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2017 ATCA Macungie National Truck Show



Venezia Hauling's Mack - classic and always in style! Turn to pages 14 & 15 for more photos and story from the 2017 ATCA Macungie Truck Show. - Photo by Matt Conrad -

Mercer Transportation - 2017 Recipient of Kentucky Trucking Association Safety Awards



2017 Kentucky Grand Champion - Mercer Transportation. Award presented to Len Dunman (right), Safety Director for Mercer Transportation and presented by Dan Martin (left) of Great West Casualty.

Louisville, KY... Mercer Transportation is pleased to announce the company received two safety awards during the 2017 Kentucky Trucking Association Conference. Along with its dedication to safe driving practices, Mercer Transportation maintains one of the lowest claims and accident rates in the industry. "Every time we receive a safety award, it reflects on our contractors. We know we have some of the best Owner Operators out there," continued on page 9

Smith Transport Honors Million Miler Drivers



Harry Hignutt, Jr., a Professional Driver for Smith Transport for 9 years, receives his Million Miler Club award from Smith Transport President and CEO Barry Smith.

By Steve Pollock
ROARING SPRING, PA... Over the past several months Roaring Spring, PA based Smith Transport has been recognizing Professional Drivers who have achieved a Million Safe Miles of Driving. Qualified drivers are recognized and receive their award upon achieving their Million Mile Mark at Smith Transport. Each driver joining the Million Miler Club receives a commemorative plaque from President and CEO Barry Smith as well as premiums and a decal for their truck designating them a member of the Million Miler Club. In 2017 the following drivers were inducted into the Million Miler Club: Bobby Beach, Dale Bullis, Art Burt, Jim Flora, Vernon Harris, Joe "Papa Joe" Hayes, Harry Hignutt, Jr., Larry Jacobs, Dell Owens, Jacob "Buzz" Showers, Jamey Smith, Louie Tortora, and Jeff Wilbur. continued on page 22

Tommy Pike Customs, Pennzoil Deliver Fully Restored 1937 Dodge Pickup To Celebrate MOPAR's 80th Anniversary



"Project Long Haul," a total restoration of a 1937 Dodge 1/2-ton pickup by Tommy Pike Customs celebrating MOPAR's 80th anniversary, was recently unveiled at the 2017 SEMA Show in Las Vegas. Tommy Pike and his team at Tommy Pike Customs in Greenville, South Carolina, were commissioned by Pennzoil to locate and restore a 1937 Dodge 1/2-ton pickup to honor MOPAR.

Pike did the design work for the restoration and he and his team brought this '37 Dodge pickup back to life, delivering a top-notch machine worthy to wear MOPAR

blue and make many more long hauls.

Following are some of the build specs:

- Pennzoil® Platinum 5W-20
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- JL Audio® Subwoofers – 10TW3-D4 with Tommy Pike Customs Enclosure
- JL Audio® Speakers – TR650CSi
- MagnaFlow® Stainless Steel Hot Rod Exhaust System
- RideTech HQ Series Coil-Overs

- Wilwood® Billet Forged Six-Piston Calipers with 13" Rotors
- General Tire™ G-MAX AS-05 Tires
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Growing Exemption Requests Highlight Problems With ELD Mandate

Grain Valley, MO... The increasing number of exemption requests from an electronic logging device mandate and the government's recent responses proves there is no safety benefit of this technology. The Owner-Operator Independent Drivers Association points to this as one of many reasons the upcoming federal regulation requiring trucks to be equipped with electronic logging devices should be delayed.

"The reasons cited in the requests are not unique to just a single company or one sector of the trucking industry," said Todd Spencer, executive vice president of OOIDA. "Many of those same concerns apply to all affected by this one-size-fits-all mandate."

Twelve organizations have filed exemption requests and 31 organizations have requested a delay.

"In one instance, they denied the request, and in a couple of others, they granted the requests, but in none of these did FMCSA's decisions show any consistency in reasoning," said Spencer.

In its denial to one group, the agency said that the request did not demonstrate how, without using ELDs, they would maintain a level of safety equivalent to, or greater than, the level achieved without the exemption.

But in granting exemptions to two other groups, the agency made no mention of safety.

"It's the Nightmare on ELD street," said Spencer. "Confusion and concern surround this issue. The best solution is an alternate ending to the frightening scene by way of a delay."

The timing of the announcements comes at the heels of a recent coalition push to delay the electronic logging device mandate.

OOIDA has contended that a delay is necessary until the Federal Motor Carrier Safety Administration addresses numerous unresolved issues identified by impacted stakeholders. There are significant technological and real-world concerns that have not been addressed by FMCSA. These concerns include the certification of devices (or lack thereof), connectivity problems in remote areas of the country, cybersecurity vulnerabilities, and the ability of law enforcement to access data.

"The ELD mandate is estimated to cost impacted stakeholders more than \$2 billion, making it one of the most expensive federal transportation rulemakings over the last decade," said Spencer. "This is a massive, unfunded mandate that provides no safety, economic, or productivity benefits for those ensnared by the mandate. This is another example of a costly regulation imposed on small-business truckers that has no bearing on safety."

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.

The Following Companies Or Organizations Have Made Exemption Requests, But Yet To Receive A Response As Of Oct. 31, 2017:

G4S Secure Solutions Inc.; Hub Group Trucking, Inc.; Motion Picture Association of America (MPAA); National Pork Producers Council; Power and Communi-

cation Contractors Association (PCCA); Western Equipment Dealers Association (WEDA); YRC Yellow Freight Corporation

Requests That Have Been Responded To By Fmcsa

MBI Energy Services, Inc. - Denied; Pipe Line Contractors Association (PLCA) - Denied; Truck Renting and Leasing Association (TRALA) - Partially Granted; United Parcel Service (UPS) - Partially Granted

Coalition Of Organizations Seeking Delay

Agricultural Retailers Association; American Pipeline Contractors Association; American Pyrotechnics Association; Associated Equipment Distributors; Distribution Contractors Association; Livestock Exporters Association of the USA; Lucas Oil Products; Mid-West Truckers Association; National Association of Chemical Distributors; National Association of Small Trucking Companies; National Aquaculture Association; National Corn Growers Association; National Cotton Council; National Electrical Contractors Association; National Federation of Independent Business; National Grain and Feed Association; National Ground Water Association; National Hay Association; National Motorists Association; National Precast Concrete Association; National Ready Mixed Concrete Association; National Stone, Sand & Gravel Association; New England Fuel Institute; North American Wood Pole Council; Owner-Operator Independent Drivers Association; Petroleum Marketers Association of America; Power & Communication Contractors Association; Precast/Prestressed Concrete Institute; SikhsPAC; Southern Pressure Treaters' Association; United States Cattlemen's Association

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Off The Beaten Path



by Pam Pollock

I'd Join In the Merriment - But, It's Too Peopley Outside....

Ahhhh, the holidays! As I type this column it is a cold and dreary morning, one week before Thanksgiving. The holidays have unofficially started. The Hallmark Channel has been broadcasting Christmas movies since Halloween. I've been Christmas shopping for months. And I am planning 3 birthday parties for December and January.

I love the holidays. No honest, I really do. I watch those Hallmark movies and I get so caught up in the moment and I pine for those quaint little town Christmases. I check out our little town for a gigantic tree in the square and carolers in Victorian costumes. Except we don't have a town square... but there is supposed to be a tree lighting this weekend and Santa is arriving on a fire truck.

I long for those moments when everyone is cheerful and polite and kind to each other. And that usually happens for about 30 minutes on December 23rd when people actually smile at you in the grocery store instead of their usual mowing you over with their cart. I was at the store the other day. Our store is not big and its aisles are crammed with displays of wares, enticing impulse shoppers to grab some pumpkin butter, elderberry jelly and Chicken In A Biskit crackers and heave those goodies into their carts. So, the aisles are jammed and there's a back up at the meat counter because some college kids are searching for the cheapest pack of hamburger and granny is undecided between the pork cutlets and chicken legs. Over by the cereal aisle there's an informal PTA meeting of disgruntled parents and the old-timers are having an impromptu reunion by the Metamucil shelf. I am trying my best to smile and be polite as I weave my way in and around all of these distractions. I try to make contact with the couple that is blocking the ENTIRE aisle as they peruse the soups. I finally have to clear my throat and nicely ask, "Excuse me, may I please get through?" I don't know what I was expecting for their response - wait, yes, I do. I expected one of those warm and fuzzy Hallmark moments. They would blush and smile and say, "Oh, I am so sorry!" And they would hand me a homemade gingerbread man and hustle to move that cart. That didn't happen. They scowled at me, well; the man scowled and mumbled something under his breath and this old lady glared at me as she leaned defiantly on her

cart. I waited and I waited and it felt like that scene from The Shootout at the OK Corral. I actually found myself reaching my six-shooter on my hip and I don't pack heat, just a crossbody purse. They finally begrudgingly moved and I grabbed what I needed and booked it out of Dodge!

Sigh... is this a foreboding of what is to come in the next month? I have signed up for all kinds of festivities and shows and plays. I do my shopping early and mostly online because I can't handle pushy, grumpy crowds of people. I want to see throngs of happy and joyful mankind, who are taking the time to bask in the magic of Christmas. I don't want to be pushed and shoved and have grinsches try to cut in front of me. I suspect, unfortunately that I will see more of the latter. At this point, my goal is to take the grandkids to see Santa without having a brawl with an obnoxious granny. And I want to see carolers in Victorian costumes. And I want to be served some fruity punch in a fancy glass cup. And I want an elf to jump out of the bushes and give me Christmas cookies and I want Santa to have a real beard and I want a Christmas miracle and snow. I want everyone to be happy and friendly and kind. Double sigh. Triple sigh. Methinks I am going to have stay inside my humble abode and curl up on the couch and turn on the Hallmark Channel if I want to see any of that interaction. It's just "Too Peopley" outside...

Penske Logistics Honored by MI Windows and Doors

GRATZ, PA... Penske Logistics has been named 2017 Transportation Partner of the Year by MI Windows and Doors, LLC of Gratz, PA. The award was presented on Oct. 18th at MI's Prescott Valley, AZ, plant by Mike Ohlin, MI's Vice President of Supply Chain to Anthony Lavecchia, On-Site Manager, Penske Logistics. Penske Logistics is headquartered in Reading, PA.

"In order for MI Windows and Doors to get our precision-built windows and doors to our customers around the country, we need reliable carriers," said Ohlin. "In four years of doing business with Penske, we've found them to be the definition of reliable."

Penske Logistics provides trailer-load and multiple-stop service for both outbound and inbound shipments for MI's Prescott Valley manufacturing facility. They have been a valued MI partner since June 2013, and have over time developed a close working relationship with the Prescott Valley facility. In just a few short years, Penske has become a valued member of MI's family by consistently providing top-level service.

"Penske is being honored with this award, in a large part, due to their on-site manager Anthony Lavecchia's stepping up and handling our routing program," Ohlin said. "Penske has been excellent at interplant communications, driver retention, and at communicating with customers when there are delivery issues or concerns."

Kriska Driver Receives 2017 Bridgestone / OTA Canadian Truck Hero Award - Kriska CEO Gifts Driver Transport Truck

MISSISSAUGA, ONTARIO... Truck drivers everyday must maintain a level of professionalism to keep Ontario's ranking as the safest roads in North America. However, every once in a while a special driver emerges from this large group of professional as not only a protector of highways safety, but a hero.

On a storm filled day in March, 2017 Ickroop Manga, a 23 year old Kriska trainee driver, was riding in the passenger seat with his Trainer when he heard "Hold on, we're going to hit". Looking up he saw a pile up of more than 50 vehicles and a road slick with fuel and fire.

After their 18 wheeler impacted alongside another, Ickroop and his veteran Trainer tried the doors to discover them jammed shut. Thick black smoke poured into the cab as the Trainer moved to the bunk for pillows to use as breathing filters. Trapped in the truck Ickroop decided that he and his friend could only survive by escaping through a window. Standing between the seats he kicked repeatedly at the driver side window until it shattered. Yelling to his Trainer "Follow me!" Ickroop stepped over

the seat and went through with his left leg first, scratching it on the broken glass. He jumped down from the window and over fire on the ground.

"My parents always taught me that when you're part of a team you do anything you can to help your team mates" says Mangat, "I couldn't leave him inside the truck."

Now outside the truck but surrounded by burning diesel fuel Ickroop saw his Trainer struggling to get through the small window. Jumping over the fire and onto the step of the truck, he grabbed the senior driver's collar and pulled him through the window. The Trainer fell awkwardly onto the ground lighting his hair and clothes on fire. He jumped up and began to run away but didn't get far before Ickroop brought him into the snow and extinguished the fire. As they sat on the ground they looked up and saw their truck engulfed in flame. They had escaped less than a minute earlier.

Mangat was applauded by several hundred members of the Ontario Trucking Association (OTA) last

night when he was awarded the prestigious Bridgestone / OTA Truck Hero Award for 2017 at the OTA Awards Dinner.

After a few weeks rest Mangat returned to driving under the watch of his Owner Operator father. In the following months he has decided to follow his Dad and hopes to eventually buy his own truck. Inspired by Ickroop's dedication Kriska CEO Mark Seymour chose to make that dream a reality today at the Kriska Mississauga terminal with the gift of an International ProStar truck.

"Ickroop embodies what our industry needs" says Mark Seymour "he has the values and work ethic that drive him to want to be in trucking."

The freshly painted truck with a new engine and large bow on the hood was presented to Ickroop by Seymour with family and colleagues present.

"I'm excited to be an owner operator like my Dad and Brother but I don't consider myself a hero" remarked Mangat "I did what anybody would do."

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Western Star Rewards Veterans with Discount Program



PORTLAND, OR... Western Star Trucks and Daimler Truck Financial (DTF) are proud to announce that their program to give discounts on new trucks to U.S. and Canadian military veterans will continue throughout 2018.

The Western Star VetStar Military Appreciation Program, which launched in 2017, offers U.S. veterans up to a \$2,000 match on a down payment on a new Western Star truck fi-

nanced through DTF. Canadian veterans are eligible for a CAD \$3,000 match on their down payment through DTF.

"We owe a tremendous debt to our armed forces members and veterans in the United States and Canada, and we can think of no better way to show our appreciation than to make it easier for them to start or upgrade their trucking businesses with the VetStar discount," said Samantha Parlier, Vice Presi-

dent of Marketing and Product Strategy, Western Star.

The VetStar program applies to all new Western Star models (glider kits and used units are not eligible), and is intended for owner-operators and small fleets. There is no limit per customer and the discount can be used in conjunction with other programs.

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High Performance Diesels with Bruce Mallinson

Broken pistons and cracked heads on the newer electronic diesel engines, WOW! Too many ECM tuners do not understand the internal workings of the turbocharged diesel engines. We are seeing many engines with the timing too far advanced. Timing NEVER gets advanced on any engine turbocharged, supercharged or equipped with a blower. It doesn't matter what the fuel is, gasoline, alcohol, nitro methane, or diesel fuel, timing NEVER gets advanced once air is forced into

the combustion chamber. If you allow a truck stop tuner, or anyone that says they can increase your power, improve fuel mileage by tuning your ECM and they do not fully understand the effects of advanced timing, your engine is at risk of breaking pistons and cracking heads. If you go back and read my articles pertaining to Big Cam Cummins Engines that used aluminum pistons, you will read about how we retarded the timing as horsepower increases. That was to decrease internal pressure on the

piston and eliminate rattle in the engine when accelerating.

Let's talk about the ISX Cummins engines. The 1998 through 2002 non-EGR equipped engine were CM570. The CM stood for control module, the 570 denotes the engine family, and this ECM has 6400 parameters which is more than the space shuttle had. The 2003 through 2007 were the CM870 EGR equipped engine, then in 2008 the Cummins ISX-EGR engine was equipped with the DPF (diesel particulate filter), and that engine

was called the CM871, which ran through 2011. 2012 brought the common rail fuel system and DEF (Diesel Exhaust Fluid) was added to the DPF and EGR, and that engine was the CM2250, which ran through 2013. 2014 the CM2350 was introduced and it has just over 17,000 parameters that can be changed, and this ECM is still being used today. The X-15 ISX Engine CM2350X15 means the 7th injector was eliminated which was used to regen the DPF. The regen on this engine is accomplished by injectors #3 and 4 injecting more fuel during valve overlap to make the heat to perform the regen of the DPF. The CM2350 has a total of 45 variable timing tables, 15 timing tables for the pre-injection, 15 for the main fuel injection, and 15 for the post injection. Now take 15 times 15 times 15 or 15 to the third power and you have 3375 different timing tables the un-informed mechanic or ECM tuner could screw up. Just be careful whom you choose to have make changes to your ECM. An Engineering Marvel is the best way to describe CM2350 and the X-15 Cummins engine. It's so smooth that you will think you have a General Electric motor under the hood.

If you think this is confusing, the Cummins ISX engines, Detroit, Mack, Volvo and Paccar engines are making similar changes. They are all very complicated complex pieces of engineering marvels. Think about this the next time you allow someone to plug into your ECM that is not a qualified mechanic or engineer, does not have a dyno to test your truck, and does not understand the internal workings of these complex engines. Be careful, you may be putting pistons or replacing the head within the next year or two. The steel top pistons in today's engines are very strong, however, advanced timing can fatigue the metal and bore a hole through it and the head will crack. We have also seen pre-mature rod bearing failure because the internal pressures overcome the film strength of the oil. Advanced timing raises internal pressures well beyond the manufacturers' recommendation. I had the privilege of learning this from Mark Chapple, the performance parts engineer at the Cummins Engine plant in Columbus, IN back in 1983. Mark would invite me to join him at the engine facility many times throughout the years to work on various projects. I was all ears listening to various engineers talking about the engines while in meetings, luncheons, and dinners. Mark Chapple and Pittsburgh Power continue to work together today; in fact he will be working in our engineering facility on the dynos on November 9th and 10th.

Are you committing Diesel Engine Suicide? If your truck is NOT equipped with a working pyrometer (exhaust gas temperature gauge) and turbo boost gauge (manifold pressure) you should NOT be driving it. I don't care if you have been driving for 35 years, you cannot tell how hot the exhaust gas temperature is or if the engine has a turbo boost leak. You may hear a very large boost leak if the radio is turned down and there is not a lot of traffic around you, but most of the time you will not hear it. Most trucks today do not have a spot mirror on the top of the mirror braces, so you can't see the stack to see what type of smoke is coming out of the stack. You will feel the power loss, maybe change the fuel filter and the power is still low, check engine light may come on, but it might not. The pyrometer and turbo boost gauge will inform you if you have the knowledge to what they are telling you. If you don't



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understand them, I will teach you while you are driving your truck if you are a client of ours. You should always know about where these two important gauges are reading before you look at them. If you don't, you are not driving your truck properly. By knowing what they should be reading you will be able to tell if you have a loss of turbo boost or a loss of fuel flow. If the exhaust temperature is higher than normal and the boost is lower than normal, the air intake system, air filter or turbocharger have a problem or leak. If the boost is low and the exhaust gas temperature is low, the engine is suffering from a fuel delivery problem or ECM calibration problem. When we get the phone call and you tell us you have poor fuel mileage and low power and want to know what is wrong, and we ask you about the readings on the pyrometer and boost gauge, and you tell us you do not have them, we cannot help you over the phone. Then we tell you to make an appointment and bring it to our shop. Most of the time the answer we get is I never get east. We can't help you if you can't tell us the answers to our questions. The boost gauge kit is \$70.00, and the pyrometer kit is \$178.00. You can install them in your driveway or a truck stop parking lot if you have some tools.

Now for something fun to do - The Owner Operator Snowmobile Conference for January 25 through the 28th will be held at the Horseshoe Mountain Lodge in Mt. Pleasant, UT. The phone number is 435-462-9330. There are rooms reserved under "Pittsburgh Power Snowmobile Group". The price for a room with 1 king bed is \$75.00 per night and with 2 queen beds is \$80.00 per night. We will meet there on Thursday the 25th and ride the Skyline Drive on Friday, Saturday and Sunday. Sherman

Zeeman, retired heavy hauler owner operator from Payson, Utah, will be the principal speaker. The title of his speech will be "Trucking the old school way with gasoline engines pulling Soldiers Summit at 3 mph." Sherman is the owner of the very first double bunk 1975 W900 Kenworth ever built. George Gallamore from the CMC will speak on Saturday night about negotiations and dealing with people.

Rental snowmobiles are available at Big Pine Sports in Fairview, UT and their phone number is 435-427-3338. They also rent trailers, however, we have to figure out how you will tow the trailer if you fly into Salt Lake.

We have 2 owner-operator snowmobile conferences per year. The next one will be at the end of February or the first weekend of March. If you have never joined us, you are missing the opportunity of a lifetime to share time with other owner-operators while playing in the warm snow and blue skies and tearing up mountains with snowmobiles with 165 horsepower that will accelerate to 60 mph in under 4 seconds.

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

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Understanding Oil Contaminants



By Tom Bock

I recently received a question about silicon contamination results asking how silicon gets into oil and what can be done to prevent future recurrences. First we need to understand what silicon is and where it comes from. Being the second most abundant element on earth after oxygen there are numerous sources of silicon contamination. Silicon is commonly found in dirt, sand, dust that enters motor oil through air filters, defective air induction systems, leaking seals, loose oil fill cap or dipstick seal etc. Therefore most labs analyzing oil samples will recommend changing oil and inspecting air intake system starting with air filter, then checking for leaks in intake system by blocking air intake which should either cause engine to stall or create a sucking sound at leak point. Common leak points are loose clamps at hose connections or cracks in hoses, manifold or air filter housing. While the majority of silicon

contamination issues can be corrected with a simple inspection and repair you may have less common causes including aluminum wear as most aluminum alloys contain silicon or anti-foaming agent additives in newer oils that contain silicon. If your aluminum wear is increasing at 3 to 1 ratio with silicon chances are it is coming from a part that contains an alloy that contains silicon. If you recently changed brand of oil and silicon is higher than previous samples contact oil manufacturer or perform a new oil sample to determine starting silicon level before taking any action. Also it is imperative that you review your oil sampling process to ensure the oil collection was taken from a clean valve or oil retrieval tube and didn't dump sand or dirt into collection bottle. I also ask those who have a drastic increase in silicon if there was any recent engine work performed that could have added silicon to

system. For example if a new cast part was installed it is possible that the sand blasting material was not properly removed, Or if head was changed and sand paper was used to remove old gasket or technician simply allowed dirt to fall into engine when head was removed etc. The use of a silicon sealant would also add to silicon level if oil came into contact with sealant before it properly dried.

A silicon reading higher than 20 PPM usually will trigger an oil change and recommendation to perform inspection to locate and repair the point of contamination entry. Take a few minutes to review recent maintenance or oil brand changes before taking any costly time consuming actions.

If you truly have a dirt, sand or dust issue you will see increases in wear in upper and/or lower end of engine that will be identified by wear metal combinations by the lab. Air filters and quality bypass oil filters (that function properly) will usually trap and prevent any particles from getting lodged in tolerances causing excessive wear, but there is always the possibility of contamination occurring elsewhere. If you do not have the oil analyzed regularly silicon contamination will go undetected until a routine engine teardown or failure occurs. The cost of an oil sample is money well spent as the knowledge of engine health will improve overall maintenance decisions and avoid high \$\$\$ unscheduled repairs.

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



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Industry News Briefs

ATA Board Endorses Comprehensive Automated Truck Policy

Orlando, FL... The Board of Directors of the American Trucking Associations unanimously approved the federation's first-ever policy for the development of automated trucks.

"Over the past year, ATA has been active in this debate, advocating for recognition of the importance

of the trucking industry when it comes to the development of automated vehicles," ATA President and CEO Chris Spear said. "The adoption of this policy gives a clear direction about what our industry will expect and require as policymakers establish a comprehensive framework for automated vehicles."

"Automated and connected vehicle technologies have the potential to dramatically impact nearly all aspects of the trucking industry. These technologies can bring benefits in the areas of safety, environment, productivity, efficiency, and driver health and wellness," the introduction to the

21-point policy states. "Automated driving technology is the next step in the evolution of the safety technology currently available, and will help to further improve driver safety and productivity, as well as the safety of other motorists and road users. Automated technology comes in many levels that will assist the driver and in some cases, handle the driving task. The application of automated and connected vehicle technology in the trucking industry will center on solutions in which there remains a role for drivers, recognizing the duties and requirements drivers have beyond operating the vehicle."

ATA's new policy covers a variety

of topics including safety, the roles of the federal and state governments, uniformity across state lines, infrastructure and education. "ATA has always been at the leading edge of developments in the trucking industry, and now with this policy in hand, we are poised to continue leading this industry into a more automated future," said ATA Chairman Dave Manning, president of TCW Inc. "I'd like to thank all the ATA staff and members who worked diligently in crafting this foundational document and look forward to the challenge of using it to advocate on behalf of our industry."

ATA Commends House For Passing Tax Reform To Help "Get the Economy Moving Ahead at Full Speed"

Arlington, VA... The American Trucking Associations issued the following statement, commending the U.S. House of Representatives' passage of the "Tax Cuts and Jobs Act:"

"We applaud the House for passing the first major tax reform legislation in three decades, a bill that will enhance the U.S. economy by encouraging business investment and producing good-paying American jobs," said ATA President and CEO Chris Spear.

"As the employer of more than seven million American workers and an industry that moves seventy percent of the nation's freight, the trucking industry knows full well how simplifying our nation's onerous tax code will get our economy moving ahead at full speed," said Spear.

"We believe the three basic tenets embodied in the tax reform package—lowering tax rates on business income, broadening the tax base to render it more equitable, and simplifying the enormously complex tax code—will benefit all sectors of the industry represented by the ATA," said ATA Chairman Dave Manning, president of TCW Inc., Nashville, Tennessee. "That includes not only large fleets, but the 97 percent of the industry made up of small businesses who operate fewer than twenty trucks."

"We thank Speaker Paul Ryan and Chairman Kevin Brady for their leadership that led to the swift passage of this legislation, and we now encourage the Senate to pass a tax reform bill that will provide incentives for significant, long-term growth for our economy," said Manning.

Motor Carrier Tax And Fee Changes Keep Oregon Moving

SALEM, OR... Motor carrier fees, such as registration fees and weight-mile taxes, help support Oregon's transportation system—statewide and at the city and county levels. The increased fees starting in 2018 are part of the Keep Oregon Moving funding package to improve our state's transportation system and to enhance our economy. The Oregon Legislature and Gov. Kate Brown approved House Bill 2017 to provide Oregonians with improved roads and bridges, more transportation options, and enhanced safety throughout the transportation system.

Here are some investments into the system that your fees are helping pay for:

- The bill will send the additional money to highway maintenance, preservation, seismic upgrades and safety, including specific projects across the state. It will increase the amount of money going to small cities and counties.

- It will create a Safe Routes to School infrastructure program in Oregon to reduce barriers and hazards to children walking or bicycling to and from school.

- It also will add accountability measures for the Department of Transportation, including additional requirements of the Oregon Transportation Commission. The bill also creates a permanent legislative joint committee on transportation responsible to oversee the department, including its policies and budget.

Along with improving Oregon's transportation system for travelers, this transportation package will support Oregon's economy by sustaining jobs, keeping freight moving, and providing a boost to local communities across the state.

Many new fees for motor carriers take effect January 1, 2018. Staff at the Motor Carrier Transportation Division are working hard to implement the changes in the bill prior to mailing your 2018 renewals.

If you have questions about which changes apply to your operations, please contact our Phone Service Center at 503-378-6699.

Fees and taxes that changed include: weight mile taxes, road use assessment fees, weight receipt fees, over dimension single trip permit and continuous trip permit fees increased.

Fees that did not change include: Continuous operation variance permits (OD Annual permits that include county roads), heavy vehicle trip permits, temporary passes and most registration fees. A detailed table of fees can be found on our web site at: www.oregon.gov/ODOT/MCT/Pages/HB2017_MotorCarrier.aspx

For more information on the transportation package, visit: <http://www.oregon.gov/ODOT/Pages/HB2017.aspx>

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Mercer Transportation - 2017 Recipient of Kentucky Trucking Association Safety Awards

continued from page 1

Len Dunman, Safety Director for Mercer Transportation, said, "While I can encourage them to be safe and I can offer them guidance, the men and women out on the road have to be the ones to do it and it seems they have. I'm proud to see them recognized for their diligence."

The Kentucky Trucking Association (KTA) presented Mercer Transportation with two distinct honors. The company received a first-place award in the flatbed division. Mercer Transportation also received the overall first place award for all truck divisions within the Kentucky Trucking Association. The KTA has over 300 members and serves as the voice of the Kentucky Trucking Industry. They work to "promote the trucking industry by educating governmental entities, the general public, customers and related industry groups, through advocacy, career development, and the support of value-added programs enhancing industry safety and productivity."

"In a time when the Federal Motor Carriers Association has been reporting that large truck incidents are on the rise, Mercer Transportation is honored to know that our drivers are setting an example for safe driving practices," Dunman said. "We appreciate the efforts of everyone working to make a difference and send our congratulations to all of the contractors that made these awards possible. Congratulations and...Go Mercer!"

Mercer Transportation began with one truck and one office in 1977. The company grew that one truck and one office, one load at a time. Mercer Transportation is now one of the largest, safest and most successful fleets in North America. With over 2,300 Owner Operators and 90 field offices providing service all across North America, we encourage you to take a look at Mercer Transportation and see why we have earned the distinction as one of the top carriers nationwide, by visiting <http://mercercorp.com/>. To learn more, contact us at 502-584-2301 or visit our headquarters at 1128 West Main Street in Louisville, Kentucky, 40203.

North American Trucking Associations Issue Statement of Support for NAFTA

Orlando, FL... The American Trucking Associations, along with the Canadian Trucking Alliance and Cámara Nacional del Autotransporte de Carga -CANACAR - the three largest trucking industry organizations in North America issued a joint statement encouraging their governments who are currently renegotiating the North American Free Trade Agreement to craft an updated pact that benefits all nations.

"The trucking industries in Canada, Mexico, and the United States have all benefited significantly from NAFTA and we, the national trucking associations from all three countries, urge negotiators to update the trade agreement in a manner that continues to benefit trade," the statement reads in part. "We strongly encourage our governments to update NAFTA to keep North America competitive internationally. In this endeavor, making border crossings and rules governing international commercial transportation more efficient is a crucial element that will only help our industries make North America stronger."

"Trucking and trade are synonymous," said ATA President and CEO Chris Spear. "In the more than two decades since NAFTA was enacted, we have seen strong growth in trade - the majority of which is moved by truck - between the United States, Mexico and Canada. It is vital to the health of our industry and our economy that we maintain and strengthen these relationships."

"Cross-border trade supports over 46,000 U.S. trucking jobs, including 31,000 U.S. truck drivers, and generates \$6.5 billion in revenue for our industry annually," said ATA Chief Economist Bob Costello. "As the U.S. renegotiates this agreement with Canada and Mexico, we urge them to keep the tremendous benefits to our economy and our industry in mind."

Freightliner Unveils 60-Inch Raised Roof Configuration for New Cascadia



FORT MILL, SC... Freightliner's new Cascadia® will now be offered in a 60-inch raised roof sleeper model in both 116- and 126-inch BBC platforms—adding to the number of configurations available for the groundbreaking truck model.

"Driver experience is a key part of our **Real Cost of Ownership** proposition, and this is another solution the new Cascadia offers to address a variety of customer needs," said Mike McHorse, manager, on-highway product marketing, Freightliner Trucks. "With the shorter wheelbase and reduced weight versus

a 72-inch sleeper, this truck spec is lighter and more maneuverable, while still giving drivers a comfortable, spacious area to work and rest."

This marks yet another cab configuration announced for the new Cascadia in the past two months. At the North American Commercial Vehicle (NACV) show in September, Freightliner Trucks announced 48-, 60- and 72-inch mid-roof XT sleeper cabs in both 116- and 126-inch BBC platforms. Those models are designed for regional overnight haulers and bulk haul and flat-bed applications.

The new 60-inch raised roof sleeper's interior features a lower bunk with storage underneath, and a choice of either a cargo shelf for additional storage or an upper bunk with a telescoping ladder, providing easy access for team drivers. There is also a longer wardrobe cabinet for hanging clothes, a large microwave cabinet, an optional flat-panel TV bracket and an area for customer-supplied refrigerators or coolers.

For maximum fuel efficiency, the new 60-inch raised roof configuration is available with either Aero or AeroX aerodynamic packages. It features the **Integrated Detroit** with either a DD13® and DD15® engine, as well as the DT12™ transmission with Intelligent Powertrain Management (IPM4), and Detroit axles with axle lubrication management (ALM). The new configuration is also available with Cummins X15 engines and Eaton® Fuller Advantage® transmissions.

Customers can now place orders for delivery of all cab configurations in January. They can also digitally configure the interior and exterior at <https://freightliner.com/configurator>.

Since the new Cascadia debuted in September 2016, Freightliner Trucks has received over 30,000 orders, topping the total number of orders for the first three years after the original Cascadia debuted. The new Cascadia has earned praise as Freightliner's most productive, fuel efficient, and driver-friendly truck.

Benefits include:

- One-piece windshield designed for improved visibility. It also uses asymmetric glass construction to reduce chipping and cracking, and it is roped-in for ease of installation and increased uptime.
- LED-lit interior and exterior lights, making the lighting system more maintenance-friendly.
- Ergonomic dashboard with a layout that helps drivers easily access gauges and switches.
- Detroit™ Connect Virtual Technician™ and Detroit Assurance® 4.0 suite of safety systems that seamlessly integrate into the new Cascadia, providing enhanced fleet management while increasing uptime.

For more information visit www.freightliner.com or, to select from 12 different day cab and sleeper cab options, visit www.freightliner.com/configurator.



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No Start Problems After Installing A DDEC ECM Part 2

Last month I wrote a little about a very common no start problem after a DDEC ECM has been installed. To read the article, look up the November 2017 edition of Movin'Out.

Before we can talk about the other common reason DDEC ecms don't start after being installed we need to talk about the harness side pins.

It's no secret that DDEC IIIs and DDEC IVs are my favorite engine control system but I'll admit this control system has some weaknesses. The harness side pins used in older DDEC II, III, and IV harnesses are not as good of a design as you'd find on Cummins or Caterpillar control systems. These terminals rely on a small amount of spring pressure applied by the harness side pin tongue to keep good contact with the flat pins on a DDEC. Particles of sand or

grit on the tongue can prevent the DDEC pin and the harness pin from making contact. This is why I'm not a big fan of dielectric grease on DDECs. The grease makes these particles stick to the contact points on the pins. Another problem with these pins is the tongue can get crushed down on installation or by a technician testing the pin. If this happens to the ignition pin or any of the timing input pins, then you get a no start problem. Often the ECM takes the blame and it's understandable as to why.

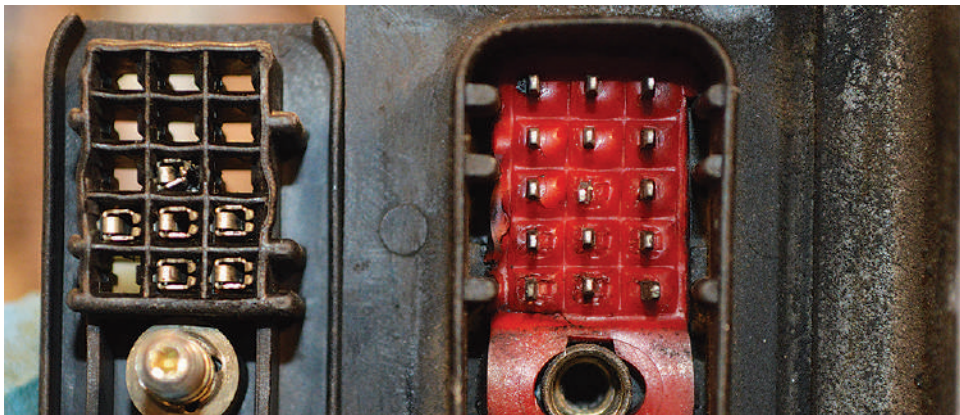
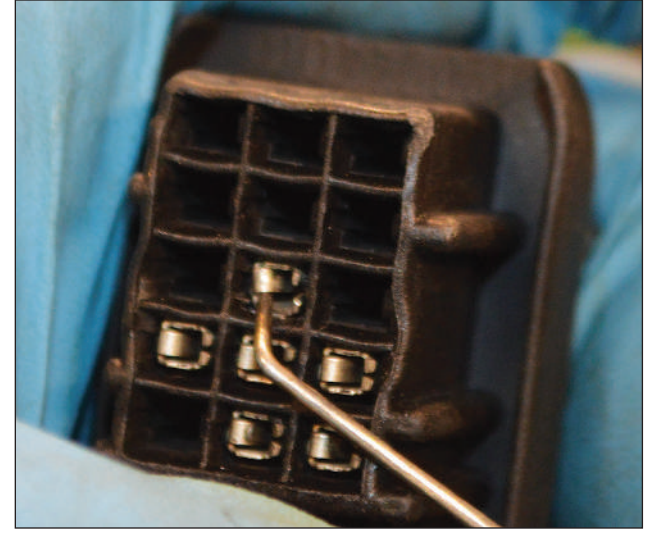
When a technician tests critical circuits like the ignition or the timing sensor pins he will likely use two test probes from a multimeter. Test probes are essentially round pins that have no trouble hitting the tongue of the harness side pin. After he verifies they are ok he'll then

reconnect the harness to the ECM, then check to see if the circuit in question is powered or carrying a signal. If it's dead it's natural to assume the problem is in the box. In reality the flat pins of the DDEC never came in contact with the harness pins even though the harness is fully seated. That's why it's important to check that the tongue on the harness side pins are up and the flat pins on the DDEC side are aligned. I like to use a cheap dental pick to lift these tongues. I have to do this at least once a week to my test bench harnesses because I plug into many different DDECs and my bench harnesses has seen a lot of action.

Getting back to timing...if your DDEC doesn't have a signal from its crankshaft sensor (TRS) and bull gear reference sensor (SRS) it doesn't know

you're trying to start it. If it thinks crankshaft rpm is 0 it will not fire an injector. These pins are located in slots S1 and S2 for the SRS (bullgear) and T1 and T2 for the TRS (crankshaft). Before sending me a DDEC for repair because you think yours is bad, do us both a favor and take a look at these pins.

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



Misaligned flat pins on the DDEC side can damage the harness side pins and cause connection

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ATA Truck Tonnage Index Fell 0.9% in September - Tonnage Index Up 7.4% from Year Earlier

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index slipped 0.9% in September, following a 4.7% gain during August. In September, the index equaled 144.4 (2000=100), down from 145.7 in August. Compared with September 2016, the SA index surged 7.4%. In August, the index increased 5.8% on a year-over-year basis. Year-to-date, compared with the same nine months in 2016, the index is up 2.4%.

As part of this report, ATA also revised its August increase in the index down to a 4.7% gain from the previously reported 7.1% increase. The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 145.3 in September, which was 5% below the previous month (152.9). "Tonnage gave back some of the solid gain in August, but remains at very high levels de-

spite the weather-related issues during the month," said ATA Chief Economist Bob Costello. "Going forward, rebuilding from those hurricanes and other natural disasters like the wildfires in California will add to freight demand. "September's small setback doesn't worry me. Freight has been improving and I would have thought tonnage last month would have been softer than it was," he said.

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

Recall The Source of Strength

Some people believe Him to be a great teacher. Others believe Him to be a way out of darkness. Still others say, "No, He is more than a teacher and He is more than a way out of darkness."

It has been well said, "Jesus Christ is larger than life." This is true because He is life itself. "In the beginning was the word and the word was with God and the word was God. And the word was made flesh and dwelt among us (and we beheld His glory, the glory as of the only begotten of the father), full of grace and true. He came unto His own and His own received him not."

"But as many as received Him to them gave Him power to become the Son of God, even to them that believe on His name." Yes, Jesus Christ is more than lie. He is life itself. He said, "I give unto them eternal life and they shall never

perish."

Again, He said, "Greater love hath no man than this, that a man lay down his life for his friends. Ye are my friends if you do whatsoever I have commanded you."

So in the hustle and bustle of life, let us remember that our source of strength is in Christ.

Maverick Transportation Announces Large Pay Increase

Little Rock, AR... Maverick Transportation LLC has announced a \$.05 per mile pay increase for its Flatbed and Glass OTR divisions. This pay increase is applicable to all drivers in both divisions, including student drivers.

The pay increase, which goes into effect December 18, 2017, will bring base pay for OTR flatbed drivers to \$.51 - \$.56 per mile, and regional OTR flatbed drivers to \$.49 - \$.54 per mile. Glass division drivers will now make \$.55 - \$.60 per mile base pay, while students will start between \$.43 - \$.50 per mile base pay, depending on division. Many of Maverick's dedicated divisions will also receive pay increases. This is the second pay increase for Maverick Transportation drivers in recent months. Driver benefits include: excellent home time, weekend guarantee pay, paid orientation & training, paid weigh station bypass & tolls, 401k plan + match, company-paid life insurance, health and dental insurance options, and paid vacation. Additionally, Maverick is currently offering a \$5,000 sign-on bonus for drivers with one year of verifiable experience. To learn more about driving opportunities at Maverick visit www.maverickdrivers.com or call 800-201-7695.

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2017 ATCA Macungie National Truck Show



By Matt Conrad

The ATCA is an antique truck club that was founded in 1971. The club is based out of Boyertown PA and is dedicated to the restoration, preservation, and operation of all types of antique trucks.

Every year at the Macungie Memorial Park in Macungie PA, they hold their national truck show. The trucks that rolled into this year's show came from all over - some trucks came as far as Canada and Wyoming.

The owners of these meticulously restored trucks love to put them on display every year for the spectators and fellow truck drivers to see. A big hit at this show, to go along with the trucks, is the huge flea market that they have. The flea market has almost any type of antique you could ever think of, including antique signs, old Mack hood ornaments, and scale replica toy trucks. Almost anything you can think of buying, they will have it at the flea market. To top it all off the Mack plant up the street has tours going on during the week of the event.

For more info you can go to www.antiquetruckclub.org, or you can call the club directly at 610-367-2567. Make sure you mark your calendars so you don't miss out on another sure to be fantastic event in 2018.

Photo by
Matt Conrad



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2017 ATCA Macungie Truck Show



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World's Largest Truckstop Moves Forward With Massive Expansion and Remodel

WALCOTT, IA... Iowa 80 Truckstop has begun a \$10 million expansion and remodel project that will add 23,000 square feet to its already 100,000 square foot main building. As soon as this year's Walcott Truckers Jamboree concluded construction fence went up and the project began.

The massive undertaking is being completed in three phases. Phase One includes infrastructure upgrades to drainage, transformers and a new fiber optic network, which are mostly complete. Phase Two extends the building to the west toward new gas islands that were installed last year. The food court will shift to this area and include 1-2 more food concepts; for a total of 10 restaurant choices. New food preparation areas and equipment

will be installed throughout. The convenience store will be expanded to offer more options for healthy grab and go foods. A semi-tractor and antique trucks will be added to the main entry and merchandise areas will be expanded to better serve customers. "The new entry is going to be really beautiful and welcoming," says Delia Moon Meier, Senior Vice President.

In Phase Three of the project drivers will be welcomed onto a boulevard that leads them to the diesel islands, truck service center, Truckomat truck wash and truck parking areas. "We will have an extra wide roadway with curbs, lighting and signage," says Meier. "There will even be a beautiful new arch welcoming drivers into the truck entrance. We really want this

to have a Main Street USA feel."

Truck parking areas will also be reconfigured to pull-in, pull-out spaces to provide better organized traffic flow for drivers. The 900 truck parking spaces will be retained with the likelihood of expanding. Iowa 80 will remain open providing all services and amenities during the expansion and remodel. "We know drivers depend on us, so we will do whatever it takes to provide the products and services they need," according to Meier.

All phases of construction and remodel are scheduled to be finished by the end of 2018. Progress photos will be posted periodically on the Iowa 80-World's Largest Truckstop Facebook page. All are encouraged to follow the progress!

NATSO Statement on Biodiesel Tax Credit Letter

Alexandria, VA... On October 31, a diverse group of biodiesel producers, fuel retailers, and trucking interests sent a letter to Capitol Hill in support of extending and phasing out the biodiesel blenders' tax credit, and outlining their opposition to efforts to shift the credit to a producers' credit, as the tax-writing committees consider tax reform legislation.

David Fialkov, NATSO's Vice President of Government Affairs, issued the following statement: "This is a significant development because we have every segment of the biodiesel supply chain writing in support of extending and phasing out the blenders' tax credit. The blenders' credit has successfully incentivized fuel retailers to incorporate biodiesel into their fuel supply in a manner that enables them to lower their diesel prices. This benefits

trucking fleets and drivers who get to pay less money for fuel and it benefits biodiesel producers who have a vibrant, growing demand for their product. The blenders' credit is good for everyone.

"The only real surprise here is that there are a small handful of domestic biodiesel production companies who didn't sign this letter. These companies, who represent approximately half of U.S. biodiesel production, continue to insist that the U.S. government pay them for simply making a product, regardless of whether the public wants to buy it. This may help them in the short-term but it doesn't help their customers, and it certainly doesn't help the truck drivers who they want to buy their product.

"Phasing out the blenders' credit over five years makes sense in the context of comprehensive tax reform where Congress is looking to lower rates, simplify the tax code, and foster economic growth. Shifting to a producers' credit, on the other hand, is excessively complicated, would create a brand new tax expenditure and would result in higher fuel prices.

"What's more, it divides the stakeholder community. Fuel retailers do not support a producer credit. You don't have to be Nostradamus to see that a divided stakeholder community makes it less

likely that the biodiesel tax credit will be extended in any form. That would be undesirable for everyone. The companies that would be hurt the most, however, are not retailers, who will continue to sell fuel that their customers want to buy. It will be the small biodiesel producers who are unwittingly beholden to a flawed advocacy strategy."

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DIDJA KNOW

CHRISTMAS DAY ON THE ROAD



by Roger Clark

Christmas on the road brings challenges to the American trucker, even if the only loved one left at home is a teddy bear. Eastbound approaching Rawlins, Wyoming one cold Christmas weekend, I wasn't thinking "free" or even "hot", but thinking just "food"! I had high hopes for what was then Rip Griffin's truckstop, and looked forward to their holiday menu. Now a superstore T/A Travel Plaza, back then it was still a family owned way station.

Still a few miles out, mouth watering in anticipation, I overheard two truckers on the CB badmouthing Rip Griffin's free steak dinner. One might have thought their steak was seasoned only with profanity. It definitely didn't ring with a spirit

of gratitude, that's for sure!
 "Don't bite the hand that feeds ya, driver", I said, keying the radio mic, "show a little, you know, goodwill to men and peace on earth, okay?"

"Oh Yeah?" one driver responded. "Why don't YOU order the free steak dinner, then see how much charity you'll be having!"
 "Thanks, Hand", I said. "That's exactly what I'll do!" I brimmed with confidence.

Parking was free and plentiful, back then, so it was easy to get close, park straight, and stay dry. Just a short walk later I entered the nearly empty café. This might have been a clue to a brighter mind than mine, but instead I sat at a table and waited. And waited. And waited. Then I pulled out a deck of cards, to play solitaire, thinking it might draw attention. It didn't.

Finally a waitress showed to take my order for the free steak dinner. I requested it exactly the way I like it: Steak, medium. Baked potato, loaded. Strawberry shortcake, cold. Coffee, piping hot. It sounded perfect, to me, and I waited with great delight. And my deck of cards.

After what seemed an eternity, the cook came out, mumbling something about the waitress gone home with hepatitis, or tightly whities, or something like

that. Carrying my dinner in one hand, he had a cigarette in the other. It was impossible to miss that the only thing in my baked potato was his thumb. Saying he was sorry for the decay, or maybe it was "delay", then brushing the ashes of a Marlboro off my table, he didn't wince as his thumb turned bright red. But I did.

The steak was not done well, but it was well done, so much that it broke my knife. A Buck knife, driver. It was difficult to see what was tougher-- the steak, or the cook. Or which was older. As for the strawberry shortcake, well, it was neither. To this day, no one has made a positive identification.

It was then that I had a sudden and urgent hunger for Little Debbie Snack Cakes. That's when I excused myself, left a tip, and got the truck outta Dodge. Just a few minutes into resuming my workday I met another west bounder who wondered about a good meal this Christmas Day. Recalling my earlier CB conversation with those two yahoos, I told him the absolute truth.

"Little America!" I shouted, almost unable to contain myself, "just on up the road a hundred miles!"

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Kenworth T680 Advantage Transports The U.S. Capitol Christmas Tree to Washington, D.C., Following Harvest



LIBBY, MT... The 53rd U.S. Capitol Christmas Tree – a 79-foot Englemann Spruce from northwestern Montana – began its nearly 3,000-mile journey from the Kootenai National Forest to Washington, D.C., following its harvesting 45 miles north of Libby.

After the cutting, the “People’s Tree” was hoisted onto a specially designed flatbed trailer. Larry Spiekermeier, a 1.6-million mile, accident-free driver with Billings, Montana-based Whitewood Transport, hauled the tree in a Kenworth T680 Advantage to a U.S. Forest Service warehouse. There, the special tree was fitted with a special 80-gallon water bladder to keep it hydrated, carefully wrapped and boxed, before traveling on a tour of 15 community events across Mon-

tana, North Dakota, Minnesota, Missouri, and Kentucky.

The U.S. Capitol Christmas Tree is 76 years old and weighed in at 15,000 pounds, according to Sandi Mason, the U.S. Forest Service’s U.S. Capitol Christmas Tree project leader. “It’s an absolutely beautiful tree,” Mason said. “Despite all of the wildfires that burned in Montana this year, we feel fortunate that the Englemann Spruce chosen in July by the Architect of the U.S. Capitol was untouched by fires.”

The Kenworth T680 Advantage transporting the tree features a distinctive exterior design, with the 2017 U.S. Capitol Christmas Tree – Kootenai National Forest seal, brightly lit and colorfully adorned Christmas Tree, and the U.S. Capitol beneath a starry sky with the words “Big Sky. Big Tree. Big Journey.” The T680 also sports the logo of Whitewood Transport, a recent multiple-year recipient (including 2016) of the Motor Carrier of the Year from the Motor Carriers of Montana.

The T680 features the PACCAR Powertrain equipped with the PACCAR MX-13 engine, PACCAR 12-speed automated transmission with column-mounted shifter, and PACCAR 40,000-pound tandem rear axle. The T680’s specifications include a 76-inch sleeper with Kenworth’s premium “Driver’s Studio” option, TruckTech+ remote diagnostics system, predictive cruise control, idle management system,

continued on page 19

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Kenworth T680 Advantage Transports The U.S. Capitol Christmas Tree to Washington, D.C., Following Harvest



Pictured below- From left are: Nancy Wilson and her husband Mike Wilson, owner of Whitewood Transport in Billings, Montana; 2017 U.S. Capitol Christmas Tree Driver Larry Spiekermeier of Whitewood Transport and his wife Mary Ann Spiekermeier. Photo credit: James Edward Mills / Choose Outdoors

continued from page 18

driver performance center, and premium GT703 seats. The tour stops began on Monday, Nov. 13, at the Eureka Town Hall in Eureka, Montana, and ended Nov. 26 at Joint Base Andrews in Maryland. The tree was delivered to the U.S. Capitol on Nov. 27. The U.S. Speaker of the House – Rep. Paul Ryan of Wisconsin, and a

Montanan, chosen by U.S. Sen. Jon Tester of Montana, will light the tree at a special ceremony in early December.

For more information, including a complete tour schedule, visit the 2017 U.S. Capitol Christmas Tree web site – www.capitolchristmastree.com. Choose Outdoors, a non-profit organization that works with the Forest Service on promoting outdoor recreation and public access to federal lands for recreation, assists with coordinating the annual tour.

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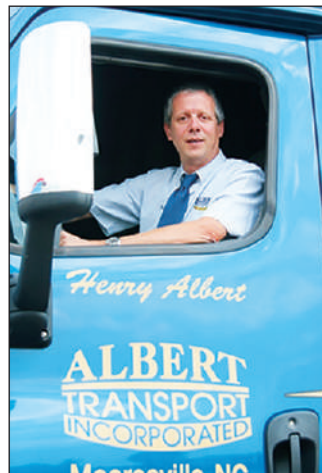
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BERM NOTES



by Henry Albert

COMPETITION BY DEFAULT

Resting on your Laurels - In Ancient Greece, victories athletes were presented with laurel wreaths to wear. They were, and still are signs of great accomplishment, unless you start resting on them.

If you don't keep competing or striving to do better your business will not remain relevant in the market place. It would be nice if every time we figure out how to do more, faster, quicker, and better that there would be a direct correlation to making a profit. Increased revenue is not always the outcome, sometimes it is just keeping that customer as part of your portfolio. Remember that forces of supply and demand always keeps profitability in check.

Our customers are always looking for value added services, at the same time they are not usually looking for higher freight rates. There is however value added services

which can be incorporated into your business model with little or no cost. A simple example of this is a professional appearing uniform, we have to wear clothes so why not put together apparel which not only represents our company but our customers as we deliver their product. After all we are in essence presenting the shippers product to their customers. A professional presentation could make the difference of whether you secure the shipment when all other factors were equal with your competition.

At one time air ride suspension had the ability to give you an edge over the competition with certain commodities. Air ride tractors used to carry a premium when ordering and now air ride is standard. That also led to services requiring an air ride tractor and trailer, at one time this would mean higher profitability, this slowly evaporated when air ride equipment became more prevalent. This changed to a degree as air ride suspended trucks and trailers became more normalized. Trailers that are longer, lighter, higher payload capability with increased cargo capacity all could translate to a higher rate of compensation till they become the expected standard. As any premium option becomes standard it tends to erode its previous advantages in the market place.

Part of finding an advantage in our business can be unseen to the customer, these include items such as fuel efficiency, operation costs, increased tire life, as well as decreased office and administration costs. Advantages can include better load trip planning and less dead head. Each day we need to work to streamline our businesses to increase profits and lower costs. If

we stay in a rut without constantly learning about new products and ways to keep our business afloat we will be resting on our laurels and our competition will pass us.

Trucking is a business where it is easy to replicate our services in most cases, same truck, same trailer, same routes traveled. It is up to each business to be able to succeed and flourish, the key here is the competition waits for no one. The consequences can be devastating with an attitude of business as usual. This presents opportunities for your rivals to overtake your businesses competitive advantage. Always assume that your competition is always trying to get better and if they are ahead of you in the market place it becomes essential to double down in your efforts to identify a competitive advantage. You are only as good as you were yesterday. You don't want to be put in a position where the customer says "They were great at one time".

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Peterbilt Celebrates 1,000,000th Truck Milestone with Peterbilt SuperFan Campaign



It's the holiday season! At Mawson and Mawson, we understand how important it is to spend time at home with our loved ones. After all, sharing meals and making memories is what the holidays are all about!

We are aware of the sacrifices that you make being away from your family. It is because of this, that we make it our top priority to get drivers home for the holidays. We work extremely hard to make sure our drivers are where they want to be. This is true not only for the holidays but other important events that a driver may need to attend, as well as most weekends.

As the New Year fast approaches you may be thinking about the past year and things you want to improve upon, or even change in 2018. If finding a better company to drive for is on your New Year's Resolution list, look no further.

In business since 1895, Mawson and Mawson is the oldest Class 1 Carrier in America (ICC #76). Recognized as one of the preeminent players in the flatbed transportation industry with a firm foundation built on honesty and integrity. We are committed to growing with our customers, by providing superior service and on-time delivery, in order to fulfill our goal to be the best.

Whether you're looking for a Company Driver position, or you'd like to sign on as an Independent Contractor, Mawson and Mawson has a long list of incentives for both.

Company drivers can earn in excess of \$70,000 and be home most weekends! We offer training to qualified drivers, a \$1,000 sign-on bonus, Competitive Compensation, 401K Plan with Company Contribution, Paid Vacation, Six paid holidays, EXCELLENT LOW COST Medical Coverage that includes Health, Vision, and Dental.

Make 2018 a year of new beginnings and take the first step towards making Mawson and Mawson your new home by visiting our website at: www.mawsonandmawson.com or call 800-262-9766. We look forward to hearing from you and helping you become part of the Mawson family!

Merry Christmas and a Happy, Healthy, Prosperous New Year!



DENTON, TX... Peterbilt Motors Company will celebrate a significant milestone with the production of its 1,000,000th truck in mid-January 2018.

"Since the early days of production in 1939, Peterbilt has been the preferred brand of drivers and owner operators built on a reputation of unrivaled quality and customer value. Today that customer preference has expanded to include medium and large fleets that appreciate not only the distinctive styling and driver preference but attributes such as low cost of ownership, integration of technology and class leading uptime and durability, all supported by a strong and extensive dealer network," said Kyle Quinn, General Manager, Peterbilt Motors Company.

To commemorate this event, Peterbilt will celebrate by hosting a SuperFan campaign to identify the ultimate fan of the iconic brand. This extraordinary celebration of Peterbilt's history and heritage will connect directly with thousands of Peterbilt drivers and fans and give them a platform to individually express the role that the brand has played in their lives.

The Peterbilt SuperFan promotion will recognize five SuperFans through a promotional campaign culminating with a special presentation at the 2018 Mid America Trucking Show (MATS). One finalist will be selected as the top SuperFan and will be honored with the keys to the unique, 1,000,000th production unit, a Peterbilt Model 567 Heritage, fully customized to celebrate this remarkable milestone. Peterbilt is accepting submissions from fans throughout the United States and Canada via a dedicated website at Peterbilt.com/SuperFanSearch through December 22, 2017. People are encouraged to visit the website and submit their stories, videos and photos that show the passion that makes them a SuperFan. The five finalists will be selected just after the New Year.

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Smith Transport Honors Million Miler Drivers



continued from page 1

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New Report Says National Shortage of Truck Drivers to Reach 50,000 This Year - Industry Needs to Hire Roughly 90,000 New Drivers Annually to Meet Demand

Orlando, FL... American Trucking Associations Chief Economist Bob Costello released the findings of his latest report into the driver shortage, warning the trucking industry could be short 50,000 drivers by the end of 2017.

"In addition to the sheer lack of drivers, fleets are also suffering from a lack of qualified drivers, which amplifies the effects of the shortage on carriers," Costello said. "This means that even as the

shortage numbers fluctuate, it remains a serious concern for our industry, for the supply chain and for the economy at large."

According to the report, ATA's first in-depth examination of the driver shortage since 2015, the driver shortage eased in 2016 to roughly 36,500 - down from 2015's shortfall of 45,000.

"We experienced a 'freight recession,' last year, which eased the pressure on the driver market,"

Costello said. "Now that freight volumes accelerating again, we should expect to see a significant tightening of the driver market."

In the report, ATA projects the shortage to reach 50,000 by the end of 2017 and if current trends hold the shortage could grow to more than 174,000 by 2026.

Costello detailed the causes of the shortage in the report, including the demographics of the aging driver population,

lifestyle issues, regulatory challenges and others; as well as possible solutions.

"While the shortage is a persistent issue in our industry, motor carriers are constantly working to address it," he said. "We already see fleets raising pay and offering other incentives to attract drivers. Fleets are also doing more to improve the lifestyle and image of the truck driver, but there are also policy changes like reducing the driver age as part of a graduated licensing system, or easing the transition for returning veterans, that can make getting into this industry easier and therefore help with the shortage."

Containerport Group Announces Passing Of President And Co-Founder Russel A. Graef

ContainerPort Group, Inc. announced that its President and long-time company veteran, Russel A. Graef, passed away on October 26, 2017.

It is with great sorrow that we share the loss of one of the intermodal industry's founders, pioneers and collaborators.

Since CPG's founding in 1971, Graef held executive positions in all divisions of the business, including terminal operations, sales, logistics, fleet safety, trucking, depot/CY and M&R operations.

Graef's leadership, dedication, and ability to get into the day to day details helped bring the company to its leadership position in the market.

Stated by Senior VP Midwest Jim Kramer "Russ was a visionary long before the term was widely used in our industry. We are all very fortunate and blessed to have had him as a fearless leader - one who always led by example."

Kramer remarks, "Russ believed

in all of us, believed in our ability to be great. He would see people not as they are, but what they could become. He was our teacher, and the lessons he taught us will always live on within CPG."

Bob Leef, Senior V.P. East, commemorates Graef stating, "Russ valued people, employees and family above anything else. He would always go the extra mile when anyone needed help or guidance. I will miss a great boss, mentor and friend."

ContainerPort Group's CFO Glenn Fehribach states, "Russ was also a tremendous contributor to the trucking industry, serving on various boards and committees, offering unique perspectives and passionately challenging the status quo! I will sorely miss Russ' passion, partnership and friendship."

Graef held leadership roles with the Intermodal Association of North America (IANA) and served on the Board of Directors of the American Trucking Association's Intermodal Motor Carrier Conference (IMCC). He was also a founding board member of the North American Chassis Pool Cooperative (NACPC).

Graef's enduring ambition for ContainerPort Group was to build a visionary company dedicated to providing innovative cargo transportation and freight services while delivering the highest level of customer service available in the industry. We will continue on with his legacy, embracing the unique culture he created that will sustain us for many years to come.

Notes of remembrance can be sent to the company at info@worldshipping.com.

Additional information can be found on our website: <https://www.containerport.com/containerport-group-announces-passing-of-president-co-founder-russel-a-graef/>

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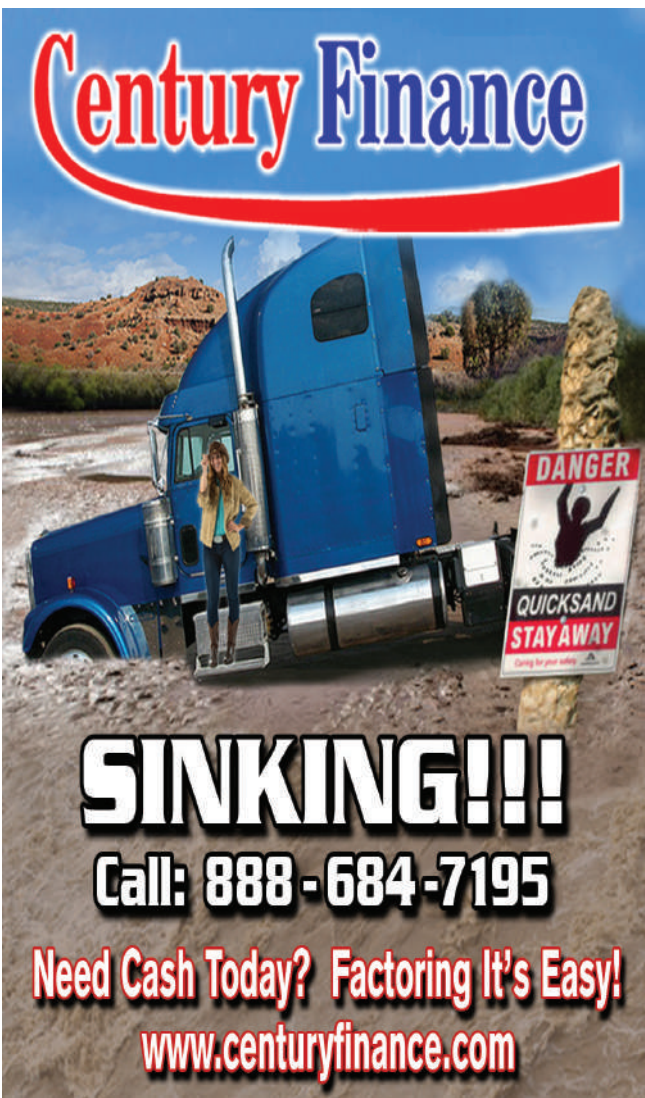


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Pacifico Reflections - Just A Penny CounterPoint Capital Partners Acquires Falcon Transport Co



by: Mike McGough

As she and her Mother walked the busy streets, she spotted a penny. It shined through the icy slush along the curb of the street. She bent down, picked it up and dropped it into her coat pocket. It was not special in any way; it was just as ordinary penny. As she and her Mother continued shopping she would periodically put her hand into her pocket and feel it. She was happy to have it. On the way out of the grocery store, it would buy a gumball.

The early holiday season was hectic as usual in their small town, even though the post-war economy was a bit sluggish. The local steel plants were definitely experiencing the punch of the slow economy. The workers were feeling the resulting pinch, and the extra demands of the holiday season made that just a bit worse. As she and her Mom were in line to check out, the man ahead of them snapped at the cashier. When he did, he gave a face and a voice to the frustrations being felt by many. He said, "Why are you gouging holiday shoppers and taking advantage of hard working people." His angry scowl and tone showed his recent mood clearly. When the cashier said his total was \$59.01 he grumbled, "I got no change."

Without hesitation and with the bubblegum machine clearly in sight, she quickly reached into her pocket, took the penny out, held it up, and said, "Here Mister, you can have mine." He took it and offered a somewhat hushed "Thank you." The cashier reached under the counter, pulled out a small box of lollipops, and told her to take two. He turned, looked directly at the generous child and said, "Thank you and Merry Christmas." It was the first time he had smiled in months.

As he drove home, he saw an older couple struggling to change a flat tire. His first thought was to keep going; it wasn't his problem. He had enough on his mind, and he was plenty busy just taking care of his family and himself. Then he thought of the little girl. He circled back, pulled up behind them, and he changed the tire. They offered to pay him, and his initial thought was to take it. There was no doubt that he could use any money that they gave him, but he refused. As he walked back to his car he said, "Thank you anyway, but someone already paid me earlier today!"

As the older couple drove home, they spotted a neighbor with whom they had had a falling out several years ago. They had not spoken since his wife had passed. He lived alone and he drove infrequently. The weather had turned sharply colder and the wind had picked up. The older man was walking slowly into the cold wind with a package under each arm. Pulling up beside him, they offered him a ride, and he accepted.

That evening he called to tell his daughter what his neighbors had done for him. He was pleased and

so was she. As an older man living alone, friends were a very welcome part of his life. She was happy that their falling out might well end up behind them after so many years, and that her Dad might have two neighbors who he could once again call friends. It touched her in a most positive way.

She was the manager of one of the local plants. During the final quarter of the year, she had had to make some tough decisions about how the somewhat diminished community service budget of the plant would be allocated through to the end of the year. During each of the past two years, they had made a sizeable donation to the Toys for Tots campaign, started by Major Bill Hendricks a reservist in the United States Marine Corps in 1947. Earlier in the day she had made the tough decision to cut that donation as a necessary reaction to the economic times in which the company found itself, but her Dad's call changed all that. The next morning she not only reversed that decision, but she increased the corporate donation, and made a pledge to honor a similar commitment as long as possible, even if it meant paying it out of her own pocket.

The holiday season can and should bring out the best in people, as this story so clearly illustrates. The chain of events set in motion by a child's simple act of generous kindness in a grocery store line is an example of the potential impact of even the humblest acts of kindness and generosity. Her impact was enormous, and she did it with just a penny!

CounterPoint Capital Partners Acquires Falcon Transport Co

Los Angeles, CA... Counterpoint Capital Partners, LLC ("Counterpoint"), a leading private investment firm specializing in the lower-middle market, announced that it has acquired Falcon Transport Co. ("Falcon"). Financial terms of the acquisition were not disclosed.

Based in Youngstown, Ohio since its inception in 1903, Falcon has been family owned and operated for four generations. A perennial leader in transportation logistics, the company provides dedicated, flatbed, and over-the-road services to a stable of blue chip customers including General Motors, Ford, Nexteer, Arcelor Mittal, and US Steel among many others. Larry Long, Director of Operations, noted "We are thrilled that our long legacy as a Ohio based carrier continues. I look forward to meeting personally with the industry's best drivers to share our growth plans with them. Our new ownership team is already creating excitement amongst employees and drivers."

Stephen Rossi, Managing Partner, Counterpoint, stated, "All of us at Counterpoint are very aware of the century's old legacy we have just become a part of. Falcon has an impressive history, an exceptional team of nearly 800 employees, and tremendous partnerships with its customers. We are excited to be supporting the business and are looking forward to falcon's continued growth and expansion."

Counterpoint Capital Partners (www.counterpointcp.com) is a Los Angeles-based investment firm focused on acquiring lower-middle market companies headquartered throughout the United States and Canada with \$10 million to \$200 million in annual revenues. Counterpoint looks for complex situations caused by operational, succession, or financial challenges within a company or industry and, by developing a close partnership with management teams and other stakeholders, implements structural and operational improvements to put portfolio companies on a successful trajectory.

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Hydraulic Lock In Cold Weather

Most who use vehicles and equipment in cold weather know that diesel engines are harder to start in cold weather (below 40 deg. F). Among several possible causes the most common may be due to the lube oil in the engine crankcase being thicker when cold. The starter cranks slower as a result.

Diesel engines must have a fast spin to create the compression in the cylinders that cause combustion of the fuel. Heating the oil pan lube oil helps the starter and battery achieve the fast spin and easier cold weather starting. With injectors and the injection pump in good shape the engine will be ready to work soon after starting. Preheated engine oil shortens the wait time to achieve operating

temperature that leads to profitable operations.

Another factor, hydraulic lock, is often overlooked when starting diesels in cold weather. Equipment designed with the hydraulic pump direct connected/coupled to the engine will turn over less easily because of the increased drag from the hydraulic system cold oil. The result may be that the engine does not spin fast enough to start readily being held back by the hydraulic system. Install a Universal Preheater (sized for the tank capacity) on the hydraulic reservoir as close to the pick-up tube in the tank as possible. This position provides the heated oil as the first oil available to the hydraulic pump. The heated hydraulic oil helps to reduce the

drag on the engine at startup and make starting easier.

The water (condensate) in the hydraulic oil shortens the life of the hydraulic pump and other components.

E TIP, Inc. offers a wide range of sizes in the Universal Preheater that are designed to deliver the heat necessary to make winter starting easier and to deliver several other features that help to extend engine and hydraulic system life. Installing the Universal Diesel Fuel Filter Preheater also helps to improve engine/machine performance by preventing gelling of the diesel fuel in the fuel filter.

Engines during cold weather operations achieve operating temperatures after starting and

continuous operations until shut down. At shutdown, the hot engine internal components are suddenly exposed to cold temperatures and this creates condensation that drips down inside the engine into the engine oil inside the crankcase. The cycle repeats itself each time the engine runs up to temperature and is shut down. The accumulation of the condensation in the oil pan can even turn the oil a milky color.

Install a Universal Engine Oil Preheater on the oil pan and plug it in at shut down heating continuously until start up again. This maintains the oil temperature and avoids the formation of condensation. There is usually a much shorter warm up time for the engine.

Water (condensate) in the engine

oil does not lubricate but instead creates excessive wear throughout the engine especially in the crankshaft and bearings.

Mounted on the outside of the housing (no leaks) Universal Preheaters are thin silicone pads designed to deliver heat directly to the engine oil pan or the hydraulic reservoir. These are available in 120v and 240v and should be sized according to the capacity of the engine oil pan or the hydraulic reservoir. Exclusive flexible ceramic insulation pads are added on top of the Preheater to drive more heat into the housing. Universal Preheaters do not burn the oil.

The 'Peel N Stick' kits offered by E TIP, Inc. deliver easier, faster starting and warm up to operating

temperature quickly. When the Preheater is continuously energized even after engine shut down the formation of condensation inside the engine and the hydraulic reservoir is controlled because the temperatures are maintained until operations are started again. The continuously heated oil in the pan (without burning the oil) and reservoir gives up any moisture that then escapes to atmosphere through the breather. Users have reported icicles forming at the breather in very cold weather as the condensation escapes.

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MOVIN' OUT Calendar of Events

March 22-24, 2018 – Mid-America Truck Show – Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 21 – 15th Annual Wheat State Antique Truck Show – Newell's Truck Stop, I-35/US 50 Exit 31, Newton, KS. Trucks of any sort and cars, tractors as well. For more info, contact Scott at 316-288-3443 or email dmarkshiffett@gmail.com Website: www.athskansas.org

April 27-29 – 20th Annual 75 Chrome Shop Truck Show – 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 13, 2018 - Mother's Day Truck Convoy – Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880

May 31-June 3, 2018 – 15th Annual Wheel Jam – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

May 31-June 2, 2018 – AHS National Convention – Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit www.ahs.org

June 16-17 - 7th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805 Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Truck Show both days, Huge Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups available. Slow Race, Jake-Off, Light Show, Diorama Display, Truck Swap Meet, Country Convoy, 50-50 Door Prizes Raffle Swap Meet Food T Shirts and More! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Presented By: AHS Ohio Chapters Proceeds to: Ashland Food Bank & Shriner's Transportation Fund. Contact: Bill Peters wep515@gmail.com 330-682-1707 www.ohvintkrjam.com

June 23, 2018 – Fire Truck Show - NC Transportation Museum, 411 S Salisbury Ave, Spencer, NC 28159. This event showcases Antique, Custom, and Working Trucks. For more info, visit <http://www.nctrans.org>

July 12-14 – 39th Annual Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 20-21 – Expedite Expo –Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. 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

July 21 - Made in the Shade Truck Show & Shine – Butler County Fairgrounds, David City, Nebraska. For more info contact Big Benny Schultz @ 402-641-3991 or Randy Schultz 402-367-8266 or email bigbennyschultz@hotmail.com

August 3-5 – Carlisle Truck Nationals – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

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

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

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

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

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

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

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

Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314,
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Peterbilt Truck Calendar Includes Vintage Vehicles



Peterbilt cab over engines 20 years apart owned by one collector: 1988 Model 362, 1948 Model 270 and 1968 Model 352 in the parking lot at the Iowa State Fairgrounds with the gondola ride cars in the background.



This 2018 Model 389 heavy haul with trailer has a total of 13 axles and totals a 240,000-pound rig. Pulled by a 605 hp Cummins engine.

Sioux City, IA... The ninth-annual *Peterbilt Working Trucks of the Midwest Calendar* includes some truly vintage vehicles in the 2018 edition. Traditionally, this calendar features real work trucks, Midwest Peterbilt Group (MPG). Also this year, images from a recent national vintage truck show are included. Several photos are from the American Truck Historical Society (ATHS) convention and truck show at the Iowa State Fairgrounds in May, Nebraska. Peterbilt fans can also view photos and a video of these calendar trucks on the MPG website at www.pbtruck.com.

photo credit to Midwest Peterbilt Group.

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Working Show Truck Of The Month - Michel "Banana" Racette/Transport South Bec Express



ford, Quebec, Canada. Now in October 2017, the South Bec fleet is made up of 40 trucks, 50 flatbeds, and 3 reefer trailers.

South Bec hauls all types of loads including general freight, lumber, building materials, and logs. Company driver Michel Racette, or "Banana" as he's more affectionately known on the CB radio and around the company yard, represents South Bec with class and has been working for them since 2004. "Banana" likes to make people laugh and he enjoys attending various truck shows with the 2007 KW W-900L that he drives for South Bec. This KW is actually one of the oldest trucks in the company fleet with over 700,000 miles on it. It was purchased with the stunning color you see in our pictures and Michel wouldn't let the owner repaint it in the standard company colors of blue or orange. He stands out along with his shining KW both on the highway and at the truck shows he attends. Features on the truck include a custom front bumper, a drop visor, painted window chops, and the VIT interior package from KW with a wooden steering wheel, wood accents, and plenty of chrome trim. This is one truck that has plenty of "go" to accompany the show, thanks to the 550 CAT engine that's been equipped with twin turbochargers. Now it pushes out over 700 horsepower and 1,850 feet of torque when "Banana" shifts thru the gears in the 18-speed transmission!

If you get a chance to meet Michel "Banana" Racette in person and see his stunning company KW, you'll see why they are both standouts! Movin' Out would like to salute Michel Racette, along with Transport South Bec Express, with our choice for them as our December Working Show Truck of the Month. Michel, "C'est une camion tres magnifique!"

by Robert Conrad

Our neighbors to the north in the great country of Canada take trucking very seriously and have a great deal of pride in their equipment. This can be seen in the fantastic owner-operator rigs as well as the company trucks that come across the border into the U.S.

Transport South Bec Express Inc is one company whose trucks set the standard for looking good as they roll down the interstate! From their modest start in 2001 with 1 truck, a 1999 KW T-600, they have grown steadily over the past 16 years. They purchased Transport P. Belanger in 2014, and moved into their current location in the picturesque town of Bed-



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