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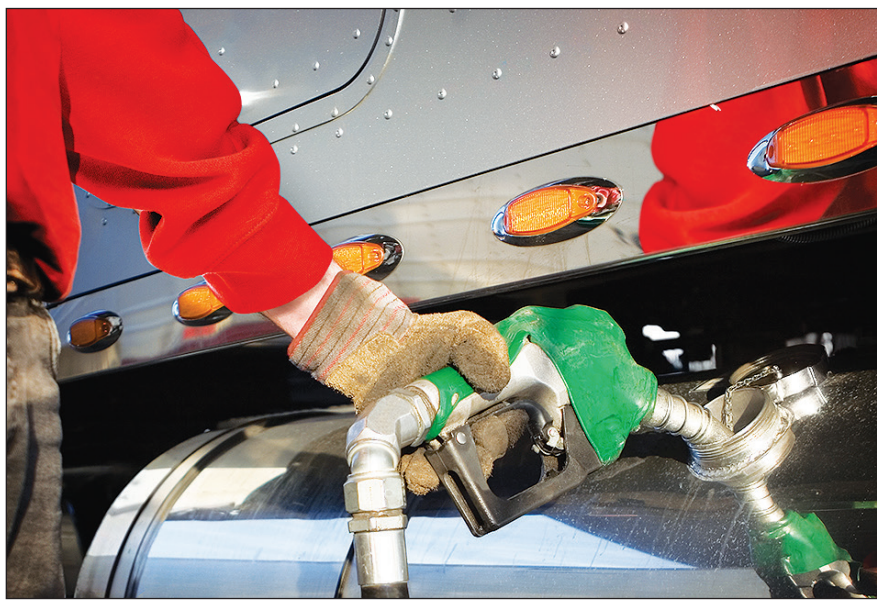
"THE JOURNAL OF THE TRUCKING INDUSTRY"

## Bedford County Convoy of Diesel Dreams



A beautiful fall Saturday was the perfect setting for the Bedford County Convoy of Diesel Dreams! The show was held at the Bedford Fairgrounds in Bedford, PA. Turn to pages 14 & 15 for coverage of the show. - photo by Pam Pollock -

### Diesel Fuel Winterization Tips for Cold Weather Operations



by Homer Hogg

Cold weather is tough on trucks and not kind to diesel fuel. A combination of fuel system maintenance, switching to a winterized diesel and the right additives can help protect your equipment and

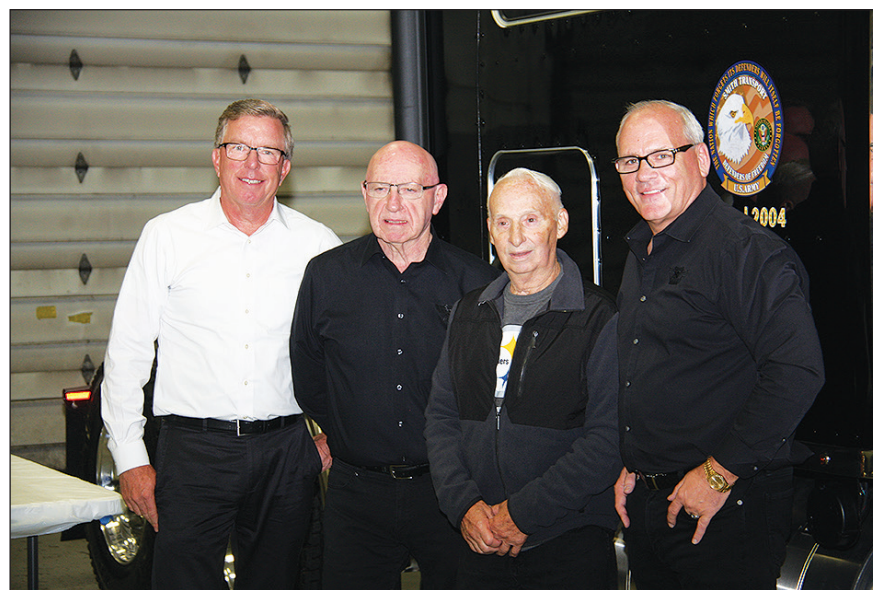
your productivity during the coldest months of the year.

Cold Weather Additives Shop shelves are full of different additives, but what exactly do they do? Fuel additives became more relevant after the EPA issued new stan-

dards to improve air quality in 2006, requiring the petroleum industry to produce a cleaner burning diesel fuel known as Ultra Low Sulfur Diesel (ULSD).

The most commonly used continued on page 2

### Smith Transport Marks Purchase of 3,000<sup>th</sup> Peterbilt



Posing in front of Peterbilt #3,000 are from left to right: Jeffrey Hunter, CEO Hunter Truck Sales; Barry Smith, Smith Transport Chairman of the Board; Tommy Smith, Vice President - Retired; and Todd Smith, President and CEO of Smith Transport.

By Steve Pollock  
ROARING SPRINGS, PA...A ceremony was held on October 17<sup>th</sup> at Smith Transport's Roaring Springs corporate office to commemorate the purchase of

the company's 3,000<sup>th</sup> Peterbilt by Chairman of the Board Barry Smith and President/CEO, Todd Smith. Barry founded the company in 1982 with a single truck that he drove himself and

a dream to build a company for Professional Truck Drivers. Thirty-seven years later, the company operates nearly 1,000 trucks from their Roaring continued on page 10

# Diesel Fuel Winterization Tips for Cold Weather Operations



continued from page 1

additives are designed to decrease cold-weather gelling, but additives are used year-round for many reasons. Fuel additives can improve fuel efficiency, enhance lubricity and help combat bacteria that thrive in fuel tanks.

While the switch to ULSD fuel has proven to reduce harmful emissions significantly, it often leads to fuel gelling during the colder months and has increased the number of shop visits we've seen related to damaged parts of the fuel system.

Diesel fuel gels up in cold temperatures because it contains paraffin wax, which is designed to improve fuel viscosity and lubrication. When temperatures fall, paraffin wax thickens, in some cases so much that it clogs fuel filters or solidifies to the point where it will no longer flow.

So how can you help prevent your fuel from gelling this winter? First, it's important to understand the fuel you're pumping into your tanks. Is that fuel already treated for the climate you're headed towards? If not, adding a winter fuel additive to your maintenance routine is the easiest way to prevent fuel gelling.

Winter fuel additives can help prevent paraffin wax crystals from plugging your fuel filters at low temperatures. They can also help improve cold engine starts and prevent harmful deposits from clogging your fuel injectors.

Additional Maintenance Tips to Optimize Cold Weather Operations

Contaminated fuel filters will clog and trap fuel, which can quickly put your vehicle out-of-service. Invest in a new fuel filter to help prevent this from slowing down your deliveries.

Water contamination is one of the biggest enemies of diesel-fueled equipment, especially during winter when the temperatures drop. Whether it enters through poorly fitting caps or condensation in the storage tanks, any extra moisture will promote bacteria growth, which can corrode injectors, clog filters and do other damage to your fuel system.

Be sure to check your water separators daily and drain any water buildup immediately. It's also a good idea to get your fuel tanks cleaned to help prevent any contamination in the bottom of the tanks from reaching the engine and/or clogging your fuel filters.

Check your fuel caps to ensure they are secure and fit tightly, as this is a common way moisture enters the fuel system and can subsequently damage the equipment.

Block heaters can be a life saver in frigid temperatures. Invest in a block heater if you plan to park your vehicle overnight in an extremely cold climate. More importantly, test your block heater before you head out on your next route to ensure it's working properly.

For more maintenance tips to help you roll through winter, stop into a TA Truck Service shop and speak to one of our expert technicians. You can also visit [www.ta-petro.com/winterizeddiesel](http://www.ta-petro.com/winterizeddiesel) to see our 2019 treatment zone map and a list of TA, Petro and TA Express locations that offer winterized diesel.



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# Off The Beaten Path

by Pam Pollock



## Forever Young...

I must confess that, until I had children myself and my parents became grandparents, I didn't really fully grasp and get the concept of what a grandparent's role is. My grandparents and great-grandmother were not the type to play or joke around with the kids. Although, my maternal grandmother did let us style her hair like one of the Beatles. And it is from her that I have my love of driving on country roads and enjoying the scenery.

It was watching my parents getting on the floor and playing with my kids and having fun that made me realize that, when the time came, this whole grandparent gig could be a blast. And now, over 30 years later, I have discovered that being a grandparent is da bomb!

If you are looking for the fountain of youth – look to your grandkids, because they have the ability to keep you forever young – mentally, that is – physically is a little different! Steve and I have learned that to even attempt to keep up with our four grandkids requires vitamins and some Aleve. I now take mine before we embark on our adventures, ensuring time for it to kick in and get me through the day!

Steve is the rough and tumble Pap – he lets the kids climb and jump on him. He swings them in the air and carries them for miles. I am the imaginative grandparent. We engage in vivid roleplaying – just the other day, I was the troll who lived under the bridge and was trying to “eat” the grandkids if they dared to emerge from the dirt pit. At one point in our game, my oldest granddaughter told me, “The dirt pit is for young kids – and my Mommy and Daddy, they are also young. You are not young, so you can't get in here.” Oh girl, challenge accepted, it was on like Donkey Kong! Let me tell you, Gaga DID get in that dirt pit! (It was just a little hard to get back out of it!)”

Last month I found myself on the zip line and obstacle course with Mackenna. Now, before you all get excited and think, “Wowzers! You go, Gaga!”, I probably should confess that I was on the KIDS zip line and obstacle course. But, as I have an incredible fear of heights, I was pretty impressed



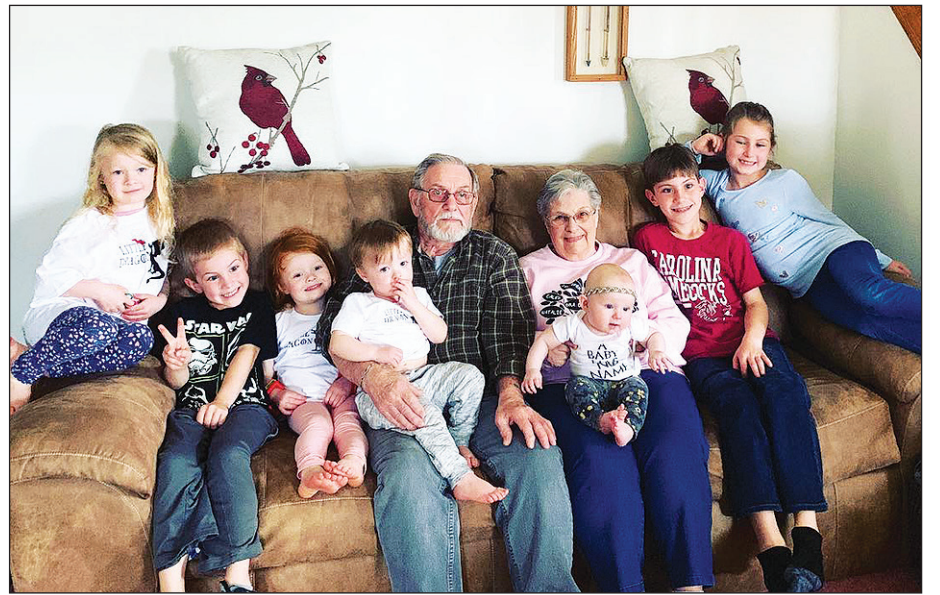
Mackenna and I about to embark on the zip line obstacle course!

with myself for accomplishing this feat. So yeah, out of shape Gaga, tackled this course, complete with my grandma crossbody purse slung over my body (hey, I had to tote my 2 cameras, cellphone and snacks with me). Mackenna, sensing my fear, went first on every obstacle and then cheered me across the wires and down the lines.

Last week, I took my two youngest grandkids up to spend some time with my parents. I glanced down and saw my almost 82 year old Mom on the floor, actively playing with her great-granddaughter. My 82 year old Dad was engaged in a battle of rubber sling bunnies with his great-grandson. And it dawned on me that it really is true – grandkids will keep you forever young – if you only open up your heart, mind and soul.



Check out that grandma purse - I take it with me everywhere!



My parents with their seven great-grandchildren!

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# Students Challenged to Design the Vocational Truck of the Future



Snowplow of the future?



Cement mixers design with all controls for truck and mixer inside the cab and passenger space is turned into a platform, ladder and hatch for better visibility and safety.

PORTLAND, OR... A plow that inhales snow and turns it into vapor rather than pushing it aside. A crane truck with an electro-translucent roof that goes from solid to clear at the push of a button for better visibility. A diesel engine that slides out from the engine compartment for easier access.

These can't be found yet at Daimler Trucks North America (DTNA) dealerships, but they might be someday. These concepts are among the highlights of the Vocational Truck of the Future Challenge, a collaboration between DTNA and ArtCenter College of Design in Los Angeles.

DTNA challenged transportation design students to consider the needs of vocational customers in 2030 and beyond – and design trucks to meet those needs. “Through this challenge, we tapped into some of the brightest minds in transportation design to gain new and different perspectives on what vocational trucks might look like in the future,” said Samantha Parlier, vice president of marketing and strategy for Western Star. “Two of these students have already started internships with DTNA, and we’re excited for the opportunity to incorporate some of this bold thinking into our long-term vocational strategy.”

This wasn't just an exercise in drawing futuristic-looking vehicles. The students examined the challenges that vocational truck operators face today and considered how the industry and those challenges will evolve.

The students took a deep dive into every aspect of the industry, driver experience and the vehicle, and considered innovations such as connectivity, electrification and more that will continue to impact the transportation industry. They used a variety of quantitative and qualitative research methodologies, including dealer meetings, driver interviews, on-site visits and social media to gain a deep understanding of the industry.

The results are unique and intriguing:

- Snowplows clear the roads, but they also throw snow, ice and rocks while creating walls of snow along the sides of the road. One student designed a plow that inhales snow in the front and uses an infrared heating unit to vaporize it. No debris, no walls.

- Moveable chutes and drums are a safety hazard for drivers of cement mixers. The solution: all controls for truck and mixer are inside the cab and passenger space is turned into a platform, ladder and hatch for better visibility and safety.

- See-through A-pillars on crane trucks for better visibility.

For more information about Western Star trucks, visit a Western Star dealer or go to [WesternStarTrucks.com](http://WesternStarTrucks.com).

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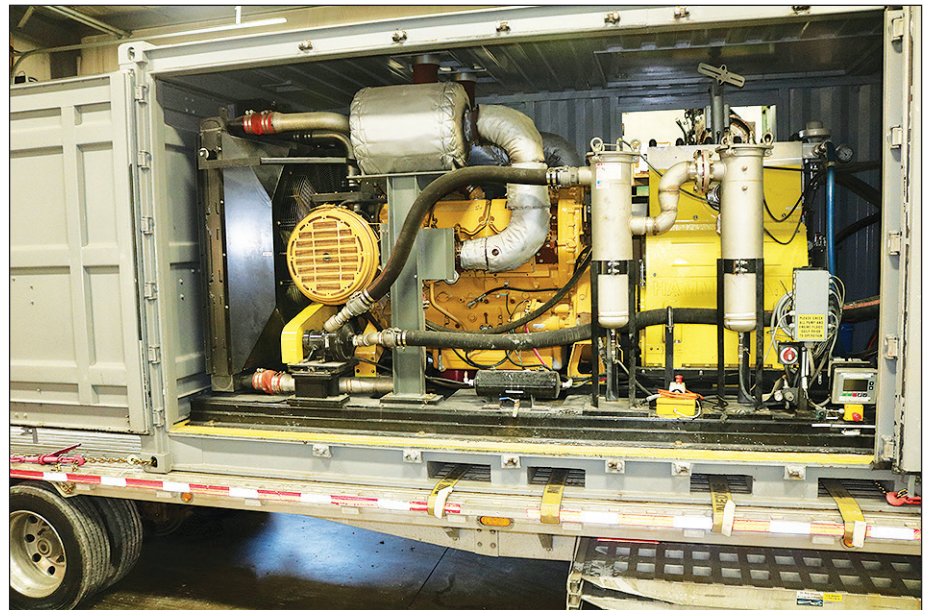
# High Performance Diesels with Bruce Mallinson

One amazing aspect of the diesel engine business is you never know what is coming through the door, or what the cat dragged in. When you have the attitude, anything is possible. People with trucks and diesel-powered equipment know that you must be ready to accept the challenge. This week in the shop we have a Caterpillar C-32 V-12 equipped power washer. This machine can pulverize concrete up to 18 inches thick using high

pressure water. The reason the machine is in our shop is for vibrations. The V-12 Cat engine is solid mounted along with the water pump, which is going to transfer vibrations through the entire machine. The short drive shaft between two rubber mounts might be a problem. This Caterpillar is equipped with 2 torsional dampers which we are replacing, along with adding the FASS Fuel System to remove air from the diesel fuel. We are adding

a COMO/Harvard 1000 by-pass oil filter that filters to one micron, replacing the fan belts repairing the fan hub. There are videos of this machine in use showing the vibrations, it will be interesting to see how much smoother the pressure washer will be after the work we performed.

About 1 month ago I mentioned an owner-operators wife that was kind of a super woman. She home schools her children, raises about 200 chickens



Caterpillar C-32 V-12 equipped power washer



for eggs, makes Goat Milk all natural soap and body lotions, takes care of the paperwork side of the trucking business, and keeps a very clean house. Her name is Heather Olson, husband is Marty. Because of sensitive skin, Heather decided to study what it would take to have clean skin without harsh chemicals. The answer was oil, there are many different oils and natural scents. Marty told me about the soap while we were tuning his N-14 and Heather send me some samples. I can tell you I love the soap and lotion and the smooth skin after a shower. If you're interested her phone number

is 320-241-1030, please leave a message because during the mornings she is schooling the children. She will call you back. Her web site is Riversidegoatmilksoap.com  
Tuning ISX Cummins engines, our electrical engineer JR has been successful tuning the ISX by only adding 96 horsepower and the engine will produce 400 more-foot pounds of torque. The difference from 1600 ft. lbs. to 2000 ft. lbs. is staggering on how the truck will pull on the hills. There are about 1200 parameters to change when tuning an ISX so it will take a few hours. The result is phenomenal, and the timing

is NOT advanced. A truck set up this way will take 80,000 pounds across I-80 in Pennsylvania and never touch the shifter. This tuning can be done at any of our 50 remote tuners throughout North America.  
We'd like to take some time to explain our cost benefit analysis behind Max Mileage Fuel Borne Catalyst. So it costs \$220 per gallon, but is highly concentrated at a ratio of 1:3200 meaning your per gallon fuel cost is increased by \$0.07 cents per gallon. Assuming you're averaging 7 miles per gallon, your cost per mile for the Catalyst is continued on page 7

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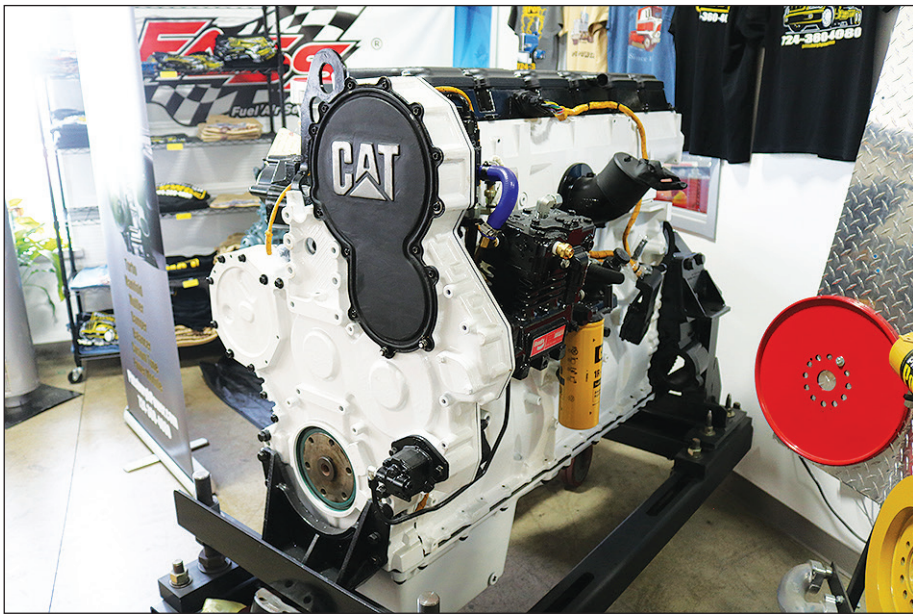
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# High Performance Diesels

# Understanding Oil Contaminants



One of Pittsburgh Power's legendary Signature Rebuilt engines, a CAT C-15 is for sale.



by Tom Bock

As winter approaches you should start preparing for the additional stresses that are placed on engines, transmissions, differentials and cooling system. Cold weather affects the oil and lubricants that protect moving parts from wear and potential failure. Sampling engine, transmission and differential fluids before the cold sets in will ensure the fluids are still capable of performing to the manufacturer's specifications. Most labs that perform oil analysis can analyze the transmission and differentials for the same cost as the engine oils. It is a cheap way to prevent cold weather damage to these components. However, analyzing coolant samples requires a lab with the proper equipment to ensure accurate results.

Coolant degrades over time and it is imperative that the coolant have the proper characteristics to avoid damaging the engine. A quality sample result will include the percent of coolant vs water, boiling point, hardness, PH, wear metals, and visual inspection for solids. Just

like engine oil sampling the results for coolant samples can tell you if water pump bearings are wearing, if acid has formed and is corroding the tubing and solder joints, and is you have the proper balance of coolant vs water recommended by engine manufacturer. It is always better to perform preventive maintenance than being stuck on side of road in a snowstorm with coolant dripping on the ground. Coolant samples may cost a few buck more than engine, transmission and differential samples but it is definitely worth the expense.

This month's first question is one that I am asking you for help with. I received a call from a fleet owner who has one truck in his fleet that had two major engine failures caused by a hard rubber like substance that formed in the camshaft area. He is not having any issues with his other four trucks and all are maintained by the same company and fuel at reputable fuel stations. There are numerous possible causes like oil severely overheating and asphaltene or bacteria from fuel contaminating the oil, or possibly a chemical reaction with some additive that they are using. While he is looking into all these possible causes, I will welcome any input anyone has on this hard rubber like substance that formed in engine. Please email me at: [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz) , please

show topic in header as Movin' Out Hard Rubber.

Second question: My oil sample results were showing high fuel dilution that caused my viscosity to drop a grade. I added a viscosity stabilizer to bring the viscosity up to correct grade. Am I putting my engine at risk for failure?

While the viscosity stabilizer will bring the oil back up to the proper grade, you are just masking within the parameters for your grade of oil. They will report a < 1% level based on the viscosity level without actually testing for fuel dilution. Therefore, you would never know you have fuel dilution that is eroding the wear metal additive package in your oil that protects metal to metal wear. Gas Chromatography will report the actual level of fuel dilution in spite of the viscosity levels. I have seen fuel dilution at over 10% with a viscosity of 14.5 on a SAE15W40 oil (12.3-16.2) that would not have detected a serious fuel contamination issue. I find it is always best to fix a problem rather than mask it to avoid engine failures.

If you have any questions for this column, please email me at: [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz)

continued from page 6

\$0.01 cent. The national average for diesel fuel at the time of writing is \$3.06 which breaks down to \$0.43 cents per mile. If you see a 10% improvement in mileage like many are, then you're cost per mile is down to \$0.39. Including the cost of the Catalyst you're saving \$0.03 cents per mile. So just with the fuel mileage alone the catalyst more than pays for itself. Many drivers are also seeing a 20% reduction in DEF which can be very expensive depending on where you buy it from. Not to mention the thousands saved on preventing emissions system repairs and the lost revenue from down time. We encourage everyone to track the numbers for themselves so you can see

how it's working for you.

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and then inspected by Bruce himself. Please call us if you're interested.

By Bruce Mallinson and Andrew Wilson, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg, PA 16056. Phone 724-360-4080

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# Latest Trucking Industry New-

## ATA Truck Tonnage Index Rose 0.2% in September Index 3.5% Higher than September 2018

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.2% in September after falling 4% in August. In September, the index equaled 117.6 (2015=100) compared with 117.3 in August.

"This was the first month in 2019 that we did not see a significant increase or decrease in tonnage," said ATA Chief Economist Bob Costello. "For the entire third quarter, the index was up 1.2% over the previous quarter and 4.5% from a year earlier, both are nice gains."

It is important to note that ATA's tonnage data is dominated by contract freight, which is performing significantly better than the plunge in spot market freight this year.

August's reading was revised down compared with our September press release.

Compared with September 2018, the SA index increased 3.5%. The index is up 4.1% year-to-date compared with the same period last year.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 114.8 in August, 7.5% below the August level (124). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

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## CVSA Jurisdictions Inspect More than 9,200 CMVs Transporting Hazardous Materials/Dangerous Goods

Greenbelt, MD... Enforcement personnel in Canada, Mexico and the U.S. inspected 9,259 commercial motor vehicles (CMVs) transporting hazardous materials/dangerous goods (HM/DG) as part of the Transportation of Dangerous Goods/Hazardous Materials (TDG/HM) Road Blitz on Aug. 12-16, 2019. Inspectors identified 683 out-of-service HM/DG conditions.

During the North America-wide 2019 TDG/HM Road Blitz, 15,197 HM/DG packages were inspected; 8,594 were non-bulk packages/small means of containment and 6,603 were bulk packages/large means of containment (5,730 cargo tank and 873 other bulk).

Inspectors found 66 violations for package integrity (leaking) and 204 violations for loading and securement, all resulting in out-of-service conditions. There were 181 other packaging violations, resulting in 50 out-of-service conditions. Of the 432 total placarding violations, 102 were out-of-service conditions.

There were 1,156 shipping paper violations, 226 were out-of-service conditions. Out of 171 markings violations, 35 were out-of-service conditions. In addition:

\* Class 1 explosives, such as ammunition, fireworks, flares, etc., were inspected 262 times.

\* Class 2 gases were inspected 2,108 times. Class 2 gases are categorized as flammable, non-flammable/non-poisonous and poisonous.

\* Class 3 flammable liquids were inspected 5,446 times. Examples of flammable liquids are acetone, adhesives, paints, gasoline, ethanol, methanol, some pesticides, etc.

\* Class 4 materials were inspected 276 times. Class 4 materials are flammable solids, substances liable to spontaneously combust and substances that, on contact with water, emit flammable gases. Examples of Class 4 materials are white phosphorus and sodium.

\* Class 5 oxidizing agents and organic peroxides were inspected 339 times. Class 5 materials include chemicals,

such as hydrogen peroxide, potassium permanganate, sodium nitrite, ammonium nitrate fertilizers and oxygen generators.

\* Class 6 toxic and infectious substances were inspected 200 times. This means any material, other than a gas, that is so toxic to humans that it presents a health hazard during transportation. Cyanide, biological samples, clinical wastes and some pesticides are examples of Class 6 hazards.

\* Class 7 radioactive materials, such as cobalt and cesium, were inspected 87 times.

\* Class 8 materials were inspected 1,728 times. Class 8 corrosive substances, such as sulfuric acid and sodium hydroxide, are liquid or solid corrosive materials that cause full thickness destruction of human skin at the site of contact within a specified time.

\* Class 9 miscellaneous HM/DG and articles were inspected 667 times. Acetaldehyde ammonia, asbestos, elevated temperature materials and benzaldehyde are Class 9

materials.

The goal of this TDG/HM Road Blitz initiative is to:

\* Heighten awareness of the rules and regulations in place to keep the public and the environment safe from HM/DG during transportation.

\* Call attention to the hard work of the enforcement community that inspects CMVs transporting HM/DG and enforces regulatory compliance.

\* Highlight the steps taken by safety-compliant drivers, shippers and motor carriers to ensure HM/DG is appropriately marked, placarded, contained and secured while being transported from location to location.

Since 2012, Transport Canada and Commercial Vehicle Safety Alliance (CVSA) member jurisdictions in Canada have held this annual week-long national enforcement blitz to conduct inspections and verify compliance with Canada's TDG Regulations. This year, however, was the first time that the U.S. and Mexico joined Canada in this initiative focused on the inspections,

regulatory compliance and enforcement of HM/DG regulations. As a combined North American initiative, this event allowed enforcement partners across national borders to foster North America-wide uniformity of HM/DG enforcement activities and gather and share valuable compliance and enforcement information.

Governments in Canada, Mexico and the U.S. have rules, policies, statutes and regulations that apply to the transportation of HM/DG, as well as inspection and enforcement programs to ensure compliance with safety regulations.

The U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration (PHMSA) is responsible for regulating and ensuring the safe and secure movement of hazardous materials and the Federal Motor Carrier Safety Administration is the modal agency responsible for highway transportation safety and its hazardous materials regulations are specific to highway transportation through its Hazardous Materials Program. To minimize threats to life, property or the environment due to HM-related incidents, PHMSA's Office of Hazardous Materials Safety develops Hazardous Materials Regulations and standards for the classification, handling and packaging of more than 1 million daily shipments of hazardous materials within the U.S. Members of the CMV enforcement community in U.S. states and territories enforce the Hazardous Materials Regulations by conducting inspections on CMVs transporting hazardous materials to determine compliance with all pertinent sections of the regulations and by taking enforcement actions, when appropriate, to ensure proper compliance.

In Canada, the TDG Act and TDG Regulations promote public safety when dangerous goods are handled or transported. The TDG Regulations are the rules that prescribe safety standards and shipping requirements for thousands of dangerous goods. The regulations also establish safety requirements for the transportation of dangerous goods. Effective TDG enforcement requires that knowledgeable inspectors monitor the flow of dangerous goods shipments to ensure compliance with the TDG Act and TDG Regulations. Inspectors are designated under the TDG Act to cover the many facets of packaging and transportation of dangerous goods and are given powers to safeguard the public. Inspectors are entitled to inspect the consignment and use the powers given to them under the TDG Act to ensure that any movement of dangerous goods is made in compliance with the TDG Act and regulations.



# Cruise Control, High Idle And Jakes - What Your DDEC III Or DDEC IV Requires Before It Activates These Functions



Almost all DDEC III and DDEC IV ECMs have the hardware to support high idle, cruise control, and engine brake (Jake) functions and most DDEC III and DDEC IV ecms set up for highway applications already have these functions programmed in. If your DDEC isn't activating one or more of these functions the below tables might be helpful. Engine protection systems such as high coolant, oil, or intake manifold temperature, and low coolant level and low oil pressure can disable these three functions depending on how you have your engine protection settings programmed.

### Jakes

The Jakes can come on just under the RPM limiter and stay on all the way down to 851 rpm.

The minimum activation mph can be programmed to 0 and there is no limit on the maximum vehicle speed

Engine protection - Warning	Will not disable any Jake functions
Engine protection - Derate	Will not disable any Jake functions
Engine protection - Shutdown	Will not disable any Jake functions
Medium Jake request (pin K2)	Supplying a ground enables the Jake brake for Cylinders 3, 4, 5, and 6
Low Jake request (pin K3)	Supplying a ground enables the Jake brake for Cylinders 1 and 2
Park Brake (pin H2 on the ECM)	Has no effect on Jake functions
Service Brake (pin G2 on the ECM)	Has no effect unless Jakes are programmed to only come on with service brake
Throttle	Any application of the throttle will disable the Jakes
Clutch (pin J2 on the ECM)	Jake functions can't activate unless a ground is supplied to pin J2
Jake disable - Freightliners (Pin E1)	Disables the Jakes on some freightliners if a ground is supplied

Cruise control. Cruise usually becomes available at 20 mph and 1000 rpm and cuts off at 85 mph and 2110 rpm but I've programmed it to come on as low as 10 mph and 600 rpm and as high as 125 mph and 2800 rpm.

Engine protection - Warning	Will not disable cruise
Engine protection - Derate	Will disable cruise until temperature comes down
Engine protection - Shutdown	Will disable cruise until the engine is completely shut down.
Cruise enable (pin F2)	Cruise will not activate unless a ground is supplied to pin F2
Cruise set (pin J1)	Supplying a ground sets the current vehicle speed as the set cruise speed
Cruise accelerate (pin G3)	Supplying a ground raises the desired cruise speed
Park Brake (pin H2 on the ECM)	Supplying a ground will <u>disable</u> the cruise function
Service Brake (pin G2 on the ECM)	Cruise will not activate unless a ground is supplied to pin G2
Throttle	The throttle is functional and will not disable cruise.
Clutch (pin J2 on the ECM)	Cruise will not activate unless a ground is supplied to pin J2

High idle High idle will only activate below 3 mph.

Engine protection - Warning	Will not disable high idle
Engine protection - Derate	Will not disable high idle
Engine protection - Shutdown	Will disable high idle until the engine is completely shut down.
Cruise enable (pin F2)	High idle will not activate unless a ground is supplied to pin F2
Cruise set (pin J1)	Supplying a ground goes to min high idle rpm and also lowers desired high idle rpm
Cruise accelerate (pin G3)	Supplying a ground raises desired high idle rpm
Park Brake (pin H2 on the ECM)	High idle will not activate unless a ground is supplied to pin H2
Service Brake (pin G2 on the ECM)	Has no effect on high idle functions
Throttle	The throttle is functional and will not disable high idle or change high idle desired rpm
Clutch (pin J2 on the ECM)	Has no effect on high idle functions

Written by Fernando DeMoura, Diesel Control Service. Phone 412-327-9400 - [www.dieselcontrolservice.com](http://www.dieselcontrolservice.com)

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## 40-Year Driving Veteran Wins 2019 Driver of the Year Award

Toronto, Canada... Double D Transport president Ron Eadie says Winston Goold, his longest serving driver, is a problem for his company. A good problem, that is – in the sense that all his customers want Winston to deliver to them.

“Our customers and their customers were only requesting Winston to deliver their products. And of course, there’s only one of him, so we can a lot of sticky situations we had to wiggle through to make sure everyone got looked after,” says Eadie.

Today, the lucky customer is Gorilla Brake & Components in Brantford, Ont., which has the exclusive rights to Winston’s services.

“I consider him an employee of Gorilla Brake without having to pay his paycheque,” says Andre LaLonde, president of Gorilla. “He’s been doing it for 30 years and I’ve never had a driver who had that many compliments. If every driver were like Winston, I’d grow by business double points every year.”

Winston, 74, was in Toronto last night with his loving wife Carol and his children for the Ontario Trucking Association’s 93<sup>rd</sup> annual executive conference, where he took home the 2019 Volvo Trucks Canada-OTA Driver of the Year Award. He has been on the road for 40 years, almost all of them with Double D Transport. He has about 4 million, accident-free miles under his belt.

Winston was born in Waterford, Ont. in 1945. His father was a hard-working farm boy who also worked in a factory. Winston followed in his dad’s footsteps as a teenager, but after a few years of working on an assembly line he wanted something that offered a “bit more adventure” so he asked his brother if he could drive his truck. He brother brushed him off, Winston recalls with a tinge of bitterness. Not perturbed, he approached Ron Eadie’s father, Brain, who he knew through his son’s hockey team, and asked if he could learn to drive heavy trucks.

“He was the only person to give me an opportunity,” says Winston. “And here we are, 30 years later. It’s been great working for him and Ron.”

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# Smith Transport Marks Purchase of 3,000<sup>th</sup> Peterbilt



Peterbilt number 3,000, was presented to Smith Transport driver Dan Girouard.

continued from page 1

from their Roaring Spring, PA; Washington, PA; Remington, IN; and Ellenwood, GA terminals. Smith Transport's services include truckload, logistics and brokerage, gas and well services along with warehousing and distribution services.

Over the years, the Peterbilts were purchased from Hunter Truck Sales and fittingly, the ceremony was attended by Hunter Truck Sales President and CEO Jeffery Hunter, who is also a member of Smith Transport Board of Directors, as well as executives from Peterbilt and Smith Transport.

Peterbilt number 3,000, which is designated truck number 3,000 was given to a very special Smith Transport driver Dan Girouard. Dan was Smith Transport's 2018 Driver of the Year, with an amazing 1,755,399 safe miles driven.

Dan is a US Army veteran, retiring in 2004 and a member of Smith Transport's prestigious Golden Eagle Million Mile Club. Dan is one of Smith Transport's

Top Runners in 2018. He lives in South Kingstown, Rhode Island with his wife of 34 years, Karen. The couple have a daughter Caitlyn. When he isn't working, Dan enjoys riding his Harley and cheering on the Pittsburgh Steelers.

Peterbilt Trucks has been an icon of the Smith Transport fleet since the company's beginning. Barry Smith handed Dan the keys to his elegant 2020 Peterbilt 389. In addition to extra chrome and lights, Dan's long nose Pete, like all of the trucks in the Smith Transport, is equipped with an APU and a refrigerator. Dan spec'd the truck with a 10 speed, Eaton manual transmission, powered by a 450 hp Cummins ISX15 engine. As you might expect, Dan was anxious to get his new Peterbilt on the road and start putting some miles on it.

Smith Transport is one of the nation's most dependable truckload carriers and espouses values of teamwork, integrity, accountability, innovative solutions and family.



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## Volvo Trucks' New VNR 660 Model Offers Lighter-Weight, Shorter-Length Solutions for Regional-Haul Customers with a new High-Roof Sleeper for Added Space and Comfort



Volvo Trucks North America introduces the new Volvo VNR 660 truck model, expanding its offerings for regional-haul applications with specs related to length, weight and driver comfort. The new VNR 660 will be available for order in the first quarter of 2020.

The new Volvo VNR 660 features a shorter, 164" bumper to back-of-cab length that offers both weight savings from decreasing the overall size of the truck and the option to use more versatile tractor-trailer combinations for increased cargo capacity.

As an extension of the Volvo VNR product line, the new Volvo VNR 660 combines a high-roof configuration with a 61-inch sleeper that will comfortably accommodate an extra person for an overnight stop, making it ideal for local and regional routes that

utilize team drivers. There is ample room for a refrigerator, microwave and television with storage above the driver and passenger seats. The new VNR 660 is available with the Volvo Premier Trim package, which includes wood-grain trim for the dash and cabinetry.

Other advantages of the new Volvo VNR 660 include the shorter hood design of the VNR product line, providing optimized visibility for the driver and excellent maneuverability in urban areas and easy docking in tight spaces. The new truck

model comes standard with the Volvo D11 engine, the Volvo I-Shift transmission and Volvo Active Driver Assist (VADA) 2.0, the recently updated comprehensive collision mitigation system.

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# The Circuit Rider



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

## God Is With Us – Even Till The End Of The World

Threats and promises often go together. We have the threat of sin, its penalty and its punishment. We have the promise of God's forgiveness and the fullness of His blessing. The sin question has to be settled. No man will turn from his sins until he sees the exceeding sinfulness of what he is doing.

This is seen best when he looks at the cross. The deepest tints and the most remote ends of sin are exposed when the world crucifies Jesus Christ. He was God in the flesh, and He became sin for us, who knew no sin, that we might be made the righteousness of God through Him.

The wages of sin is death, and Jesus received those wages on the cross. Woe unto the man who rejects Christ. How shall we escape if we neglect so great a salvation?

After the threat has been passed, the promise comes into focus. "If we confess our sins, he is faithful and just to forgive us our sins and to cleanse us from all unrighteousness." The promise is that He is with us always, even unto the end of the world. He that is within us is greater than he that is in the world.

## NATSO Commends Lawmakers for Urging Extension of the Biodiesel Tax Credit

Alexandria, VA... NATSO, representing America's travel plazas and truckstops, today issued the following statement with regard to a letter sent to House Speaker Nancy Pelosi (D-CA) and Ways and Means Committee Chairman Richard Neal (D-MA). The letter was signed by 40 Members of Congress urging Democratic leadership to support extending the biodiesel tax credit and other clean energy tax extenders. The following statement can be attributed to NATSO's Vice President of Government Relations, David Fialkov.

"This letter is an extraordinary showing of support for the biodiesel tax credit and other clean energy tax policies. What is especially significant is the ideological and geographic diversity of the Democrats who signed this letter. Many of them have very difficult re-election campaigns ahead of them next year. The fact that lawmakers representing places such as Oklahoma City, Upstate New York, Salt Lake City, and Southern California—areas far from the farming Mid-

west—strongly support bio-fuels incentives underscores the economic and environmental benefits that these clean energy tax extenders bring to their communities. NATSO is grateful to Representatives Abby Finkenauer and Kendra Horn for their continued leadership.



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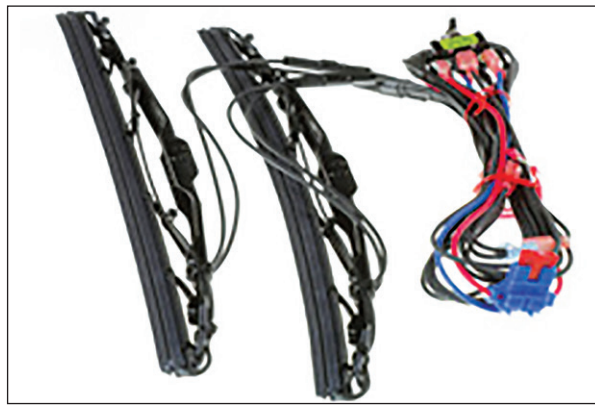
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silicone blades are electrically heated evenly throughout the blade and a second heating element along the frame keeps the pivot points clean and working properly. Everblades reach temperatures of 240°F in minutes, eliminating snow and ice buildup.

Everblades are available for semis, trucks, cars, SUVs, buses and municipal vehicles. They have been in use since 1986 by professional truck drivers, snowplow operators, municipalities, police departments and virtually any driver who likes to see where they are going in the wintertime.



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0428 and speak to a Michigan based representative. Your order will be filled and shipped the very same day. Your Everblades Heated Wiper Blade kit will include everything you need for installation, which takes about 30 minutes, plug-

ging into the vehicle's existing electrical system. For more information, visit [www.everblades.com](http://www.everblades.com) or call 906-483-0174 or 800-746-0428.

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## Women In Trucking Announces its 2019 November Member of the Month



Plover, WI... Women In Trucking (WIT) has announced Hannah Cannington as its November 2019 Member of the Month. Cannington is

the Branch Manager for the Alabama Motor Express, Inc (AMX) Logistics office in Savannah, Georgia. As a rising star in the supply chain industry, Cannington has proven success comes from hard work and dedication.

Cannington now leads a team of talented logistics professionals that streamlines processes to provide superior service for customers. She has a simple strategy: Work quickly but be thorough.

"Logistics requires an incredible amount of problem

solving in an incredibly short period of time," said Cannington. "Anything could happen, at any time. Sometimes, information isn't available until the last minute. Our customers expect us to have the answers anyway."

When looking for the perfect candidate for a supply chain role, Cannington looks for someone like herself. She didn't come from logistics, but it takes hard work and dedication to be in this field of work.

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# 2019 Bedford County Convoy of Diesel Dreams



### 2019 Bedford County Convoy of Diesel Dreams Trophy Winners:

Best of Show: Verlin Seibel, Hurch Transport  
 Wish Kids' Choice: Mindy Bollman, Weaver Busing  
 People's Choice: William Davis, Smith Transport  
 Tri-Axle Class: 1<sup>st</sup>: Brandon Mock, B&D Transport; 2<sup>nd</sup>: Derek Eshelman, Philip Foor Trucking; 3<sup>rd</sup>: Chad College, Chad College Trucking  
 Antique Class: 1<sup>st</sup>: Levi Wakeman, Wakeman Trucking; 2<sup>nd</sup>: Wesley Yokum, Yokum Logging; 3<sup>rd</sup>: Jeremy Shope, Yokum Logging  
 Speciality Class: 1<sup>st</sup>: Derry Furry, Coyle Transport; 2<sup>nd</sup>: Mindy Bollman, Weaver Busing; 3<sup>rd</sup>: Neil McAneny, Weakland Wreckers, LLC  
 Bobtail Class: 1<sup>st</sup>: Kevin Perrin, K. Perrin Trucking; 2<sup>nd</sup>: Justin-Hixson; 3<sup>rd</sup>: Jason Schmidt, Schmidt Trucking  
 Combination Class: 1<sup>st</sup>: Greg Wertz, G.B. Wertz Trucking; 2<sup>nd</sup>: Kenny Clingerman, Clingerman Paving; 3<sup>rd</sup>: Chyenne Claar, H. Fred Barefoot Trucking

**- all photos by Pam Pollock -**



The Make-A-Wish Kids posed with their parents and some of the Professional Truck Drivers before the start of the Convoy.





# Bedford County CONVOY OF DIESEL DREAMS

All photos by Pam Pollock  
visit our Truck Show Gallery  
of photos at  
[www.movinout.com](http://www.movinout.com)

## Protecting DEF from Extreme Cold and Other Conditions Can Keep Your Truck Running Smoothly

by Jeffrey Harmening, Manager – EOLCS/DEF/MOM, American Petroleum Institute

According to the Farmer's Almanac, the winter of 2019-2020 will be filled with bitterly cold weather in the eastern parts of the Rockies and east to the Appalachians. The Northeast should also experience very cold temperatures as well. For those that are involved in outdoor work, there is always plenty of annual winter preparation.

One thing that may be overlooked is the proper management of Diesel Exhaust Fluid (DEF) used in many diesel-powered trucks. Handling and storing DEF can be challenging in wintertime for drivers filling up on the road and for shops. Made from a mixture of technically pure urea and purified water, DEF freezes at 11 degrees Fahrenheit and needs to be properly maintained and dispensed to preserve its quality.

Like water, DEF will expand up to seven percent when frozen and can damage the storage tank if it is full or nearly full when it freezes. Keeping a tank that you think may freeze less than full is a good idea. If DEF freezes in the vehicle, do not put any additives in the tank to help it melt. DEF needs to remain pure for it to work correctly. The vehicle will

start without a problem and the DEF tank has a heating element that can quickly thaw the DEF. Don't worry; on-spec DEF is specifically formulated to allow the fluid to thaw at the proper concentration to keep your vehicle operating smoothly.

In addition to cold, there are other things to consider when purchasing, storing and handling DEF. Drivers accustomed to purchasing DEF in containers should look at the expiration date on the bottle and be sure to use it before this date as the product has a limited shelf life. If a date is not present, ask for the most recently delivered DEF products. Also, be sure to look for the API certification mark on the bottle as well. Many diesel engine manufacturers recommend that drivers use API-licensed DEF.

Storage conditions have an impact on its quality. DEF can be expected to have a minimum shelf life of 12 months or even longer in optimum conditions. Check the label for recommended storage temperatures. API recommends that you don't store it for too long in your truck once you purchase it, especially if the storage area in the vehicle is routinely exposed to extreme heat or sunlight.

Purchasing DEF for Shop Use

API has found that the

biggest misconception by fleet managers is the belief that if the urea concentration of their DEF is on spec, then the DEF meets the required quality. While it is true that the concentration is very important, there are many other important quality characteristics built into the ISO 22241 specification regarding DEF.

Those responsible for procuring DEF should confirm that their suppliers are providing DEF that meets the entire ISO quality standard. One way to do this is to ensure that their supplier is providing a Certificate of Analysis (or Quality) with every shipment that addresses all of the quality characteristics that the specification requires. You can also check to see if the DEF they are buying is licensed through API's real-time directory of licensees on the API website.

Managing DEF in Shops  
For shops, the handling, storage and dispensing of DEF is very important so that off-spec DEF doesn't reach the marketplace. Temperature during transport or at the point of storage or sale can harm the shelf life of DEF sold in containers. Make sure the stock is rotated to use the oldest product first. Proper storage temperatures in a shop is also vital. Storing in temperatures above 86 degrees Fahrenheit

will limit the shelf life of the DEF overtime. Some additional things to consider in storing and handling DEF include the following:

- Bulk storage tanks should be dedicated for DEF. Don't switch products in the bulk tank without thoroughly rinsing the tank with distilled or de-ionized water or on-spec DEF.

- A closed loop system for transferring DEF from a drum or bulk tank is recommended so contaminants don't get into the DEF. This is particularly important in a shop or construction site that has dust or dirt in the air.

- Use dedicated equipment for dispensing DEF. Don't use funnels, pitchers, hoses, etc. that are used for other fluids when putting DEF in a tank.

- Anything used for dispensing DEF should be cleaned with distilled or de-ionized water and followed by a DEF rinse. Don't use tap water for cleaning.

For shops and drivers, it's important to know what you are putting into your DEF tank. The quality of the DEF going into your vehicle is as important as the quality of the engine oils or fuels used in your vehicles. Use of API-licensed Diesel Exhaust Fluid will ensure that the DEF meets the high standards required by engine and vehicle manufacturers.

### TransAm Honored With 2019 SmartWay Excellence Award

Olathe, KS... The U.S. Environmental Protection Agency (EPA) recently honored TransAm Trucking with a prestigious SmartWay® Excellence Award. This award is given annually to companies identified as industry leaders in freight supply chain environmental performance and energy efficiency. TransAm Trucking has collaborated with MHC Kenworth to custom-engineer a fuel-efficient and low-emission Kenworth Fleet.

"We are pleased and honored that our performance has been recognized through the EPA's SmartWay Excellence Award. Our partnership with MHC Kenworth has allowed us to construct a fleet that is focused on conserving energy and lowering greenhouse emissions. TransAm takes deep pride in our progress within the industry and fully recognizes the importance of protecting our environment in doing so," said TransAm Trucking President Russ McElliott. "Through this program, the EPA seeks out companies that inspire others within the commercial freight industry that utilize innovative technologies and business practices that save fuel, cut costs, and further protect the environment. It is with great pride, and not lightly, that TransAm receives this recognition."

For more information on SmartWay, please visit: [www.epa.gov/smartway/](http://www.epa.gov/smartway/)

### Members Of Congress Launch Bipartisan Road Safety Caucus

FREDERICKSBURG, VA... The American Traffic Safety Services Association (ATSSA) commends the formation of the bipartisan Road Safety Caucus in the 116th Congress, and applauds the leadership and commitment of its co-chairs, Reps. Chris Pappas (D-N.H.) and Bruce Westerman (R-Ark.).

The caucus was first established in 2017 by U.S. Reps. Lou Barletta (R-Pa.) and Elizabeth Esty (D-Conn.). Both Barletta and Esty have served on the House Transportation and Infrastructure Committee.

Now being steered by Pappas and Westerman, who both serve on the House Committee on Transportation and Infrastructure, the caucus will work to advocate for the roadway safety infrastructure and transportation industries by bringing key issues to Congress and by supporting legislation that would impact those same issues.

According to the National Highway Traffic Safety Administration, an estimated 36,750 people were killed in the U.S. in traffic crashes in 2018.

For more information on the Association's work to educate decision-makers on the federal and state level, and advocacy for roadway safety infrastructure policies and funding, visit [ATSSA.com/Advocacy](http://ATSSA.com/Advocacy).

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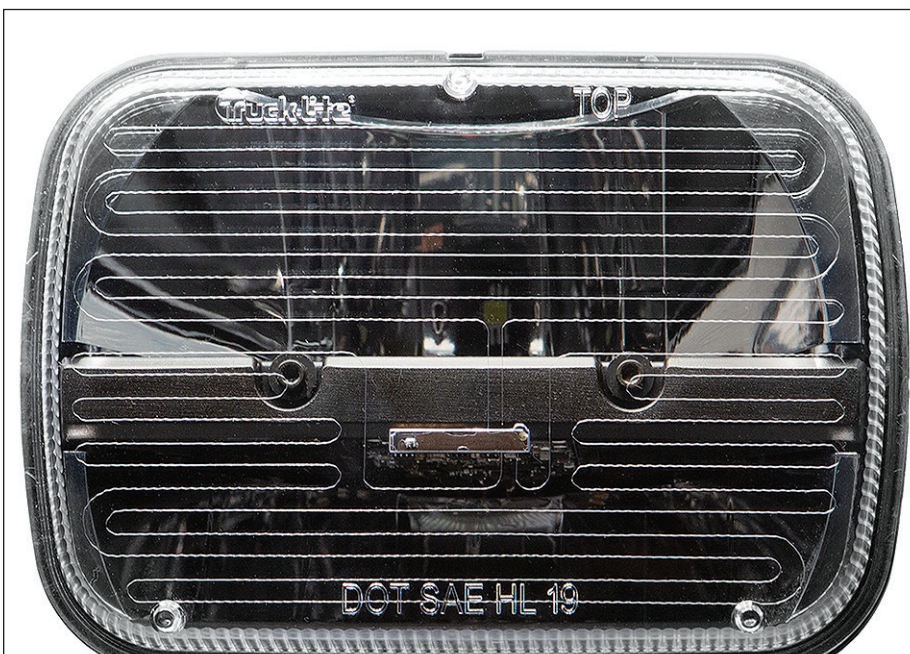
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### Truck-Lite Releases Heated 5x7 Led Headlights



AUBURN HILLS, MI... Truck-Lite Co., LLC, a worldwide leader in LED lighting, telematics, engine protection, safety and visibility systems, has added heated 5"x7" rectangular LED headlights to its LED forward lighting product line.

Truck-Lite introduced the world's first heated LED headlight with the launch of its 7" round version (27270C) in 2014. This patented technology has been modified and improved to suit the 5"x7" rectangular footprint. Like its round counterpart, the new 5"x7" heated headlight consistently warms the lens when temperatures dip below 50°F/10°C.

"After years of popular demand, Truck-Lite is pleased to offer our 5'x7' headlight with a heated lens," said John Hoover, vice president of aftermarket sales for Truck-Lite. "This latest advancement rounds out our forward lighting portfolio and allows this technology to reach a broader customer base."

The heated 5"x7" LED headlights are available under the part number 27455C and as part of a snowplow kit, part number 80985. The 27455C is constructed of military-grade, die-cast aluminum with a non-yellowing, polycarbonate lens to protect against damage from impact, roadside debris and other hazards and comes equipped with Truck-Lite's three-year limited warranty.



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# TRP East Liverpool Hosts Open House



By Steve Pollock

EAST LIVERPOOL, OH... TRP Truck Parts Distributors held an Open House on Friday, October 25<sup>th</sup> to introduce their customers to their newly

opened facilities in East Liverpool, Ohio.

There was food and refreshments for attendees as well as door prizes. Chef Jason Shaw treated the crowd with his

culinary cooking skills.

TRP is a subsidiary of Youngstown Kenworth and is located on Rt. 39, near Rts. 68 and 30 in East Liverpool, Ohio. The company distributes parts

Jason Shaw cooks up some tasty burgers and hot dogs for the Open House attendees.

for all makes of trucks, trailers and buses. Parts delivery is available within a 100 mile radius of East Liverpool. You can contact TRP by phoning 330-932-1134.

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# Pacifico Reflections - Throwing A Fish Back In

by: Mike McGough

Like most folks who fish, he has his favorite spots. It's kind of a lazy place, if places can be lazy, and not many folks know about it. He was there not long ago, and he learned a great lesson that another fisherman had been taught as a child. It was one of those bigger lessons of life. It was a lesson he had been taught by his Mom.

It was getting late in the day, and he had been fishing for a while. He must have been snoozing a bit as well, because he never heard the pickup truck pull in. He was somewhat startled when the guy driving the truck closed the door. It woke him up from his little nap along the stream. He assumed the guy who emerged from the pickup was stopping after work to do a little fishing, but he soon learned he was not. This guy had stopped to fulfill a much higher purpose. He did not have a fishing rod. Instead, he was carrying a bucket. The guy who had been napping could not figure what he was up to. Maybe his radiator had a leak, and he needed some water. Or maybe he knew some way to catch fish with a bucket. Since the guy who had been fishing was still officially skunked for the day, he got curious about what the guy with the bucket was up to.

As he approached the stream, he paused, looked into the bucket then emptied the contents into the water. He had dumped some fish into

the stream. The now awake fisherman wondered if people were actually allowed to dump fish into someone else's stream. After dumping the fish, he stood on the bank for a while, then turned and headed back toward his truck. He saw the fisherman sitting further up along the stream. He hollered, "Having any luck?" Picking up his rod and reeling it in just a bit, he said, "I hope those fish you dumped in are hungry. If not chances are good, I'm going home empty handed."

He sat the bucket down and started walking toward the fisherman. As he walked he said to the fisherman, "Whether you catch anything or not, this is a great place to fish and get a little rest." With that comment, the snoozing fisherman knew that he had indeed been caught napping.

They exchanged some small talk. Even though the fisherman didn't ask, the man who had dumped the fish began to offer an explanation. He said he and his children had fished that spot for years. He said every time he drives by he remembers how much fun this particular stretch of stream had provided. He said he still fishes and now he fishes with his grandchildren at a variety of spots they've found. He still hadn't explained why he had thrown the fish into the stream.

Without being asked, he then explained why he had dumped the fish into the stream. "I was doing a little fishing myself earlier today, and I caught three

nice ones. I only wanted to keep one for dinner, since my wife won't eat them. I was fishing nearby and thought about this section of the stream. I heard it wasn't being stocked anymore. It was a bit out of my way, but I thought I'd take the time to bring them here and do a little stocking on my own. My kids and I had pulled a lot of fish from this stream over the years, so it only seemed fair that I should now throw a few back in. That's kind of my philosophy of life as well. You know, one of those little lessons about life that your Mom teaches you when you're a kid."

They continued to chat for a bit. Just before he headed back to his truck to head for home, he said, "If you take something, I think you should be willing to give something as well. Just imagine the shape this world would be in if we were all takers." He had given the fisherman a good deal to think about. Even though he had been skunked that day, what he had gained along the stream that day was immense.

There are many people who will teach the lessons of life. None will be truer, more enduring, and powered with more love than the lessons you Mom teaches you. Life offers a lot, but one thing it generally doesn't offer is an unlimited free ride. That stream, not unlike so many other things in life, would soon be empty, if everyone who came to its banks was a taker. Any chance you get, be a giver.

Thanks Mom!

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## CARGO CONTROL AND PARTS



# Kenworth W990 Features Special Design for 55<sup>th</sup> U.S. Capitol Christmas Tree Tour



KIRKLAND, WA... A special Kenworth W990, sporting a dynamic graphics wrap, will transport the 55<sup>th</sup> U.S. Capitol Christmas Tree from the Nov. 6 tree-cutting ceremony in Carson National Forest in New Mexico to the tree-lighting ceremony in early December on the West Lawn of the U.S. Capitol Building in Washington, D.C. This year's theme is "Delivering Enchantment!" On the side of the Kenworth W990 hood, the graphics wrap showcases New Mexico's state flag, along with Ship Rock, a 7,177 foot-high mountain rock that resembles a 19<sup>th</sup> century clipper ship. On the door and sleeper, the

U.S. Capitol Building is shown with a Christmas tree, with the wording: "From the Land of Enchantment to Enchanting the Nation" written above the graphics. The special tree is a 60-foot Blue Spruce. The Kenworth W990 is headed from the Seattle area for Artesia, New Mexico, where it will arrive at Wilbanks Trucking Services. The second-generation company, with nearly 200 employees, will use the W990 to transport the tree, beginning Nov. 11, on a 2,000-mile journey to Washington, D.C. with stops at more than 30 community celebrations.

The honor of being selected to haul the U.S. Capitol Christmas Tree was a pleasant surprise for Wilbanks Trucking, which was nominated thanks to its exceptional reputation in New Mexico. "When we were contacted to see if we would be interested in transporting the U.S. Capitol Christmas Tree, we were honored to even be considered," said Shane Phipps, safety director for Wilbanks Trucking Services. "It didn't take us long to say 'yes.' Everyone here is very excited about taking part in moving this special tree. While we're a company that specializes in heavy haul, we're

also very experienced in moving oversized loads – and the U.S. Capitol Christmas Tree is just that. Moving the tree will be unique for us, but we're more than capable. We'll even be using our own multiple cranes to lift the tree onto the back of the trailer." Wilbanks employees Josh Garcia, Brum Stephens, and Josh Rice were nominated by their peers and selected by company leadership to drive the special Kenworth W990. "They're excited not only for the tour, but for being able to drive the newest Kenworth," he said. "We run close to 100 trucks in our operation, includ-

ing several Kenworths, but the W990 is new, so our guys can't wait to get behind the wheel." For the sixth consecutive year, a Kenworth truck will deliver "The People's Tree." "Over the years, we've heard how special this trip is for the trucking company making the delivery, and how meaningful the tour is for adults and kids alike when the U.S. Capitol Christmas Tree makes its way through all the towns to Washington, D.C.," said Laura Bloch, Kenworth assistant general manager for sales and marketing. "The annual lighting of the U.S. Capitol Christmas Tree is an important American tradition. The tour brings American pride to all those involved, and to all those who see the special tree traveling across America. We're especially excited that the Kenworth W990 will again

transport the tree." The W990, which is equipped with a 76-inch mid-roof sleeper, also features the PACCAR Powertrain with the PACCAR MX-13 engine rated at 455-hp and 1,650 lb-ft of torque, PACCAR 12-speed automated transmission, and PACCAR 40K tandem rear axles. The truck is also specified with the W990 Limited Edition interior, premium Kenworth GT703 seats and audio system, Kenworth Nav+HD, predictive cruise control, 1800W inverter, 180-degree swivel passenger seat, and Kenworth Truck-Tech+ Remote Diagnostics. For more information, including a complete tour schedule, visit the 2019 U.S. Capitol Christmas Tree website ([www.uscapitolchristmastree.com](http://www.uscapitolchristmastree.com)).

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# 55<sup>th</sup> U.S. Capitol Christmas Tree Tour - Wilbanks Trucking Services To Carry "The People's Tree"



Employees of Wilbanks Trucking Service.

The U.S. Capitol Christmas Tree harvesting site in Carson National Forest near Red River, New Mexico. On hand and ready for the load was a specially wrapped Kenworth W990 76-inch mid-roof sleeper, along with members from Artesia, New Mexico-based Wilbanks Trucking Service – this year's transporter of the special tree. The 55th U.S. Capitol Christmas Tree – a 60-foot Blue Spruce – has started on its way to Washington, D.C.

*- Photos by James Edward Mills -*

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Josh Rocco, Professional Truck Driver, is one of Artesia, New Mexico-based Wilbanks Trucking Service's drivers transporting the U.S. Capitol to Washington, DC.

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## Why Use Universal Preheaters™? The Real Winter Benefits of the Universal Engine Oil Preheaters™: HOT LUBE OIL On Start Up

COLD OIL USES EXPENSIVE HORSEPOWER. Diesel, gasoline and LPG fueled engines are designed to extract useable horsepower from the fuel used to operate them. These engines are sized according to the work expected to be accomplished by each one. When the ambient temperature is at or above 40°F, starting and operating follow a usual pattern. To produce effective horsepower/work however, the engine should be allowed to reach operating temperature in the general range of 180°F before beginning work.

Long life for engines is related to the effectiveness of the lubricating system for the internal parts. Once the engine reaches operating temperature it is assumed that all of the internal components are properly lubricated. This includes the rocker arms and valves, piston rings and cylinder walls, main bearings and rod bearings. Hot lube oil on starting insures oil pressure to all of these components.

VENT CONDENSATION OIL CONTAMINATION. When the engine is shut down the lube oil on/in the internal components drains down into the oil pan. When starting again the cold oil in the pan imposes a workload on the engine before the operating temperature is reached. This horsepower demand stresses each of the components and accelerates the internal wear.

Repeating this practice regularly may shorten the useable life of the engine. Hot oil on startup avoids this condition.



Installing the Peel N Stick Universal Preheater™ on the outside of the oil pan, sized according to the volume in the pan, delivers hot oil at the lube oil pickup tube and produces near instant oil pressure to all of the internal components. Keeping that lube oil hot during shut down periods reduces the load at start up and helps to extend the useful life of the engine.

A conventional block heater installed through a freeze plug in the side of the block to keep the engine warm also creates a potential coolant leak site and should be inspected periodically to avoid engine damage. By contrast the Universal Preheater™ permanently mounts on the outside of the oil pan and never invades the cooling system. It cannot cause a coolant leak.

LOWER ELECTRICAL COST USING UNIVERSAL PREHEATERS. In addition to the block heater in the cooling system must be large enough to heat the entire cooling system to be effective. The heat produced by the block heater never reaches the lube oil because heat rises. The block heater helps to make starting easier, but the oil in the engine pan is still cold and sluggish. In very cold weather the engine upon starting may make scraping and friction noises indicating a lack of lubrication. When the lube oil reaches those surfaces the scraping and friction noises disappear. With the Universal Preheater™ keeping lube oil hot in the pan on a cold start such noises will not be present or will be greatly reduced. Such noises on startup indicate accelerated wear on engine components. The heat provided by the Universal Preheater™ rises from the hot oil in the pan up into the interior of the engine warming the components. The electrical cost for operating the

Universal Preheater™ is from 1/3 to 1/2 less than the typical block heater electrical cost.

FASTER WARM UP ON STARTING. The hot engine oil in the pan reduces the warm up time and the engine is ready to deliver full horsepower sooner and that produces economic benefits. Another concern, without the Universal Preheater™ on the oil pan in cold temperatures, 40°F or colder, condensation forms after shutdown on the internal parts and drips down into the lube oil. The water combines with the by-products of combustion and forms acid that can lead to etching of the bearings. And, as operators know, water in the engine oil does not lubricate well, also contributing to a shortened engine life. The lube oil may turn to a milky color because of the water in the oil. Warranted for three years, the Universal Preheater™ is expected to last the life of the component.

When the Universal Preheater™ is activated continuously during down periods, water in the oil is driven out through the breather. In very cold weather, engine users have reported icicles forming on the crankcase breather indicating that water in the oil is being expelled through the breather because of the action of the Universal Preheater™ keeping the oil hot.

OPERATING COMPONENTS PERFORM BETTER WITH HOT OIL. The Universal Preheater™ installed on transmissions, hydraulic reservoirs and gear boxes in the power train also benefit from hot fluid/oil and lube. Heated hydraulic and transmission oil and gear box lube insures adequate lubrication in these components and helps to reduce the drag/load imposed on the engine by cold starts.

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## Drive- wyze Now Offers Weigh Station Bypass Service in Oregon

DALLAS, TX... Truck fleets and operators using Drivewyze PreClear weigh station bypass service will now receive bypasses at 10 locations in Oregon.

The new Drivewyze sites are located in Woodburn (north and southbound), Booth Ranch (north and southbound), Ashland (north and southbound), southwest of Juniper Butte (north and southbound), Wyeth (westbound), and Rocky Point (westbound).

The Woodburn, Booth Ranch, and Ashland sites are along the I-5 corridor, a major truck route connecting Canada to the north and Mexico to the south. The Drivewyze locations near Juniper Butte is just north of Redmond, along Highway 97. The Wyeth site is due west of Hood River on I-84, and the Rocky Point location is along Highway 30.

"With weigh station bypass service now available in Oregon, we are able to provide better service for our customers operating along the west coast, and within the state," said Brian Heath, president and CEO of Drivewyze. "And, this is just the beginning. By next year, we expect to have 10 additional weigh station bypass sites available in Oregon."

With the 10 Oregon locations, Drivewyze now provides bypass opportunities at more than 800 weigh stations and inspection sites, in 47 states and provinces.

The Drivewyze PreClear weigh station bypass application is available to carriers on supported ELDs and other in-cab devices, through the Drivewyze partner network (<https://drivewyze.com/drivewyze-on-your-eld/>).

In addition to time-saving bypasses, Drivewyze subscribers now have access to Drivewyze Safety Notifications, which provide Drivewyze-enabled trucks with high-rollover, low-bridge, and mountain safety alerts. Subscribers interested in deploying the Drivewyze Safety Notifications should contact their Customer Service Manager.

Drivewyze Inc. is the leader in connected truck services and is on a mission to revolutionize transportation safety and efficiency. Drivewyze serves commercial drivers and fleets with innovative trucking services such as the Drivewyze PreClear bypass service, and the Drivewyze Analytics Weigh Station Loss Reporting service. Drivewyze was recognized by Frost & Sullivan with the North American Weigh Station Bypass Company of the Year Award for 2017, for its best practices and industry leadership. To learn more about Drivewyze, visit [www.drivewyze.com](http://www.drivewyze.com).

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# 2019 Snow Show Truck Show



One of the last truck shows for the fall season was held at the Snow Shoe Fairgrounds in Snow Shoe, Pennsylvania. The fairgrounds was also host to a very large Antique Car Show and food vendors offering tasty wares for sale. (The maple bacon-on-a-stick was out-of-this-world delicious!) To view ALL of the photos of the truck show, along with photos of the cars, visit our Truck Show Gallery on the Movin' Out website - [www.movinout.com](http://www.movinout.com)

**- All Photos By Pam Pollock -**



## SNOW SHOE TRUCK SHOW

All photos by Pam Pollock  
visit our Truck Show Gallery  
of photos at  
[www.movinout.com](http://www.movinout.com)



# DIDJA KNOW - NOT OUR REALITY



by Roger Clark

As an owner/operator solely responsible for supporting the welfare recipients of Kansas, there are a lot of boxes to check off on our tax returns. The state wants to make sure single moms, illegal immigrants, fast food workers, and

slow-witted politicians have plenty of diapers, formula, cake mix, and meth pipes. To do that, the Kansas Department Of Revenue encourages my business to contribute voluntarily.

I also volunteer to jump at the sound of gunfire, flip my stomach in an elevator, and skydive from a perfectly good airplane. So, as you might expect, dealing with KOOR is a natural extension of my generous spirit. That's why it was such a surprise to experience a dance called the bureaucratic shuffle.

In the process of piecing together our 2018 tax returns, the accountant noticed the third quarter of 2017 was blank. Did we pay that quarter,

he wanted to know, and we said yes, here's the documentation. Did that solve the mystery, I wanted to know, and he said no, because that payment was used to pay a 2018 penalty that hadn't occurred yet.

Well, it took several emails to him, and what seemed like just as many calls to them, but eventually everyone had their due. The revenueurs got their money, we took the credit, and welfare moms from around the state had cash for the casinos. Yet one particular phone conversation with the department of revenue stands out from the ordeal.

If you're a day late, with your "voluntary" contribution, KOOR immediately puts into play penalties and interest.

They couldn't care less whose fault it is, including their own, and not a bit shy about dropping the hammer. But send them a check, certified or not, and they can take up to six months to cash it. It's exactly what happened, leaving us in a thousand-dollar limbo half the year.

When I pressed them for an explanation, they were cool, calm, and collected, with just a touch of arrogance. It might have been funny, if it weren't so serious, but they were succinct and to the point. "Your reality, sir" she said emphatically, "is not our reality."

This thought came back to me last week at Walmart, when I went to put new tires on the family car. How much are these tires, I asked, pointing to a set of no-name radials. Sixty dollars each, was the reply, unless I ordered them online. Then they'd be forty. Um, okay.

Scheduled to arrive in two weeks, they instead showed up in 4 days. Great, I thought, I'll get them installed early. Arriving for my 7:00 AM appointment, they drove the car

straight in. Cool, I thought, I'll just stay in the waiting room, until they get it done.

At 8:00 AM, noticing that nothing was happening, I started to get restless. That's when the cashier peered at her computer, without glancing in the garage, and announced out loud that my car was now in the bay. An hour later, it was still there, and still untouched.

At 9:00 she again looked at her computer and pronounced the job done, even though it wasn't even started. Just then, a scruffy looking mechanic appeared, put the tires on, and returned my car to the parking area. Elapsed time, fifteen minutes.

Taking just a minute to transfer grease from the steering wheel to my purchase receipt, it was all I could do to leave without laughing, reminding myself again that no good deed ever goes unpunished, and that their reality is not my reality.

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## Schneider Honored With General Mills' Platinum Dry Carrier of the Year Award

GREEN BAY, WI... Schneider is renowned for its commitment to delivering exceptional customer experiences. General Mills, a leading global food company, has recognized this outstanding performance by honoring Schneider with the company's Platinum Dry Carrier of the Year award.

The award recognizes a carrier that goes above and beyond in a number of categories, including on-time service metrics, teamwork, creative solutions and interactions with General Mills. Each year, General Mills grants the prestigious award to the carrier that best exemplifies excellence in these criteria.

"When we think about top-tier performance, it certainly starts with service and cost, but it is differentiated by the relationship we have and the engagement we get from a carrier," said Phillip West, director of North America transportation for General Mills. "Over the course of the last year, our relationship has gotten more robust, and Schneider really is second to none as a carrier."

Schneider offers a range of services to meet unique supply chain needs. General Mills specifically noted the solutions and capabilities Schneider offers to support its daily business operations as a major factor behind the honor.

To learn more about Schneider's broad portfolio of transportation and logistics services, visit [Schneider.com](http://Schneider.com).

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# P.I. & I. Motor Express Opens New Career and Development Center



Left to right: Carly Kappelt, P.I. & I. Motor Express Recruiter and Maggie Cox, Training Coordinator.

New P.I. & I. drivers receive Load (trailer) Securement Training. On the ground is Joe Essig and on the trailer is Navy Veteran Joshua Standifer.

By Steve Pollock

MASURY, OH.... P.I. & I. Motor Express recently opened a brand new Career and Development Center at their Masury, Ohio headquarters. The center is used for the training and orientation of new drivers joining the company as well as used for all the company's recruiting and retention functions. The center contains a classroom, lunchroom, conference area and a bank of computers for drivers' use. Attached is a warehouse with a flatbed trailer used for load securement and safety training.

P.I. & I. is a great place for entry level drivers and military veterans alike to start their trucking career. They are also a great place for experienced drivers to find a home. P.I. & I. has full driving schol-

arships available at Eastern Gateway Community College in Youngstown, Ohio. They also offer recent driving school graduates up to a \$3,200 tuition reimbursement within 60 days of graduation. Drivers without flatbed experience will receive 5 weeks of paid training to learn the flatbed business.

Experienced drivers with a minimum of 6 months of verifiable coil experience have a one day orientation before going to work. All new P.I. & I. drivers receive a guaranteed minimum weekly salary for their first 12 weeks of employment.

P.I. & I. appreciates our Veterans and wants to help them get started with a career in trucking. The company is a member of ESGR - the Employer Support Guard and Reserves. P.I.&I. is also a pilot

carrier for the U.S. DOT and FMCSA's Under 21 Program. Qualified Veterans can skip driving school under the program's guidelines.

Owner-operators make up about 45 percent of the P.I. & I fleet. The company currently leases about 150 owner-operators. Independent Contractors are paid 78% of 100% of the load, as well as 100% of the fuel surcharge. There is no escrow and P.I. & I. offers a plate program and trailer and equipment rental. Truck, trailer and health insurance programs are offered to all owner operators.

Remaining a 100% flatbed carrier, P.I. & I. was established in 1951 by Joe Kerola. Presently the fourth generation of the Kerola family is involved in the daily operations of the company. The P.I. & I. fleet is approximately 400 power



The new Career and Development Center at P.I. & I. Motor Express in Masury, Ohio.

units, consisting of late model Kenworths, Freightliners, and International tractors on the

company side.

If you are interested in a flatbed career at P.I. & I., call

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# PA Turnpike Plans Statewide Conversion to 'Cashless' Tolling in Late 2021

HARRISBURG, PA. (NOV. 4, 2019) — The Pennsylvania Turnpike Commission (PTC) today announced that it plans a full transition to "cashless" All-Electronic Tolling (AET) in late 2021. Once the change is implemented, in-lane or onsite payment will no longer be accepted anywhere along the 552-mile tollway.

After a pair of western PA cashless conversions last month, the remaining sections of the east-west mainline, the Northeastern Extension (Interstate 476) and the Mon/Fayette Expressway (south of Pittsburgh) are scheduled to be converted to cashless in fall 2021.

"This schedule is possible due to the success of our AET pilot locations, two in eastern PA and two on the western side of our system," said PTC CEO Mark Compton. "Data from these pilots is clear: Performance is on par with projections after 58 million AET transactions have been processed to date at four cashless-tolling locations. We expect the same of our newest AET conversions at the Gateway Toll Point near Ohio in Lawrence County and the Greensburg Bypass (PA

Turnpike 66) in Westmoreland County."

Last year, the PTC converted the Findlay Connector in Washington and Allegheny counties and the Keyser Avenue and Clarks Summit tolling points on the Northeastern Extension in Lackawanna County. In 2017, it converted the Beaver Valley Expressway (PA Turnpike 376) in Beaver and Lawrence counties. In January 2016, it opened a cashless tolling point near the Turnpike Bridge over the Delaware River at the New Jersey border in Bucks County.

"We recognize that customers pay a premium to travel the Turnpike, and for that reason we are continually reviewing the safety and efficiency of our system," explained Compton. "Nine years ago, we undertook an AET feasibility study at a time when E-ZPass users were at around 60 percent. Today, our studies and pilot conversions have been completed and now more than 80 percent of our travelers prefer E-ZPass."

Since the PTC began studying, planning for and implementing AET, more than 30 agencies in 14 states have established systems using proven AET technologies.

"Cashless tolling has been adopted by dozens of agencies across the United States be-

cause of the improved safety and mobility it provides," Compton explained. "Everybody pays electronically, so there's no need to stop; everyone benefits from the convenience of uninterrupted travel. Plus, cash and E-ZPass customers no longer need to dart across tollbooth traffic to reach their lanes."

When this cashless conversion is complete, drivers who had been accustomed to paying their tolls with cash or credit will instead receive a PA Turnpike TOLL BY PLATE bill by mail. A photo of the license plate will be taken, and a bill be mailed to the vehicle's owner. Drivers with E-ZPass will pay as usual.

Compton said despite the 2021 conversion date, Turnpike Commissioners remain committed to no layoffs prior to Jan. 1, 2022. Collectors will staff toll plazas to offer guidance and aid to customers during this familiarization period.

"As we move towards AET, we will continue to do all we can to help transition impacted employees — whether that means moving to another position here at the PTC or one elsewhere," he explained. "Many have taken advantage of resources we've made available, including an Employee Transition Guide to evaluate

skills and consider internal and external jobs. Others have used our enhanced tuition reimbursement program to prepare for new opportunities here and elsewhere."

### How it works

When AET is implemented across the entirety of the PA Turnpike in 2021, the cost of a trip will still be determined by the customer's entry and exit point as it is today. All customers will proceed through the toll plazas, where there will be no need to stop for a ticket or to pay cash. Unlike the current system, all vehicles will use the same toll lanes regardless of payment method. This concept of using existing toll facilities and existing infrastructure is referred to as AET "In Place."

Ultimately, the PTC's system will be converted to one where all tolls are collected at highway speeds between entry and exit points. Toll plazas and toll-booths will be decommissioned and demolished; overhead steel structures along the highway (called gantries) will be installed to house electronic-tolling apparatus, and these become the new tolling points. This method of AET is known as Open Road Tolling (ORT).

An all-cashless platform will enable economic development gains in communities served by the toll road. Business and community leaders along our roadway regularly request new access-points or slip ramps. That is currently a costly undertaking. However, gantries across the mainline will enable us to cut those costs in half.

# In Memoriam of Jamey D. Smith



Jamey D. "Jim" Smith died unexpectedly on October 28, 2019. He was 60 years old.

Jamey was a Professional Truck Driver for all of his life and worked for Smith Transport since the company's inception in 1983.

Jamey was born in Roaring Spring, Pennsylvania on October 26, 1959 to Tommy D. and Sandra M. (Mock) Smith. He married Nicole L. Klotz in Tampa, Florida on February 12, 2000.

Jamey enjoyed hunting and fishing with his children and riding motorcycles.

Surviving are his parents, his wife, two children: Shayla N. Smith and Tyler C. Hoover; two siblings and their families: R Dane Smith and his wife Karen and their daughter Darby Sue; and Dena D. Burket and her husband Michael and their children Kale and Cassidy.

Jamey will be missed by his friends and family, as well as his Smith Transport family, including fellow drivers, office staff and his cousin Barry Smith.

## MOVIN' OUT Calendar of Events

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**March 26-28, 2020 – Mid-America Trucking Show** - Kentucky Fair and Expo Center, Louisville, KY. For More info visit [www.truckingshow.com](http://www.truckingshow.com)

**April 24-26, 2020 – 75 Chrome 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](http://www.75chromeshop.com)

**June 4-7 – 17th Annual Wheel Jam Truck Show** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

**July 9-11, 2020 – 41st 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 17-18, 2020 – Gulf Coast Big Rig Truck Show** – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: [pattimccleney@gmail.com](mailto:pattimccleney@gmail.com)

**July 24-25, 2020 – Keystone Chapter ATCA Truck Show** - East Freedom, PA. Trucks, tractors and machinery welcome. Dash Plaques while supplies last. No Judging. Friday night dinner and ice cream convoy. Food and drinks on Saturday. For more info call 814-224-2084 or visit [www.keystonetrucks.org](http://www.keystonetrucks.org)

**August 7-9, 2020 - 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](http://www.carlisleevents.com)

**August 29, 2020 – Bedford County Convoy of Diesel Dreams** – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

**September 24-26 - CSM'S Guilty By Association Truck Show (GBATS)** – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more ..... bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

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

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# MOVIN' OUT Working Show Truck Of The Month

C.D. Davenport Trucking/  
Ryan Yagodzinski



in Massachusetts on demolition jobs and small equipment deliveries, and Ryan makes sure it's show ready when it hits the asphalt.

C.D. Davenport trucks have been a familiar sight on the roads of New England ever since the company was established way back in 1929. Old school values continue to drive this family owned company and they treat their customers like family members as soon as they walk in the office. The truck just happens to be nicknamed "Play'n Hooky", a name that was given to it by Ryan's friend and fellow trucker, Chris Murdock. It's fitting that this cool K-Dub is equipped with a hydraulic hooklift by Marrel Corporation,

and the 30' flatbed body can be swapped out to allow the truck to run dumpsters. Riding on 24.5 rubber all around, the truck is powered by a 600 Cummins that's paired up with an 18 speed transmission. A 50,000 LB Primax rear suspension and a 132,000 LB air ride front suspension allow Ryan to haul a variety of loads with the truck. Custom features include a square bumper with a 12 Gauge Customs' flip kit, a louvered grille, polished drop visor, and a custom rear tail-light valence. The roof of the cab has been "cleaned" with all of the lights & air horns being removed.

Ryan says that his grandfather drove trucks for many

years at UMass and he planted the truck driving bug in Ryan at an early age. When he's not trucking during the week, Ryan likes to attend truck shows and he goes with his girlfriend of 10+ years, Brianna. She's always there for him but she lets him shine the tires with his special formula! Ryan has his own nickname as he's called "Yago" by almost everyone that knows him well. He wanted to send a big thanks out to Chris Davenport for giving him the opportunity to drive for the

company, and of course to Brianna, for all of her love & support. Yago might play hooky on the weekends by taking the Davenport hooktruck to shows, but he's all business on Monday when the work week starts!

Movin' Out would like to salute Ryan Yagodzinski and C.D. Davenport for all of their efforts, and their white hot KW is a fitting choice for December with snow in the forecast. One thing's for sure, Yago will have the tires shining no matter what!

By Robert Conrad

As kids growing up it's probably safe to say that we've all played hooky from school at least one or twice in our lives. Ryan Yagodzinski may or may not have played hooky a couple of times during his school days,

but one thing's for sure, he definitely doesn't play hooky when it comes to keeping C.D. Davenport's 2009 KW W-900L "flat glass" shining!

Truck number 2 in the Greenfield, MA - based C.D. Davenport fleet works locally

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## TIRE PRESSURE

Ensure your tires are properly inflated to get the best footprint and traction on the roads.

## TRACTION CONTROL DEVICES

Know the snow chain regulations in every state along your route to drive safely and avoid fines.

## AIR BRAKE SYSTEM

Check for air leaks and drain your air tanks daily to help keep water, contaminants and corrosion at bay. Replace your dryer desiccant cartridge as needed.

## STARTING AND CHARGING SYSTEM

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