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PDI's Annual Customer Appreciation Truck Show Attracted Truckers from Across the U.S.



BEST OF SHOW - Bill Rethwisch, Tomah, WI, 389 Peterbilt. Turn to pages 16 & 17 for story and photo coverage of the show. - photo courtesy of Performance Diesel, Inc. (PDI)

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continued on page 11

TravelCenters Of America Announces TA Truck Service Commercial Tire Network

Creates Largest Independent Commercial Tire Dealer in the U.S.



WESTLAKE, OH... may sell tires and the tires that we maintenance service. Many of the tires in our line up will now also be available for pick-up by customers, delivery at customer locations and through direct sales. We believe that the TA Truck Service Commercial Tire Network™ is the largest independent commercial tire dealer in the United States, and that we have assembled a leadership and dedicated sales team to bring the combination of wide product choice, flexible delivery/install capability, emergency roadside service and our growing OnSITE™ mobile

may sell to our customers,” said Tom O’Brien, president and CEO of TravelCenters. “In addition to our traditional retail and ‘national account’ offering, we have already added tire brands, including Cooper Tire Roadmaster®, Goodyear Marathon® and Kelly®, and expect to add others soon, including BF Goodrich®, Pirelli® and Formula® by Pirelli. We have also expanded the array of tire brands available through both our RoadSquad™ and our growing OnSITE™ mobile

continued on page 2

TravelCenters Of America Announces TA Truck Service Commercial Tire Network

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continued from page 2
pricing to our customers that may be unparalleled in the commercial tire business.”

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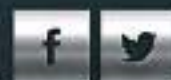
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Off The Beaten Path

by Pam Pollock



Not A Creature Was Stirring...

Over the years it has become quite apparent to me that Clement Moore, author of "Twas The Night Before Christmas" obviously did not share his abode with pets. I mean, come on – not a creature was stirring? And if he really did have pets, did he have them on a sleep schedule? Did he round up his cats and dogs and any other critters at 7:35 pm and march them off to their beds? Or did he give them Benadryl to make them sleep all night?

I'm only asking this because, at our house, the pets rule the roost. I don't remember what a full night's sleep is. I think I had a brief 5-6 years of this somewhere between when our human children were in school and the current pets joined the family 16 and 13 years ago, respectively.

Gunny has had kidney problems for many years now and going to the bathroom is a necessity. But sometimes the little weasel just wants to go outside in the middle of the night and sniff and search for varmints. He loves to frolic in fresh fallen snow. I like to do that, too – but not at freakin' 3:30 am! I tend to lose my cool and shout, "You are 13 years old, which is 91 in dog years and I am 55, which is 385 in dog years! We should not be frolicking in the snow at 3:30 am, so haul your butt back inside and go to sleep!"

Sometimes Gunny does not want to go outside in the middle of the night – he just wants a treat or two treats or... seventeen treats. He's a beagle and he's very vocal in expressing his feelings. He bays his displeasure if he thinks that we are now bowing down to his wishes.

While Gunny may be King of the Pollock household, Precious the almost 16-year-old cat is the Queen. And we all know that the Queen is really the power behind the throne. She's aloof, she's disdainful and she demands that everyone does her bidding. I admit it; we are all a little scared of this eleven pounds ball of fur. She mostly ignores us – she will sit by herself and gaze at me and, I swear, she is sneering. I beg her to come cuddle with me but she turns her head and ignores me – until it is 2:00 am and I am fast asleep. Well, I was fast asleep until I am awakened by the sound of meowing from down the hall. I roll on my side and ignore her. She creeps down the hallway, her meowing raises several decibels. I pull my covers over my head. My spouse tosses and turns and mutters under his breath. "Hold the line, dear!" I tell him. "Tonight,



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let's show these pets who is really in charge!"

Precious is now running up the hallway and it sounds as though a herd of deer is running amok in the house. She jumps up on our bed and her meowing is now at the protestor level. I find my hubby's hand under the covers and grasp it for support. We feign sleep and try not to breathe. She bounces from my body to his. Bounce, bounce, bounce! We don't move a muscle. She kicks up the scare tactics a notch and begins to "knead" our bodies. It's not working – so she unleashes her claws. One of us winches in pain, one of us cries out. (Not saying who...) "Don't give up the ship!" I implore. Precious is now sitting on our heads; she's like a cat burglar (pun intended) – pouncing from his head to mine. Cat butt in your face at 2:23 am is not enjoyable. My husband utters some pretty profane oaths and throws back the covers and jumps out of bed.

Precious wants a fresh can of cat food, some new water, and a trip outside to see what's going on. Steve complies, albeit unwillingly, with her demands. He crawls back to bed and gets settled down. We hear her meows outside – Her Royal Highness is ready to come back in. I crawl out of bed – but I don't pull the covers off of my spouse – and let the \$%^@!# back inside. She decides to join us in bed because



she feels like cuddling – at freakin' 2:46 am. to say I love you."

It's now 3:41 am and we finally drift off to sleep – until my spouse's alarm begins to ring at 4 am.

I finally nod off and am at the point of having visions of sugarplums dancing in my head when what to my wondering ears do I hear but the clattering of yipping. "Yip! Yip! Yip!" "Hey Mom, Hey Dad!" yips Gunny. "I need to pee and I need a treat and I just wanted

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High Performance Diesels

with Bruce Mallinson

Our new Full Tilt ISX Cummins testing exhaust manifolds on the dynamometer, it became apparent the numbers 1, 5, and 6 cylinders were not receiving as much turbo boost as cylinders 2, 3, and 4, so apparently there had to be some restriction in the intake manifold, and there was (is). Now, it's back to the drawing board and building plastic models of intake manifolds to test on the flow bench. Some companies try to build airflow management equipment for diesel engines without the use of a flow bench: Gentlemen, it can't be done. Well, it can, but without a flow bench, you're basically just flying blind (guessing). Many of you reading my articles were just like me in our younger years:

We built hot rods, performance cars, were racers of some sort, etc., so we all know the name Edlebrock and Ofenhauser intake manifolds, Headman Headers, glass packs, and Dart Heads (and the list continues!). To build these products the owners of the companies had to purchase Flow Benches and know how to use them! Our sister company, Full Tilt Performance is the only manufacturer of intake and exhaust manifolds for class 8 trucks in North America that has and knows how to use a flow bench. Watch our video on our Pittsburghpower.com website to see the Improved air flow of the Full Tilt ISX Cummins intake

manifold, and you will see why we gain 1/3 to 1/2 a mile per gallon in fuel savings and eliminate a possible scoring of cylinders 1,5 and 6. This product is a big deal for the ISX. Many of our owner-operators who get great fuel mileage from the various products we offer can park their trucks for January, February and March to travel to warmer climates for the winter such as Florida, Arizona, Costa Rica and Belize. Just think about how relaxed their minds are when they come back to their trucks and the snow and cold weather are gone. Unfortunately, they are missing the Owner-Operator Snowmobile conferences at the end of January and February. Would you like to be able to take the winter off from trucking and relax for an extended period of time? I'll bet you would! So, let's work together and build trucks that get great fuel mileage and you too can enjoy the winter months! We can build you a great truck: However, you must drive it properly and leave the cruise control off unless the terrain is dead level and light on traffic. Watch the turbo boost gauge or the Kevin Rutherford Scan Gauge and keep it steady: Diesel engines are more fuel efficient at a stable output, not riding the throttle up and down. Using cruise control on rolling hills will rob you of 1/2 a mile per gallon, and will just BEAT on your engine in the hills!!

WARNING: Cummins Reman ISX short blocks, long blocks, and engines: If you have purchased one of these and the time comes to rebuild it, be very careful of the cylinder liners in the block. Many of them left the Recon Plant with standard liners, which measure 150 millimeters, however the blocks were machined for 152-millimeter liners. This means you can't go by the liner number in the engine! You must get with your Cummins Engine parts supplier and read the technical service bulletin TSB 110277. If you put the standard 150 mm liner in a block that was machined for 152mm liners the engine will run for about 200,000 miles, and

then you will get coolant into the oil pan. This is only a problem associated with the recon ISX blocks, short or long blocks, and engines. Pittsburgh Power has another new product for Caterpillar Engines: It's a simple product, however, it will eliminate a serious problem. We have taken the factory exhaust manifold gasket with the built-in tin sleeve that sticks into the exhaust port of the head and redesigned it to eliminate the tin shield. This thin shield often breaks off into pieces and wipes out the turbine wheel of the turbocharger. Sometimes, the sleeve will break off and just become lodged in the manifold, which is obviously horrible for exhaust flow. We love our new gasket for its thickness and the fact that it will compress to seal uneven surfaces, so we have it made without the tin sleeve and the result is a better-sealing gasket without the problem of blowing a turbocharger or just restricting exhaust flow.

Engines: When you or your mechanic remove and reinstall the twin turbochargers on the Acert Cat Engine (such as when installing our manifold, SS studs, and custom gaskets mentioned above), make SURE they pressure-test or smoke-test the entire twin-turbo intake system for intake leaks. The "bellows" that connects the twin turbos together very hard to seal and many times leaks, resulting in a loss of charge-air to the engine and a loss of fuel mileage and power. We pressure-test every engine that comes into our shop and find that 80% or more have a turbo boost leak and many times it's right after they had their engines worked on by another shop. To obtain optimum fuel mileage there must be no leaks of the charge air system.

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



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SLC Lighting - "The Lighting Basics - Having a Spare"

By: Warren Lantz

Winter is here. Mother nature is giving us the cold shoulder. It's time to think about what can happen to your lights. Lights can be expensive, I get it. Buying a set of LED lights for your truck can sometimes be a scary amount. However, "when Murphy hits, he hits hard." The easiest way to overcome when a light goes out is to have at least a few spare lights on hand, if possible. The reason I mention, "if possible," is because I realize that not all truckers have the option to carry spares. Maybe you are a fleet driver and the truck is leased through your carrier. Maybe you have a newer-style truck and certain lights are either too expensive or just hard to come by. This month, we shall go over some reasons to have a spare, which spares to carry, and a winter lighting tip.

Why have a spare? I thought LED lights last forever!

LED lights have the same natural pitfalls as any other light. That one piece of frozen dirt or a rock can take out a light. Taking out that light could get you pulled over. Getting pulled over could get you a ticket or at minimum, time wasted. Not to mention, having to buy a new light (that probably won't even match) anyway.

How many of each light do I need to carry?

For starters, having any light as a spare is better than none. The most common lights that I have seen go out on the highway are the stop, turn, and tail lights; followed by side marker lights; followed by headlights. Just carrying a small box with one of each of

these (heavily dependent on your headlight system) will put a cushion between you and Murphy. You may increase the number and types as you see fit.

Winter is here. What is the best tip you can tell me?

Run incandescent lights if you can. I'm serious. LED lights do not melt the snow and the ice, rendering them useless in the winter. Changing out some critical lights for incandescent will save you the hassle of getting out and wiping them off in the cold. Not to mention, on average, incandescent lights are more affordable than LEDs, so carrying spares for your incandescent set will be easier too. I have spoken to many a trucker who switches out their LEDs for incandescent lights in the winter months. When spring comes around, they go shopping for new LEDs! It's a win-win-win.

At the end of the day, you, the consumer, use these products on a daily basis. You know which lights suit your needs best. That is why we carry a large selection of LED and incandescent lighting available on our website www.sclighting.com or you can give us a call at 800-938-0120. Online, use the code MOVINOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount. Thank you for an amazing year of "The Lighting Basics!" I hope this information has been helpful to you every month. I am looking forward to another year of writing for Movin' Out, but in the meantime: MERRY CHRISTMAS! HAPPY NEW YEAR! Enjoy this season with your loved ones and drive safely.

Understanding Oil Contaminants



By Tom Bock

As 2016 comes to a close it is time to reflect on the predictions, goals and business plan you set for your operation last December. Predicting what will happen helps to establish guidelines for your goals and plans. Don't beat yourself up if your predictions were way off. I don't know anyone who predicted last December that the CUBS and TRUMP would win but they did. Setting goals gives you something to strive for and a benchmark to gauge improvements etc. Were the goals you set realistic and attainable or simply pipe dreams? Hopefully you established a business plan that enabled you to meet or exceed your goals. The business plan you design for 2017 should reflect and improve your operation and profitability.

December is the time of year to look back and review the profitability of our operations. What did we do to improve profits and what had a negative effect? We have worked diligently all year. What do we have to show for it and how can we improve the bottom line in 2017? This reflection will help establish a plan to increase profits and ensure we are on the right track.

Understanding how to improve profits is the best way to ensure profits continue to grow.

There are two ways to improve profits; either increase revenues at a rate greater than expenses or reduce expenses without losing revenues. To some extent, Revenue can be controlled, but ultimately the rates customers are willing to pay are a function of supply and demand. The carrier who can control the expense side of the equation has an advantage and can move loads more profitably and for a lower rate when necessary.

The successful carriers understand that they can control the cost side and improve profits as well as allowing them to function and thrive during the lower demand periods when rates drop. The expenses that offer the greatest return are fuel and maintenance, as they can be improved by utilizing some of the tools and studies that are readily available. To lower fuel expenses, driving at slower speeds will increase fuel mileage, as well as equipping the tractor and trailer with low rolling resistance tires and installing products that reduce wind resistance. Lowering maintenance expenses with preventive programs and utilizing the tools available that are designed to improve engine performance and increase longevity places you, the driver, in control of the costs.

One of the best tools to lowering maintenance costs is through oil sampling and keeping oil clean at all times with a quality bypass filtration system. Instead of rid-

ing the normal oil quality roller coaster that continually replaces contaminated oil with new oil only to have the contamination cycle start all over again. Keeping the oil free of solid and liquid contaminants allows the engine to run more efficiently and last longer. This saves \$\$\$\$ today and protects your investment over the long haul.

An oil maintenance program that includes oil sampling not only verifies the quality of the oil but identifies any wear metals or contaminants that indicate the engine is not functioning properly. If the defects are not corrected, it is likely that a costly component failure is inevitable. Sampling creates a historical record that, if properly reviewed and acted upon, will save \$\$\$\$\$ in the long run and lower overall maintenance expenses.

Products that remove contaminants from lubricating oil as part of a maintenance program that includes oil sampling will ensure that oil expenses and engine wear can be controlled, resulting in lower overall expenses, improved profits and extended engine life.

Take the time to research what products are available, compare both initial start-up costs and ongoing, expenses of devices: device, filters sample kits etc., then purchase the right system and start saving.

If you have any topics or questions you would like to see discussed in this column please email me at tbock@ops-1.com

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For more information on PMTA (Pennsylvania Motor Truck Association), go to www.pmta.org

Driverless-car makers worry that California's proposed rules will slow their progress

California's proposed rules for self-driving vehicles got another road test Wednesday, as vehicle makers and industry groups expressed concern at a public workshop that the Department of Motor Vehicles' regulations could slow development of the technology and conflict with more flexible federal guidelines.

Recent revisions to the proposed rules, which were released late last month, include a requirement that companies "self-certify" that their vehicles meet both federal vehicle safety standards and the National Highway Traffic Safety Administration's guidelines for autonomous vehicles.

Manufacturers must also obtain an ordinance or resolution from local authorities that specify the roadways, speeds and other conditions that their vehicles are designed to operate in to ensure that communities have input on where testing occurs, the DMV said in a notice issued in September.

Feds may further target fuel as national carbon tax looms

Climate change is fundamentally altering the way companies are doing business, a leading climate researcher told the trucking industry about Canada's move towards a national carbon tax framework where polluters pay.

Earlier in October, the federal government indicated that all provinces must have a carbon pricing plan in place by 2018 that meets a minimum of \$10 per tonne, rising by \$10 per year to a cost of \$50 per tonne of emitted carbon dioxide by 2022.

As Canada's second worst offender for greenhouse gas emissions (GHG), the transportation industry comprises 23% of the country's annual GHG output. Within the sector, freight trucking accounts for more than 54 megatonnes of GHGs each year, specifically representing 7.5% of Canada's annual GHG emission total, according to Environment Canada. GHGs are gases that allow heat from the sun to enter the Earth's atmosphere, but prevents it from exiting, like a greenhouse.

Truck Tonnage Falls 5.8% in September, Underlying Soft Market

U.S. truck tonnage fell 5.8% in September, reversing the positive trend in August and marking the first year-over-year decline in the American Trucking Associations index since October 2015.

The Oct. 18 report from ATA said the seasonally adjusted index level for the month was 132.7, down from 140.8 in August and the all-high record of 144 in February. The index compares business activity to a base level of 100 in the year 2000.

The seasonally adjusted tonnage index fell 0.7% from the September 2015 reading. In August, the year-over-year increase was 5.2%. Through September, however, ton-

nage remained up 3%, from 2015, according to the report.

"Adjusting for the larger ups and downs this year, as well as talking with many fleets, I currently see a softer than normal freight environment, which is likely to continue until the inventory correction is complete," said ATA Chief Economist Bob Costello. "Looking ahead, the slow growth economic environment does not suggest that significantly stronger truck tonnage numbers are in the near term, either."

FMCSA Issues Safety Advisory - Samsung Galaxy Note7 Smartphone

WASHINGTON -- The Federal Motor Carrier Safety Administration (FMCSA) is issuing a safety advisory to provide notice and information to owner, operators

and passengers of commercial motor vehicles (CMVs) of the risks and regulations associated with transporting damaged, defective, or recalled lithium cells or batteries or portable electronic devices, including the Samsung Galaxy Note7 smartphone devices recently recalled by the U.S. Consumer Product Safety Commission (CPSC).

According to the CPSC, the lithium-ion battery in the Samsung Galaxy Note7 smartphones can overheat and catch fire, posing a serious burn and fire hazard. The recall affects nearly two million Samsung Galaxy Note7 smartphones.

While carrying the Samsung Galaxy Note7 smartphone aboard a CMV by drivers and passengers has not been banned, FMCSA is recom-

mending that all persons who wish to carry these devices on a CMV, including motorcoaches, take the following precautions:

- Turn off the device;
- Disconnect the device from any charging equipment;
- Disable all applications that could inadvertently activate the phone (e.g., alarm clock);
- Protect the power switch to prevent its unintentional activation; and
- Keep the device in carry-on baggage or on your person. Do not store in an inaccessible baggage compartment.

Roads Signs Are As Important To The Future Of Driverless Cars As Artificial Intelligence

Vehicle-to-vehicle communication is critical for the future of the autonomous car.

But vehicle-to-infrastructure communication is what will tie everything together.

"If we look at it in a very basic level, automated and connected vehicles, to make this happen ... it requires an ecosystem to work together," said Tammy Meehan Russell, global portfolio manager for intelligent transportation at 3M. "Very basically that ecosystem is vehicle, human and infrastructure."

Phase 2 truck emissions regula-

tions officially slated for publication

A final rule to establish new emissions and fuel economy standards for medium- and heavy-duty vehicles, yielding huge fuel economy benefits, is expected to be published in the Federal Register Oct. 25 and take effect at the end of December.

The U.S. Environmental Protection Agency and the DOT's National Highway Traffic Safety Administration developed the Phase 2 greenhouse gas emissions and fuel efficiency standards to immediately follow the Phase 1 standards, which will be fully implemented in 2017.

Governor Wolf Vetoes SB 286 (DRPA Compact Reform)

Pennsylvania Governor Tom Wolf has vetoed SB 286 (Delaware River Port Authority). This bill amends Act 200 of 1931, which provided for the Commonwealth of Pennsylvania to enter into a compact with the State of New Jersey establishing the Delaware River Port Authority (DRPA). DRPA is responsible for the upkeep and maintenance of four bridges crossing the Delaware River between Pennsylvania and New Jersey and the Port Authority Transit Corporation (PATCO) commuter rail line

between South Jersey and Philadelphia. This bi-state agency is funded by the tolls that commuters pay to cross the bridges. The legislation further sets forth the parameters of the compact.

USDOT Issues 30-Day Extension to Public Comment Period for Proposed Rule Requiring Speed Limiters for Large Commercial Vehicles

WASHINGTON -- The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) announced a 30-day extension http://www.nhtsa.gov/staticfiles/rulemaking/pdf/Speed-Limiters_extension.pdf of the public comment period for a September 7, 2016, Notice of Proposed Rulemaking http://www.nhtsa.gov/About-NHTSA/Press-Releases/nhtsa_large_vehicles_speed_limiters_08262016 which would require all newly manufactured U.S. trucks, buses, and multipurpose passenger vehicles with a gross vehicle weight rating more than 26,000 pounds to be equipped with speed limiting devices.

The new public comment deadline of December 7, 2016, will provide all interested parties sufficient opportunity to fully develop and submit comments and evidentiary materials to the agencies via www.regulations.gov <https://www.federalregister.gov/documents/2016/09/07/2016-20934/federal-motor-vehicle-safety-standards-federal-motor-carrier-safety-regulations-parts-and>.

Requiring speed limiting devices on heavy vehicles could save lives, as well as an estimated \$1 billion in fuel costs each year.

Autonomous trucks are coming to the mainstream sooner than you think

We may appear on the cusp of a driverless future, but the reality of automated vehicle technology suggests we're not quite ready to be magically whisked about town by our smart cars. Robotic drivers will be all over our the road soon enough, and one of the first examples that makes an impact won't be a sexy Tesla sedan. It may just be a big rig.

Automated trucking doesn't sound nearly as glamorous as a computerized chauffeur—see the recent, highly publicized automated beer run by Anheuser-Busch—but it could truly be game-changing. More, better, faster, and cheaper deliveries could cascade across the economy; imagine Amazon Prime on steroids. And, the shift may come much faster than you think.

Federal Self-Driving Car Policy on Right Road, But Real Safety Standards Still Needed

The new federal policy on self-driving cars and trucks recently released by the Obama administration is headed in the correct direction. The guidance issued last month requires a safety assessment before automated vehicles are deployed and is not the complete sellout to industry that many safety advocates had feared.

The National Highway Traffic Safety Administration also took an important enforcement step by issuing a guidance bulletin with the new policies making it clear that it can act and demand a recall when an autonomous feature or vehicle poses a safety threat.



The magic of Christmas never ends and its greatest of gifts are family and friends, like you! We are thankful for the many truck drivers out on the road that help make this Holiday possible.

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America's Road Team Finalists Announced by ATA

Drivers with 77.6 Million Combined Safe-Driving Miles Move on to Final Round Arlington, Va. – Today, American Trucking Associations named 33 professional truck drivers as finalists in the selection process to become Captains on the 2017-2018 America's Road Team.

"These professional drivers were chosen as finalists for America's Road Team because they are proven industry ambassadors with long safety records and professionalism that projects a positive image of our industry's 3.5 million truck drivers," said ATA President and CEO Chris Spear. "America's Road Team will continue to serve as a voice for the trucking industry and build on its 30-year legacy of educating the public on highway safety and the trucking industry's important role in our economy. We are honored to have these finalists participate in this prestigious selection process and I look forward to meeting them in January."

America's Road Team, a group of professional truck drivers with superior safety records, was created in 1986 to represent the trucking industry and is sponsored by Volvo Trucks.

"America's Road Team's grassroots efforts are closely aligned with our mission at Volvo Trucks,"

said Göran Nyberg, president of Volvo Trucks North America. "From conversations with a Captain, a member of the media or public official can walk away with an entirely different perspective of our industry. Those types of impressions are invaluable and help change the national conversation about trucking."

The 33 professional truck drivers now move on to the final round of the selection process, being held January 8-12 in Arlington, Va. A panel of industry officials and trucking news media will judge the contestants on their knowledge of the trucking industry, dedication to safety, ability to communicate the industry's messages and overall safe driving record. The finalists, with a combined total of 77.6 million safe-driving miles and 893 years as professional truck drivers, are highway safety experts eager to share their message with the motoring public.

The newly chosen 2017-2018 America's Road Team will be announced on January 12. New Captains, after receiving their signature navy blue America's Road Team blazer, will begin working to share the industry's message of safety, essentiality and sustainability with the motoring public, media, business groups, public officials and their fellow truck drivers

around the country. "Being named a finalist for America's Road Team is a major achievement for professional truck drivers and ATA congratulates each of them for this accomplishment," said ATA COO and Executive Vice President of Industry Affairs Elisabeth Barna. "On this list you'll find drivers with millions of safe-driving miles, state truck driving championship winners, community leaders and role models in their companies."

To be nominated to serve as an America's Road Team Captain, professional truck drivers must be employed or leased to an ATA member company. Each nominee should have an excellent safety record, and should demonstrate an ability to communicate his or her commitment to safety and passion for the industry. Nominees should also portray a positive image of the professional truck driver in all that they do.

The finalists include: Steve Brand, FedEx Freight, Union, Ohio; Jon Brockway, Walmart Transportation, Westbrook, Maine; Brad Coffey, TCW, Murfreesboro, Tennessee; Bobby Covert, UPS Freight, Lexington, Kentucky; Scott Davis, ABF Freight, Kearney, Missouri; Duane Donner, Walmart Transportation, Litchfield Park, Arizona; Donald Forrest, FedEx Freight, Winter Haven, Florida; John Gaddy, Carbon Express, Asbury, New Jersey; W.

Scott Harrison, K-Limited Carriers, Cincinnati, Ohio; Rhonda Hartman, Old Dominion Freight Line, Des Moines, Iowa; Gary Helms, Covenant Transport, Cleveland, Tennessee; Duane "Rusty" Holmes, UPS Freight, Odenville, Alabama; Bill Krouse, YRC Freight, Shakopee, Minnesota; David Livingston, TCW, Springfield, Georgia; Charles Lobsiger, Walmart Transportation, Alachua, Florida; Ronnie Luckadoo, UPS Freight, Forest City, North Carolina; Thomas McIntosh, YRC Freight, Aurora, Colorado; Tim Melody, ABF Freight, Payette, Idaho; James Moore, Saia LTL Freight, Magnolia, Texas; Chris Outen, FedEx Freight, Vancouver, Washington; Charlton Paul Jr., UPS Freight, Chester, New York; Jeff Payne, Reddaway, Cedar City, Utah; James Quarles, Walmart Transportation, Laurens, South Carolina; Larry Rhein, FedEx Freight, Harrison, Arkansas; Stephen Richardson, Big G Express, Decatur, Alabama; Michael Sheeds, Werner Enterprises, Bandera, Texas; Steven Smalley, ABF Freight, Mesa, Arizona; Gary Smith, Garner Trucking, Gomer, Ohio; James Starr, Groendyke Transport, Wichita, Kansas; Chris Sutton, UPS Freight, Erie, Pennsylvania; Barney "Earl" Taylor, Penske Logistics, Orlando, Florida; Tim Taylor, FedEx Freight, Valdosta, Georgia; Jimmie Wisley, YRC Freight, Wichita, Kansas

#Keepthankingmoving Campaign Salutes Behind-The-Scenes Individuals Who Deliver Holiday Happiness

GREENVILLE, SC... Michelin North America, Inc. ("Michelin") is entering a second consecutive holiday season to launch the transportation appreciation campaign, #KeepThanksMoving. The social and digital media initiative celebrates millions of transportation industry heroes who work tirelessly behind the scenes to keep the holidays moving forward. As part of the campaign, Michelin encourages people everywhere to share their appreciation either by Twitter via the hashtag #KeepThanksMoving and or by posting on the MichelinUSA Facebook page, in order to recognize an outstanding individual's service and dedication to delivering holiday happiness.

"Michelin applauds the commitment of individuals in the transportation industry in the air, on our roads, and across the farms and fields of America who deliver when it matters most," said Ralph Dimenna, chief operating officer of Michelin Americas Truck Tires, Inc. "These unsung heroes enable us to travel home, transport our food and gifts, and keep our economy moving, not to mention the millions of miles driven by shoppers and travelers during the holidays and throughout the year."

Not all heroes wear capes – heroes in the transportation industry include:

-Airport workers, who will enable more than 27 million people to fly on U.S. airlines over a 12-day period around Thanksgiving 2016 alone.

-Truck drivers, numbering more than 3.6 million, who will transport nearly 70 percent of all the freight tonnage in the U.S. this holiday season.

-Farmers, each of whom supplies food for 144 people in the U.S. and abroad each year. -Miners who extract nearly 100 different kinds of minerals from the earth and provide the raw materials for heat, electricity, roads and bridges, and countless consumer products.

-Parcel delivery workers, who will deliver nearly 20 billion of packages, letters and gifts during the 2016 holiday season.

-Snow plow drivers who enable drivers to get to their destinations safely during inclement weather events.

-Construction workers who provide our buildings, roads and infrastructure

Beginning Nov. 17 through Dec. 31, 2016, Michelin will recognize individuals in the transportation and travel industries, who demonstrate outstanding commitment to keep the holidays moving by the posts received on its social media channels mentioned above. Michelin will randomly select seven individuals, who are honored as holiday heroes via social media posts. Each person will receive a limited edition Michelin themed gourmet gift box from Try the World, an online gourmet store.

The Michelin themed Try the World gift box features a selection of eight culinary delights from across the globe selected by Thomas Raquel, pastry chef at the world-famous Michelin three-star restaurant, Le Bernadin in New York.

Participants can also download a "Thank-you" card from Michelinmedia.com to demonstrate gratitude toward community heroes, who keep the holidays moving forward. Official contest rules are posted on Michelinmedia.com.

President Electronics USA Announces "CBs For Cash Promotion"

Groupe President Electronics, the world's leading seller of CB Radio's, has announced a promotion to run through the balance of 2016. The promotion, also termed "Cash for Clunkers" allows consumers to trade in an old or even non-working CB to any of President's Authorized Dealers in North America and receive a \$50 mail in rebate coupon in exchange, when they purchase a new Johnny III or Johnson II CB.

President Electronics USA COO, Kavi Sharma stated, "We are bringing awareness to our new line of CB radios, the Johnny III and Johnson II in the North American CB radio market. The idea behind the program is to give users a \$50 incentive to trade-in their old radios and upgrade to advanced 21st century technology with the President CB radioline.

All consumers need to do is bring in their old or non-working CB to one of their Authorized Dealers and the dealer will sell them a brand new Johnny III or Johnson II and give them a rebate coupon which President will redeem for \$50. More information about the promotion, a complete list of Authorized Dealers and President's full line of CB's, 10 Meter Radios and Antennas can be found at their website; www.president-electronics.us

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continued from page 1

well. We only produce products that truly work and are always safe to use. When you buy a Howes product you're not just buying it from a family company, you're becoming part of our family."

Howes Lubricator's most popular product, Howes Diesel Treat, has kept generations of over-the-road truckers from gelling up, and extended the life of their engines. Fuel gelling is a major concern for most truckers and Howes Diesel Treat eliminates that concern and also cleans and lubricates the entire fuel injection system. The treatment reduces the cold filter plugging point by 20 degrees or more and is backed by Howes' one of a kind guarantee; "You go or we pay the tow!" If your truck gels up while using Howes Diesel Treat, Howes will pay the tow. "We're that sure of our Diesel Treat formula," Rob Howes says, "and each and every one of our products has a money back guarantee that can't be beat."

The next in a great line of products is Howes Meaner Power Kleaner, an additive produced by Howes for year-round use. It does not contain an anti-gel and instead has extra cleaning and lubricating properties to combat the effects of Ultra Low Sulfur Diesel (ULSD) and deposits caused by the new high pressure common rail injector. Howes Meaner Power Kleaner combats the issues caused by ULSD and more by adding lubricity, eliminating water

problems, cleaning injectors and increasing power. Howes guarantees a minimum 5% increase in fuel economy or your money back, and promises to save you money and fuel related down-time.

In 2015, Howes has introduced their newest products, the Enhancer Line. Howes Fuel Enhancer is the first product Howes has offered that is safe for use in gas and diesel. The product cleans and lubricates upper cylinders and injectors while reducing heat and friction and providing more complete combustion. Another new product is Howes Oil Enhancer designed to raise oil pressure, lower operating temperature and extend the life of engines and gear boxes. There is also a Hub Oil in the line that increases the life of bearings and seals.

Recently, Wendell's great, great grandchildren, Erika and Rob Howes II, joined the company and the family couldn't be more thrilled about their involvement. "Over the years we have expanded the product line and the company has grown just as our family has," says Rob Howes. "But our products are the best they've ever been, our customers are, as always, our top priority and that's exactly how it's supposed to be."

For more information about Howes Lubricator products, phone them at 1-800-GET-HOWES (438-4693) or visit them online at www.howeslube.com







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Peterbilt To Exhibit At 2017 MATS



DENTON, TX... Peterbilt Motors Company announced it will exhibit during the 2017 Mid-America Trucking Show (MATS) in Louisville, Ky., in March 2017, showcasing its latest products and services for the tens of thousands of expected attendees.

"The Mid-America Trucking Show allows Peterbilt to spend quality time with customers and drivers while exhibiting our lat-

est offerings," said Darrin Siver, Peterbilt General Manager and PACCAR Vice President. "MATS is an outstanding venue for Peterbilt to thank the industry and interact with the many men and women who own, operate or are champions of our products."

Peterbilt said it will have a significant presence at the show. Its exhibit space will include the Model 579 EPIQ's latest fuel

economy enhancements and new day cab configuration, SmartLINQ remote diagnostics technology and a special display for the Red Oval pre-owned truck program.

Peterbilt's Innovation & Class tour trailer will be located just outside the exhibit hall, featuring numerous displays and interactive features, including a driving simulator and an augmented reality demonstration that puts the user

in a virtual driver's seat with the latest in-cab technologies.

Additionally, Peterbilt is the truck sponsor of the annual Paul K. Young Memorial Truck Beauty Championship, which will include a new "Best Peterbilt in Show" category with awards for first through third place.

2017 MATS is scheduled for March 23-25 in the Kentucky Exposition Center.

Truckers Challenge Medical Certification Rule Over Sleep Apnea Appendix

Grain Valley, MO... The Owner-Operator Independent Drivers Association has filed a petition for review challenging the Federal Motor Carrier Safety Administration's final rule on medical examiner's certification integration saying that the agency bypassed the rulemaking process by adding an appendix on sleep apnea.

OOIDA filed with the U.S. Court of Appeals for the 8th Circuit in St. Louis saying that the appendix on sleep apnea was not included in the proposed rulemaking. The appendix includes instruction that examiners should consider whether a truck driver has obstructive sleep apnea. By law, the FMCSA is supposed to conduct a formal rulemaking before requiring sleep apnea testing for commercial truck drivers.

FMCSA had issued a final rule in April 2015 that required certified medical examiners, who perform physicals on drivers of commercial motor vehicles, to use a new medical form. The agency announced it was creating procedures by which medical examiners would submit the results of driver medical examinations to the states so that a driver's medical certification would be combined with the commercial driver's license.

OOIDA contends, however, that the final rule added an appendix that wasn't included in the proposal. Within the appendix is a section on respiratory dysfunction, which lists sleep apnea as one of the conditions. The appendix says "if the medical examiner detects a respiratory dysfunction that in any way is likely to interfere with the driver's ability to safely control and drive a commercial motor vehicle, the driver must be referred to a specialist for further evaluation and therapy."

In previous comments regarding the final rule, OOIDA said drivers are the ones forced to pay for the arbitrary standards.

"These practices pull safe drivers off the road for protracted periods of time and force them to spend thousands of dollars on unwarranted tests and expensive exams," OOIDA wrote. "In worst-case situations, safe driving careers are ended and small businesses are forced to close. OOIDA members have experienced these consequences firsthand on too many occasions."

OOIDA will file full arguments by Dec. 19.

The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 158,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

Carlisle Events Holiday Sale Returns with Savings and More - Give the Gift of Access to a 2017 Truck or Car Show

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not many of them are paying full price to attend. Why? The annual **Carlisle Events Holiday Sale** is why.

This year the sale returns and **kicks off on Black Friday, November 25**; running through New Year's Eve, December 31. For more than one month, fans of Carlisle Events and the 11 events produced by the company (plus four auctions backed by Carlisle Auctions) can secure all types of access at a 20% discount. This 20%

discount includes season passes, weekend passes, single day tickets and showfield registration; again all at a 20% discount. Passes of all types, including the ability to capitalize on this sale are available via the web at www.CarlisleEvents.com, so act now!

Why pay full price for access to some of the most historically significant automotive family fun on the planet when the holiday sale is specifically designed for that to never happen. Every 20% discount

is applied at check out and multiple passes or tickets can be purchased in a single shopping session. Give the gift of Carlisle Events for Christmas, Chanukah, Valentines, a birthday gift, etc. and do it starting November 25. Again, **online sales** are an option for you 24/7 at www.CarlisleEvents.com. Passes and discounts are value priced for all Carlisle Events/Carlisle Auctions happenings, including the season opening show in Allentown, the two events in Lakeland, Florida or any of the events at the Carlisle PA Fairgrounds.

With 11 annual events (plus four auctions), a season pass is the best way to experience all that Carlisle Events has to offer. The on-sale price for this pass will be \$63.95,

a 20% savings off the already low rate of \$79.95. The season pass is THE gift that keeps giving all year long, so whether it be for one of Carlisle Events loyal guests or a gift for a Carlisle first-timer, this is a deal not to be missed.

In addition to a 20% limited time savings for season passes, showfield/fun field registrations are also available. Right now, passes are available at a 10% savings through about one month prior to an event via Gate-N-Go; however, for a limited time, passes will see an additional 10% discount, providing for a total of 20% in savings through the end of this **Holiday Sale**. Weekend and single day passes are also, so act today and **order your passes online**.

Overall, taking advantage of the 2016 Carlisle Events Holiday Sale is a tremendous way to save time and money prior to the upcoming event season. Anyone interested in grabbing a discounted pass in time to stuff into a Christmas stocking may call 717-243-7855 through 5 p.m. on December 23. Otherwise, with the business office closed December 26 through January 2, enthusiasts may purchase passes online at www.CarlisleEvents.com. The Carlisle Events office re-opens at 8 a.m. on January 3, 2017. At this point, any orders placed during the offer will be mailed.

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Presidential Notes - The Curse



by: Mike McGough

Beginning with the election of William Henry Harrison in 1840 through the election of John Kennedy in 1960, no president elected in a year ending in zero lived to the end of his term of office. Many explanations have been offered for

this unusual occurrence. They range from a random coincidence with no plausible explanation, to a curse placed on Harrison following the Battle of Tippecanoe in 1811.

At Tippecanoe, troops led by Harrison defeated Native Americans led by Shawnee Chief Tecumseh.

Tecumseh is said to have cursed Harrison and future presidents for the role Harrison played in that battle. There are also those who believe that the curse was placed by Tecumseh's half-brother Tenskewatawa, a Shawnee medicine man known as *The Prophet*. Other possible explanations include the aligning of certain planets, moon phases, and some relationship between the first letters of the presidents' first and last names.

Regardless of how or why, the reality is clear. With the death of Harrison on April 4, 1841, just one month after his inauguration, the pattern continued until the election of Ronald Reagan in 1980. In all, seven presidents were elected in a year ending in a zero between 1940 and 1960. Harrison took ill immediately after the inauguration and died in the White House of what was then diagnosed as pneumonia. *(Recent research and a review of the symptoms Harrison displayed have led some to conclude that he may have died of typhoid fever.)*

Abraham Lincoln, elected in 1860, was the first president slain by an assassin. Lincoln died on the morning of April 15, 1865, at the beginning of his second term

of office. John Wilkes Booth shot him the previous evening at Ford's Theater in Washington. James Garfield, elected in 1880, and William McKinley, elected twenty years later in 1900 were also victims of assassins. Garfield was shot in the train station in Washington on July 2, 1881. He lingered for more than two months, dying as a result of poor medical treatment on September 19, 1881. McKinley was shot while attending the Pan-American Exposition in Buffalo, New York on September 6, 1901. He did receive prompt medical treatment and appeared to rally briefly, but he succumbed to his wounds eight days later and died on September 14, 1901.

Warren Harding was elected in 1920. His cause of death has never been positively determined, but credible evidence supports the claim that he suffered a sudden heart attack. The immediate cause of death was released as a stroke, but upon closer examination of Harding's health issues and other evidence, a heart attack seems more likely. Interestingly, at the time of Harding's death and for some years after, there was a rumor that his wife may have poisoned him for marital infidelity. However, there is no substantiated evidence to support this assertion.

Franklin Roosevelt, the only president elected to more than two terms, was elected for this third term in 1940. Had he not chosen to run for an unprecedented fourth term in 1944, the twenty-year cycle would have been broken, since he did not die until April of 1945, more than a month into his fourth term. Roosevelt died as a result of a massive cerebral hemorrhage in

Warm Springs, Georgia.

The last president in the tragic cycle was John Kennedy who died on November 22, 1963, the victim of assassin Lee Harvey Oswald. Kennedy was shot during a political visit to Texas.

Following the death of President Kennedy, the next president elected on the twenty-year cycle was Ronald Reagan. Reagan was elected in 1980, inaugurated in January of 1981, and on March 30th of his first year in office, he was shot while exiting a Washington hotel. Reagan recovered, completed his first term and won re-election in 1984. The last president to be elected in a year ending in a zero was George W. Bush. Bush was first elected in 2000 and won his bid for a second term in 2004.

Since 1840, only one other president has died in office. That was the 12th president, Zachary Taylor. Taylor was elected in 1848 and he died of a stomach ailment in 1850. After attending 4th of July festivities in Washington, he returned to the White House where he consumed large quantities of fresh fruits and cold milk. He soon became very ill with severe stomach pains. He was diagnosed with cholera and died five days later on July 9, 1850.

At the time and for many years after his death, it was speculated that southern politicians had poisoned Taylor. They strongly opposed some of the President's stands against the expansion of slavery. For example he supported the admission of California as a free state. In 1991 his body was exhumed to determine if intentional poisoning was the cause of death. Although traces of arsenic were found in hair and tissue samples examined, the levels did

not in any way suggest intentional poisoning. Had the tests confirmed intentional poisoning, Taylor would have been the first president to be assassinated, not Lincoln.

ATA Congratulates President-elect Trump - Trucking Group Looks Forward to Working with New Administration

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after the election of Donald Trump as President of the United States:

"The American Trucking Associations congratulates President-elect Trump on his victory.

"During the campaign, he highlighted the need to create jobs, and recognized that improving our nation's infrastructure is critical to strengthening the economy. As the industry that moves nearly 70% of our nation's freight and is a key economic driver, we look forward to working with President-elect Trump on a host of issues, including long-term, sustainable infrastructure funding, tax reform and fair and free trade.

"We have already begun meeting with the Trump transition team, and looks forward to working closely with the new Administration on issues that will allow the trucking industry to continue to grow and move America forward."

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Kenworth T680 Transports U.S. Capitol Christmas Tree to Washington, DC



The U.S. Capitol Christmas Tree - to the right of the crane - is an 80-foot Engelmann Spruce. Forest Service officials estimate the tree, which is a native species to the Payette National Forest, is about 80 years old.

MCCALL, ID... The 52nd U.S. Capitol Christmas Tree - an 80-foot Englemann Spruce from Idaho - began its 4,000-mile journey from the Payette National Forest to Washington, D.C., following its harvesting Wednesday and a community celebration in McCall, Idaho.

The tree was cut, hoisted onto a flatbed trailer, and transported to a nearby site by a red, specially decal'd Kenworth T680 driven by Gary Amoth, owner of Twin Falls, Idaho-based Gary Amoth Trucking.

Forest Service officials esti-

mate the tree, which is a native species to the Payette National Forest, is about 80 years old. "It's this deep rich green color, perfectly cylindrical in shape and has full branches all around it, which will make it a fantastic Christmas tree for the U.S. Capitol," said Brian Harris, public affairs officer for the Payette National Forest. The Payette Smokejumpers searched through the 2.3-million acre forest and chose 14 candidate trees of various native species earlier this year. In keeping with tradition, the U.S. Capitol Christmas Tree was selected from the finalists by Ted Bechtol,

architect of the U.S. Capitol.

The Kenworth T680 tour truck features a comfortable 76-inch sleeper, fuel-efficient 485-hp PACCAR MX-13 engine, Eaton Fuller Advantage(TM) 10-speed automated transmission, and new PACCAR Axle, the industry's most efficient and lightest weight tandem drive axle. The truck, which utilizes Kenworth's T680 Advan-

tage configuration, also has new aerodynamic fairings now standard on the T680.

Local Kenworth dealer Kenworth Sales Co. nominated Gary Amoth Trucking as this year's Capitol Christmas Tree hauler. The fleet was chosen based on the owner's reputation in the trucking industry in Idaho. Gary Amoth will drive the T680 during the tour, which will visit 27 communities across the country. The tree will

be lit during a special ceremony in early December to be presided by U.S. Speaker of the House Paul Ryan.

For more information, including a tour schedule, visit the 2016 U.S. Capitol Christmas Tree website (www.capitolchristmastree.com). The website is operated by Choose Outdoors, a non-profit organization that promotes outdoor recreation and access to public lands for outdoor recreational activities, and

assists the U.S. Forest Service with coordinating the annual U.S. Capitol Christmas Tree Tour. To track the truck's progress during the tour, visit www.Trackthetree.com.

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



A specially-decaled Kenworth T680 will transport the 52nd U.S. Capitol Christmas Tree on a special cross-country tour to the U.S. Capitol.



PDI's Annual Customer Appreciation Truck Show Attracted Truckers from Across the U.S.



Performance Diesel Inc. (PDI) hosted its annual Customer Appreciation Truck Show Thursday through Saturday, Oct. 6-8, 2016, at its headquarters in St. George, Utah. This year's event attracted truckers from across the United States with more than 40 trucks entered into this year's competitions.

The annual event, sponsored by PDI, gives back to those who support the company. "We enjoy

hosting this event to show our support to our customers across the U.S. and Canada as well as the local community," said Shaun Barney, PDI general manager. "Every year the event improves and grows and this year was no exception."

One of the favorite activities of PDI's Annual Customer Appreciation Truck Show is the Friday night Light Show. This event occurs at dusk when all trucks in attendance light up the night with their run-

ning lights. This year marked the fifth time for the night light show, and it is a favorite part of the weekend events for both truckers and locals.

The annual PDI event is also a favorite among truckers and the community, because of the truck competition, which awards over \$30,000 in cash and trophies to the highest horsepower and pride and polish classes. Premium trophies were awarded to the King of the

Hill, Best of Competition, and a variety of other categories. Cash prizes were awarded to top winners, including \$7,500 to the Best of Show selection and \$2,500 to the Limited Bobtail, Limited Combo, Working Bobtail, and Working Combo overall winners.

Please plan to join PDI at next year's Annual Customer Appreciation Truck Show in October 2017! Congratulations to this year's

winners, who are listed below.
2016 WINNERS:
BEST OF SHOW - \$7500
GRAND PRIZE - Bill Rethwisch, Tomah, WI, 389 Peterbilt
LIMITED BOBTAIL - \$2500
PRIZE - Doug Jameson, Ozark, MO, 389 Peterbilt
LIMITED COMBO - \$2500
PRIZE - Jay Transport, John Jay, Ucon, Idaho, 389 Peterbilt
WORKING BOBTAIL - \$2500
PRIZE - Woods Trucking, Enter-

prise, UT, 359 Peterbilt
WORKING COMBO - \$2500
PRIZE - Chad Berry, Medford, WI, 386 Peterbilt

- All Photos courtesy of PDI -

PERFORMANCE DIESEL INC.'S (PDI) ANNUAL CUSTOMER APPRECIATION TRUCK SHOW



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DDEC Misfires And Backfires: Issues With Timing Signal Processing Or DDEC SRS Disease



Years ago I started changing batteries in DDEC IV ecms to cure one of the most common failures DDEC IVs have. The second most common failure these ECMs have is an intermittent injector misfire or a no start condition. Most of the time this problem ends up being mechanical but I have seen many DDEC III and IV ECMs also be responsible and it doesn't always set a check engine light. The problem I am taking about is related to the processing of the synchronous reference sensor (timing signal) input. I used to call it "SRS" disease and I stored all the DDECs that had this problem in a huge file cabinet hopeful one day I would find a cure for it.

Over the last six months I have been studying DDECs with SRS disease on the ECM dyno. I've been letting them run all night, looking over the misfire counts in the morning, and replacing

and upgrading associated signal processing parts. At this point I can cure 4 out of 5 DDECs that have this problem. Reman OEM DDEC III and IV hardware hasn't changed much in the last decade but microprocessor technology has. In most cases, I've found these upgraded DDEC IIIs and IVs firing more accurately than reman units that are only a few months old. I've been making this upgrade standard for all DCS remanufactured DDEC IIIs and DDEC IVs for the last two months and I will soon be offering it as a standard service to all DDEC III and DDEC IV models.

If you have an old DDEC III that is giving you trouble or flashing a code 53 consider getting it repaired. DDEC IIIs and industrial DDEC IVs are no longer being produced. The reman industrial DDEC IVs do not have a new circuit board in them. They are actually repaired units. As far as DDEC IIIs the factory

replacement is a DDEC IV. Regardless of what your dealer might tell you the DDEC IV ecm program you get when you core your DDEC III ecm will not be the same as your original program. DDEC IIIs are more difficult to repair than DDEC IVs but there're are only so many of these great ECMs left and as long as your DDECs memory is intact your program will not be altered by any DCS ECM hardware repair services.

I'd rather turn down a job than accept a job and not be able to give it the attention it deserves. I've recently decided to focus my research efforts exclusively on DDEC IIIs and DDEC IVs for the next few months. I've been getting so much DDEC work that I've needed to focus on streamlining DDEC III and DDEC IV repair and programming efficiency. I still offer programming services for Caterpillar ECMs but Caterpillar, Cummins, and DDEC V repairs are on hold until the current workload of repairs has been completed.

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

Merry Christmas!

Fyda Freightliner Announces Launch of New Website



Fyda Freightliner recently launched a brand new, fully redesigned website. The new website is built on an ultra-modern mobile responsive database-driven platform. Visitors can easily navigate to and interact with any area of the site, which includes truck inventory searches, dealership location pages, product showroom, literature downloads, and much more.

Fyda Freightliner's new website offers quick and easy access to a wide range of information and features optimized for both mobile and desktop platforms. Individual Fyda Freightliner dealership websites have been taken down, and customers can now browse the company's full vehicle inventory on one site. A robust search and filter tool allows customers to quickly drill down to find the exact make, model and even year of the trucks they're looking to invest in. A wide range of contact forms allows customers to quickly request a quote, value their trade, schedule a test ride, or even apply for vehicle financing.

Each dealership location has an interactive landing page featuring mobile click-to-dial technology, Google maps for driving directions, and email links to directly contact key dealership managers. New to the site is a range of customer helpful links. When 2016 began, Fyda Freightliner was operating five locations in Ohio and western Pennsylvania. A sixth location was opened in Zanesville, Ohio in May, and construction is well underway on Fyda Freightliner's seventh location, which will open in 2017 in northern Kentucky. In addition to dealership location pages, each department also has a landing page where customers can learn about services provided and contact their desired dealership location to request a service, body shop, or detailing appointment, put in a parts request, download parts and service specials flyers, or request a Mobile Express Assessment appointment from the Cincinnati location.

Fyda Freightliner's vehicle inventory is updated nightly, and requests are followed-up within

24 hours of the next business day at each dealership location. Visit online at www.fydafreightliner.com.

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them succeed. Today, the company is an award-winning and nationally-recognized dealer of Freightliner and Western Star trucks and Sprinter commercial vans, with dealerships located in Ohio and Pennsylvania. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; and Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania. A new dealership is slated to open in Walton, Kentucky in 2017. For more information, visit us online at www.fydafreightliner.com.

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I wonder – is your life a glow or just a cinder from what you used to be? Renew your experience with the Lord. Send time in prayer and Bible study.

Irving, TX... National Carriers, Inc. has recognized the following professionals for accident free driving. Allen Smith and Sandy Smith were acknowledged for five million miles without an accident. Isidro Munoz received recognition for operating the past two million miles accident free. Jose Hernandez, Terri Hernandez, Russell Reinhard, Clarence Banks, and Joaquin Fraire were each acknowledged for one million accident free miles. Smith, Smith, Hernandez, Hernandez, Reinhard,

and Banks operate trucks within the refrigerated division of NCI. Munoz and Fraire own and operate trucks in the NCI livestock division. Each driver received an embossed plaque, embroidered hat and a personalized winter jacket during their recognition. "National Carriers believes safe driving is the foundation for a successful transportation business. These drivers represent the best of the best. The "Elite" Fleet strives to keep the motoring public safe

throughout the millions of miles traveled each year by NCI trucks," exclaimed National Carriers, Inc. president, Jim Franck. National Carriers is a diversified motor carrier servicing the 48 states in the continental United States with transportation offerings which include refrigerated, livestock, and logistics services. At National Carriers, our mission is "to be the safest, most customer-focused, and successful motor carrier in our class." Our team consists

of only the Elite driving and office professionals. To stay updated on National Carriers, via our social media community: www.facebook.com/nationalcarriersinc, Pinterest.com/drivenci, YouTube.com/nationalcarriers, Instagram.com/nationalcarriers or follow on Twitter.com/NationalCI. Industry news, National Carriers business updates and recruiting information is featured at www.nationalcarriers.com or www.drivenci.com.

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Phase Two Of TxDOT's Truck Toll Discount Gets Underway As Part Of Ongoing Congestion-Relief Effort

AUSTIN, TX... In an ongoing effort to address traffic congestion, the Texas Department of Transportation recently launched Phase 2 of the Truck Toll Discount Program as authorized by the 84th Legislature. The discount program gives trucks a break on the cost of tolls when they drive on State Highway 130 (from the I-35 exit in Georgetown to US 183 exit in Buda) and State Highway 45SE. The Phase 2 truck toll discount is expected to run through Aug. 31, 2017.

"By incentivizing truck drivers to use SH 130 during peak hours, we hope to help ease some of the gridlock we see on I-35 through Austin," said Texas Department of Transportation Executive Director James Bass.

"Diverting these trucks will not only benefit the truck drivers, but also commuters on I-35 who will have less traffic to contend with while trying to reach their destinations."

•Phase 2: Nov. 1 - Aug. 31, 2017 (Monday - Friday; 7 a.m. - 7 p.m.)

During this discount period, trucks with a valid TxTag that travel on SH 130/SH 45SE between Georgetown and Buda will pay the standard 2-axle rate and realize a savings of 67 percent. Drivers who switch from Pay By Mail (PBM) to a TxTag could realize a savings of 75 percent. Vehicles without a valid TxTag (regardless of number of axles) will pay the standard 3-axle, PBM rate.

"Addressing congestion on I-35, one of the most congested corridors in Texas, will take an everything-and-the-kitchen-sink approach," said Sen. Kirk Watson. "Incentivizing trucks to use SH 130 is one part of that effort."

"When a tractor trailer has an accident on I-35, the city shuts down," said Rep. Celia Israel. "Last year was one of the most deadly on Texas highways and my hope is this program will mean a safer experience for those who travel I-35."

The legislature approved \$18.7 million over two years (subject to availability) to provide a toll discount for large trucks traveling on SH 130 and on SH 45SE. Toll rates on other Austin-area toll roads, including Loop 1, SH 45N, 183A Toll, 290 Toll and SH 130 (from Mustang Ridge to Seguin) are not affected by this program.



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Peach State Freightliner Is The Hope Sponsor For This Year's Record Breaking Winship Win The Fight 5K Benefitting The Winship Cancer Institute

Bison's Jack Fielding Named Canada's Top Trucker



For the sixth year in a row, the Winship Win the Fight 5K Walk/Run raised a record level of cancer research funding. According to Winship Cancer Institute of Emory University, the event brought in more than \$880,000. More than three thousand runners and walkers tackled the Peachtree Road Race qualifying course on Saturday, October 1st that started and ended on the Emory campus and wound its way through the surrounding Druid Hills-area.

Peach State brought out over 50 employees and partners who participated in the race, a record number for the company who has been a part of every Winship 5K event since its founding. Peach State Freightliner was the event's Hope Sponsor. "We appreciate all the runners, walkers and volunteers who helped make the 6th annual Winship 5K an extraordinary success," says Walter J. Curran, Jr., MD, executive director of Winship. "The money

raised will support cancer research projects at Winship and will help us to create more and more success stories in our fight against cancer." "It's always an honor to sponsor and bring out a team for the Winship Win the Fight 5K," added Peach State CEO Rick Reynolds. "We've been a part of this event since the beginning because we believe in the great work the Winship Cancer Institute does for cancer research. We always look

forward to this event each and every year." The Winship Win the Fight 5K is unique because it allows participants to direct their tax-deductible donations to benefit specific cancer research projects based on their personal interests. Donations will be accepted until November 15, 2016. For more information, go to: winship5k.emory.edu. Plans are already in the works for the 7th annual Winship Win the Fight 5K to be held in 2017.

TORONTO... A year after being named the top truck driver in Ontario, Bison Transport's Jack Fielding notched the title of National Truck Driver of the Year. The award, established by the Canadian Trucking Alliance and sponsored by Volvo Trucks Canada, is the highest honour bestowed upon a truck driver in Canada who has maintained a collision-free driving record and demonstrated exemplary professionalism both on and off the road. The National Truck Driver of the Year is selected among all of the previous year's provincial Driver of the Year recipients by a panel of judges made up of representatives from Transport Canada, the Traffic Industry Research Foundation and the Canada Safety Council. This is the second consecutive year the OTA nominee was crowned with the national title. Fielding – a truckload operator for Bison over the last 18 years – was handed the award during the opening breakfast at the OTA's 90th annual executive conference in Toronto. "Jack is the kind of driver other new drivers entering the industry should try to emulate," says Peter Currie, Ontario district manager, Volvo Trucks Canada. "It's no surprise that he followed up last year's honour with this national award. He goes about every day with professionalism and class." Described by his employer as a "modest guy, whose actions on and off the road speaks volumes," Fielding has amassed over 3 million collision-free km throughout his 40-year career. "Jack is the kind of driver we'd like to clone," says Norm Sneyd, Bison's VP of Business Development. "When we have a special situation that requires immediate attention – something that requires the Fielding touch – we bring Jack in and he gets it done every time." Jack has been a loyal driver for nearly two decades as well as an in-house driver-trainer/mentor to new drivers at Bison. He also served proudly as an OTA Road Knight in 2011-2012 when he travelled the province, visiting schools and community events to help promote safe driving, environmental responsibility and enhance the image of the trucking industry. The CTA-Volvo Driver of the Year punctuates a long list of industry accolades, including being named the 2013 Driver of the Year by the U.S.-based Truckload Carriers Association. "Driver like Jack are the backbone of our industry," says CTA CEO David Bradley. "On behalf of CTA and the other provincial trucking associations, I am proud to honour such as dedicated professional as Canada's top truck driver."

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Wreaths Across America™ - Remember, Honor, Teach



“Remember this.... In truth a person dies twice, once when he stops breathing, and a second time when somebody mentions his or her name for the last time. Join us December 17 when over one million volunteers nationwide, will say the names of a million fallen out loud, to make sure they will never be forgotten.”
 — Karen Worcester, Executive Director of Wreaths Across America

WreathsAcrossAmerica™ (WAA) is a national nonprofit organization founded in 2007 to continue and expand the annual wreath-laying ceremony at Arlington National Cemetery begun by Maine Morrill Worcester, in 1992.

- 1992: First wreaths (5,000) donated by Morrill Worcester and Worcester Wreath Co.

- 2005: Iconic photo of wreaths in snow became a viral sensation

- 2007: Wreaths Across America formed as a 501(c)3 nonprofit organization

- Organization governed by board of directors. Day-to-day operations managed by Executive Director Karen Worcester.

- 2012: 1millionth wreath placed

at Arlington National Cemetery

- 2014: For the first time, every headstone at Arlington National Cemetery received a wreath — 227,000 in total.

- 2016: 25th year that wreaths will be placed at Arlington National Cemetery

- WAA's mission — Remember, Honor, Teach — is carried out in part by coordinating wreath-laying ceremonies at Arlington, as well as at veterans' cemeteries and other locations in all 50 states and beyond.

- The organization has since expanded to include more than 1,500 local fundraising groups in all 50 states, representing more than 1,000 participating locations,

along with our nation's cemetery at Arlington.

- Since 2008, Congress has issued a proclamation officially recognizing “National Wreaths Across America Day” each December. This year, it will be held on Sat., December 17, 2016.

2015 Numbers:

- 901,000 remembrance wreaths were placed in total across the country, 240,815 of which were at Arlington National Cemetery.

- Nearly 70,000 volunteers at Arlington National Cemetery, with close to a million volunteers participating at 1,108 locations nationwide.

- 168 trucking companies and professional drivers helped deliver

the wreaths.

What We Do
 REMEMBER.

- WAA's annual pilgrimage from Harrington, Maine, to Arlington National Cemetery has become known as the world's largest veterans' parade, stopping at schools, monuments, veterans' homes and communities all along the way to remind people how important it is to remember, honor and teach.

- Special memorials are held at Pearl Harbor, the Pentagon and Shanksville, Pennsylvania.

- The HART Ceremony (Honoring Allies and Remembering Together) is conducted each year to honor veterans of our nation's allies in ceremonies on international

border-crossing bridges between Calais, Maine, and St. Stephen, New Brunswick; Detroit, Michigan, and Windsor, Ontario; and Sweetwater, Montana, and the Alaskan/Canadian border.

- WAA hosts statehouse ceremonies in nearly all 50 states.

HONOR.

- WAA conducts several programs to honor our veterans, including our popular “Thanks-A-Million” campaign, which distributes FREE thank-you cards to people all over the country to share with veterans as a simple thank-you for their service.

- The group participates in veterans' events throughout the year and has a veteran liaison on staff to work with local veterans' organizations, as well as public outreach through Veterans Day and Memorial Day programs, public service announcements, press coverage and the WAA website.

TEACH.

- WAA is committed to teaching younger generations about the value of their freedoms and the importance of honoring those who sacrificed so much to protect those freedoms. We offer learning tools, interactive media projects and opportunities for schools, 4-H, scouts and other youth groups to participate in our efforts.

- A downloadable curriculum and books are available to help schoolchildren appreciate the roles our veterans played in preserving their freedoms. These materials are designed to encourage the direct involvement of local veterans.

Why do you do what you do?

We understand we have Veterans Day in the fall and Memorial Day in the spring, but our servicemen and - women sacrifice their time and safety every single day of the year, to preserve our freedoms.

In many homes, there is an empty seat for one who is serving, or one who made the ultimate sacrifice for our country. There is no better time to express our appreciation than during the hustle and bustle of the holiday season.

We hope you will join us at any of our more than 1,000 participating locations, to show our veterans

and their families that we will not forget. We will never forget.

Why does WAA make so many stops on its way to deliver the wreaths to Arlington?

In 2006, it was decided that instead of a quick trip to Arlington, the Patriot Guard Riders would escort the wreath trucks down the East Coast and take several days to make the trip. This would allow stops at schools, monuments, veterans' homes and communities, and give the group an opportunity to promote its mission:

Remember, Honor, Teach.

Why do you use live wreaths? Wreaths Across America does not “decorate” headstones. We are honoring all veterans and active military members by placing live wreaths on the headstones of veterans. The fresh evergreens are a symbol used for centuries to recognize honor, and a living tribute renewed annually. We want people to see the tradition as a living memorial to veterans and their families.

What are the sources of funding for WAA?

We receive no government funding. National Wreaths Across America Day and other events are made possible by thousands of volunteers who organize local ceremonies, raise funds to sponsor wreaths and participate in the events. Morrill Worcester of Worcester Wreath Co. — the founder of WAA — continues to be a major donor of wreaths each year, but the majority of the cost for the program is paid for by individual wreath sponsors, corporate donors and volunteer truck drivers and companies.

Does WAA have a religious or political affiliation?

Wreaths Across America is not affiliated with any religion or political party. It is our mission to remember and honor every fallen military service member during the holiday season, no matter what is happening in the nation or overseas.

How can I get involved?

There are a number of ways for volunteers to get involved. Please

continued on page 23

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Wreaths Across America™ - Remember, Honor, Teach

keep in mind that there is NO COST to attend or participate in a Wreaths Across America event.

•National Wreaths Across America Day

•Escort of wreaths to Arlington National Cemetery (or any of the other locations featuring wreath escorts)

•Statehouse Ceremony — in nearly all 50 states and at our nation's capital

•HART Ceremony (Honoring Allies and Remembering Together)

•"Thanks-A-Million" handout card program, to thank our veterans and active military members

•WAA Education Program — work with our downloadable materials in your local schools

You can also volunteer to have another location in your state participate in the national remembrance ceremony, or you can start or work with a local group to raise funds for the wreaths, for your local ceremony or for Arlington.

For more information about this year's events, to sign up to be a volunteer or to sponsor a wreath, please visit www.wreathssacrossamerica.org.

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In 2015 Professional Truck Drivers and these Trucking Companies donated their time and trucks to deliver Wreaths Across America: 4 D's Trucking Inc.; A.N. Webber, Inc.; AAA Cooper Memphis; Abilene Motor Express; Affiliated Movers; Affordable Moving Solutions; Allen Lund Company; American Central Transport; Apple Transfer; Armellini Express Lines, Inc.; Arpin Van

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CLEVELAND, OH... ContainerPort Group, Inc. (CPG) is pleased to announce the promotion of Glenn A. Fehribach to Chief Financial Officer (CFO).

Glenn A. Fehribach, a seasoned financial and operating executive, has nearly 20 years of business experience at CPG, previously spending 10 years as Vice President, Finance and Risk and most recently as Senior Vice President, Ohio Valley.

"Glenn's impressive background in both operations and finance makes him a great fit for his new role at CPG," said Russ Graef, President. "This comes at a pivotal point in ContainerPort Group Inc.'s 45-year history as we are poised for tremendous growth through both organic expansion and seeking strategic acquisitions."

ContainerPort Group, Inc. headquartered in Cleveland, Ohio, is a leading provider of services to the container shipping industry and is celebrating its 45th year of operation. CPG provides both motor carrier services and terminal services (depot, CY, equipment maintenance) to ocean carriers, beneficial cargo owners, shippers/receivers, railroads, and freight intermediaries with concentration on international cargoes. CPG operates facilities and terminals in 18 distinct geographic markets throughout the Midwest, Ohio Valley, North Atlantic and South Atlantic regions.

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Incident Responders to PA Drivers: 'Steer Clear of Accident Scenes

First Responders Urge Drivers To Move Over Or Slow Down So They Can Do Their Jobs

HARRISBURG, PA... The men and women whose job it is to respond to roadway incidents throughout Pennsylvania recently met in Harrisburg to discuss ways to work together to improve how they prepare for and respond to roadway emergencies. Their appeal to motorists across the Commonwealth: Show your appreciation by moving over or slowing down for stopped emergency and maintenance personnel and equipment.

More than 100 Traffic Incident Management (TIM) professionals gathered at PA Emergency Management Agency headquarters in Susquehanna Township for Pennsylvania's TIM Summit. Attendees learned about successes and challenges faced by other Mid-Atlantic response agencies when they implemented statewide TIM initiatives. The intent of today's summit is to move towards a statewide response model in Pennsylvania.

"Those of us in the response community want motorists to realize that we are joining forces to do a better job when it comes to incident response and management," said Executive Deputy Director Jeffrey Thomas of the PA Emergency Management Agency (PEMA). "As a group, we urge drivers to do their part by following the state law that

requires motorists to move over or slow down when they see an incident scene or emergency vehicle on the road."

Pennsylvania's "Steer Clear" law — enacted to help prevent injuries and save lives — requires drivers to move over or slow down when they encounter an emergency scene, traffic stop or disabled vehicle. Drivers must move over or slow down for all responders, including police, fire and ambulance as well as stopped tow trucks and maintenance vehicles.

"If someone is convicted of violating this law, they will face a fine of up to \$250," said PA State Police Major Edward C. Hoke, Director of the Bureau of Patrol. "If an emergency service responder is seriously injured or killed because a driver failed to move over, they're looking at a fine of up to \$10,000 and their license can be suspended for up to a year."

Those who serve as incident responders are sometimes paid little or nothing and put their lives on the line to assist others during a crash, medical or weather emergency or other roadway disaster.

"Responders risk their lives every day to help travelers in need on Pennsylvania's motorways — be it a rural, two-lane road or the busiest

interstate," said PA Turnpike Chief Executive Officer Mark Compton. "Responders are focused on performing their vital jobs during an incident; as motorists, we must focus on our jobs too. Let's show our responders the respect they deserve and help get them home to their families at the end of the day."

Summit speakers and attendees include police, fire and EMS personnel as well as towing and maintenance providers. Conference presentations and workshops are geared towards formalizing a process through which TIM authorities in Pennsylvania can team up for the benefit of travelers and responders alike.

"Our summit theme is 'One Vision, One Voice, All Together,' and our focus is working collaboratively to become more effective, safe and efficient as a whole," said Jon Fleming, Chief of PennDOT's Maintenance Technical Leadership Division. "While there has been regional coordination among responders in certain areas, our goal is implementing a statewide TIM program here in Pennsylvania."

The summit was held in conjunction with National Traffic Incident Response Awareness Week, Nov. 14-18.

EPA Urged to Level the Playing Field for Energy Efficiency in the Clean Power Plan

Washington, DC... A diverse alliance is calling on the Environmental Protection Agency to expand incentives for energy efficiency in the Clean Power Plan.

Led by the American Council for an Energy-Efficient Economy (ACEEE), it argues that energy efficiency should receive access to the same credits as renewable energy through the Clean Energy Incentive Program (CEIP). The CPP's early-action program, as currently drafted, puts efficiency at a disadvantage.

"Recognizing the importance of the CEIP as an opportunity to spur early investment in low-cost emission reduction strategies, we recommend that the Renewable Energy Reserve (RER) be expanded to include energy efficiency policies and measures," states the letter to EPA Administrator Gina McCarthy.

Signatories include a broad array of businesses, policymakers, localities, environmental groups, health advocates, and faith communities.

The CEIP rewards early investments in renewable energy and energy efficiency projects that serve low-income communities. It offers an extra incentive to renewable energy, and the alliance requests that the EPA also include energy efficiency in this pool of credits.

"Energy efficiency is generally the least-cost option for states looking to comply with the Clean Power Plan, but efficiency is not yet being fully considered as a strategy for the Clean Energy Incentive Plan," said Steven Nadel, executive director, ACEEE.

"The Environmental Protection Agency should expand the pool of credits available to renewable energy to also include energy efficiency, which would help control electric costs and keep money in the hands of communities."

"The Clean Power Plan goes far beyond protecting our climate, because decreased air pollution will have powerful benefits for public health," said Catherine Thomasson, MD, executive director of Physicians for Social Responsibility.

"By encouraging energy efficiency, the Clean Energy Incentive Program will help decrease the power sector's reliance on fossil fuels—which decreases the particulate matter, nitrogen oxides and other harmful air pollution created by burning fossil fuels."

"Children and local communities are why, as Christians, we care about the Clean Power Plan," said Reverend Mitchell C. Hescoc, president/C.E.O. of The Evangelical Environmental Network. "We believe that a clean energy future, which includes expanding

energy efficiency and cutting pollution, profoundly impacts human life." The proposal requests that EPA treat energy efficiency as equal to renewable energy in the CEIP. The exclusion of energy efficiency is a significant oversight that could cause states to opt for more expensive compliance options.

Reducing emissions through energy efficiency costs significantly less than other means. These savings get passed down to customers, resulting in local job creation and economic development. The EPA's latest proposal for the CEIP is an important opportunity to ensure that states can reward investments in energy efficiency while getting credit for the pollution it avoids.

Simply put, ACEEE and partners are seeking to put energy efficiency on a level playing field with renewable energy. To read the letter, visit: <http://aceee.org/regulatory-filing/ceip-letter-091516>

About ACEEE: The American Council for an Energy-Efficient Economy acts as a catalyst to advance energy efficiency policies, programs, technologies, investments, and behaviors. For information about ACEEE and its programs, publications, and conferences, visit aceee.org

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Travelers' Transportation Owner-Op Paul Frederick Named 2016 OTA-Bridgestone Truck Hero

TORONTO... Most days in Paul Frederick's 53 years on the road have been uneventful; which, in trucking, is usually just how you like them.

But throughout his career, the Gatineau owner-operator has come across more than a handful of dramatic situations, usually involving people who have been hurt or in dire need of help. Each and every time, Paul has answered the call without hesitation. In fact, he seems to save people as routinely as he performs a circle check.

It's for that reason the company he hauls for, Brampton, Ont.-based Travelers Transportation, nominated him for the 2016 Bridgestone-OTA Truck Hero Award, which recognizes a truck driver who has exhibited courageousness, selflessness and integrity in the face of an emergency.

It was no contest. Frederick was named the recipient and handed the award at the OTA's 90th annual executive conference in Toronto.

While Frederick has leaped into action many times throughout his career, it was a specific incident near Indianapolis that grabbed OTA's attention. Frederick and his wife Carol, who was riding with him at the time, noticed a car heading the wrong way down the offramp on the I-465. Within seconds it collided with an SUV which was exiting the highway and sent flying.

Paul pulled over and ran to the SUV driver who was shocked, but otherwise uninjured. He then made it to the crushed car, which

had caught fire when he arrived, but he didn't see anyone inside. Despite passerby's pleading with him to retreat from the burning car, Paul pressed on. He pried open the backdoor and sifted through the deployed airbags in the front seat – but still, there was no one in sight.

Confused and his lungs filling with smoke, Paul then noticed a cane lying in the backseat. The pieces of the puzzle started to become clearer. Paul took another shot at the airbag, this time lifting it so he could see below the front seats. There, looking dazed up at Paul and lying motionless underneath the collapsed dashboard, was an elderly man. Paul kicked open the front door from the inside. He then went around from the outside and pulled the injured man out of the burning car to safety, just as the vehicle became overwhelmed by flames.

The man was in bad shape but conscious. A sergeant at the scene told Paul the crash victim had a decent chance to live because of his actions. Paul and Carol got back in the truck and drove off. To this day, Paul isn't sure of the man's fate, knowing only he was alive when he left.

"I think what he did was amazing," says Jim Hicks, president of Travelers Transportation. "He's always calm and cool. He doesn't get too excited and seems to always know what to do. I'm glad it was Paul who was there that night."


Paul says he doesn't chase these

moments. They just seem to happen no matter where he is – like when he rescued a young boy who was badly hurt and bleeding when a boat backed into the lad while he was swimming near a dock. Or when Paul's outdoorsman version of Spidey sense kicked in when he encountered four ill-equipped novice hunters heading into the Quebec wilderness. When they never returned Paul used his instincts to track them down. He found them frozen and starving before guiding them back to camp.

"Paul is like a fulltime truck driver who moonlights as a superhero," says Paul Dalcourt, National Account Executive, Bridgestone Canada. "Bridgestone is proud to call him the 2016 Truck Hero. We should all feel more secure knowing there are brave and selfless drivers like Paul out there on the road."

Paul credits his instincts and ability to remain calm for his knack of rescuing people. He calls it a responsibility, which he believes was borne at a very early age when his own father saved him from drowning. He says he's been paying it back ever since.

"Over his 53-year career Paul has repeatedly responded to emergencies and helped save lives," says OTA president Stephen Laskowski. "Like a sixth sense, he's at the right place at the right time when there are people in need. Maybe it's coincidence. But more likely, it's about who Paul is as a professional and as a person."




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Carrier Transicold's DataLink™ 2 Recorder Verifies Load Temperatures for Refrigerated Haulers

Frank Calvert Earns National Truck Driver of the Year Title

Oklahoma City, OK... American Trucking Associations' Safety Management Council recognized outstanding trucking leaders at the Safety, Security and Human Resources National Conference and Exhibition in Oklahoma City. Frank Calvert, professional truck driver with AAA Cooper, was honored as the industry's National Truck Driver of the Year.

Calvert, who was awarded the 2016 National Driver of the Year trophy on stage in Las Vegas at ATA's Management Conference and Exhibition earlier this month, is in the middle of his 60th year as a professional truck driver. He was also named the Alabama Driver of the Year in April.

Other awards included: The Tennessee Trucking Association was honored with the State Excellence Award, given annually to a state trucking association making innovative and impactful progress on promoting safety to their members.

The ATA President's Award was given to three companies who exhibited safety excellence in their daily operations:

- Gorski Bulk Transport, Detroit, Mich., for fleets under 25 million miles
 - TCW Inc., Nashville, Tenn., for fleets between 25 million and 100 million miles
 - Old Dominion Freight Line, Thomasville, N.C., for fleets with more than 100 million miles.
- ABF Freight System Inc. was presented the Excellence in Security award and Old Dominion Freight Line and Roehl Transport Inc. were honored with the Excellence in Claims and Loss Prevention Award in the less-than-truckload and truckload divisions, respectively.



Carrier Transicold's new DataLink™ 2 recorder provides an independent temperature verification method for transport refrigeration and includes an integral thermal printer.

ATHENS, GA... For refrigerated haulers who require independent verification of temperatures inside trucks and trailers or immediate documentation for receivers,

Carrier Transicold now offers the DataLink™ 2 recorder. Carrier Transicold is a part of UTC Climate, Controls & Security, a unit of United Technologies Corp.

For single-temperature or multi-temperature applications, the DataLink 2 system uses up to three independent temperature sensors, providing an added layer of veri-

fication beyond the refrigeration system's built-in recording ability. An integral thermal printer lets drivers quickly and easily produce numerical and graphical trip reports for receivers. Additionally, data can be downloaded into a personal computer for electronic logging.

"Increasingly, haulers of pharmaceuticals, perishable and frozen foods, and other temperature-critical goods are using temperature monitoring and reporting capabilities, with temperature accountability a growing focus following the release of the transportation rules of the Food Safety Modernization Act," said Mark Fragnito, product manager, controls, Carrier Transicold. "The DataLink 2 recorder may help food distribution operations easily track and manage this kind

of information for compliance."

Beyond its primary use as an independent temperature monitoring and reporting device, the DataLink 2 recorder provides additional advantages as a comprehensive analytical tool when connected to a Carrier Transicold refrigeration unit's control system. Temperature data captured from its own sensors can be correlated against activities recorded by the control system, helping to identify potential sources of temperature excursions.

"Setpoint changes, defrost cycles, unit alarms, door openings and turning off the refrigeration unit can affect temperatures, and uniquely, the DataLink 2 recorder can capture and report these events alongside temperature data, providing helpful insight into temperature activity inside the truck or trailer," Fragnito explained.

Designed for plug-and-play simplicity, the DataLink 2 recorder auto-detects which Carrier Transicold controller it is connected to, whether an APX™ or Advance® controller or the standard micro-processor. Setup is done through a "soft menu" system keyed to four buttons located just below the device's backlit display screen. Two recorder styles are offered: body-mount models that attach to either a truck or trailer cargo area, and an in-dash DIN-mount version for more convenient driver access on straight truck applications.

For more information, visit www.transicold.carrier.com. Follow Carrier on Twitter: @SmartColdChain.

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Ready For Winter? Truck Tire Tips To Keep You Rolling - Courtesy of Goodyear Commercial Tire & Service Center

Winter is right around the corner, bringing low temperatures and snow and ice-covered roads – all of which can impact tire performance.

When preparing your tires for winter driving, first consult your local Goodyear commercial tire dealer or Goodyear Commercial Tire & Service Center. The experts at these locations can help evaluate your vehicle's specific needs and recommend an appropriate tire.

"Tread design will be an important part of the conversation," says Brian Buckham, general manager, product marketing, Goodyear. "For example, single drive-axle tractors and straight trucks will want to use tires with an aggressive drive-axle tread pattern. Tread patterns that feature lots of biting edges and lugs will dig into snow more effectively."

Some drivers prefer to use tire chains for even more traction. "Chaining up a truck tire in the proper manner should not have a negative impact on tire life," says Buckham.

Also make sure that chains are removed when not needed. "A commercial tire dealer can help with chain application and removal," he notes.

Unsure of when and where chains can be used? The Owner-Operator Independent Drivers Association (OOIDA) maintains a state-by-state breakdown of tire chain laws on its Web site.

Above all, do not neglect tire maintenance – even during harsh weather. This includes checking air pressure levels at least once a week, using a calibrated gauge.

"Maintaining correct inflation pressure can give you an optimal tire footprint for good traction, which is important when dealing with ice and snow-covered roads," says Buckham. "And it will positively impact tire wear, casing life, and retreadability – and can help reduce the amount of fuel your truck consumes."

Another thing to keep in mind is that ambient temperature has an impact on inflation levels. Inflation pressures can drop one psi for every 10-degree decrease. This can impact tire footprint and performance.

Finally, if you use retreads, look for tread designs that feature plenty of biting edges and sipes in order to optimize grip and traction.

"Tires are your truck's only points of contact with the road when rolling," says Buckham. "That's why it is important to do everything you can to promote optimal tire performance – not just during the winter months, but year-round, as well."

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Pacifico Reflections - The Do-Nothing Option



by: Mike McGough

The phrase, "Doing nothing is not an option," has a long history. However, there is an assumption and a resulting misunderstanding to be considered when thinking about *do-nothing* options. Consider the following scenario.

The Oakville Recreation Committee conducted a public survey. Two topics surfaced--holding the line on tax increases and providing public Wi-Fi access in the town park. Neither issue had overwhelming survey support, but the Committee wanted to give attention to both. Fiscal responsibility tempered with providing solid services and maintaining local infrastructure seemed to describe public sentiments in Oakville.

The Committee learned about a grant available to municipalities for public access Wi-Fi. There was a significant initial expenditure and ongoing operating costs. Also, if a municipality applied and won the grant, they were obligated to use the grant in a specified period

of time. Then they would assume all additional costs for at least five years.

If the survey had shown a stronger level of interest in the service or a willingness to face higher taxes to fund it, the Committee's decision would have been easier. But that was not the case. So in the absence of strong public support or rejection, the Committee began their deliberations, based largely on their sentiments and their desires. Not surprisingly, the members of the Committee, all from Oakville, were also split on Wi-Fi in the park.

After two months of informal public discussions, open invitations for residents to attend the Committee's meetings to share their thinking, and some additional

study, no decision was reached. At that point the chair of the Committee acted. She explained that because no prevailing public sentiment had surfaced, she was going to ask the Committee's approval to table the issue, promising to revisit it if and when it became a matter of greater public interest. Just before the vote at the public meeting she said, "Future circumstances and developments may provide us with better insights on this matter. But today, we just don't seem to have enough justification to proceed." The vote was taken, the Wi-Fi issue was tabled, and they went on with other business.

The next day, a resident who was not happy with the decision of the Committee, voiced his angst in a letter to the editor. It was short, not so sweet, but right to the point.

Dear Editor,

The decision of the Recreation Committee to do-nothing about installing Wi-Fi in the park is appalling. We live in the digital age, and they have totally ignored that reality. Why have a committee if they are going to be content to do nothing?

Signed: Angry in Oakville

The following day, the chair-

woman responded on behalf of the Committee.

Dear Angry,

Thanks for your letter. Your assertion that we did nothing regarding Wi-Fi in the park is incorrect. The Committee understands why you may believe that to be true, and we'd like to explain why it's not.

Your assertion is based on the fact that we didn't do what you desired. You obviously wanted Wi-Fi in the park. We didn't act to install it, so you believe we did nothing. Let me explain how we arrived at that decision.

When Wi-Fi in the park was first introduced via the public survey that we conducted, we carefully studied the matter. We thoughtfully deliberated on various aspects of public Wi-Fi. We considered cost estimates for initial financing and ongoing expenses. We invited public input at meetings. We looked at necessary tax increases and weighted them against observable public interest. We then did a thorough return-on-investment study and determined that at this time, the level of public interest did not justify the cost. It was not until we completed all of the above

that a decision was made.

So you see Angry, we did do plenty. It's our hope that this letter demonstrates that we did, even though we didn't do what you wanted.

Signed: The Oakville Recreation Committee

There is a big difference between doing nothing and making a decision to take no additional action at the present time. The difference is that in the latter case a willful, thoroughly deliberated decision was made. That is most definitely an action. There are situations where making a decision to take no action actually requires more study and deliberation than thoughtlessly deciding to simply charge ahead. However, when a person or group does not get what they want, it is easy to make the erroneous assumption that the person or group arriving at that decision did nothing.

If you do nothing because you are apathetic, unwilling to consider all options, or just lazy, then you have figuratively and literally done nothing. If, on the other hand, you make a well-reasoned decision to do nothing, you have indeed done something!

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Slippery Rock's Lions Club Hosts Annual Touch-A-Truck Event



Slippery Rock VFD's John Greaves was on hand at the event to explain the workings of a fire truck to attendees. Children enjoyed the experience of donning a fire helmet, climbing up in the cab and blaring the sirens. - photo by Pam Pollock -

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SLIPPERY ROCK LIONS CLUB HOSTS TOUCH A TRUCK EVENT



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BERM NOTES



By Henry Albert

When it comes to our competition in business, there may be times when you question whether you should help them when they require your assistance. If a ship is sinking in the ocean from my understanding, it's common practice for the nearest ship to try to rescue the crew and its passengers.

I happened to be watching a video recently online and it made me think of this subject of where do you draw the line between common decency and competition. The actual video I'm referring to portrayed an icy interstate highway with traffic crawling due to ice and high wind conditions. A truck in the right lane was trying to keep moving and found it very difficult as the high winds blew the truck

and trailer which caused the truck to slide towards the shoulder of the highway. A competing truck from another business witnessed what was happening and moved his truck which was heavily laden right beside him in order to block the wind. Together, they both were able to move slowly beside one another in order to keep moving safely. The helpful driver could have just stayed in position and not assisted which would have allowed the competition to literally be blown away.

It is my opinion that when we have a common enemy we should work together. During my flatbed days, I can remember assisting many drivers to tarp/un tarp in

windy and stormy weather. We all benefited when we helped each other. Other helpful situations might be alerting a driver when you notice their tire is low or perhaps a light is out on the truck/trailer. Sometimes, a driver may need assistance with maneuvering their equipment into a tight space or dock. It may be that a driver needs a jump start, water, coolant, fuse, tape or even a fire extinguisher. I myself couldn't watch someone's equipment burn if I had a fire extinguisher handy. Many times, I offered up my extra bungie cords when someone didn't have enough to secure their load. Another example I can remember was after being loaded and tarping, I ended up with a tear in the tarp. Another driver witnessed the tear and offered to loan me his tarp as we were both headed to deliver to the same location.

Even though we are all competing out here on the road, it's important to take time and assist your fellow driver when needed. You never know when you just may need the favor returned. Don't get me wrong, I believe in fierce competition but at the same time, I want to beat out my competitor through healthy competition not misfortune.

Baylor Trucking Honors U.S. Heroes With Pay Increase

MILAN, IN...Baylor Trucking is proud to announce the expansion of its Veteran's Recognition Program with a pay increase honoring all of those who have served.

Baylor Trucking, Inc. is saluting America's driving professionals who have served in the Armed Forces with an additional \$.01 per mile increase, \$1 per hour for local drivers and a 1% salary increase for all office associates. The pay increase is expected to provide an additional \$50,000 to Military Veterans at Baylor and additional earnings for new hires.

"For the sacrifices these brave men and women have made for our country, this program is another way our company can say thank you," said Cari Baylor, president of Baylor Trucking, Inc.

The Veteran's Recognition Program at Baylor continues to expand. Veteran drivers are issued specially wrapped trucks decorated with the U.S. flag, the Constitution and patriotic themes. Company Drivers and Independent Contractors are applauded with Veteran ceremonies by Baylor team members. Each Veteran receives a star truck decal notating his/her branch of service. Veterans returning from recent deployment are provided specialized training to further develop their truck driving career.

Cari Baylor had the opportunity to spend time with General Stanley McChrystal and questioned, "What can we do to support those coming home?" McChrystal's response, "Hire them." Inspired by the General, Baylor has strived to develop one of the nation's strongest programs to develop career paths for America's Veterans. The new pay differential is another step to making a difference.

Baylor Trucking is the embodiment of the American Dream. Baylor Trucking was founded in 1946 through the entrepreneurial spirit and hard work of Chester Baylor. Mr. Baylor returned from World War Two, and created Baylor Trucking with just one truck. With the help of his wife Ruth and their children, Bonnie, Bob and Steve, Baylor grew hauling commodities such as furniture and paper.

Baylor has been led by Veterans for over 70 years, Cari Baylor now oversees the 200 truck fleet. Four generations of Baylor family members have been active in the business.

To learn more about Baylor Trucking, please visit BaylorTrucking.com.

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March 31-April 2, 2017 Gulf Coast Big Rig Truck Show – Houston, TX. For more info log onto www.gulfcoastbigrigtruckshow.com

April 28-30, 2017 – 19th Annual 75 Chrome Shop Truck Show – 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

June 2-4, 2017 – Wheel Jam – South Dakota State Fairgrounds, Huron, SD. For more info go to <http://www.wheeljamtruckshow.com/>

July 13-15, 2017 – 38th Annual Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 14-15, 2017 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry will be at the Lexington Center for 2016 on July 15 & 16. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

August 11-12, 2017 - The 28th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntruckn-show.com. Phone: 920-324-9985 · Fax: 920-324-0353

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

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Working Show Truck Of The Month - Tom Bush



By Robert Conrad

As we bring 2016 to a close, a new President will soon take over the White House and, hopefully, be able to make good on his promise of bringing jobs back to America.

More American-made products will mean more freight to deliver, so the trucking industry should see an upswing as well. Only time will tell, but we have to believe things will move in a positive and productive

direction in 2017!

Our final Working Show Truck of the Month for 2016 is a jet-black beauty owned by Tom Bush. It may be hard to believe, but Tom's KW W900-L is a 1998 that's hauled everything from motorcycles to Daytona Beach for bike week to trade shows and special event staging for shows in New York.

Tom has been driving since 1979 and has seen just about everything in his 35+ years behind the wheel. He puts on his own rolling truck show everywhere he goes with his KW, that looks better than the day it rolled off of the assembly line! The truck was bought as a daycab and driven to Double Eagle Industries, where the 112" sleeper was added. It has all of the

comforts of home inside, including the kitchen sink! Tom had Quality Collision & Painting lay down the jet-black paint that's accented by just the right amount of chrome and stainless.

Tom wanted to thank Randy Kaylor and his crew at Pro-Fab Associates, based in Manheim, PA for all of the custom stainless work they did on the truck. Pro-Fab made Tom a custom visor, deck plate, pleated stainless panels for the rear of the sleeper, custom steps, and stainless fuel tank wraps.

The truck also features a set of 7" straight exhaust from Dynaflex, a Miami Star 21" to 20" tapered front bumper, and a custom rear light panel. Power comes from a 550 CAT engine that's been re-worked with

a turbo from PDI, and paired with a set of 3:36 rears and a 13-speed transmission.

Tom also wanted to send a big thank you out to Joe from Go Ahead Repairs in Lincoln Park, NJ. He said that Joe is a true, old school mechanic who can fix anything, and that he helps keep Tom on the road. In fact, he just repaired Tom's transmission and had him back up and running in no time!

Tom is currently hauling refrigerated freight with his KW and he

enjoys attending local truck shows when he's not out on the road. Despite close to 40 years of trucking, Tom Bush and his "old" KW are still going strong and showing no signs of slowing down.

Movin' Out would like to salute Tom Bush and his black beauty this month by choosing him as our Working Show Truck of the Month. If you get to see his 1998 KW in person, you'll definitely be impressed!

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