other factors.

In addition to industry-leading pay, PTL drivers enjoy a more productive job with less delay time due to the company's emphasis on longer length of hauls and having a high percentage of drop and hook freight. PTL is also unique in that as an employee-owned company, all employee drivers with tenure earn automatic annual grants of company stock. That combined with medical, dental and vision coverages, 401-k plan, pet and rider policies, a dedicated driver support team and a late model tractor fleet equipped with the latest safety technologies make PTL the fleet to drive for.

To work for PTL, drivers must be at least 22 years old and have a valid CDL-A. For more information about the driving opportunities and other great driver benefits at PTL, visit www.ptljobs.com or call 888-461-4776.

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Is Your DDEC III Or DDEC IV ECM Holding Out On You? Here's How To Tell Without Going To The Shop

ATA Truck Tonnage Index Rose 0.7% in May

Arlington, Va. — American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 0.7% in May after rising 2.7% in April. In May, the index equaled 113.8 (2015=100), up from 113 in April. ATA revised the April increase from the originally reported 2.2% to 2.7%.

Compared with May 2017, the SA index increased 7.8%, down from April's 9.9% year-over-year increase. Year-to-date, compared with the same five months last year, tonnage increased 8%, far outpacing the annual gain of 3.8% in 2017.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 118 in May, which was 7.6% above the previous month (109.7).

"This continues to be one of the best, if not the best, truck freight markets we have ever seen," said ATA Chief Economist Bob Costello. "May's increases, both sequentially and year-over-year, not only exhibit a robust freight market, but what is likely to be a very strong GDP reading for the second quarter. However, in the near-term, look for moderating growth rates for freight simply due to more difficult year-over-year comparisons, not from falling tonnage levels."

Trucking serves as a barometer of the U.S. economy, representing 70.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled nearly 10.5 billion tons of freight in 2016. Motor carriers collected \$676.2 billion, or 79.8% of total revenue earned by all transport modes.

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



I get a lot of calls from Series 60 owners who aren't satisfied with their engines power. Most of the time the DDEC takes the blame and it's understandable as to why. Most Cummins and Cat ECMs set a check engine light if the ECM is holding back fuel because of a derate or as it's more commonly known in the automotive industry as going into limp mode. DDEC ecms don't always set faults when they hold back power. For years I've seen this baffle technicians and Series 60 operators alike

Here are just a few common derates that won't set a check engine light in most DDEC software versions:

- Vehicle speed sensor errors - especially if progressive shift or vehicle speed sensor tampering protection is enabled. RPM and maximum torque can be limited if the signal from the sensor on the tail shaft of the transmission starts to get screwy.
- ABS errors - derate requests coming from the ABS because the ABS thinks the drives are slipping. There is a glitch with Diagnostic link software that sometimes identifies ABS faults as DDEC faults even though the DDEC check engine light is turned off.
- Automatic transmission throttle control/derate requests - If you

have an automatic and depending on your configuration you're often not in direct control of your throttle positioning sensor, and if you are your transmission can still override your input through the datalink. So transmission errors can cause your DDEC to hold back power.

• Low Boost sensor reading - This one is my favorite and is by far the most common reason your DDEC will hold out on you. It could just be the sensor, it could be the wires going between the sensor and the DDEC, it could even be the DDEC's hardware or software but usually it's just a boost leak.

You might think mailing me your ECM or bringing your truck into a shop would be the best way to find problems like this but that's not the case here. Most of these problems aren't obvious without a road test or a dyno run. So what's the easiest way to know if your DDEC is cutting power even though you don't see a check engine light? A basic bare bones datalink reader. If you don't already have one a basic J1708 Scangauge will display percent throttle and percent load. Last I checked it was about \$150 on amazon. There is also an improved version co developed by Keven Rutherford and Scangauge known as the Scangauge KR. The best price I've found is actually on my former employer's website Pittsburgh Power. Last I checked they had it for \$197. These datalink readers are a no brainer. They will save you time and money by narrowing down the search for your problem.

The key is in these two pa-

rameters.

Percent Throttle (TPS) - How much power you want (It's normal to see this number max out at 97 percent.)

Percent load (LOD) - Percent-

age of available power in that DDEC program that the DDEC is giving you.

Keep an eye on them as you drive and you'll see if your DDEC is holding out on you.



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Reading a water temp of 234° F, this DDEC is cutting power to 51 LOD.



With boost down to 4.2 PSI, this DDEC is holding back at 65 LOD.



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Pacifico Reflections - Home Fries And Jokes



by: Mike McGough

For more than an hour, we had been discussing a manuscript that was in the midst of the editing phase of development. I appreciated my friend and colleague's editorial advice and counsel both personally and professionally. His suggestions were spot on and articulate, and as a result of his editorial involvement,

my manuscript was going to be better.

We met early in the day, so we both ordered breakfast. Eggs, home fries, toast, and coffee made up the bill of fare. At this particular restaurant the portions are large, and more often than not membership in the clean plate club often falters. It did for both of us that day. As we continued to talk, I must admit that I barely noticed that two women had taken the booth beside ours. I was enjoying and appreciating the editorial advice I was being given, and that was the focus of my attention.

With no warning, one of the two women who had been sitting beside us, stood up walked over to our table and asked if she could have the home fries and toast that

we had not finished. Not knowing why she was asking for them, I immediately said, "Oh please, can we buy you breakfast?"

"No thank you; I've finished my breakfast. I want the home fries and toast for my chickens; they love them." We obviously agreed, and she carefully loaded the home fries and toast from our plates into a small take-home container that the waitress had given her. She explained her desire not to waste food, and told us a bit about her chickens, one rather large one in particular. It was obvious that this Rhode Island Red was her favorite. She thanked us for letting her take what we had not finished, then she said that she wanted to give us something in return.

She said, "Some people who

know me, call me the Joke Lady." She asked for a small scrap of paper and a pen. I had a pen that I offered, and I tore off a small portion of the placemat in front of me. Handing them to her, she began to carefully jot down the punch lines to five of what she called her favorite animal jokes. As she wrote them down, she shared each of the jokes:

What do you call a bear with no teeth? A gummy bear

What do you call a camel with no hump? Humphrey

What do you call a deer with no eyes? No I dear

What do you call a cow with only two right legs? Lean beef

What do you call a cow after it delivers a calf? Decaffeinated

They were cute, they were funny, and they did give us a laugh. In this

exchange that took no more than three minutes there were, however, some life lessons that did not dawn on me at the time. Because I was really focused on the conversation I was having with my friend and editor, I didn't get them, until I found the small piece of placemat on which she recorded the punch lines. When she handed it to me, I stuck it on my money clip and forgot about it. Later in the day, I referred back to it to share the jokes with my grandchildren. After I shared the jokes, I began to think about her, and as I did the lessons that this brief encounter offered became clear to me. They weren't lessons that she had explained to us, but rather lessons that her actions demonstrated.

Don't be wasteful.

All creatures, great and small, are worthy of your care and attention.

If you want something, don't be afraid to ask for it.

When you ask for something, do what you can to give something in return.

Never pass up a chance to put a smile on someone's face.

I thanked her for the jokes and promised that I would pass them on. What I didn't thank her for were the life lessons that our encounter with her afforded us. I wished I had realized them in time to thank her directly, but that was not the case. So I've decided to thank her two other ways. First, I'm going to periodically remind myself of the lessons she so openly demonstrated for us. I want to live the lessons she offered. And secondly, I am sharing her simple yet profound story.

Life is complicated and hectic at times. It offers both challenges and opportunities along the way. As you face your challenges and strive to make the most of your opportunities, one of the most powerful sources of support you can have are the positive examples offered by others.

Thank you Joke Lady.

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Eaton Takes Aim At Vehicle Electrification Market With New eMobility Business



SOUTHFIELD, Mich.... Power management company Eaton is addressing increasing demand for high-voltage electrified vehicle technologies with the creation of its new eMobility business. With a focus on intelligent power electronics, power systems, and advanced power distribution and

circuit protection, eMobility is poised to capitalize on a global vehicle electrification market projected to grow to 15 million pure battery-electric vehicles and another 30 million hybrids, from mild to plug-in, by 2030. Eaton plans to invest more than \$500 million over the next five years to develop new products and technologies, including smart diagnostic technologies, intelligent power electronics and predictive health monitoring, to further strengthen its global capabilities and deliver intelligent electrification products and solutions to passenger car, commercial vehicle and off-highway customers. eMobility focuses on three primary areas for both automotive and commercial vehicle customers: intelligent power electronics, power systems, and advanced power distribution and circuit protection. The power distribution and protection category includes fuses, supercapacitors and power distribution units (PDUs), while converters and on-board chargers fall under the power electronics umbrella. Power systems include electric vehicle (EV) transmissions for a variety of medium- and heavy-duty applications, as well as a 48-volt regenerative accessory drive system for heavy-duty trucks.

Eaton's existing line of electrified products – which includes DC/DC converters, PDUs, hybrid and battery-electric transmissions, and high-voltage fuses – serve as the foundation for eMobility to build additional growth as electrification increases. Eaton projects its current electrified portfolio will account for approximately \$300 million in revenue in 2018, and forecasts revenues of \$2 to \$4 billion by 2030 as new products and customers are added to the eMobility portfolio.

For more information, visit Eaton.com.

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Brake Safety Week is Sept. 16-22

Greenbelt, MD... CVSA-certified enforcement personnel will conduct roadside inspections on commercial motor vehicles (CMVs) as part of the Commercial Vehicle Safety Alliance's (CVSA) Brake Safety Week, Sept. 16-22, in order to identify and remove CMVs with critical brake violations from our roadways and to call attention to the dangers of faulty brake systems.

Properly functioning brake systems are crucial to safe CMV operation. Brakes must be routinely inspected and carefully and consistently maintained so they operate and perform to the manufacturer's specifications throughout the life of the vehicle. Improperly installed or poorly maintained brake systems can reduce braking efficiency, posing serious risk to public safety on our roadways.

Data and research are clear:

- According to the U.S. Department of Transportation's Federal Motor Carrier Safety Administration's Large Truck Crash Causation (LTCC) Study, 32.7 percent of large trucks with pre-crash violations had brake problems.
- Brake-related violations comprised the largest percentage of out-of-service vehicle violations cited during last year's International Roadcheck.
- The LTCC Study's relative risk analysis indicated that large trucks involved in a crash where the braking capacity of the truck was critical were 50 percent more likely to have a brake violation than were trucks involved in crashes where the truck's braking capacity was not critical.
- According to the LTCC Study, of the trucks involved in brake-critical crashes, 45.5 percent had brake violations, compared with 29.9 percent of trucks involved in

crashes of the same type where the braking was not relevant. Results from last year's Brake Safety Day found that 14 percent of all inspections conducted during that one-day brake safety initiative resulted in a CMV being placed out of service for brake-related violations.

Brake Safety Week aims to reduce the number of crashes caused by poorly maintained braking systems on CMVs by conducting roadside mechanical fitness inspections and removing dangerous vehicles from our roadways.

In addition to inspections and enforcement, outreach efforts by law enforcement agencies to educate drivers, mechanics, owner-operators and others on the importance of proper brake maintenance, operation and performance are integral to the success of the safety initiative.

During Brake Safety Week, inspectors will primarily conduct the North American Standard Level I Inspection, which is a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness. Inspections conducted will include inspection of brake-system components to identify loose or missing parts; air or hydraulic fluid leaks; defective rotor conditions; measurement of pushrod travel; mismatched air chamber sizes across axles; air reservoir integrity and mounting; worn linings, pads, drums or rotors; required brake-system warning devices; and other brake-system components. Vehicles with defective or out-of-adjustment brakes will be placed out of service.

In addition, in the 12 jurisdictions using performance-based brake testing (PBBT) equipment, vehicle

braking efficiency will be measured. PBBTs measure the cumulative brake force for the entire vehicle and divide it by the total vehicle weight to determine overall vehicle braking efficiency. The minimum braking efficiency for trucks is 43.5 percent, required by 393.52 of the U.S. Federal Motor Carrier Safety Regulations and the CVSA North American Standard Out-of-Service Criteria.

Brake Safety Week is part of the Operation Airbrake Program, sponsored by CVSA in partnership with the Canadian Council of Motor Transport Administrators and the U.S. Department of Transportation's Federal Motor Carrier Safety Administration.

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Industry News Briefs

Request Denied To Small Business Truckers Seeking Exemption From ELD Mandate

Grain Valley, MO... The Owner-Operator Independent Drivers Association's [exemption request](#) to a federal regulation requiring trucks to be equipped with electronic logging devices has been denied. The request was submitted 8 months ago to the agency that regulates motor carriers, the Federal Motor Carrier Safety Administration.

"We are puzzled and disappointed at the response from the agency. For months, the FMCSA has been granting exemptions to other organizations, some not even actually in trucking, but relying on trucks for their businesses," said Todd Spencer, executive vice president of OOIDA. The Association said in its request that small-business truckers that have already proven their ability to operate safely should not be subject to purchasing costly, unproven and uncertified devices. OOIDA had requested a 5-year exemption for motor carriers classified as small businesses according to the Small Business Administration and with a proven safety history with no attributable at-fault crashes, and who do not have a Carrier Safety Rating of "Unsatisfactory."

"Congress is taking notice that the mandate was not ready for prime time," said Spencer. There are numerous legislative proposals that would provide relief from the mandate and we're hoping Congress moves forward with them."

Among the numerous concerns cited in the request, the issue of self-certification of vendors is one of the biggest issues brought up by OOIDA.

FMCSA has stated that they do not know if the self-certified ELD's listed on their website fulfill regulatory requirements in the mandate.

"Most small-business motor carriers can ill afford to make these purchases only to learn later that the ELD is non-compliant. Yet they are required to do so or risk violation," said Spencer.

A five-year exemption would provide necessary time for ELD manufacturers to be fully vetted by the agency, which would alleviate small-business motor carriers from learning that they purchased a device that could damage their vehicles electronic control module or be hacked. OOIDA is part of a diverse coalition of industry representatives that has spoken out against the mandate. The ELD mandate is estimated to cost impacted stakeholders more than \$2 billion annually, making it one of the most expensive federal transportation rulemakings over the last decade. This is a massive unfunded mandate that provides no safety, economic, or productivity benefits for most ensnared by the mandate.

Commercial truck drivers are restricted to a limited number of working and driving hours under current regulations. The FMCSA's mandate requires that truck drivers use ELDs to track their driving and non-driving activities even though such devices can only track movement and location of a vehicle. OOIDA contends that requiring electronic monitoring devices on commercial vehicles does not advance safety since they are no more reliable than paper

logbooks for recording compliance with hours-of-service regulations.

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

Electronic Logging Escalates Demand for Truck Drivers—ATS Calls for Training with Simulation

St. Petersburg, FL... The so-called ELD rule, which requires truck drivers to verify their daily record of hours worked and miles driven via an electronic logging device, went into effect in December of 2017.¹ "There were a lot of dire predictions being made in the industry about ELD," says John Kearney, CEO and president of [Advanced Training Systems](#). "Some predictions included drivers being penalized for stopping to do maintenance or sit out a spell

of bad weather; that there would be a mass exodus of older drivers hurrying into early retirement; and that both trucking companies and drivers would suffer financially. Essentially, the sky was going to fall."²

Kearney, whose company is a leading designer and manufacturer of [Simulators](#) and Training using Virtual Reality for driver training (among other applications), adds that six months into the mandate, these predictions have shown no sign of coming true although there was a short extension in place. The net result of all the ELD changes is a growing demand for more and better-trained drivers, along with a market realization that incentive in the form of higher pay is essential to meeting that demand.

According to the American Trucking Association, the U.S. had a shortage of 51,000 truck drivers at the end of 2017, an increase of 40% over 2016. The association predicts that the shortage will be even greater for 2018, despite the fact that many companies are giving their drivers double-digit raises.³ Looking ahead, the U.S. is expected to need almost 900,000 more drivers over the next decade to keep up with growth and demand.⁴

"EDS is shaking up the industry," he says, "but in a good way. The end result will be safer, better-paid drivers, but it has escalated the demand for even more of them."

A recent survey by DAT Solutions, which tracks freight

and rate trends, has identified five ways in which ELD is changing the trucking industry:

- Truckers are staying in the game. While drivers do leave the industry for various reasons the ELD requirement is not one of them. Despite this, trucker employment is growing, adding about 19,000 jobs over the past year.

- Productivity, as predicted, is down. DAT reports that 67.3% of truckers responding to its survey said they are driving fewer miles since the ELD rule went into effect. Nearly 71% reported earning less money during that same period, because they must stop driving after 11 hours.

- However, freight demand and rates are up. As truckers reduce miles traveled per day, there are more loads chasing available trucks. Rates have gone up as much as 40% over the past few months.

- Insurance companies are factoring compliance with ELD into their rate calculations.

- The combination of rising rates and increased competition for service is forcing shippers and receivers to become more time-efficient.⁵

"Because of the ELD requirement," says Kearney, "these drivers will drive fewer miles and fewer hours than they would have a year or so ago. They will also be safer, better rested, and better paid, and—if current trends continue as they are—the industry will be more profitable. The issue now will be providing fast, effective

training that simulates real situations for drivers in order to meet the increased demand for [truck] drivers."

A key element both in attracting candidates and producing safe, road-ready drivers, notes Kearney, is the growing use of [simulator training](#) using VR as an adjunct to traditional behind-the-wheel (BTW) instruction. Just as in military and airline pilot training, the use of a simulator can teach the proper response to events too rare or too dangerous to be included in BTW instruction—for example, a steering tire blowout or an unexpected patch of black ice.

A recent study has found that driving simulators can also be very effective in training truck drivers for tasks such as backing and safety training. Simulator training also offers benefits from a cost-effectiveness perspective; one major trucking and logistics company reports a savings of \$40/hr. in fuel costs alone.⁶

Advanced Training Systems has developed [advanced simulation technology](#) and training that can help train new operators—safely—to deal with any on-the-road situations they may encounter. That, coupled with the training and preparation offered by the nation's best-equipped commercial driving schools, will help turn out the thousands of new safe, professional drivers currently needed by a booming and vibrant motor freight industry.

Advanced Training Systems

(ATS) is a high-tech simulator technology and engineering firm that has revolutionized the design and manufacture of advanced training systems to improve training and create safer drivers. ATS, the holder of multiple patents in high-tech training using simulation, has as its mission to provide this cutting-edge adaptive training to all involved in the transportation industry at an affordable cost, resulting in safer drivers/operators. For more information, visit [www.atstraining.com](#).

ATA Sues Rhode Island Over Unconstitutional Truck Toll Program

Arlington, Virginia... The American Trucking Associations, along with three motor carriers representing the industry, asked a federal court to rule Rhode Island's RhodeWorks truck-only toll scheme unconstitutional, arguing it discriminates against interstate trucking companies and impedes the flow of interstate commerce.

"Since RhodeWorks was first proposed, the trucking industry has been strong and united in opposition to this extortionate plan. We've warned politicians in Rhode Island that these truck-only tolls were unconstitutional and should be rolled back," said ATA President and CEO Chris Spear. "It is unfortunate that Governor Raimondo and her administration did not heed those warnings, but now we will see them in court."

In its suit, ATA, along with Cumberland Farms Inc., M&M Transport Services Inc. and New England Motor Freight, argues that the RhodeWorks plan violates the Constitution's Commerce Clause by discriminating against out-of-state trucking companies, and by designing the tolls in a way that does not fairly approximate motorists' use of the roads.

"This toll regime was designed to, and does in fact, impose discriminatory and disproportionate burdens on out-of-state operators and on truckers who are operating in interstate commerce. By design, the tolls fall exclusively on the types of trucks that are most likely to be engaged in the interstate transport of cargo, while exempting automobiles and the smaller vehicles that are relatively more likely to be engaged in intrastate travel," the complaint said. "The toll program also limits the tolls collected from trucks that make multiple trips within Rhode Island in a single day, a feature that was expressly intended to, and does in fact, provide disproportionate benefits to Rhode Island operators and those engaged in intrastate commerce."

"From the outset of this debate, Rhode Island's trucking industry and business community stepped forward as viable partners for long-overdue infrastructure investment in our state," said Chris Maxwell, president of the Rhode Island Trucking Association. "Instead of considering our perspective, Rhode Island's legislators, led by Governor Raimondo and Speaker Mattiello, marginalized us, dismissed us and chose the unfortunate path of designing, building and executing an unlawful and inequitable scheme of truck-only tolling. The result is this lawsuit."

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Wheel Jam 2018 Was A Rockin' Success!



Wendell Hofer of Doland, South Dakota with a 2013 Peterbilt 389.



J.R. Schlegler of Britt, Iowa with a 1980 Kenworth W900A.

By Tracy Bruns

It was a Rocking Wheel Jam Truck 2018 with the debut of the Saturday Night Rock and Lights! On Saturday, June 2nd during the Light Show from 10:00 pm to 11:00 pm the radio station Big Jim 93.3 out of Huron, South Dakota was rented by the 18 Wheel Truck Promotions, LLC to play classic trucking music! The truck drivers tuned in their radios for a rocking 18 Wheel Avenue for the spectators!

Another new venue this year was the addition of a bean bag tournament on Friday, June 1st towards dusk in the 18 Wheel Stage area with the proceeds benefiting the South Dakota Special Olympics! A free concert sponsored by DJ's Travel Center of Huron, South Dakota plus Truck & Trailer Specialists of Huron, South Dakota on Friday, June 1st featured the Jerry Scheckle & The Midnight Ramblers with headliner the Weston Frank Band on the 18 Wheel Stage.

Saturday morning, June 2nd started off with several trucks participating in the parade! Next came the famous and loudest Dynamic Engine Brake Competition sponsored by Dynaflex Products of Commerce, California! Galen Koester of Redfield, South Dakota had an astounding decibel winning reading of 129.8! Dallas Laube of Bryant, South Dakota placed second with a decibel reading of 129.1. Zach Gertz took third place with a decibel reading of 126.3. David Alley of Isabel, South Dakota placed fourth with a decibel reading of

125.8. These four trucks also happen to be extremely hard working ranch/farm semis!

At the Saturday night meal, sponsored by the Hatch Agency Inc of Minnetonka, Minnesota was the presentation of the 20 Show'n'Shine Awards! The Show'n'Shine Awards are based upon one's own personal taste of what one likes in a semi - classical, vintage, uniqueness, family heirloom, etc. We have sponsors/vendors, Wheel Jam Truck Show Crew members, and other members of the trucking world who pick the Show'n'Shine Awards! Tons of awesome door prizes were also given away from our fantastic sponsors/vendors! The finale was the Trucker's Choice Light Show and Interior plus Cab over starting at dusk on Saturday night, June 2nd!

Best of Lights Tractor/Trailer went to Rich Anderson of Wilmot, South Dakota. Best of Lights Bobtail went to Brendon Wikon of Hartford, South Dakota. Best Interior went to Ross Koehn of Starbuck, Minnesota. Best Cabover went to Cutler Laube of Bryant, South Dakota. This year's Lifetime Achievement Award recipient was Charlie Price of Huron, South Dakota. Charlie started trucking in 1965 and retired in 2010 with an astonishing 45 years in the trucking industry! Charlie and his beautiful wife Joyce raised three daughters - Barb, Charlene, and Jane!

The 2019 Wheel Jam Truck Show will be hold on Thursday, May 30th to Sunday, June 2nd, 2019!

- All photos by Corn

Field Mafia Photography



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Wheel Jam 2018



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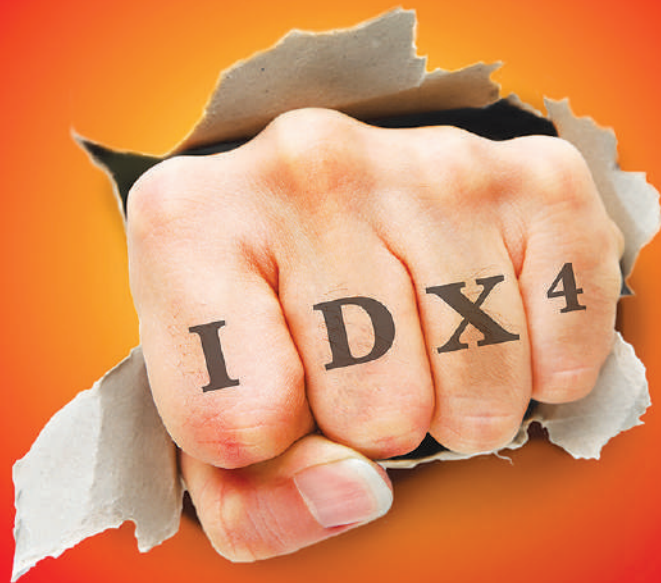
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Garden Spot Frame and Alignment Services – Customers Benefit From Bully Dog Engine Tunes

continued from page 1
 mated fuel savings is approximately \$1,000 per year. Each engine experiences different benefits with improved fuel economy and a better fuel burn. Bully Dog also provides longer DPF regen intervals and helps prolong the life of the DPF as well. An extra benefit from Bully Dog is analysis of engine fault codes, allowing the driver the option to keep on trucking or seek a service facility. The unit is easily installed and removed. Bully Dog is engine specific and is available for CAT, Cummins, Detroit and Paccar engines. The ECM tuner costs \$999 and the GT tuner, which includes a driving coach is \$1,899. Bully Dog is also EPA compliant.

The technicians at Garden Spot recommend a basic engine check to be sure the engine is operating properly. They will then provide an ECM print out as a baseline to check the Bully Dog's performance. Bully Dog comes with a 30-day money back guarantee. In their first year as a Bully Dog distributor, Garden Spot Frame and Alignment has installed 25 Bully Dog units with no returns. Bully Dog is seeking additional distributors in select areas.

Garden Spot Frame and Alignment, Inc. was established in 1978 as a frame and alignment shop. The company was purchased by the present owner Barry Simpson in 1997 and was soon expanded to a full-service truck garage with a mobile service truck. In 2009, a second service truck was added

and in 2012 Garden Spot Frame and Alignment added a full-service wrecker fleet. Today Garden Spot offers 24-hour towing and road service for their customer's convenience. Over the years Garden Spot Frame and Alignment, Inc. has added three additional full-service shops, a second facility in Ephrata, PA; Leola, PA; and East Earl, PA. The company also operates a tow yard in Lancaster, PA.

Garden Spot Frame and Alignment prides itself in employing trained and certified mechanics and using the latest technologies. The company has 21 available service bays between the four locations. Garden Spot Frame and Alignment, Inc. has built their reputation on problem solving for their customers. Customers bring their trucks with alignment issues

that other shops can't solve for Garden Spot to figure out. Over the years the company has also expanded their portfolio of truck services. In addition to general truck and engine service, Garden Spot offers complete frame straightening and alignments, suspension work, axle eye repairs, complete driveshaft service including custom manufacturing, and welding and custom fabrication. An extensive parts inventory for all makes of trucks and trailers is available with additional availability through local dealers.

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PA Turnpike Commission Approves Toll Increase for 2019

HARRISBURG, PA... The PA Turnpike Commission (PTC) at its bimonthly meeting today approved a six percent toll increase for 2019 both for E-ZPass and cash customers; the increase is set to start at 12:01 a.m. on Jan. 6, 2019. The toll increase will apply to all PA Turnpike sections and extensions, including

the westbound Delaware River Bridge cashless tolling point (#359) in Bucks County, where tolls have not changed since January 2016. Because of today's action, the most-common toll for a passenger vehicle will increase next year from \$1.30 to \$1.38 for E-ZPass customers and from \$2.10 to \$2.25 for cash customers. The cashless toll at the westbound Delaware River Bridge will increase from \$5.00 to \$5.30 for E-ZPass customers and from \$6.75 to \$7.20 for those who use PA Turnpike TOLL-BY-PLATE. The most common toll for a Class-5 tractor-trailer truck will increase from \$3.45 to \$3.66 for E-ZPass and from \$15.35 to \$16.30 for cash. (Note, truckers in this class who use E-ZPass tend to take shorter trips than those who pay with cash or PA Turnpike TOLL-BY-PLATE).

The 2019 toll increase — like previous annual toll increases — is required to meet the PTC's funding obligations as well as maintaining and improving the 552-mile PA Turnpike system. "Since 2009, the PTC has increased tolls annually to make good on a funding obligation required by a 2007 state law known as Act 44," said PA Turnpike CEO Mark Compton. "Under that law, the

commission has delivered \$6.1 billion in toll-backed funding to PennDOT in the last 11 years." During the initial three years of this legal obligation — 2007 to 2009 — the PTC transferred \$750 million, \$850 million and \$900 million respectively to PennDOT. Beginning 2010 through today, its directive has been \$450 million annually. Compton said the increase will also support efforts to manage the asset the PTC was assigned to build, operate and maintain in the mid 1930s — the PA Turnpike. "Parts of our tollway will soon turn 78 years old, and we owe it to toll-paying customers to continue to invest in our road to make it safer, smoother and wider," Compton said. "This year, about 84

percent of our \$552 million capital budget is focused on renewing, rebuilding and widening our highway system which last year carried more than 200 million vehicles." The PTC has thus far reconstructed more than 132 miles of its system, with another 19 miles of roadway now being rebuilt and widened and more than 82 miles currently in planning and design phases. (The PTC does not receive tax appropriations to operate and maintain its roadway.) The commission will post a 2019 trip calculator and toll schedule online later this summer. Visit <https://www.paturnpike.com/toll/tollmileage.aspx>

Turnover Rate at Large Truckload Carriers Rises in First Quarter

Arlington, Virginia — American Trucking Associations Chief Economist Bob Costello said the driver turnover rate at large truckload carriers rose in the first quarter of 2018. "The uptick in turnover is consistent with continued tightness in the market for drivers," Costello said. "Anecdotally, carriers continue to struggle both recruiting and retaining quality drivers — leading to increasing wages. The tight driver market should continue and will be a source of concern for "Turnover is not a measure of the driver shortage, but rather of demand for drivers," Costello said. "We know that as freight demand continues to rise, demand for drivers to move those goods will also rise, which often results in more driver churn or turnover. Finding enough qualified drivers remains a tremendous challenge for the trucking industry and one that if not solved will threaten the entire supply chain."

Carlisle Truck Nationals and Big Rig Show and Shine Delivering Job Opportunities

Carlisle, PA... All roads lead to Carlisle, that's just as much of a fact as it is a marketing statement for Carlisle Events. With many major roadways and just as many trucking companies in central Pennsylvania, it's easy to see why that phrase rings true. Carlisle itself is home to multiple trucking companies and warehouses as well as a stretch of road between I-81 and the Pennsylvania Turnpike that is home to a handful of truck stops and truck related businesses. It is fitting that Carlisle, Pennsylvania would also be home to the Carlisle Truck Nationals and its show within a show, the Big Rig Show and Shine. Presented in 2018 by A&A Auto Stores, this event runs August 3-5 and for 2018, plays host to a unique opportunity not only for enthusiasts of trucks, but also for those looking for work.

2018's Big Rig Show and Shine is expected to draw over 200 big rigs and heavy trucks to the Carlisle PA Fairgrounds, but what makes this year's happenings unique are that at least eight trucking companies are not only bringing trucks, they are bringing jobs to Carlisle! Scheduled for the show in August are U.S. Express, Inc., SAIA, United Vision Logistics, DAIM, Inc. Logistics, Triple K Service, Schneider, Ruan and Classic Carries, Inc. and more. Not only

will some of these companies be part of the Carlisle Carrier Showcase which features the trucks and businesses of the Carlisle region, some will have representatives at Carlisle talking to potential candidates for jobs.

For those interested in the trucking industry, this event also showcases the trucking industry with vendors, custom rig builders, antique and historic trucks as well as regional truck equipment dealers and service centers. Kenworth of PA and Motor Truck, a multi store dealership and service center for Kenworth truck equipment, and Cumberland Truck Equipment, a multi store dealership and service center for Volvo Trucks, will be on site sharing the newest equipment.

The event hosts family fun with the kids activities, light truck, jeep and SUV vendors, monster truck shows and rides, live music, competitions and more. It's all available for just \$15 per adult, with kids 12 and under admitted for free. Or get the weekend ticket for two by registering your Truck for the event. Complete details about truck weekend, including links to the companies that are showcasing and offering opportunities is available on the Carlisle Truck Nationals portion of www.CarlisleEvents.com.

Ontario Moves Forward with Zero Tolerance Drug & Alcohol for Commercial Drivers

Ontario is making changes to the Highway Traffic Act to address issues of impaired driving, distracted driving and vulnerable road user safety, effective July 1, 2018.

These amendments, to be implemented between July 1 and January 1, 2019, affect regulations enacted under the Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, Schedule 4 and the Making Ontario's Roads Safer Act.

Of particular note are the new zero tolerance measures for drivers of commercial vehicles:

Starting July 1, drivers of commercial vehicles must have a blood alcohol content (BAC) of zero — which is measured at

0.02 — and equivalent blood drug content (BDC) as detected by an oral fluid screening device when driving a commercial vehicle. If a commercial driver has alcohol in their system (above 0.02 BAC), they will face serious penalties, including licence suspensions and administrative monetary penalties.

With the federal government's intentions to legalize cannabis, zero tolerance drug sanctions will also be effective starting July 1, 2018. It is important to note that the zero tolerance drug sanctions will not be enforced until the Federal Minister of Justice approves and authorizes the use of an approved drug screening equipment.

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New Battery Powered HVAC System Now Available for New Freightliner Cascadia Truck Models



PORTLAND, OR... A new Battery Powered HVAC system is now available as a factory-installed option for new Freightliner Cascadia® truck models. This system provides up to 10 hours of cooling or 34 hours of heating to the cab when parked.

Available on all new Cascadia sleeper sizes and bunk styles, the Battery Powered HVAC system reduces emissions by allowing drivers to maintain a comfortable temperature overnight in their

cab without idling the engine. Increased airflow from a floor outlet further improves driver comfort, and the system is integrated with the truck's Optimized Idle feature for comfort in any extreme climate.

All system components are serviceable, and most can be reached without removing the cabinet where it is housed. For 60" and 72" sleepers, the new solid state electrical center of the Battery Powered HVAC system fits completely underneath the cab's wardrobe

cabinet, freeing up space in the baggage compartment.

The Battery Powered HVAC system has a dual evaporator design and the compressor only runs in parked mode – further enhancing reliability. The system is fully integrated with vehicle power management to preserve engine starting.

"The new Cascadia is built to provide optimal comfort both on the job and off, and the Battery Powered HVAC system contrib-

utes to creating that ideal interior environment for the driver," said Kelly Gedert, director of product marketing for Freightliner Trucks and Detroit Components.

Now available to order, the new Battery Powered HVAC system replaces the previously offered ParkSmart system.

For more information, go to www.freightliner.com.



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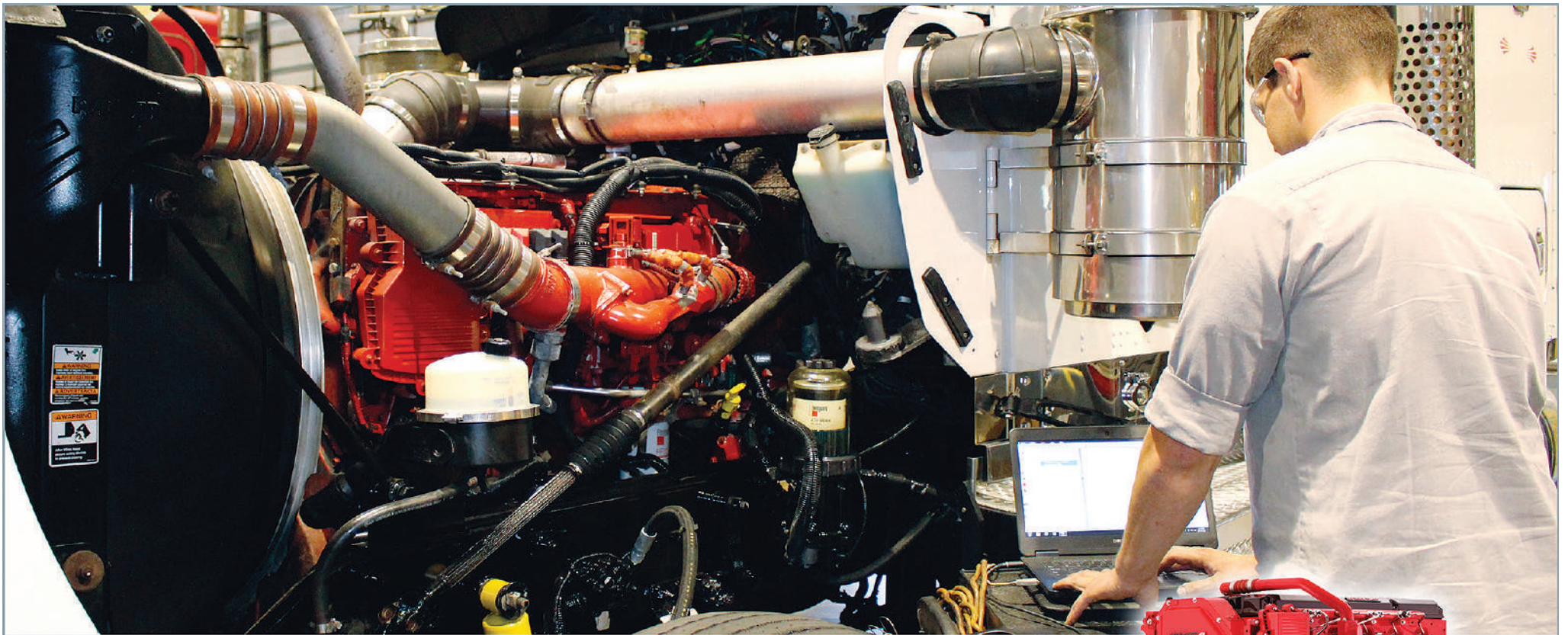
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2018 NAST / Great Lakes Big Rig Challenge



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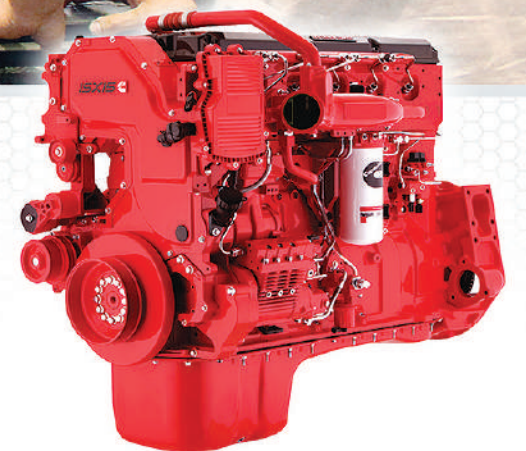


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Winner's List

Bobtail Main Class: 1st place- Bickham / Sercombe Trucking; 2nd place Zack Walker / Zwerk and Sons Farms; 3rd place -Dean Bugg / Forest Products; 4th place Curt LaLone / MLT; 5th place Eric Timmins / Zwerk and Sons Farm

Combo Main Class: 1st place Dave Haitsma V-Max; 2nd place Mike Sercombe, Sercombe Trucking; 3rd place Jeremy Moore / Earl Harding Trucking

Bob-Tail Wash and Show: 1st place Justin Richardson; 2nd place Mike Pitch; 3rd place Wayne Savlyier

Combo Wash and Show: 1st place Joe Arndt / Joe Arndt Trucking; 2nd place Matt Zeerip / Rick Zeerip and Son; 3rd place Ken

Wrecker Service Truck Main Class: 1st place Mike Fraiser / Joey's Towing; 2nd place Kevin Fisher / King MTN Trucking; 3rd place Cletus Snow / Sercombe Trucking; 4th place John Moore / Earl Hardy Trucking; 5th place Jim Sercombe / Sercombe Trucking; 6th place Ken Sharp / Weick Brothers

Log Trucks Main Class: 1st place Nathan Torsch/Hubbard Timber Trucking; 2nd place Curt LaLone / MLT; 3rd place Dave Haitsma / V-Max; 4th place Dean Bugg / Forest Products; 5th place Justin Richardson/Black Gold Trucking

Interior: 1st place Dean Bugg / Forest Products; 2nd place Dave Haitsma / V-Max; 3rd place Zack Walker/Zwerk and Son; 4th place Curt LaLone / MLT

Lights: 1st place Dean Bugg / Forest Products; 2nd place Mike Fraiser / Joey's Towing; 3rd place Mike Sercombe / Sercombe Trucking

Best of Show Bobtail: Dean Bugg / Forest Products

Best of Show Combo: Mike Sercombe / Sercombe Trucking

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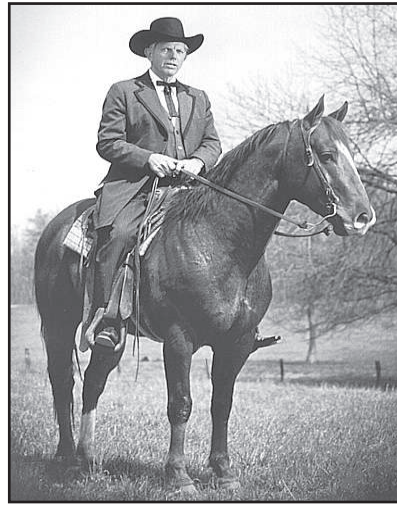
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Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy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

There Are Two Great Days In Each Life: One Is When You Discover Your Purpose

Every man you meet in the street can tell you what's wrong with the world. The only problem is that he doesn't offer a remedy. It isn't enough to see the evil that is in the land, we must have something that will replace it.

The human being will continue on the same road, even if it is a rut until he sees something better than what he has. There is no change in sight for a man until he comes to himself. The Prodigal Son would teach us that. In the pigpen he came to himself and said, "How many of my father's servants have bread enough and to spare, and I perish with hunger? I will arise and go to my father." He didn't arise until he first found himself.

There are two great days in the life of every person. One is his birthday and the other is when he finds out why he was born. The rest of his life is only a display of how he is on the inside. Appearances reveal character. Some things are learned by study. Some things are learned by being told. Other things must be learned only by revelation as God gives light upon the subject. Now, after revelation, many people do not act, they simply continue doing what they have always done.

It is not revelation to the, it is just a repeat of the 'same old, same old' as the man said unto his friend. But thanks be unto God, there is newness to life when we walk with Christ and we do not have to be in just a proverbial revolving squirrel sage. We can walk with God and make progress.

Driving Teams Collect \$368,000 In Bonuses In May Under \$40,000 Teaming Bonus Program

Chattanooga, TN... Leaders at Covenant Transport were excited about April's teaming bonus pay out of \$88,000. Then the good news got even better - in May, the expedited shipping specialist paid out \$368,000 to 184 driving teams who eclipsed 60,000 paid miles together, resulting in each team getting a \$2,000 bonus, or \$1,000 bonus per driver.

"We knew for months May was going to be a breakout month," said Joey Hogan, president. "We just didn't know exactly how big it would be."

Since the \$40,000 Teaming Bonus program launched Feb. 1, Covenant has paid out nearly \$500,000 in bonuses to professional driving teams.

"It's been exciting for us to be able to reward drivers who are committed to teaming," Hogan said.

Rob Hatchett, vice president of recruiting, pointed out that for many teams, the payouts will keep coming. "Of course the great news is this isn't a one-time payout," Hatchett said. "The way we structured the teaming bonus, these 368 team drivers will hit the payout again in another three to four months."

In other words, "it's going to be a continual celebration around here," he said.

For more information about Covenant Transport, visit www.covenanttransport.com.

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NATSO Testifies Before Congress on Biodiesel Policy

Alexandria, VA... A travel center executive testifying on behalf of NATSO told a House panel that the Renewable Fuel Standard (RFS) is successfully incentivizing travel centers to incorporate advanced biofuels such as biodiesel into their fuel supply, but also warned that the Environmental Protection Agency's recent practice of exempting certain refiners from their renewable fuels obligations undermines the law's intent and decreases demand for biofuels.

Robin Puthusseril, Vice President and Co-Owner of the Greater Chicago I-55 Truck Plaza in Bolingbrook, Ill., testified today before the House Committee on Energy and Commerce Subcommittee on Environment that over the past decade, the RFS has succeeded because it allows fuel retailers to offer biofuel blends to consumers at a price that is less expensive than purely petroleum-based products.

Annual renewable fuel volume obligations established under the RFS are designed to create market certainty and encourage fuel retailers to invest in the infrastructure necessary to incorporate and sell biodiesel. Greater Chicago I-55 Truck Plaza has been incorporating biodiesel into its supply for 12 years, investing more than \$500,000 on new fuel tanks, dispenser lines and other infrastructure. "We do all of this so we can offer the lowest priced fuel possible to our customers," Puthusseril said.

Puthusseril testified that EPA's recent practice of granting an unprecedented number of retroactive hardship exemptions to refineries has functioned as de facto mandate cuts in the biofuel volume obligations. Retroactively issued waivers create market uncertainty, ultimately diminishing the value of the biodiesel investments that Congress encouraged fuel retailers to make when it developed the RFS.

"It is imperative that EPA immediately re-evaluate its criteria for issuing the small refinery waivers," Puthusseril testified. "Going forward, I would hope that EPA act in a manner that is more consistent with the RFS by requiring all waiver requests be received and assessed prior to finalizing biofuel mandates for a given compliance year."

Puthusseril urged Subcommittee members to ensure that the EPA implements the RFS obligations in a stable, ambitious and growth-oriented manner so that it continues to encourage the consumption of renewable fuels.

Women In Trucking Announces Its 2018 July Member of the Month

Plover, WI... Women In Trucking Association (WIT) has announced Shelly Feidt as its July Member of the Month. Shelly is a veteran of nearly 10 years in the expedite trucking industry. She and her husband Mitch manage their fleet of seven trucks from home.

When Shelly was asked if she would encourage other women to pursue careers in trucking, the answer was an enthusiastic yes. "I would say go for it," she said. "It's a whole new direction."

Shelly had several previous jobs. She was working in a greeting card factory when she met Mitch, who was already driving for FedEx. The two married in 2007 and Shelly joined Mitch on the road in 2008.

The Feidts have driven for FedEx Custom Critical their entire careers, and Shelly said there's a good reason why. "We have so much support from FedEx and can't say enough about them," she said.

Although Shelly is now off the road managing the business, she really enjoyed her time driving.

"I love it," Shelly said. "You get paid to see the country and you get to meet a lot of wonderful people."

Shelly said being a female driver in an industry typically dominated by male drivers had some challenges, especially early in her career. But her no-nonsense attitude carried her through.

"When I first started, I had a couple of issues, but I just kind of shoved through it," she said. "I'm out here to do my business."

One thing that has contributed to the Feidts' success, Shelly said, is their ability to prioritize and avoid frivolous expenses. "It's all about priorities," she said. "If you're spending your money all the time on things like eating outside the truck and going to movies, etc., you're not going to make it. When you're out here on the road, you have to know what's important."

The best part of the trucking lifestyle, Shelly said, is the relationships and the sense of community. "It's just a really great group of people," she said. "We're all out here together. I even had the president of FedEx Custom Critical in our truck for a ride-along!"

For more information, visit <http://www.womenintrucking.org> or call 888-464-9482.

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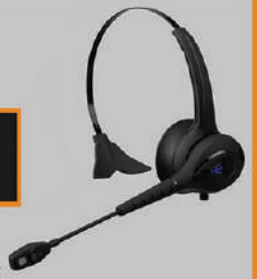
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Cline in 1961. At the same time, down Mexico way, a gravelly-voiced American DJ named Bob Smith was blasting his trademark growl across the southern USA. Wolfman Jack went on to star in the movie "American Graffiti" and later host TV's "The Midnight Special."

Barry Soetoro was a little-known law student, driving a battered Dodge sedan, but became the most powerful politician on the planet, when elected as the 44th president of the United States. I don't pretend to know how that happened, exactly, but I do know it's true. Or could be true. Just ask Barack Obama.

Robert Cossatto recorded a #1 hit in 1959 celebrating murder and mayhem called "Mack The Knife." Better known as Bobby Darin, he went to Rock & Roll heaven at age 37 after a failed heart surgery. Dino Crocetti and Leslie Townes both went from Ohio to Hollywood, becoming Dean Martin and Bob Hope on the

way. Another Buckeye alum, Doris Kappelhoff, started her singing career in 1939 with bandleader Les Brown. She eventually went on to become the legendary actress Doris Day. Yet another singer-turned-actor was Robert "Bob" Ridirelli, a fifties rock & roller who recorded "Volare" and "Forget Him" before starring in the movie "Bye Bye Birdie" as Bobby Rydell.

Harold Lloyd Jenkins was a fifties singer who made a name for himself by taking it right off a road map. Conway Twitty, one of the superstars of country music, took his name from Conway, Arkansas, and Twitty, Texas.

One of my favorite male singers from the fifties was a screamer named Fred Picariello, who sang "Tallahassee Lassie" and "Palisades Park" under the name of Freddy Cannon. My favorite female singer from that era was Concetta Francero, aka Connie Francis, who recorded "Where the

Boys Are" and of course, "Lipstick on Your Collar."

Don Lytle told someone to "Take This Job and Shove It" under the name Johnny Paycheck, and William Fries sang the trucking anthem "Convoy" as C.W. McCall. Jeanne Carolyn Stephenson took it to the "Harper Valley PTA" with a song written by Tom T. Hall, using the name Jeanie C. Riley. Yet another rockabilly singer from the fifties, Brenda Mae Tarpley, rocketed into country music history as the legendary Brenda Lee.

Names can be a funny thing, or a googled thing, but they're always an identification thing. Without them, only the IRS could find us, some days.

Today's Words to Live By: It's not who you know that matters, but WHAT you know about who you know.

You can reach Roger Clark at rogerclark437@gmail.com

Some of our best-known actors, singers, radio entertainers, and politicians don't use their real name. They do it for any number of reasons including money, spelling, privacy, and notoriety. Some notable examples include Nathan Birnbaum, Virginia Hensley, Bob Smith, and Barry Soetoro. Other famous celebrities include Robert Cossatto, Dino Crocetti, Doris Kappelhoff, and Robert Ridirelli.

I can tell you how many miles Harold Jenkins got, between his first name and last name, and just how far it was for Fred Picariello to travel from Florida to New Jersey. I just can't tell you why.

Nathan Birnbaum started in Vaudeville, using several names, but didn't hit the jackpot till he became George Burns. Married to Gracie Allen, one of Hollywood's funniest female ditzes, Burns signed a 15-year contract to perform at Caesar's Palace. He was 95.

Virginia Hensley's middle name was Patterson, or Patsy for short, and she was still married to first husband Dick Cline when "I Fall to Pieces" went to #1 for Patsy

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August 4 - 14th Annual Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, North West Parking Lot, Omaha, NE. For info call 402-895-8040 or 402-680-6121.

August 8-10 – Truck World Driver Appreciation Days Boogalo – 6965 Truck World Blvd., Hubbard, Ohio. Live Music Nightly at 5 pm, Cajun Food & Beer, 50/50 Raffle, Driver Giveaways.

August 10-11 - The 29th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 17-18 – 29th Annual Great Salt Lake Kidney Kamp Truck Show – Electric Park at Thanksgiving Point, Lehi, UT. www.saltlaketruckshow.com

August 17-19 – 9th Annual Eau Claire Big Rig Truck Show – Northern Wisconsin State Fair Ground, Chippewa Falls, WI. Park and Pride Truck Show with NO scoring, Monster Truck Throwdown, Truck Parade, Barbeque competition, Live music. For more info phone 715-832-6666. Email: info@ECTruckShow.com or visit www.ECTruckShow.com

August 17-19 - Chi-Town Large Car Truck Show & Benefit - Porter County Expo Center & Fairgrounds, 215 E Division Rd., Valparaiso, IN 46383 Benefits the Shriners Hospital for Children. Custom Semi-Trucks, Live Entertainment & Live Band, Food and Beer Garden, Raffles and Silent Auction. Full Carnival for the entire family! Camping onsite and hotels nearby. For more info visit www.chitownlargecars.org

August 18 –Penn-Ohio ATCA Truck, Car & Motorcycle Show – Cerni Motors, 5751 Cerni Place, Youngstown, OH 44515. Benefits "Making Kids Count" Family friendly event. Open to the public. Food, Raffles, Prizes, Vendors, Fun! In lieu of registration or entry fees, we ask that you make a monetary donation or bring school supplies to assist the local non-profit organization, Making Kids Count.

August 18 – Truckers Day At The Buck – Buck Motorsports Park, 900 Lancaster pike, Quarryville, PA 17566. For info phone 717-284-2139

August 23-25 – The Great American Trucking Show – Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com

September 7-8 – Big Iron Classic – Dodge County Fairgrounds, 92922 Hwy. 57, Kasson, MN 55944 www.bigironclassic.com

September 9-15 – National Truck Driver Appreciation Week

September 14-16 – 22nd Annual Richard Crane Memorial Truck Show – Little Bear East Arena, 275 Marquette St., St. Ignace, MI 49781. Phone 906-643-6950 for more info.

September 15 – 42nd Annual US Diesel Truckin' Nationals & Monster Truck Mash Up - Raceway Park, 230 Pension Rd., Englishtown, NJ. Presented by Elizabeth Truck Center/Sponsored by The Truck Buyer's Guide. Diesel Big Rig Show, Vendor Midway, Monster Truck Show & More! For more info call 732-446-7800 or go to www.racewaypark.com

September 22-23 – 6th Annual Masonic Motorama – Plainfield Farmers Grove, Rt. 191, Nazareth, PA. Cars, Trucks, Big Rigs, Motorcycles – Anything With A Motor! Truck Pull on Sunday.

September 28-29 - Guilty by Association Truck Show & Customer Expo - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: g-batsinfo@4statetrucks.com

September 29- Special Olympics Convoy and Truck Show - South Carolina Farmers Market West Columbia SC. Come Join us for the convoy around the Capitol of SC and truck show hosted by the Palmetto Classic Iron Chapter of the ATCA. Fun for all, please contact Phil Hrynenko@ 843-925-1173 or Michael Still at 803-530-1791.

October 5 – Mack Days – Gerhart Machinery Company, 910 Brunnerville Rd., Lititz, PA 17543. Hosted by Central PA Chapter of ATCA and Gerhart Machinery.

October 5-7- Truckers 4 Hope Truck Show – Clinton County Fairgrounds, 98 Race Track Rd., Mill Hall, PA. Semi Trucks, Cars, Pick-ups; Semi Pulls, Band, Beer Tent, Family Friendly, Kids Pedal Pull, Vendors. In honor of Hope4Hayze – All Proceeds Benefit Cystic Fibrosis Research. For more info contact Jason Smith at 570-660-7281 or email: jmrodeobullfighter@gmail.com

October 6-7 – Truckin' For Kids Truck Drags and Show & Shine – Irwindale Event Center, Irwindale, CA. www.TruckinforKids.org

October 13 – LCM Southern Classic Truck Show – LeeHi Travel Center, Lexington, VA. For more info phone 717-806-8907.

October 14 – Cornfield Cadillacs Truck Show – Bowles Farm, 22880 Budds Creek Rd., Clements, MD 20650. Family Event! For more info contact Derrick Bowles at 301-672-3221.

October 28-31, 2019 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvshow.com>

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:
 Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314,
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Working Show Truck Of The Month



fooled by all of the custom features, this Peterbilt is no "garage queen", as Tim keeps those wheels turning every week. The sound system is definitely over the top with the addition of a Pioneer flip out head unit, Kicker 12" subwoofers, and a number of Kicker amps that make you feel like you're at a live rock concert instead of out on the interstate! Tim's 2013 East dump trailer has a number of extra lights all around and is polished to a mirror finish. The Mathis family has logged many miles and Tim Mathis is following in the footsteps of past generations. One thing's for certain, he's making them proud with every mile, delivering his loads in style with his stunning combo! He wanted to thank his family for all of their love & support along the way. Movin' Out salutes Timothy Mathis for all of his hard work by selecting him as our August 2018 Working Show Truck of the Month.



Timothy Mathis - M. Transport Inc.

By Robert Conrad

Trucking is one career that's handed down from generation to generation in many families. The Mathis family is a prime example, as Timothy Mathis has followed his father, several uncles, and cousins who have chosen trucking as their career. Tim has been trucking for over 23 years, running his own trucking company for the past 6 1/2 years. He hauls a variety of dump truck loads with his stunning 2007 Peterbilt 379 and 2013 East dump trailer. Tim says his polished Peterbilt has a 550 CAT engine that's paired with an 18-speed transmission to pull those hills. Tim has installed a number of custom

features both inside and out on his truck. A Generation 3 steer axle air ride by 12 Gauge Customs gives the truck just the right stance! Tim has also added a custom 20" bumper, a drop visor, custom rear T-bar, and a set of 8" straight pipes - complete with Pickett elbows. There's also low rider 1/4 fenders, extra roof lights on the cab, and a custom fuel tank filler.

The truck's interior looks every bit as nice as the outside thanks to hardwood flooring that makes you think you're standing in your living room, along with Legacy low-profile seats, and custom chrome threshold plates and chrome seat adapters by Rockwood. Don't be



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