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“THE JOURNAL OF THE TRUCKING INDUSTRY”

26th Annual Truckers Day At The Buck



The 26th Annual Truckers Day At The Buck drew plenty of beautiful Big Rigs to the truck show. Turn to pages 16 & 17 for photo coverage of the show. - Photo By Robert Conrad -

IRS Defense Company Saves Over 20 Million In 2015



Community Tax, LLC, dba “Big Rig Tax Relief” has been saving truckers millions of dollars every year since 2010. The national tax debt resolution firm based out of Chicago, IL currently services over 5,000 clients and was rated the top tax relief company in the country by consumers on ConsumerAffairs.com for the second straight year. “We are very proud of our accomplishments, but we are fully aware that as a company, we’re barely scratching the surface when it comes to helping taxpayers solve their tax problems, and specifically assisting truck drivers overcome their delinquent tax burdens,” said Nick Charveron, Co-Founder of Community Tax. “I am personally committed to helping drivers understand how easy it can be to clean up multiple tax problems, and specifically

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Trailstar International - Built With Pride In The USA



Trailstar International Trailers employees proudly pose with one of the trailers they build.

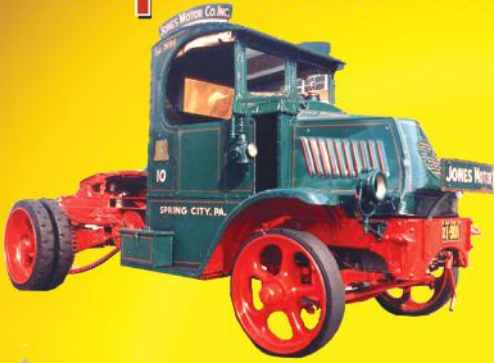
By Steve Pollock
ALLIANCE, OH... In a time when many American manufacturers choose to have their products made in other countries, Trailstar International is hand-building dump trailers that they are proud to produce and put their name on. Trailstar’s aluminum dump trailers are still built one at a time by American craftsmen in their Alliance, Ohio manufacturing plant. The company was founded in Alliance, Ohio in 1980 in a rented building. In 1982 they built their present manufacturing plant at 20700 Harrisburg-Westville Road. Tom Hahn, who started sweeping floors at the company in 1983, purchased Trailstar in 2012. Through the years Tom had the opportunity to do every job involved in the trailer manufacturing process, providing him great insight into building trailers and managing the company. Tom stays in touch with his customers and employees and takes great pride in knowing each of Trailstar’s 48 employees personally. Their input and ideas are welcome at the company and

continued on page 18

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Drivers Have Spoken! TA And Petro Stopping Centers Voted 'Best Truck Stop Experience'

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters), operator of TA® and Petro Stopping Centers® branded travel centers, today announced the results of the ninth annual "Voted Best" survey. The TA survey independently conducted during October, 2015, by Overdrive Magazine, garnered professional driver feedback on truck stop services and amenities.

Area	Category	Driver Preference for TA and Petro vs. Next Closest Truck Stop Brand
Overall	Best Truck Stop Experience	5 to 1
	Most Comprehensive Driver Services	8 to 1
	Most Trustworthy Brand	3 to 1
Employees	Best Employees	2 to 1
	Most Respectful to Drivers	3 to 1
	Best Employee Understanding of Truckers	3 to 1
	Friendliest Maintenance Write-up Staff	4 to 1
	Friendliest Restaurant Staff	5 to 1
	Most Trusted to Perform Job Right Maintenance Staff	7 to 1
Fuel	Best Customer Service Process	5 to 1
	Quickest Fueling Time	2 to 1
	Easiest to Maneuver Fueling Lanes	4 to 1
Parking Lots	Best Winterized Fuel	3 to 1
	Largest	6 to 1
Showers & Restrooms	Easiest to Maneuver	5 to 1
	Cleanest Showers	3 to 1
	Best Shower Amenities	4 to 1
Restaurants	Cleanest Restrooms	2 to 1
	Best Overall Experience	6 to 1
Stores	Best Overall Food	7 to 1
	Healthiest Menus	6 to 1
	Best Coffee	2 to 1
	Best Breakfast	4 to 1
	Best Buffets	9 to 1
	Best Travel Stores	3 to 1
Truck Repair & Maintenance	Best Trucker Merchandise	5 to 1
	Best Electronic Merchandise	3 to 1
	Best Overall Maintenance Shops	4 to 1
	Most Complete Services	7 to 1
	Most Competent Technicians	5 to 1
	Best Roadside Assistance	4 to 1
Driver Comforts	Best Warranty	11 to 1
	Best Lubrication/PM	2 to 1
	Best Smart Phone Application	2 to 1
	Best Fitness Facilities	8 to 1
Community Outreach	Best Laundry Facilities	4 to 1
	Best Driver Lounges/Movie Rooms	4 to 1
	Best in Giving Back to Trucking	3 to 1

"Our goal as a business is tied to understanding and fulfilling customer needs and one of the best tools we have to measure our standing against our competition is this annual survey," said Tom O'Brien, President and CEO of TravelCenters. "Once again drivers have shown their preference for all of the amenities we offer at our full-service facilities. Those services, coupled with the friendliness and competence shown by all of our employees, add up to our goal of showing professional drivers the respect they deserve and ensure their visit will be a positive one," he added. For more information on TravelCenters, TA, and Petro Stopping Centers, please visit www.ta-petro.com. For more information on Minit Mart, please visit www.minitmart.com.



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Voted Best results based on TA and Petro survey of Overdrive readers.

Visit ta-petro.com or find us on



Off The Beaten Path

by Pam Pollock



Dana, Andi, Breanna & Clair Coast



these young patients in the years to come. The Coasts are already planning next Christmas's toy drive and as always are #519Strong!



Devin Gold, Breanna Coast and Andi Coast were interviewed by WPXI Television of Pittsburgh during the toy drop-off.

#519Strong Delivers Christmas Joy To Children's Hospital of Pittsburgh

In the December issue of Movin' Out I wrote about the First Annual #519Strong Toy Drive for Children's Hospital of Pittsburgh. The Toy Drive was organized by the Coast Family in honor of their son Jeremy who lost his battle with Leukemia shortly after his 18th birthday in June 2015.

Families, friends, businesses, Churches and even strangers rallied around and gave their support and donated toys, toys, toys, toys! So many toys were donated during this inaugural event that a trailer was needed to transport them to Children's Hospital on December 23rd!

It was my honor and privilege to be on hand during the toy presentation at Children's Hospital. The parents of another young boy, 8 year old Dyllan Botti, who lost his battle with Leukemia in August 2015 also organized a Toy and Gift Card Drive, Driving For Dyllan. The Bottis coordinated their drop off for the same time as Jeremy's. They arrived with a Fire Truck and firemen who helped to unload the toys. It was great to watch the staff at Children's Hospital in action. They would line up a brigade of sorts and pass down the toys from the trailer in an assembly line, stacking the toys onto big carts for transport into the foyer of the hospital. I lost track of how many trips were made. A spokesperson for Children's said that the combined #519Strong and Driving For Dyllan toy drive drop-off was one of the largest, if not the largest, toy donations ever received at the hospital!

As I was standing in the lobby, surrounded by the sky-high piles of presents, I had goosebumps. I watched young children who were so sick and parents whose faces showed sadness and fear, but also a fierce strength walk through the hall with such resolve and resilience. It was a very humbling day for me and I walked out of the hospital with a vow to help keep delivering some Christmas joy to

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Family and friends from Driving For Dyllan and #519Strong in front of just some of the toys they donated to Children's Hospital of Pittsburgh.

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High Performance Diesels with Bruce Mallinson

Thank God for our performance minded computer tech gear head engineers. All I can say is us older mechanical engine mechanics really need to listen to the computer tech guys that love making trucks perform better, improve fuel mileage, and of course improve emissions. The following is a partial list of items our Engineering Department has repaired during the past 2 weeks.

Bob Dent brought in a DD5 Detroit complaining of low power. The computer program was a disaster and the injectors were worn out.

Furthermore, the injectors only had 300,000 miles on them; so this is why I tell you Owner-Operators to use Lucas Injector Cleaner. Your injectors need the lubricity to eliminate wear in the barrel and plungers. As far as the ECM goes, some guy that calls himself the "Doctor" did the programming. On the 12.7 liter Detroit, the "Doctor" likes to set the injectors all to 75, which is wrong. When you do this all 6 injectors deliver different amounts of fuel to the cylinders and the engine can run rough. Be careful guys who you allow to

mess with your brain, and you're engine's brain. By the way there are a few people out there in North America that consider themselves the "Doctor" of diesel engines and they weren't even born when we started building engines.

Ken Graff brought a 2012 Coronado to us with the climate controls not working. The engineers found a corroded module in the blower motor. Problem solved!

Rob with Arnold Transport came to us with ECM failures. The battery was just starting to fail; his problem was an easy one to solve. A Detroit

dealership would have installed a Reman ECM costing about \$2500 with labor.

Eric Raymond has a 5EK Caterpillar and came to us for ECM programming. He reported back to us with a solid 7 mpg. I love the 5EK Cat Engine, however this engine does have a habit of breaking a few crankshafts. If you install our crankshaft damper every 500,000 miles, this problem will not happen. The 5EK was available in 1995, and was in production until sometime in 1997. It's a great running engine and when the Pittsburgh Power Computer, our ported and ceramic-coated exhaust manifold along with the HP Cat Turbo are installed, what a winning combination you will have. Think about this, with Eric getting 7 miles per gallon, where do you think the emissions are? About 30% cleaner than a stock engine.

Performance along with fuel mileage, a great driver equates to longer engine life, driving pleasure and much lower emissions. I'm an outdoorsman; I do appreciate the blue skies, clean water, white snow and clean air. My feeling is to improve the quality of the air we all breathe, is to obtain better fuel mileage. We are still working on the 10-mpg truck, and just might have it soon. We could cut diesel fuel consumption by 40% if all semi-trucks obtained 9 to 10 mpg. Think about this, when we run out of diesel fuel, we all shall die. Life depends on air, water and diesel fuel. Think diesel fuel is not part of the equation to sustain life, think about this, from the time a raw material comes out of the ground or is a tree that is cut down, it's hauled a minimum of 7 times on a truck until it's a finished product in a store available for sale. Another

fact, 75% of the cost of a product is transportation. These figures are from back in the 1980's and are still true today. People on this earth cannot exist unless people drive trucks, build diesel trucks, diesel farm equipment, farm, and take oil from the ground and turn it into diesel fuel. After 48 years in trucking and the past 39 years building engines, I believe these facts to be true.

David Bowling had his truck towed to us because it would not start. It was a Caterpillar 6TS, another great Cat Engine. Most shops would have installed a Reman ECM at a price of about \$2600; we repaired it by installing a new crank sensor.

We had another owner operator with intermittent ABS wheel speed sensor problems. He had his truck at multiple truck dealerships and they could not fix the problem. Our engineers found grease and road grime covering the tone ring causing low signal voltage. A little cleaning and the ABS problem is history.

Richard Kasperak had spent \$140.00 per hour at several Freightliner dealerships to trouble shoot an outside air temperature sensor for his instrumental panel. Leroy had it repaired in 20 minutes. If all problems were repaired this fast I would not have a business!

A good friend of ours Tim McFeathers, also a loyal client, called and said his driver was in West Virginia and the VG turbo was spooling up and down while he was holding his foot steady on the throttle. Most shops would have installed a new VG turbo and still have the problem. Those turbochargers are \$2500 plus labor and the problem would have still been there. Most shops will not take

new parts back off the engine, they just keep adding more. We found a small rusty hole on the backside of the line delivering air to the VG turbo. We did not have a new line in stock, however we had a good used line. Problem repaired for a few dollars.

Troubleshooting is something we do very well at Pittsburgh Power and have been this way since our beginning in December of 1977. We do appreciate loyal owner operators who give us repeat business when they are experiencing a problem with their truck or just want to improve it. Next week we have a DD5 Detroit that was just rebuilt in Chicago, the engine is using 1 gallon of coolant every 3500 miles and some of it is getting into the oil. The shop that did the rebuild has no idea what the problem is. We will find the problem and repair the engine, give it 100 more horsepower, gain fuel mileage, and be trouble free for the owner. It's amazing what 100 to 150 extra horsepower can do for your driving pleasure, and how much more money it will keep in your wallet!

We have one of our Signature 6NZ Caterpillar Engines built and ready to go into a new glider kit or repower your truck. The horsepower can be set for 550 to 750 or more. Properly driven this engine will give you 7.5 mpg or more. If you want to talk to someone with one of these engines give Patrick Lucash a call at 330-542-9315. We re-powered his 379 Pete with one a little over a year ago and it has saved him \$34,000 in fuel to date. Plus he loves the power and has never had to run it wide open.

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



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SLC Lighting - The Lighting Basics: "Incandescent or LED?" Part 1: Benefits

By Warren Lantz

Today, we answer one of the most common questions that we get: "Incandescent or LED?" The shortest possible answer I can give you is: "It depends." To you decide which suits your needs better, here are three practical benefits to each of the solutions.

Incandescent Lights

•**Good in the cold.** Incandescent lights draw more power, produce more heat, and melt more snow and ice. This prevents you from having to get out of the truck and brush the snow off the lights so you can see.

•**Easy to replace.** Most of the time, all that needs replaced is the light bulb itself. Bulbs for incandescent lights can be found practically anywhere and on the cheap.

•**Great in the fog.** Feedback that

I have received from truckers has told me the yellow tint of incandescent bulbs can penetrate the fog better than an LED solution. More light isn't always better in this situation.

LED Lights

•**Power efficiency.** A very attractive benefit is that LEDs require next to no power to illuminate. By reducing the power needed for the lights, the trucker can use that power for other things... or more lights.

•**Multiple diodes.** Having more than one diode on a light will not only be brighter, but they also act as a failsafe. One diode can die and the others will produce adequate light, saving you from a ticket. Multiple diodes can also allow for some creative lighting patterns.

•**Very, very bright.** All else being

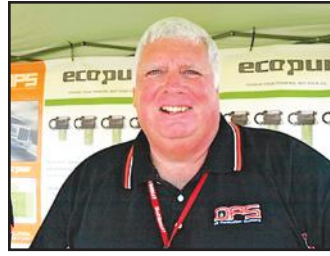
equal, LEDs produce more light than their incandescent counterparts. More light leads to a safer driving experience for everybody on the road.

Keep in mind that you can mix and match incandescent and LED lights on a truck. That way, you can change out a couple to see how they look and perform to decide if it is worth it for you.

No matter if you choose incandescent or LED for your truck, we carry both options. Visit our website www.slclighting.com or you can give us a call at 800-938-0120. Online, use the code MOVINOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount.

Next month, we will discuss the issues with each solution.

Understanding Oil Contaminants



By Tom Bock

Recently I was asked why anything didn't show up on my oil sample before my camshaft failed. The oil sample can only measure wear metals that are able to pass through the primary filter. Larger particles that flake off camshafts due to improper heat treating etc., will be left in the oil pan as they will not pass through the 40 micron primary filter. If the camshaft wears due to defective rocker arm roller pressure the wear metals would be reported but a large flake will not. In addition, any failure due to breakage in any internal part most likely would not be identifiable unless loss of a part caused additional wear etc.

How do I know what oil I should use? Engine manufacturers and the American Petroleum Institute work together to define strict criteria and standards that oil must meet to protect the engine properly to ensure oils are properly formulated for various engines and duty functions. The American Petroleum Institute sets standards and certifies motor oils that are voluntarily submitted by oil manufacturers for marketplace sampling and testing. Oils that meet or exceed the standards are certified and may use the API Service Symbol on the oil

containers.

The next question is what does the CJ-4 SAE 15W40 on the bottle mean? The CJ-4 oil certification was introduced in 2006 for high speed, four stroke diesel engines designed to meet the 2007 on highway exhaust emissions and can be identified by the API Service Symbol on the oil container.

"C" = Commercial - Heavy Duty Trucks with Diesel Engines

"J" = the series identifier introduced in 2006.

"I" was introduced in 2002, "H" 1998 etc.

4" = Four Stroke Engines

SAE = Society of Automotive Engineers (Sets standards for viscosity).

15W40 = rating of oils ability to flow at certain temperatures. For example if lowest outdoor temperature is 0 degrees Fahrenheit you need a 5W or 10W oil, less than 0 degrees 0W or 5W will allow the oil to flow as required.

Any information placed in the bottom section of the API Service Symbol identifies characteristics of the oil formulation. CI-4 Plus for example is formulated to provide

higher level of protection against soot related viscosity increases and shear in diesel engines and may be used in place of CJ-4 oil. You would never want to use any oils with an "S" as the category as these are strictly for gasoline engines and are not formulated for the higher heat and soot generation of diesel engines.

Another question I hear all the time is about private branded oil and whether it is okay to use in diesel engines because it is much cheaper than the major oil companies' products? The answer is always the same. First, you need to know what oil formulations are required by your engine manufacturer which will usually be stated in the owner's manual as an API Service Category and SAE Viscosity Grade. Beware! The jug may say for DIESEL ENGINES but it may be for automotive diesels not Heavy Duty Diesel Engines.

If you will be attending the Mid-America Truck Show in Louisville 3/31 to 4/2 2 please stop by OPS booth 68216

If you have any questions about oil sampling, oils or bypass systems please send to me at: thock@ops-1.com

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Industry News Briefs

Courtesy of PMTA



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

Omnibus Adds Requirements to HOS Restart Study

A fiscal 2016 funding bill would direct federal trucking regulators to expand a review of a suspended hours-of-service restart rule for motor carriers before that rule may be reinstated.

The bill, known as an omnibus funding package, states that the HOS restart rule's review must demonstrate statistically the rule results in significant improvements in "all outcomes related to safety operator fatigue," health and work schedules.

These new metrics to the review likely would maintain the rule's suspension for many months. A vote on the omnibus is expected at the end of the week.

The HOS restart rules requiring truck drivers to take off two consecutive periods of 1 a.m. to 5 a.m. during a 34-hour restart were suspended upon enactment of a 2014 funding law. Truckers still have to adhere to pre-July 2013 hours-of-service regulations.

OOIDA hauls FMCSA back into court over electronic logs

The Federal Motor Carrier Safety Administration announced on Dec. 10 its final rule mandating the use of electronic logs in all 2000 and newer trucks in interstate commerce. The following day, Dec. 11, OOIDA filed a Petition for Review with the U.S. Court of Appeals for the 7th Circuit.

"This rule has potential to have the single largest, most negative impact on the industry than anything else FMCSA has done," OOIDA President Jim Johnston said. "We intend to fight this with all the resources we have available."

Johnston challenged the justifications the agency and anti-trucking groups have used to promote the mandated use of the devices.

"This regulation is absolutely the most outrageous intrusion into the rights of professional truckers imaginable and will do nothing at all to improve highway safety. In fact, we firmly believe it will do exactly the opposite by placing even more pressure and stress on drivers than they already deal with," Johnston said.

Sleep apnea 'pre-rule' advances to OMB

A data collection effort by the U.S. DOT intended to gauge how many truck operators have obstructive sleep apnea and what impact a sleep apnea rule could have on the industry has taken a step forward in the federal rulemaking process.

The data request, being conducted in a joint effort by the Federal Motor Carrier Safety Administration and the Federal Railroad Administration, is intended to not only gauge the prevalence of moderate-to-severe obstructive sleep apnea among truck operators, but also to get feedback from the industry about how a sleep apnea rule could affect truckers and the industry at large.

Debate to lower minimum age of truck drivers continues in

the QCA

DAVENPORT, Iowa (KWQC) – Earlier this month, U.S. lawmakers announced a \$305 billion highway bill to lower the minimum age requirement of truck drivers from 21 to 18, but not without limitations.

Right now, only veterans and current military members and reservists can be licensed at 18, but even they are limited to only driving within the state where they're licensed.

This has been an ongoing battle between safety groups and trucking companies and has many truck drivers around the nation at odds.

According to the American Trucking Association, there is a shortage of truck drivers. In 2014, the industry was short more than

38,000 drivers. With the average age of all truck drivers being 49, this is why Tennant's said he will continue to support lowering the minimum age of all truck drivers.

Truckers Take Government To Court Over Electronic Logbook Mandate

Grain Valley, MO... The Owner-Operator Independent Drivers Association filed a lawsuit over a new regulation announced by the Federal Motor Carrier Safety Administration requiring electronic logbooks, known as ELDs.

"This rule has the potential to have the single largest, most negative impact on the industry than anything else done by FMCSA," said Jim Johnston, OOIDA President and CEO. "We intend to fight it with

everything we have available."

FMCSA announced the final rule last week that mandates the use of electronic logbooks for all interstate commerce in trucks that are model year 2000 and newer. Commercial truck drivers are restricted to a limited number of working and driving hours under current regulations. The FMCSA is mandating that truck drivers use ELDs to track their record of duty status and compliance with HOS regulations even though such devices can only track movement of a vehicle and approximate location.

OOIDA has previously challenged a similar mandate in the courts. In August 2011, the U.S. Court of Appeals for the 7th Circuit vacated a proposed electronic logbook rule based on the argument of harassment of drivers.

The Petition for Review that OOIDA has filed this time does not outline the arguments that will be used to challenge the final rule. Arguments will be provided in subsequent filings and during oral arguments in front of the court.

"This regulation is absolutely the most outrageous intrusion into the rights of professional truckers imaginable and will do nothing at all to improve highway safety. In fact, we firmly believe it will

do exactly the opposite by placing even more pressure and stress on drivers than they already deal with," Johnston said.

ATA Truck Tonnage Index Decreased 0.9% in November

Arlington, VA... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index declined 0.9% in November, following an increase of 1.8% during October. The October figure was revised down from our press release on November 24. In November, the index equaled 134.3 (2000=100), down from 135.5 in October, and 1.1% below the all-time high of 135.8 reached in January 2015.

Compared with November 2014, the SA index increased 0.2%, which was the smallest year-over-year gain since February 2013. Year-to-date through November, compared with the same period last year, tonnage was up 2.7%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 129.0 in November, which was 7.6% below the previous month (139.6).

"Tonnage gave back half of

the gain in October highlighting weakness in factory output and new fracking activity, as well as a glut of inventories throughout the supply chain" said ATA Chief Economist Bob Costello. "With year-over-year gains averaging just 1.2% over the last three months, there has been a clear deceleration in truck tonnage.

"Looking ahead, I remain concerned about the high level of inventories throughout the supply chain. We recently learned that inventories throughout the supply chain and relative to sales rose in October. This will have a negative impact on truck freight volumes over the next few months," he said.

Costello also provided a glimpse of what 2016 might have to offer trucking in this video (<https://youtu.be/hhHS7k9oO-o>).

Trucking serves as a barometer of the U.S. economy, representing 68.8% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled just under 10 billion tons of freight in 2014. Motor carriers collected \$700.4 billion, or 80.3% 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 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

Bradley to Step Aside as CTA/OTA President and CEO at End of Next Year

Toronto... After more than 30 years in the trenches fighting on behalf of the trucking industry, David Bradley has announced he will be stepping aside as president and CEO of the Canadian Trucking Alliance and the Ontario Trucking Association at the end of 2017.

Bradley joined OTA as Director of Economics in 1985 after starting his career on Bay St. Six years later, at the age of 33, he was promoted to president of the OTA.

In 1997 he developed a plan to rejuvenate the national trucking lobby which culminated in his taking on the additional responsibility of leading the newly formed Canadian Trucking Alliance. He continues in the dual CTA-OTA role to this day.

Over the course of his career Bradley has steered both organizations through some of the industry's most turbulent times – brought on by deregulation, an unrelenting focus on truck safety, free trade, numerous recessions, at least one major overhaul of the tax system, changes to weights and dimensions standards, labour unrest, a thickening of the Canada-US border, and environmental regulations, just to name a few. Through it all he has been a tireless defender of the industry and a strong advocate of responsible trucking and tough safety standards, demonstrated by his unrelenting support of regulatory initiatives such as mandatory activation of speed limiters and the upcoming requirement for electronic logging device. He's been quoted over the years as saying he's loved every minute of it.

"There will be plenty of time for reflection down the road," he says. "For now, it's business as usual for me."



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by Heather Hogeland

So, It's a New Year and I am perusing all of the pending legislation, proposed rule changes, upcoming things within our industry that are probably going to be affecting us soon, when I come across this request to the FMCSA on behalf of CRST. They are requesting an

exemption from the FMCSA that would allow a 'PERMITTED' driver to drive a commercial vehicle without the requirement of having an actual CDL holder riding along in the jump seat. It would allow CRST to operate trucks with a PERMITTED driver in team operations?!

I am floored, to say the least. What??? I reread it, yep, that is EXACTLY what it says, not only that, but, as I investigate further, I come across a Landline magazine online article in which I discover CRST is following a lead that CR England started last year (actually England requested the exemption in late 2014 and it was granted in 2015).

NO WAY! I'm thinking that with all the pressure they (in Washington) are putting on us (the entire trucking community) to increase safety, to increase training, to modify hours of service until they're almost unworkable, to monitor our every movement, to monitor our every stopped second, to monitor our speed, to control each and

every aspect of each and every day of our life whether on duty or off, to take control of our equipment by forcing installation of systems and alarms that actually take over the operation of said equipment when 'it' feels the need, by micro managing our industry to its literal death, there's NO WAY they could even be considering such a request, right?!? WRONG.

Not only am I wrong, but also I somehow didn't see it last year when it was up for comment when CR England requested their exemption. And that it was GRANTED!

At present, all drivers who hold a current commercial drivers PERMIT are allowed to drive a big truck ONLY while a under the direct supervision of a qualified CDL holder which means that the inexperienced driver must have the wisdom and watchfulness of an experienced driver overseeing his/her every move. I see no problem with that, in fact, that topic, in and of itself has been the basis of many discussions within the industry as to how long a period should be required before turning a trainee loose. Even after obtaining their CDL from the governing agency in their home states, many have discussed requiring a training period that would involve a CDL holders constant oversight for a period of time before allowing the new driver to run alone, without being watched constantly.

Call me crazy, but I can see no good out of allowing such an exemption as this. CRST has requested the exemption based on several reasons, all of them financial. They said that after graduation from their truck driving school the students are sent home to get their CDLs, getting them home means putting

them on CRST trucks as passengers on scheduled runs, which can take some time. This means the new drivers can forget (?) how to drive in the time it took to get home, they weren't able to practice driving even though they had passed the skills tests at school, that because of all the potential delays, they may lose them altogether.

They (CRST) go on to state how it would benefit them (CRST) from the exemption because, as of now, the company has increased costs when getting a student home following school if they use public forms of transportation, or, when putting them with a driver on one of their company trucks it "doubles their cost for half the productivity." Also, they said, CRST risks further financial loss as they would "undoubtedly lose control of some CLP holders once they returned home and obtained their CDL - as they may find employment elsewhere" upon getting home and getting their CDLs.

I'm sorry, personally I think this is just a very bad idea, on so many levels, maybe it's just my 40 years of driving experience, maybe it's my 4 million safe miles, I don't know but I wish, I PRAY that these people would listen, for once to experience and wisdom, heck, common sense!

There is a period of time for comments from all of us regarding these exemption requests, unfortunately the final date for this one if Feb. 4, but, if you do see this in time, and you would like to submit your comments regarding CRST's requested exemption you can go to regulations.gov docket number FMCSA-2015-0480. I know my comments will be there, I hope yours will be too!

Til next month, y'all stay safe out there and God Bless!

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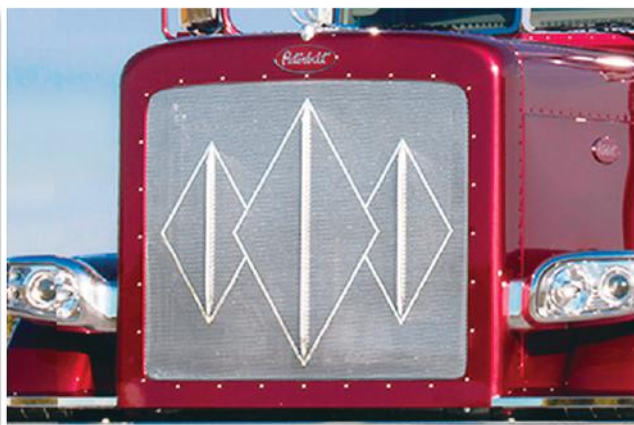
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Kenworth Northeast Group Relocates South Boston Dealership to Full-Service Facility in Brockton, Mass.



BROCKTON, MA... Kenworth Northeast Group has relocated its South Boston dealership to a newly renovated 40,000 square-foot facility that's easily accessible to three expressways—Massachusetts routes 3 and 24 and U.S. Interstate 95.

The renovated dealership is located at 1150 West Chestnut St. in Brockton, an area 25 miles south of Boston and 10 miles south of its former location in Stoughton. Kenworth Northeast Group – Boston features a service area that can accommodate up to 30 trucks, and has 3,000 square feet of additional space to service natural gas-powered trucks. The dealership features a larger inventory in its 3,500-square-foot parts warehouse and provides parts delivery throughout the south Boston area. The phone number is 781-341-0008 or toll-free 1-800-492-0709.

“The recent grand opening of our new Brockton location was a huge success,” said Dennis Dintino, dealer principal of Kenworth Northeast Group. “We played host to the Kenworth Road Tour, featuring the new PACCAR MX-11 engine and T680 76-inch mid-roof sleeper, which gave customers the chance to see the Kenworth’s latest products.”

Kenworth Northeast Group is one of 25 Kenworth dealers that have invested more than \$1 million in facility improvements in 2015.

“Our new location allows us to offer customers in south Boston a much higher level of service and is much more accessible as it is less than a mile from Exit 17 on the Fall River Expressway (Massachusetts Route 24),” Dintino said. “The facility is also complete with new equipment and facilities that can provide additional services for customers

with natural gas-powered trucks. That’s a big plus in our area as a number of companies, municipalities and government agencies have converted their fleets from diesel to natural gas to help reduce their carbon emissions.”

Acting branch manager Rich Josselyn also manages the parts department and Mike Champagne manages the service department for the dealership. Parts and service are available from 6 a.m. to 11 p.m. Monday through Friday, and 7 a.m. to noon on Saturday. The service department offers full warranty support for PACCAR MX engines. Kenworth Northeast Group – Boston is part of a group of six dealerships in Massachusetts and New York and the Kenworth Dealer network of more than 360 locations in the United States and Canada.



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US Army veteran, David Lamica.



In cooperation with the Truckload Carriers Association, National Carriers participated in the 2015 distribution of military wreaths through the Wreaths Across America organization. 4,347 wreaths were delivered in locations across Colorado, New Mexico, Texas, and Oklahoma.

Donating the cost associated with the delivery, National Carriers chose retired US Army veteran, David Lamica to represent the company during the deliveries. Lamica considered it an honor to be at the wheel when making this group of special deliveries.

Carol Martinez lost her son in 2008 while he served in Fallujah, Iraq. She met Lamica at the Colorado State Veterans Cemetery in Homelake, CO. She was the volunteer who oversaw the unloading and presentation of 135 boxes of wreaths.

In Ruidoso Downs, NM, Thomas Bivens accepted 43 boxes of wreaths

for the Forest Lawn Cemetery and for the Fort Stanton Veterans Cemetery. Lamica's next delivery was in Lovington, NM where Lajuan Hayes, coordinating representative, was joined by her son who currently serves in the US Marines. Resthaven and Lovington Cemeteries were provided with 87 boxes of wreaths. The final New Mexico stop was at the Carlsbad Cemetery. Mrs. Jerri McTaggart accepted 33 boxes as her husband helped unload.

High school students awaited the arrival of National Carriers in Denver City, TX. They eagerly unloaded the 45 boxes of wreaths to service the Denver City Memorial Cemetery. After a quick thank you, Lamica was off to his final stops in Oklahoma.

Volunteer coordinator, Leon McGahee and his helpers unloaded 22 boxes of wreaths to service the Lawton Memorial Cemetery located on the north side of Lawton, OK. The final stop was in Altus, OK where Harly McCurter and his crew unloaded the remaining 116 boxes of wreaths for the graves at the City of Altus Cemetery.

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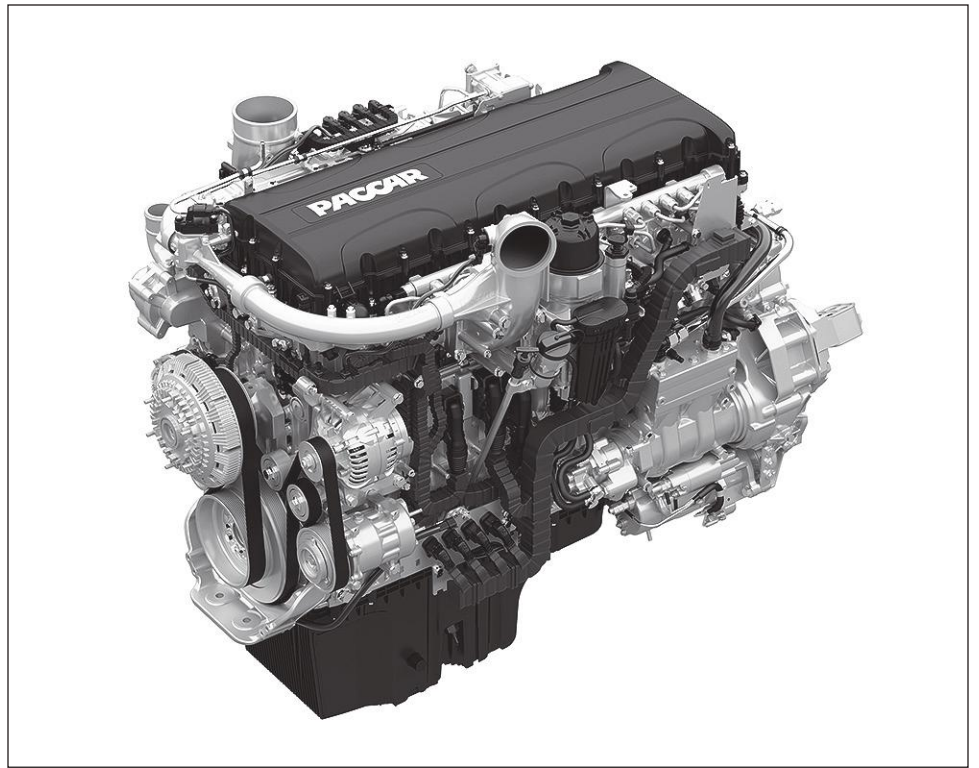
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Kenworth says the PACCAR MX-11 fits a sweet spot for many vocational and regional haul fleets that need a lighter engine providing ample horsepower and torque. The PACCAR MX-11 is 400 pounds lighter than 13-liter engines, and due to the weight savings, offers truck fleets a boost in payload capacity and fuel economy.

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offering for Class 8 trucks as it joins the successful, fuel-efficient, PACCAR MX-13 in our lineup." The PACCAR MX-11 has a six-cylinder, 24-valve design and dual overhead camshafts along with high-pressure common rail fuel injection. The engine block is constructed from compact graphite iron with vertical ribs to maximize strength while reducing noise levels. The PACCAR MX-11 will be built at the PACCAR engine plant in Columbus, Miss.

PACCAR successfully launched the PACCAR MX-11 engine in Europe in 2013, installing over 10,000 PACCAR MX-11 engines in DAF trucks in the past two years. The PACCAR MX-11 engine has more than 2.5 million miles of field testing in North America and over 250 million miles accumulated in production engines in operation in Europe.

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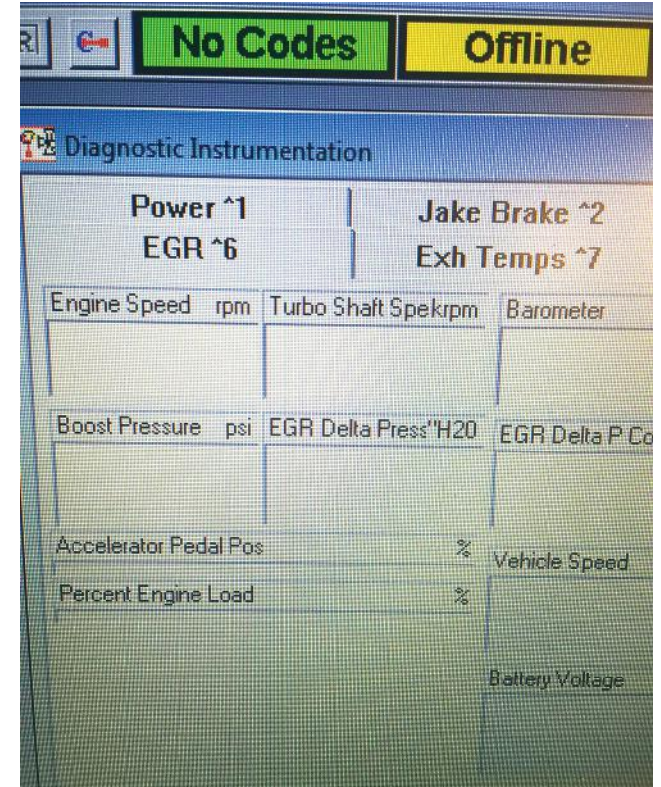
A Cold Start Problem On The PA Turnpike



When Rocky first called me he told me he had bought a 98 379 with a 2002 Series 60 two months ago that he wasn't happy with it. He said his Pete didn't have much power, averaged 4.2 mpg, would de-rate without warning, and wouldn't stay at high idle for long without dropping down to idle for no apparent reason. Rocky suspected his DDEC ECM was the problem and wanted to see what I could do. He was scheduled to unload a reefer trailer full of cheese at 5:00 p.m. the next day in Bedford, Pa. and wanted me to pull his DDEC IV to change the battery, seal, and re-rate the engine to 600 horsepower at 2400 rpm. He also couldn't drop his trailer. I told him that even though I'm not set up as well as I'd like for field service work what he wants to get done shouldn't be a problem as long as everything else on the truck is ok. All I would

be doing would be taking the ECM off, doing my thing, and putting it back on. It was unusually warm the morning of January 10th 2016 and the high for that day in Pittsburgh was 50 degrees. There I was, 6:00 a.m. on a Sunday pulling Rocky's DDEC IV ECM off his engine at a rest stop just off the PA turnpike. With Rocky's DDEC in hand we left his truck and drove to the DCS ECM dyno so I could get to work. After powering it up we saw that the DDEC IV had over 1 million miles logged and it wasn't the original ECM this 02 Series 60 had on it from the factory. After backing up his 430 program, load testing the injector drivers, and checking his internal ECM battery I told him I couldn't find anything wrong with the ECM. It didn't even need a battery. The only thing I found that could explain his de-rates were multiple counts of low coolant level

logged in the memory. He said the truck had plenty of coolant so a wiring problem with the coolant level sensor was probably the true cause of the de-rate issue. After re-rating his DDEC IV on the ECM dyno I grabbed my soldering iron and got ready to head out. When Rocky and I stepped outside we saw that the weather had taken a turn for the worse. The sky was blue but the wind blew in freezing gusts right through my jacket like a cold day in the mountains at Breckenridge. Rocky suggested I bring my 7.3 Powerstroke F-350 just in case his truck needed a jump. I felt like Rocky might know something I didn't but I made a joke about my own truck to make him feel a bit more at ease. If we can get my 7.3 started then your Series 60 should start no problem. He mentioned that he planned on getting new batteries as soon as

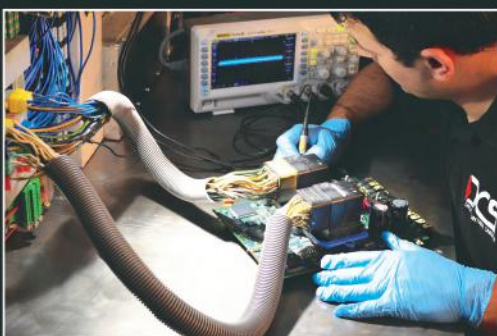


both wanted the same thing. Go big or go home. That kind of thinking can get you in trouble sometimes. I didn't want to risk shutting down the engine while soldering and pulling all that current from his batteries so we left the engine idle while we pulled the dash panel. While the engine was idling we turned on his 1500W inverter and I plugged in my soldering iron. The soldering iron's LCD display was on and reading temperature but I held the tip in my fingers and it never got hot. I used a torch to boost the temperature of the soldering iron and soldered a few burned out traces on the back of his dash panel. After I was done we started to set the dash back into place but heard a pop and the engine stopped. The ignition circuit had made contact with one of those mystery wires the previous owner had that ran to ground. I reset the ignition breaker and tried to restart the engine but it was too late. The voltage was too low and all the engine would do is crank. There was no smoke from the stacks and every time I hit the starter button the dash lights would reset as if I cycled the ignition, LEDs flashed like strobe lights, and the fan solenoid would release air and lock up the fan clutch. I used to have to start cold trucks every day and I know just what they do when this happens. I didn't need my laptop to know what was going on but I plugged in anyways because I wanted Rocky to see what was happening. The ECM shuts down the instant voltage gets too low. As soon as this happens the fuel injectors shut down as well. After that it doesn't matter how much you crank the engine. It's not going to start without fuel. For Rocky and I, it didn't matter that the engine wasn't cold anymore. The ECM would shut off just like I turned off the ignition myself as soon as I hit the starter button. As soon as you recognize this is happening stop cranking the engine. Save your battery voltage and inspect the battery bank, and start thinking about getting a jump. When Rocky and I lifted off the step covering the battery bank we saw that one of the batteries looked fat. This means that the battery has a major issue and is likely killing the rest of the battery bank. Too bad for Rocky and I it was a Sunday and no Pilots, Flying Js, or Walmarts had his battery in stock. 5:00 p.m. had come and gone and Rocky had rescheduled his delivery for Monday the next day. Rocky and I cleaned all the terminals in an attempt to get his truck started but with only three tired batteries left in the battery bank and my truck acting as the battery charger it just wasn't enough. So there I was Monday morning installing a new set of batteries from Cummins Bridgeway. The wind had died down and the temperature dropped down to about 8 degrees. It had been about 18 hours since the Series 60 shut down. As I held the starter button down and looked up at the stack I realized Rocky and I were going to experience another cold start problem of a different flavor. The engine was failing to start but this time things were different. After I released the starter button a haze of white smoke trailed out of the downwind stack. This is a sign that can indicate a mechanical issue with the fuel system or low compression. It's just as important to understand what an ECM cannot do as it is to understand what it can do. There are many things that cannot be diagnosed or repaired with a laptop. Detroit Diesel later found a blown o ring in a fuel check valve and lots of air in the return. With over a million miles and no record of an inframe or injector replacement there are a few possibilities here as to what's going on but that is a subject we'll talk about another time.

he gets back home but he feels they might need replacing soon. When we got back to his truck I installed the DDEC IV while Rocky hooked up jumper cables between my truck and his. The volt meter on the dash fell to less than 8 volts when I hit the starter button but the Series 60 started in about half an engine revolution. The engine still had some heat in it from the morning. While the engine was idling I plugged into it with laptop and saw the low coolant warning was still active. Rocky and I got out and opened the hood. He topped off the coolant while I looked at the har-

ness. I found two butt connectors in the coolant level harness that were in terrible condition. Rocky told me he had to leave to make his delivery time in about two hours. We had planned on using Rocky's 1500w inverter to power my soldering iron to make repairs to his coolant level harness, his check engine light, and his low coolant light but now I was having my doubts. If these repairs weren't made he would still have a de-rate and the program wouldn't perform. He would be in the same situation he was in this morning, stuck in a de-rate because of a coolant level circuit issue. Looking back we were pushing our luck but we

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it continues to be one of the top events in the country for trucking excitement that the whole family can enjoy. Make plans to attend the next year's show by checking out the Movin Out Calendar of Events, going to www.buckmotorsports.com, or calling the track directly at (717) 284-2139, or the office at (717) 859-4244. See you at "The Buck" in 2016!



by Robert Conrad

Buck Motorsports Park is located 10 miles South of Lancaster, PA at 900 Lancaster Pike in Quarryville, PA. "The Buck", as it's more commonly known, is called the Playground of Power and it hosts a variety of high-horsepower events throughout the year. Every year in August they hold Truckers Day at The Buck which raises money for the Children's Miracle Network.

The 2015 show was held on August 22 and marked 26 great years of truckers getting together at "The Buck" to raise money for the Miracle Kids. The show featured the safe driving contest in the morning as drivers showed off their skills in the driving course. Over

250 trucks filled the show & shine fields and gave the spectators and judges plenty to look at! Several local companies brought quite a few trucks to compete for the Best Fleet awards.

Throughout the day, a fun, family atmosphere prevailed as truckers kicked back and enjoyed themselves. There was something for everyone at the show as there were a number of fun games & activities for the kids to enjoy. Many of the grown ups tried to win a variety of items in the annual auction by being the highest bidder.

After checking out all of the show trucks and vendors, there were plenty of refreshments including the ever popular chicken

dinner or the deep fried Oreos! The truck show ended with the trophy presentation but the action was far from over! The evening featured the Show Truck Parade of Champions down the track, and then the action really picked up as the Big Rig Semi- Truck Pulls got underway. Drivers competed for cash prizes and trophies in a number of pulling classes, including the always-popular street pulling classes, which featured every day work trucks flexing their muscles on the track! The professional truck pulling teams all had the crowd cheering as they rolled some coal on the track!

The 26th Annual Truckers Day at The Buck was a big success and





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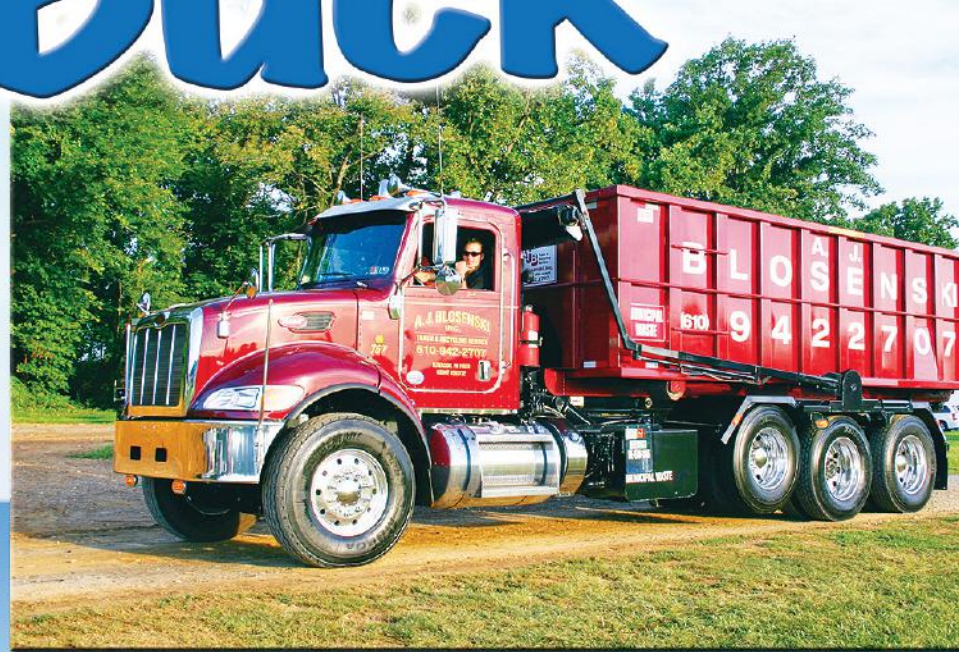


Truckers Day

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At the Buck

All Photos by
Robert Conrad



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Trailstar Smoothside frameless dump.



John Barker and Tom Hahn with a Trailstar sheet and post dump trailer.



Chris Wade preparing gate extrusions.



Mike Lacher welding a trailer bulkhead.

continued from page 1
 have contributed to its growth and success. Tom states, "Everyone at Trailstar is a member of a team, rather than an employee. We all take a tremendous amount of pride in what we do, building a quality product. Everyone who works here has contributed to the success of the company. We all have the

same beliefs and goals that drive our success." Through hard work and dedication the team at Trailstar International has earned the respect of their customers and vendors, as well as competitors. Today, Trailstar is one of the top premium trailer manufacturers in the USA. Trailstar's 10,000 square foot

manufacturing plant produces about 6 trailers each week, just over one trailer per day. The company only builds aluminum dump trailers. They offer smooth side or sheet and post with frames or frameless in 22'-42' configurations. Trailstar also builds dump truck bodies from 16' to 26' as well as Michigan Trains. Because each

trailer is built by hand, Trailstar has the ability to customize any trailer they build for their customers, even if they only order one.

Trailstar Trailers are not the cheapest trailer on the market, but are competitively priced among premium trailers. Several of the Trailstar trailers built in the 1980s are still on the road today. The company starts with premium grade polished aluminum and uses Hendrickson Intrax® soft coated suspensions with galvanized hangers. Trucklite LEDs along with their 88 series harness system are standard on all trailers. Trailstar also utilizes enclosed bottom rails and a one-piece light panel. All these items help to protect against wiring and trailer corrosion.

In addition, Trailstar also offers to have tarping systems and bed liners installed if the customer chooses. Seams are all handwelded by expert welders. The end result is a higher quality, well-built aluminum dump trailer, that will give the owner/operator better performance that will outlast the competitor's dump trailers as well. Trailstar

owners will also realize a greater residual value when they sell or trade their trailer. In most cases, Trailstar dump trailers are lighter than comparable models offered by their competitors resulting in a greater payload.

Trailstar International has a network of 33 dealers and distributors located in the Midwest, East and Southeast. Customers outside the dealer network can deal with Trailstar direct. Customers are welcome to visit the plant to see their trailer being built. Trailstar is currently looking for additional dealers to join their network.


This year Trailstar plans to build a 60,000 square foot manufacturing plant, expanding their manufacturing capacity. The company is also considering launching other trailer lines, expanding their product portfolio. Trailstar is currently looking to hire 10 more mechanics and welders to increase manufacturing capacity.

Trailstar International is a great place to work. They have very little employee turnover and the management team, including Tom

Hahn, President; Mike Schmidt, Plant Manager; John Barker, Sales Manager; Brian Barker, Parts Inventory Manger; and Heather Dibert, Controller, have been with the company for many years. The entire team at Trailstar International shares the same beliefs and goals that drive their success – a good work ethic and great personal pride in the product they build.


President Tom Hahn states, "I believe we build the highest quality and best dump trailer on the market today. If we don't continually strive to improve, someday we may not be able to make this claim. Our goal is not to be the biggest dump trailer manufacturer, but to build the best dump trailer for our customers."

To learn more about Trailstar International Trailers, visit them online at www.trailstarintl.com or call them at 330-821-9900. Professional drivers are welcome to visit the plant at 20700 Harrisburg-Westville Rd. in Alliance, Ohio or stop by Trailstar's booth #30355 at the Mid-America Trucking Show, March 31-April 2 in Louisville, Kentucky.



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“Peterbilt has a highly skilled, very passionate workforce,” said Ron Augustyn, Denton Plant Manager. “It’s a great place to work. Everyone takes tremendous pride in what they do and it really shows.”

- Denton Plant Milestones:**
- 1978 – Facility Groundbreaking
 - 1980 – Plant Opens
 - 1985 – 10,000th Truck Produced
 - 1986 – First Model 379 Produced
 - 1988 – Facility Expansion of Receiving Docks, Warehousing and Test Area
 - 1990 – Training Center Added
 - 1993 – Engineering Lab Construction Completed
 - 1996 – 100,000th Truck Produced
 - 1996 – Styling Studio Opens
 - 1997 – Robotic Integrated Cab & Sleeper Assembly (Models 387 and 587)
 - 1999 – First Model 387 Produced
 - 2001 – Clear Coat Paint Robotics Installed
 - 2002 – Base Coat Robotics Installed
 - 2004 – Robotic Fuel Tank Welding Added
 - 2006 – Training Center Auditorium Added
 - 2007 – Robotic Chassis Paint Installed
 - 2010 – First PACCAR MX-13 Engine Installed
 - 2012 – Robotic Cab Assembly (Models 579 and 567)
 - 2012 – First Model 579 Produced
 - 2013 – Non-Contact Axle Alignment Complete
 - 2014 – The Peterbilt Experience Opens
 - 2015 – Loading Dock Expansion
- For more information about Peterbilt, visit www.peterbilt.com.

innovation.

When the plant first opened, there were 81 employees working to manufacture 2-1/2 trucks per week. Maximum capacity was expected to be 16 trucks daily. Through continuous improvement and ongoing investment, the plant's current production capacity is ten times that and the workforce is 2,000 strong.

Since opening, the 455,000 square-foot plant has undergone numerous changes to increase efficiency, capacity and productivity. The introduction of new models has brought on new tooling and processes, and technology has been introduced to enhance operations. In many instances, Peterbilt was the first truck manufacturer to introduce key technologies, such as a robotic chassis paint system.

Recent improvements to the plant include robotic cab assembly for the Models 579 and 567 and a Non-Contact Axle Alignment System.

The plant is also undergoing a three phase expansion project. The first phase created additional east side dock doors and receiving capacity. Phase two will add 17,000 square feet of additional material receiving area on the west side of the facility. Phase three, scheduled for completion in mid-2016, will create an automated storage and retrieval system (AS/RS) on the second level of the building to index painted hoods, cabs and sleepers.

In 2014 the company added the Peterbilt Experience, a 4,300 square-foot exhibit that greets customers when they enter the plant. The Peterbilt Experience includes “Old No. 1,” a 1939 Model 260WD (the oldest complete Peterbilt

known to exist); a 1940 Model 334; Peterbilt's newest Models 579 and 567; cab and sleeper cutaways; the full lineup of PACCAR engines; and videos and interactive displays on topics such as truck innovations, styling processes and manufacturing technologies.

“The Peterbilt Denton plant is one of the strongest selling tools we have,” said Robert Woodall, Peterbilt Assistant General Manager of Sales and Marketing. “Thousands tour the plant every year, and it's a great way to showcase our product quality, customization and technology. The Peterbilt Experience is a great addition to the facility and gives visitors a unique opportunity to experience Peterbilt's products and the company's history.”

One of the most memorable takeaways every visitor leaves with is the feeling of pride and enthusiasm that fills the plant.

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Fyda Freightliner Expanding Dealership Network to Zanesville, Ohio

Columbus, OH... Fyda Freightliner, Inc. is pleased to announce that construction of their newest full-service truck dealership is well underway. Sitting on 15 acres, the 46,000 sq. ft. facility will be conveniently located at 5005 East Pike, which is situated near Interstate 70 exit 160 and Airport Road. Information has been circulating for months that the company would be opening a brand new Freightliner and Western Star dealership in Zanesville, Ohio. Today, the target grand opening is being confirmed for April 2016.

"Our company is growing and we're excited to be able to have the opportunity to service some of our current customers closer to their home bases, while expanding our services to future customers over a wider area," said Gary Tiffan, general manager of Fyda's Columbus and future Zanesville dealerships. "We're excited to be coming to Zanesville, and are impressed at how well we are already being received while we have been making personal visits in the area."

Fyda Zanesville will carry a large inventory of new and pre-owned heavy- and medium-duty commercial trucks. New Freightliner and Western Star trucks will be available, along with a wide variety of pre-owned vehicles of all makes and models also on hand. The parts department will carry approximately \$1 million in Freightliner and Western Star OE parts as well as a full line of all-makes truck parts and components. Selected trailer

parts will be available. The service department will include 24 service bays and will offer Express Assessment and Rapid Repair services with the goal of becoming a certified member of the Elite Support Network of Dealerships in the first year of operation. Fyda Zanesville will be a certified warranty center for Freightliner, Western Star, Detroit, Mercedes, Cummins, Eaton, and Meritor, and will feature a chassis engine Dyno for performance diagnostics and a Hunter computerized alignment rack to be used to perform all axle alignment and under vehicle inspections. Full maintenance and repair services will be available for all brands of commercial and large recreational vehicles, and will include DPF and DOC cleaning and maintenance, flywheel machining, glass repair, and radiator repair service among other offerings. All Fyda Freightliner technicians are factory trained and certified on the latest diagnostic equipment.

Customers will have access to several amenities including a comfortable climate controlled customer lounge, free Wi-Fi, workstations, satellite TV, free coffee, vending machines and a microwave. Several restaurants and hotels are within walking distance of the future dealership.

"We are also excited to be able to support the local economy in Zanesville, and our plan is to bring between 40 and 60 new jobs to the area," said Gary. While all management and sales positions are filled, openings are available for technicians,

warehouse workers, and other support staff. Interested parties should visit www.fydafreightliner.com to submit an employment application. The hiring process is expected to commence in January 2016.

Fyda Freightliner Western Star Zanesville, Inc. is planning to offer extended hours of operation with the service and parts departments to be open six days a week, Monday through Friday 7 a.m. to 7 p.m. and Saturday 7 a.m. to 4 p.m. Truck salespeople will be available Monday through Friday 8 a.m. to 5 p.m. and Saturday 8 a.m. to 1 p.m.

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

Fyda Freightliner, Inc. operates dealerships in Columbus, Cincinnati and Youngstown, Ohio; and Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania. A new dealership is slated to open in Zanesville, Ohio in April 2016. For more information, visit us online at www.fydafreightliner.com.

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Pacifico Reflections - Limitations

by: Mike McGough



Although it was a small business, it was going to provide more than a hundred jobs in a county that had been hit hard by several company closures in the past decade. The announcement that they would be opening a new operation in a facility that had been abandoned the previous year came as welcome news. A small signboard at the entrance to the plant announced that they were accepted applications for all positions.

Among those who applied were two brothers, both of whom had been laid off as a result of a previous closure in the county. They both needed work, and they both were interested in the opportunity that the new plant could offer. They had unique approaches to the new job prospect, and in time they each felt the impact of the approach they took.

The first brother was somewhat apprehensive from the start. He

was concerned that this plant would fail like several others. He was concerned about retraining. He had always been on a set work schedule. The new facility was going to operate on a flex schedule and that disturbed him. As part of the initial interview it was mentioned that the company would be looking for people with management potential. He was uncertain if he wanted the extra responsibility and commitment, and that troubled him. Even though he applied he had already set some serious limitations.

The other brother was pleased that an opportunity had come long. He was not anxious about having to move to find a job, so being able to stay in the county and have work again was a big deal to him. He had learned his last job well, and if the plant had not closed, he was working his way up. He was confident that with what he already knew and a little retooling he could handle most anything a new job would demand. The flex schedule was going to be an adjustment, but to him being unemployed was far worse. As for the potential for a promotion, he welcomed it. He had no idea what his future with this new company might hold, and he was not going to close any doors for himself.

Both of the brothers were employed in the first round of hires, and they both started on the production floor in similar line positions. From the start the

attitude each brought to the new opportunity began to show. The first brother was skeptical about a lot of things. He was sure that this plant did not offer the long-term stability for which he was looking. He did his job, but he kept an eye on the employment ads in search of other prospects that might be better. The flex schedule did prove to be a big adjustment for him, and it took him months to get used to it. He ignored the announcement posted in the break room inviting anyone interested a supervisory position to attend a special meeting. The second brother approached the new job as the break he had been hoping for, a new opportunity, a fresh start. The flex schedule was an adjustment and he made it. He understood that there were no long-term guarantees, but he was not going to waste the present fretting about it. And he did attend the meeting for those interested in supervisory positions.

At the end of the first year both brothers were still employed and the company appeared to be doing quite well, with good prospects for the future. The first brother had settled in. He was finally used to the flex schedule, he was somewhat comfortable doing the job to which he had been assigned, but he was still a bit apprehensive about the company's future. In short, he had reached the edge of the limitations he had put on the new job a year earlier.

The second brother had been

promoted to shift manager. He was given a substantial pay increase, more control over his schedule, and greater influence in the daily operations of the plant. As a result, he had a bigger hand in the future of the company. His positive approach and a lack of self-imposed limitations on his new job had paid off.

Opportunities come and opportunities go. Some work out, some flop, and some end up being so-so. In some cases we are to blame and in others the circumstances are simply beyond our control. Nonetheless, the limitations we place on the opportunities that come our way often serve as the biggest single factor in the ultimate success we achieve with them. So the next time you start something new, be careful how many limitations you place on yourself for the opportunity before you. You could wind up cheating yourself.

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This tolling point is all electronic, however all vehicles are welcome. Vehicles **WITHOUT** an E-ZPass transponder will receive a bill in the mail through the new **PA Turnpike TOLL BY PLATE** program.



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Bridgestone Names Director of Operations for Retread Business



NASHVILLE, TN... Bridgestone Americas (Bridgestone) announces that Gary Nye recently was appointed Director of Operations for the company's Bandag retread business. In this role, Nye will lead and develop the operational strategy for the Bandag brand to enhance franchise operations in the U.S. and globally. Additionally, he will work closely with the Bridgestone commercial truck and bus tire team to bring greater operational alignment across the Bridgestone Commercial division.

"Gary is a proven leader with a diverse breadth of experience and expertise in sales, engineering and operational roles," said John Boynton, president, Bridgestone Commercial Solutions. "He will be a key player as we continue our journey to build a stronger, more global brand in Bandag." Most recently, Nye served as senior business operations team leader at Mars Petcare North America, where he successfully led the operational integration of the Mars Petcare Pet Specialty, Petcare P&G and Mars Petcare U.S. divisions, creating the combined Mars Petcare North America brand after the Petcare P&G acquisition. Prior to joining Mars Petcare, Nye spent eight years at Ford Motor Company, with four of those years as a Global Launch Strategy Engineer.

Nye earned a Bachelor of Science in computer engineering from Michigan Technological University and a Master of Business Administration from the University of Michigan.

To learn more about Bandag, please visit www.bandag.com.

Epes Transport Participates In Historic ESGR Signing Ceremony At Pentagon

Greensboro, NC... Epes Transport Systems recently participated in an event at the Pentagon, named "historic" by ESGR's Employment Outreach Chief Tom Bullock, where the leading trucking industry employers publicly declared their commitment to veteran employment. The North Carolina-based truckload carrier has a solid reputation as top choice employer among drivers as well as a popular career destination for military-experienced job seekers and veterans.

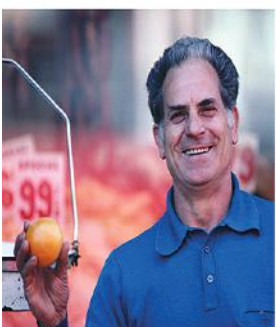
The signing ceremony, which took place December 11, 2015, allowed over 40 employers from around the United States to affirm support for their Reserve and Guard employees. Primarily made up of trucking and transportation companies, these employers pledged to support their military employees in both their careers and military obligations. The trucking industry, in particular, committed to hiring 150,000 veterans in the next four years. Additional attendees included Governor Bill Graves, president of the ATA; Dr. Susan Kelly, the director of Transition to Veterans Program Office; the U.S. Chamber of Commerce's Hiring Our Heroes program; the National Defense Transportation Association; the Transportation Intermediaries Association; and the American Bus Association.

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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.

Live Life Courageously

Going through life is a necessity. You can't go back! All that's left is to go on. Many people do not have the heart to go on; or, if they do, they go in faintheartedness. Faintheartedness proves to be a faithless heart.

We are told to be faith-full. That means to be up to the brim and running over.

God wants you to live courageously. He said to one of His people in the olden days, "You have been around this mountain long enough, it's time to move on."

No matter how you look at it, you can't stand still. There is no such thing as being stationary. If you don't move, then everything around you does move and after awhile, you are left behind. Of course we cannot keep up with the world.

It is a sad mistake to try to keep in step with the world, but thanks be unto God, we can stay in step with Him. Enoch walked with God and he was not, for God took him. The man who walks with God gains ground and he goes places. It is true that he does not know where he is going, but he knows what he is trying to do.

The path of the Lord Jesus may lead us into various places - nevertheless, in the end time, we will be with Him. Heaven is wherever Jesus Christ is. He said, I go to prepare a place, I will come again." So, don't go creeping through life, God wants you to live courageously!

AASHTO Renews Alliance to Improve Safety in Highway Work Zones

WASHINGTON... The American Association of State Highway and Transportation Officials is today renewing a long-standing alliance with the Occupational Safety and Health Administration, the National Institute for Occupational Safety and Health and the Roadway Work Zone Safety and Health Partners to make construction work zones safer.

The construction industry associations in the alliance represent more than 1.2 million members and workers nationwide. Under the agreement Alliance partners agree to provide to their members information, guidance, and access to training resources designed to protect their health and safety in work zones.

Since the first two-year agreement was signed in 2007, Alliance members have convened or participated in forums, roundtable discussions and stakeholder meetings to forge innovative solutions to work zone safety and health issues.

During this five-year agreement, the Alliance will continue to work with its member state DOT officials, paramedics, police officers, truck drivers, and other work zone visitors to share information about traffic management techniques; how to prevent construction equipment related incidents; the use of proper personal protective equipment and high-visibility apparel to wear; improving communications with non-English-speaking or limited-English-speaking workers; and how to enter and exit work zones safely.

For more information visit <http://www.osha.gov>.



Lilburn Cooper, Petty Officer 3rd Class Navy Seabees

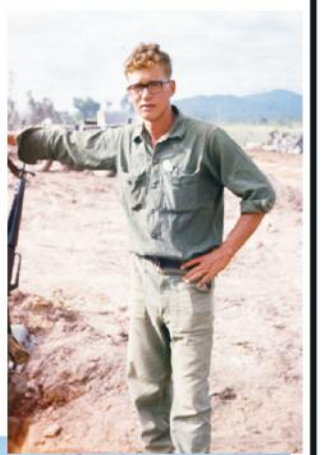
Lilburn Cooper joined the Navy Seabees in March 1968 and was mustered out during troop reductions in December 1969. He was part of Alpha Company as a Heavy Equipment Operator, running dozers, cement mixers, road graders and forklifts.

Lilburn qualified with a M16, Grenade Launcher and M60 Machine Gun. He was stationed in Hue, Vietnam and was deployed to Hamburger Hill to build an airstrip under fire. He was also sent to work on a couple of firebases and served on PBRs on the Perfume River.

Lilburn Cooper started working for his grandfather in 1964 at Coopers Block Plant driving a cement mixer and has driven cement mixers his entire life. He still works 2-3 days a week.

In 2008 Lilburn returned to Vietnam, visiting Hue and then the infamous Hanoi Hilton where John McCain was imprisoned, as well as the crash site of a B52 in Hanoi. While visiting Vietnam he had the honor of attending a military service for seven MIA servicemen who were recovered.

Lilburn Cooper lives near Slippery Rock, Pennsylvania with his wife of 48 years, Phyllis. He serves as Sr. Vice Commander at the Stanley Snyder Post 7465 of the VFW.



Our gratitude to Lilburn Cooper and all veterans who have served our country.

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continued from page 1
 years of problems. There isn't a problem we haven't seen and there really is no circumstance we cannot work around if our clients are committed to getting a fresh start. When I first started working in Tax Debt Resolution, I quickly realized how big of a problem taxes are on the American drivers. Years ago, as a truck driver in the National Guard, many of my fellow soldiers were drivers during their real lives- not just on the weekends like me, and they would casually have a word or two about their own problems, but I had no idea how bad it was. Today, all too often, I listen to drivers talk about the different ways their tax problems are controlling their lives, and there is

no reason for it. When I started this company, I immediately wanted to make an impression in the trucking industry. All drivers should know there is one place they can call and trust if their taxes have gotten out of control. If you have a tax problem, it should follow your life, not vice versa. It really can be fixed." When asked, "How is Community Tax different than all those others you hear on the radio or TV?" Charveron said, "All I can comment on is what I believe to be the driving force behind our success, and it's the same core values of any successful business: People, Process, and Price. Our People care about their work, which ultimately reflects well on us as a company. They are the ones that made our

achievements reality, not just goals. We never stop trying to improve our Process; and that focus drives our commitment to do anything we can to make it easier on a client's experience when they work with us. When it comes to Price, I haven't found another company that offers the same value of service at such minimal up-front costs. We make every attempt to work with every client on any budget to ensure we help as many people as we can. – and hey by the way, we're on TV and Radio too!"

About the Author: Lynne Fotias is Director of Public Relations and Partnerships at Community Tax, email her at LFotias@CommunityTax.com

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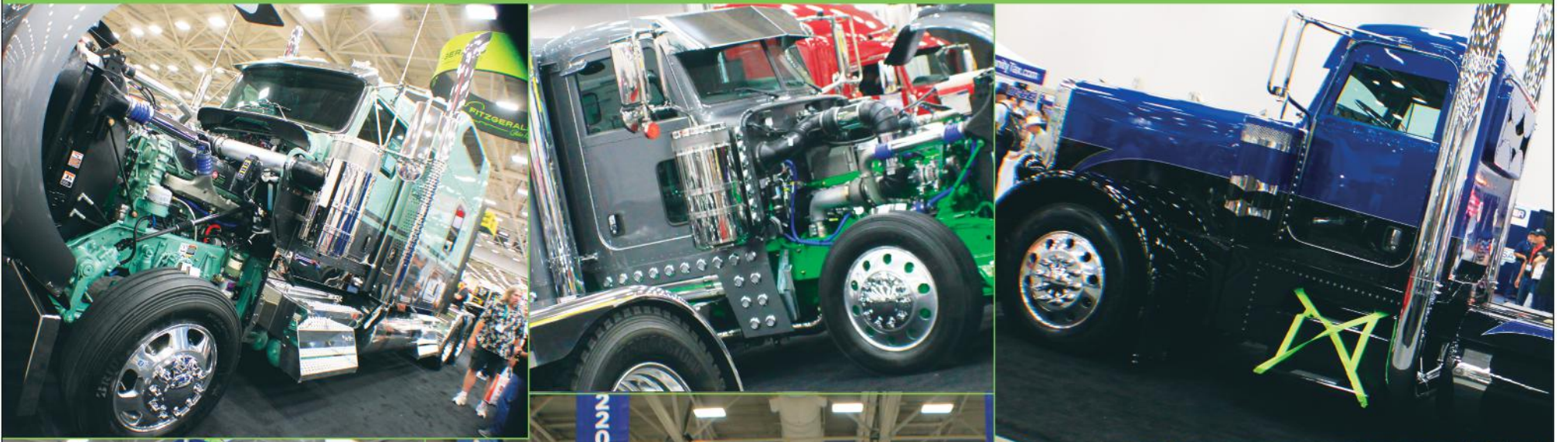
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Eaton Introduces New Line of Aftermarket Self-Adjusting Clutches

GALESBURG, MI... Power management company Eaton has added a new self-adjusting clutch to the company's lineup of aftermarket products. The new EverTough™



by Eaton Self-Adjust clutch has been engineered specifically for aftermarket applications and eliminates the need for manual adjustments.

All EverTough clutches are affordably priced and designed for longevity to extend the life of later life-cycle trucks. Features include easy-to-see wear indicators, stainless steel cam springs, full-round baffles, and dampers that optimize aftermarket torsional vibration needs.

"EverTough clutches are an excellent choice for customers looking for an unbeatable combination of value and performance," said Ben Karrer, global product strategy

manager, Eaton. "The clutches also feature Eaton's proven self-adjust technology that competitive models just cannot match, and receive the same industry-best Roadranger driveline support as our OEM (Original Equipment Manufacturers) clutches."

Available in 14- and 15.5-inch sizes at thousands of truck dealers and independent parts suppliers throughout North America, the EverTough Self-Adjust clutch has a 25,000-mile lube interval and comes with a one year warranty. Eaton's newest addition to its aftermarket offerings will be available for order February 1, 2016.

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ponents are supported by Eaton's Roadranger network that includes more than 200 drivetrain professionals throughout North America who provide solutions, support and expertise to fleets and dealers. For more information visit www.eaton.com/roadranger, where the latest product information is available, as well as service, parts and training assistance, 24 hours a day. Experts are available in the Roadranger Call Center by dialing 1-800-826-HELP (4357) in the U.S. and Canada. In Mexico, dial 01-800-826-4357.

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March 31 – April 2 – Mid-America Trucking Show – Kentucky Exposition Center, Louisville, KY. For more info, <http://www.truckingshow.com/>

April 16 – 13th Annual Wheat State Antique Truck Show – Newell's Truck Stop, I-35/US 50, Newton, KS. From 9-3. Trucks, cars, tractors, military, fire, 4 WD, original, restored, modified, whatever. Free entry/admission. Call Scott at 316-288-3443 or email: dmarkshifflett@gmail.com or www.athskansas.org

April 22-24 – 18th Annual 75 Chrome Shop Truck Show – 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75-chromeshop.com

April 22-24 – Gulf Coast Big Rig Truck Show – Houston, TX. For more info log onto www.gulfcoastbigrigtruckshow.com

June 3-5 – Wheel Jam – South Dakota State Fairgrounds, Huron, SD. For more info go to www.wheeljam.com

June 9-11 – 34th Annual Shell Rotella SuperRigs® Competition Truck Show – Joplin Convention and Trade Center, Joplin, MO. The Shell Rotella SuperRigs® competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete each year for cash and prizes. Additionally, 12 lucky drivers will be selected to have their trucks featured in the Shell Rotella SuperRigs® calendar. Trucks are judged by industry professionals who score the rigs on exterior appearance, design, detail/finish, originality, and workmanship. In total, 18 working trucks receive awards for categories such as Best of Show, Tractor, Tractor/Trailer Combination and Classic categories.

June 10-12 – Western PA Pride and Shine Truck Show and Drag Race - Stoneboro Fairgrounds, Stoneboro, PA. For information contact Jason at 724-944-6468, www.wpprideand-shine.com

June 18-19 – 5th Annual Ohio Vintage Truck Jamboree – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. 9 am to 5 pm both days. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Light Show, Country Convoy and Truck Pull. In lieu of Registration and Admission Fees, donated to Ashland Food Bank and Shriners' Transportation Fund appreciated. Contact Bill Peters at 330-682-1707, email: wep515@gmail.com

July 14-16 – 37th 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 15-16 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry will be at the Lexington Center for 2016 on July 15 & 16. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

August 12-13 – The 27th 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

September 17-18 – Smicksburg Antique Tractor and Truck Show – Dayton Fairgrounds, Dayton, PA. For more info call Kevin Bash at 814-257-9880 or Kevin McIntire at 724-525-4855.

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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BERM NOTES



by Henry Albert

I am writing this blog on December 26, 2015 just one day after Christmas. Our family celebrated the holiday season with family and friends. I hope each of you had a very Merry Christmas. During this time of year my thoughts always turn to those folks who for whatever reason will spend the season away from home. I guess it's because of the nature of the trucking business in which we work. Our job is to serve by transporting goods and various products that people require each day. There are many other service jobs/careers that require individuals to work on Christmas day. Some of those positions are medical, fire, police, restaurant, service stations, hotels and of course we cannot

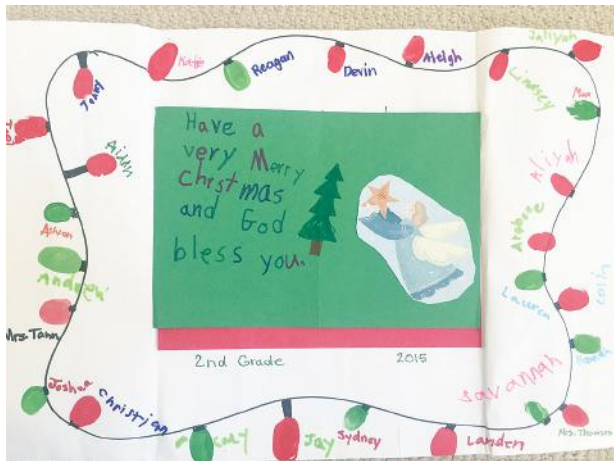
forget to remember our brave service members of the military who sacrifice for us each day. Many are sick or ill and cannot be physically at home during the holidays. After a long year of hard work, it's great to take time out to celebrate but it's also important to remember those who make these and many other sacrifices for us.

After returning from Laredo, TX, I arrived home for Christmas on Wednesday, December 22, 2015. The weather here in the Carolinas feels more like Florida. The temperatures are in the 70's and we actually had to turn on the air conditioning in our home this week. It's difficult to think of snow, ice skating, sledding and

that crisp chill in the air that usually accompanies Christmas time. However, we are enjoying the mild temperatures while they last as winter weather will arrive soon I'm sure.

During the holiday, I received a large envelope from Pennsylvania filled with homemade Christmas cards and a letter from my Second Grade Trucker Buddy Class. Each child spent time detailing their card and making them unique. This year's class has enjoyed communicating with me about trucking and learning about my job on the road. I have kept them informed about the places I've been and various events that have taken place in relation my career. The kids enjoy sharing with me about what they are learning and the interesting activities they enjoy in school. We have fun corresponding with each other throughout the school year. This spring, I am planning on dropping by for a visit to the class to meet the students and have some fun answering their questions and talking about my trucking career. They always enjoy getting an up close look at my truck and trailer.

Being a part of the Trucker Buddy program is a rewarding experience for me and many others who are a member of this organization. I feel as though I have received a lot from the class and it's always a pleasure to see the children asking questions and wanting to learn about our industry. For those who would like to learn more about the Trucker Buddy organization and how to join, please visit the following link: <http://www.truckerbuddy.org>



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they are often over looked, and not thanked enough for the tough work they do to keep our country moving. We have seen much in our 20 years in the industry, but one thing is constant, and that is the importance of quality drivers that take pride in the work they do. We at JK Hackl wanted to take a moment to thank not just our drivers, but all drivers. From all of us at JK Hackl.

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Working Show Truck Of The Month - Richard Seeman



By Robert Conrad

As we head into the month of February, much of the country is dealing with another winter season

and the treacherous driving conditions that go hand in hand with it. All of the truck drivers making their way thru this winter have to

deal with the dangerous driving conditions in order to make their deliveries on time.

The owner of our February

Working Show Truck has over 40 years of driving experience and has won several safety awards, as well as driver of the year awards, while logging over 1.1 million miles in his tricked-out 2002 Peterbilt 379. Richard Seeman hails from Reeders, PA and has hauled tankers for many years. He originally leased onto Krajack Tank Lines in 1979 and ran for them until Dana Leasing purchased them in 2003. He currently hauls HazMat materials for Dana along with his son Ron.

Richard's family has always been involved in the trucking industry, and his dad paved the way for him and his son Ron by driving tankers in the 50's & 60's.

Richard pulls a 2015 Brenner chemical tanker for Dana with his polished Peterbilt, that he completely refurbished in 2012. He had Merv's Truck Painting add the black cherry paint to the cab, fuel tanks, and frame and their quality work speaks for itself! Richard also

shaved the roof lights and horns off of the cab and has added a set of angle cut straight pipes, a custom headache rack behind the 70" Ultra-sleeper, polished single fenders over the rear tandems, and a custom rear light valence. He credits Denny's Mobile Truck Wash along with Kauffman's Polish/Detail for helping him keep his ride looking its best all year long.

Richard's Peterbilt is powered by a CAT C-15 6NZ 550 engine, along with an Eaton 18 speed transmission, and a set of Eaton 40k 3:70 rears. Let's just say that this is one truck that doesn't have any trouble pulling those hills in Pennsylvania and the surrounding states!

In his 41 years of trucking, Richard has experienced a lot out on the road. His safe driving awards speak for themselves and he said that competing in the National Truck Driving Rodeo Competitions, and placing 3rd among some of the countries best drivers, has been his most memorable experience. Ranking a close 2nd would be the selection of both his and his son's trucks for the CAT Scales Super Trucks cards in 2014. Richard wanted to send big thanks out to his son for submitting both trucks and to CAT Scales for choosing them.

Richard's family is extremely

important to him and he enjoys spending time with them on the weekends. He was widowed in 2004 from his wife June, who was Pocono Peterbilt's finance manager for 10 years. His current wife Deborah works as a dispatch coordinator at a local chemical plant. She and Richard enjoy attending various truck shows with Richard's grandson Bryce as well as taking joy rides in Richard's Corvette! At age 62, Richard said he has no plans for retiring just yet. He wanted to send a big thanks out to everyone that has helped in his success as an owner-operator and the list includes Windview Truck Repair, Cleveland Bros. CAT, Horst Signs, Todd Troupe, John Sorber, and the "717". Most of all, he wanted to thank his wife Debbie for keeping things on track and running smoothly.

One thing's for sure, Richard Seeman takes a great deal of pride in his equipment as well as his driving skills, and he represents the trucking industry with class at every turn! Movin' Out salutes Richard for all of his years of service and safety out on the road, and we applaud his efforts by choosing him for our February Working Show Truck in 2016.



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