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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## An Oldie But Goodie!



Tim McFeaters, a lifelong Professional Truck Driver from Latrobe, Pennsylvania, is the proud owner of a genuine classic – a 1974 Kenworth W900A Model. Turn to page 14 for story and more photos.

### Husky Spring – Suspension Experts Delivering Suspension Solutions



Some of the Husky Spring staff: from left: Jeff Rutten, Matt Oslund, Don Kussman, Chad Decker, Don Schiffler, Robert Werner.

by Steve Pollock

Midwest USA... Husky Spring is a Midwest based company that specializes in providing suspension solutions for customers - from leaf springs to air springs,

they have it all. They have suspension parts for everything from cars and pickups to Class 8 trucks and trailers, ambulances, buses and recreational vehicles – in short, nearly any vehicle on the road.

The company was founded in 1981 in Virginia, Minnesota in an area known as the Iron Range. Husky Spring provided aftermarket suspension parts solutions to

continued on page 5

### McCollister's Expands Enclosed Auto Transport Fleet



Enclosed Auto Transport can be a very interesting job.

by Steve Pollock

BURLINGTON, NJ... With new contracts and a growing business, McCollister's Enclosed Auto Transport Fleet is expanding. The company plans to double the enclosed Auto Transport fleet in the next several months. This specialized fleet provides door-to-door service for high-end collector cars transported to auto auctions car shows, muse-

ums as well as private collections. McCollister's provides service to all major auctions. Positions are available beginning in January for top driving professionals with a minimum of 3 years experience. Drivers can live anywhere in the USA and must have experience in auto transport. McCollister's is offering an attractive guaranteed salary, 401K and full benefit package and bonuses, along

with a true driver support team. The equipment is new big bunk 2017 Volvo 780s and 2017 Kentucky Trailers specially equipped with lift gates and storage racks for enclosed auto transport.

This is a great opportunity for drivers with a positive attitude and the right skill sets. If you are interested, call Joe Csik at 800-257-9595, extension 9490.



# Hirschbach Hauls Veterans Remembrance Wreaths



All of the Hirschbach drivers who hauled the wreaths were veterans. The drivers included Steven Edwards, James Gile, Christopher Hub, and Adam Dean.

"Hirschbach has volunteered to haul wreaths for Wreaths Across America for many years. WAA is something our employees, especially our military veterans, look forward to doing each winter," said Erica Reiss, Marketing and Business Development Specialist at Hirschbach. She went on to say, "The program is a great way to honor those who have served and sacrificed for our great country. We take pride in being a Wreaths Across America Trucking Partner. We look forward to hauling wreaths again next year."

Founded in 1935, Hirschbach Motor Lines is an industry leading transportation carrier. Hirschbach offers experienced, refrigerated truckload services to all 48 states. In addition, Hirschbach offers clients a complete range of dedicated transportation solutions and a wide range of innovative specialized

services. The business continues to grow. The company now has a fleet of over 950 trucks and 1,500 trailers, multiple terminal locations, and continues to expand into new service areas. For more information, visit [www.hirschbach.com](http://www.hirschbach.com).

Wreaths Across America is a 501(c)(3) nonprofit organization founded to continue and expand the annual wreath-laying ceremony at Arlington National Cemetery, begun by Maine businessman Morrill Worcester in 1992. The organization's mission - Remember, Honor, Teach - is carried out in part each year by coordinating wreath-laying ceremonies in December at Arlington, as well as at more than 1,200 veterans' cemeteries and other locations in all 50 states and beyond. For more information or to sponsor a wreath please visit [www.WreathsAcrossAmerica.org](http://www.WreathsAcrossAmerica.org).

**Pictured below: Hirschbach driver James Gile and his son Jay Gile.**

DUBUQUE, IA... Each December, on National Wreaths Across America Day, Wreaths Across America's mission to Remember, Honor and Teach is carried out by coordinating wreath-laying ceremonies at Arlington National Cemetery, as well as over 1,100 locations in all 50 U.S. states, at sea, and abroad. Wreaths Across America (WAA) holds the ceremonies to remember and honor veterans through the laying of Remembrance wreaths on the graves of our country's fallen heroes and the act of saying the name of each and every veteran aloud. Hirschbach supported WAA's mission by volunteering to haul

Remembrance wreaths in December of 2016. When WAA started 25 years ago, a wreath-maker from Maine had 5,000 extra wreaths. He gave the wreaths as a gift of thanks for the service and sacrifice made by our nation's military so he could live freely to work and raise his family. Morrill Worcester could never have foreseen then how this simple gesture would ignite a passion in the hearts and souls of millions of Americans many years later. In 2016, 1.2 million wreaths were distributed at 1,228 locations nationwide. At Arlington

National Cemetery specifically, 245,000 wreaths were placed by more than 44,000 - one for each marker in the cemetery. More than 400 truckloads of wreaths were transported across the country through a network of hundreds of volunteer drivers, donated trucking and diesel, and countless hours of dedicated volunteers committed to the mission to Remember, Honor and Teach. Hirschbach volunteered to haul four loads of Remembrance wreaths for WAA. The loads departed from Maine and traveled to Arlington National, Allegany National, Fort Sam Houston, and Saint Louis.





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# Off The Beaten Path

by Pam Pollock



## Look At The Stars... See How They Shine For You...

I hope that Coldplay doesn't care that I borrowed a portion of their song lyrics from "Yellow" but it describes the emotions that I felt the night my daughter was in labor with my grandson. It was snowing and cold and I stood outside and gazed up into the sky, sending all of my love and energy to my firstborn child as she was laboring with her third child and first son. The stars were shining brightly and I sang to my soon-to-be-born grandson. I sang of the stars and how much I loved him already.

It was a long night for my daughter and her husband. Declan James arrived on January 6, 2017 at 7:29 am weighing 7 lb. 5 oz. and measuring 19.5" long.

When my daughter placed that little boy in my arms several hours later, it was love at first sight. Declan snuggled into my neck and I think we both sighed with contentment.

His entourage arrived soon after - his two older sisters had been eagerly awaiting this moment. They held their little brother, kissed him, caressed his tiny fingers. His eyes popped open as soon as he heard their squeaky voices. I imagine that Declan was thinking, "So this is what you look like. I have been listening to you for months and now I finally get to see you!"

It's been 15 days since the birth of Declan. He's a wonderful addition

to our Clan. He's pretty mellow for the most part but it will be interesting to see how he sticks up for himself when he's a wee bit older - those big sisters of his are used to running the show.

I can't give you silver and gold, Declan - but I can give you my heart, which is bursting with love and pride. I can take you on

imaginative "adventures" and walks in the woods. I can lay on an old quilt with you in the evening as we watch the sunset. And later, we can gaze up at the sky and I will tell you about the day you were born as we look at the stars. I will remind you that those stars are shining just for you -and that brighten our lives just like those twinkling stars.



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# Husky Spring – Suspension Experts Delivering Suspension Solutions



Husky Spring's location in Virginia, Minnesota.

continued from page 1

the mining industries in North-east Minnesota. They quickly grew to offer suspension parts for a wide variety of vehicles, gaining popularity with their customers, which led to expansion. In 2000 Husky Spring opened a second location in St. Cloud, followed by a third location in 2006 in Des Moines, Iowa and a fourth location in 2009 in Roseville, Minnesota. Customers like the expertise and advice provided by the parts professionals at Husky Spring. Employees understand springs and suspensions and strive to get the right parts the first time for their customers to solve their suspension problems.

Husky Spring parts professionals understand that time is money for commercial vehicle customers, so their goal is to get the right parts to them as quickly as possible, reducing downtime to a minimum. Husky Spring is a major parts retailer for all of America's leading spring and suspension parts manufacturers. The company stocks leaf springs, coil springs, air springs, trailer springs, u-bolts, pins, bushings, shackles, hangers, bolts, equalizers, overload kits, air helper kits, leaf helper kits, lift kits, leveling kits, sway bars and many more items. Parts are available over-the-counter or can be shipped

via UPS, FedEx or LTL. Parts are shipped direct or drop shipped to anywhere in the USA. Customers can go online to see a complete inventory at [www.huskyspring.com](http://www.huskyspring.com) or call one of the company's parts professionals at 877-328-3848. Husky Spring has four locations to serve their customers: Virginia, Minnesota, St. Cloud, Minnesota, Roseville, Minnesota and Des Moines, Iowa. The company is proud to offer load and handling solutions for all types of vehicles and is looking to open additional locations in the years to come.

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# High Performance Diesels

with Bruce Mallinson

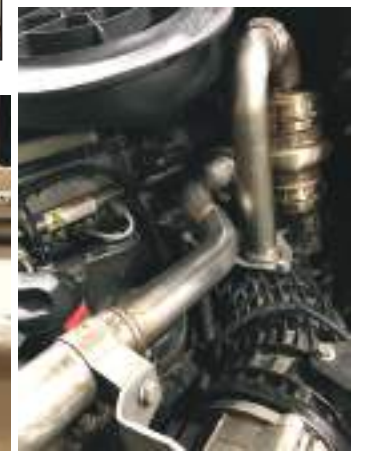
WOW, do we have some good news for owners of 2003 and newer trucks with engines equipped with EGR systems. However, before I get to the good news I want to tell you about why we build engines the way we do. During this past year we have had 4 trucks in our shop that are only getting a little of 100,000 miles out of their main bearings. The reason for this is the engines are NOT being lined bored and the crankshafts are NOT being magnafluxed, straightened and polished. When you're building an engine out of the chassis these are the first two steps of building

a good foundation for your engine. Once the crankshaft is placed into the main bearing saddle and the bolts are torqued, you should be able to turn the crankshaft with one hand. Those of you who were at Kevin Rutherford's CMC in Council Bluffs Iowa last summer had the opportunity to turn the crankshaft of the Signature engine we built during the conference. When the line bore is correct and the crankshaft is straight the main bearings will last 1 million or more miles. If you think crankshafts are straight after running in a truck for 2 million miles you really need to

think about this, the block does warp and twist and the crankshaft will follow the bore of the block. The worst Detroit Series 60 crankshaft we have straightened was bent .028 and the worst Caterpillar crankshaft was .021 bent. This might not sound like a lot to you, however when you know the clearance in a rod and main bearing of a semi-truck pulling a hill is 1/2 of a micron, a bend in the crankshaft of 21 thousandths is huge! When the engine is on the floor and it's going to be rebuilt, this is the time to make sure the foundation of the engine is perfect.



tered the intake airflow. According to the scan gauge and the ECM on the truck, the calculated exhaust gas temperature was reduced by 150 degrees, which will also lead to a reduction in NO<sub>x</sub> emissions. This truck is NOT equipped with one of our EGT or Pyrometer gauges so the next time the truck is in our shop we will install one to get an accurate reading of the exhaust gas temperature. By removing the soot, the fuel mileage increased by 1.6 miles per gallon, sounds too good to be true, we agree, however time will tell and next month we will have a soot trap on a new 2017 ISX Cummins. According to Cummins, the ISX EGR-DPF-DEF engine of today will eat 6 pounds of soot in 30,000 miles. In an average year of 150,000 miles the engine will have consumed 30 pounds of soot. It's incredible that the engine can live under that circumstance, just think how long it will run if we remove 95% of the soot and dump it in the trash can where it belongs. Next month we will have more news on



the Pittsburgh Soot Separator and you will hear us talk about it on the Kevin Rutherford radio show Power Hour.

The new Full Tilt Intake manifold for the 2014 and newer ISX Cummins engines not only improves the fuel mileage by 3 to 5 tenths, the engine responds quicker and pulls smoother. It's going to be interesting to see even more improvements once the Pittsburgh Soot Separator is installed with the Full Tilt Intake Manifold. Great things are coming, along with having a businessman as President! I have said for years we need business people in political office, it's finally going to happen!

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

One of my pet peeves is when I return a call to an owner-operator and his voice mail is not set up or it's full and I can't leave him a message, he thinks nobody wants to return his call. This is not true; I always try 3 times to return a call, however when there is no mailbox, I can't leave the message. Please take care of your phone, it's a very important part of your business and have a voice mail so we can

communicate. Now for the good news, we have been building a soot separator for newer trucks equipped with EGR engines. The first soot separator was installed this week on a 2014 DD15 Detroit. The first 1650 miles the owner operator says he only used 170 gallons of diesel fuel, which is 9.7 miles per gallon. The device separated 8.5 ounces of soot from the EGR stream before it en-

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## Bestpass Covers New Ohio River Bridges Tolling System

Commercial fleets can use Bestpass to pay for toll on the three Ohio River bridges that started all-electronic tolling on Dec. 30, 2016. Connecting Louisville, Ky., and Southern Indiana, the three bridges are the new I-65 Abraham Lincoln Bridge, the I-65 Kennedy Bridge and the new Lewis and Clark Bridge.

Bestpass provides single-source payment and streamlined toll management services to commercial fleets, covering 100 percent of the major U.S. toll roads. The Bestpass service is also compatible with RiverLink, the tolling system for the Louisville-Southern Indiana Ohio River

Bridges Project.

RiverLink estimates that 16,000 trucks will use the toll bridges daily to save time, money and fuel. Since tolling commenced, more than 80,000 vehicles of all shapes and sizes have been using the bridges each day.

"Our early volume - \$140,000 in 15 days - indicates that we are serving a real need for our customers," said John Andrews, president and CEO of Bestpass. "We already cover nearly every tolling facility in the country, and extending our coverage to the Ohio River bridges system is yet another way that we can add value and continue to provide a

comprehensive tolling solution for our commercial fleets."

Bestpass customers who are already covered for E-ZPass toll are automatically covered for the Ohio River bridges. Bestpass gives those customers the added benefit of a complete, managed solution for all of their tolling needs.

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# Understanding Oil Contaminants



By Tom Bock

In the past few months we have seen a rise in the number of oil samples with higher soot levels. This increase is most likely caused by: excessive idling to maintain heat levels, clogged air or fuel filters, exhaust backpressure and possibly bacteria (BUGS) in the fuel.

Due to the nature of diesel engines whereby the fuel and air mixture combusts spontaneously from the high pressure of the cylinder instead of igniting from a spark plug like gasoline engines, it is imperative that the fuel/air mixture, injection timing and compression pressure be correct. Too much fuel or too little air causes incomplete fuel combustion, improper mixing of fuel and air that causes uneven burn, or blow-by that decreases the pressure required for complete combustion all generate soot.

The soot is usually smaller than 1 micron and the dispersant additives formulated in motor oil to keep the soot from clumping together and causing damage will protect the engine from damage.

However as the levels increase the additives are overwhelmed and clumps form impeding the flow of oil, increasing viscosity, attaching to parts and causing wear and retaining heat that does not allow the oil to cool.

There are some simple steps that can be taking to lower the soot production in diesel engines.

- Keep air filters clean. Blocked air flow will affect the fuel/air ratio
- Keep fuel filters clean, clogged filters starve the engine and lower fuel flow
- Check air induction system for leaks, loose clamps, holes in ductwork, etc.
- Keep injectors clean and operating correctly. Injectors that do not spray fuel in cylinder properly do not allow fuel to mix with air effectively
- Ensure injector timing is correct, if injected too late in cycle fuel will not burn properly
- Check fuel tank for "BUGS" greenish black bacteria that con-

taminates fuel, reducing the fuel's ability to burn cleanly by clogging the fuel filter and reducing flow. Check the fuel filter frequently, if greenish black dots appear install biocide in tank to kill the bacteria. • Improper or clogged muffler could also cause back pressure that could affect air flow.

• Perform regens timely to keep DPF free of contaminants and exhaust flowing freely. • Watch fuel mileage. If there is a drastic drop, chances are it is due to unburned fuel that may be caused by the reasons listed above and/or a loss of compression in cylinders due to blow-by, valve seating etc.

Fuel is usually the number one expense item, make sure you get your money's worth, correct soot issues as soon as possible. Unburned fuel does not produce energy, lowering MPG. Soot clogs cylinders and can damage rings or moving parts, adding additional expenses. Put the money where it belongs in your pocket not generating soot.

If you can schedule the time March 23-25<sup>th</sup>, I highly recommend attending the Mid America Truck Show in Louisville KY. The time you spend discovering what is available today to improve your bottom line in the exhibit halls and what you can learn at the seminars is time well spent. Admission is free if you register at: [www.truckshow.com/attendee-registration](http://www.truckshow.com/attendee-registration) before February 23<sup>rd</sup>.

Stop by the OPS booth 68216 with your oil sample and I will gladly review and discuss potential issues with you. If you have any topics or questions for this column please email me at: [tbock@ops-1.com](mailto:tbock@ops-1.com)

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# CAT Scale® Celebrates 40 Years of Weighing



## CAT Scale® Celebrates 40 Years With Sweepstakes Weigh to Win® Begins February 1<sup>st</sup>

WALCOTT, IA... It's been 40 years since CAT Scale installed its first scale in South Holland, Illinois. For CAT Scale Company, it's been 40 years of striving to provide professional drivers with the most accurate weights possible. Founded by truckstop entrepreneur, Bill Moon, CAT Scale Company revolutionized the trucking industry, by introducing the first totally automated, full-length platform scale.

For the first time, drivers had access to scales that could weigh their entire truck and trailer unit all at once. Drivers could get a weight on their vehicle that was guaranteed accurate with CAT Scale's unconditional guarantee. Plus, CAT Scale was there to stand behind them if there were any problems. "My dad talked with drivers every day and was always trying to figure out ways to make their job easier," says Delia Moon Meier, Senior Vice President. "We still follow that same philosophy. It's evident in everything we do here."

CAT Scale is now the largest truck scale network in the world, with over 1,750 locations in 47 states and seven Canadian Provinces and offers the Weigh My Truck® app that allows drivers to weigh and pay from their smartphone or tablet.

"We understand that time is money for drivers and fast, accurate weighing it is important. That is why we invest so much in technology and preventative maintenance," says Meier. "Thank you to our dedicated employ-

ees, truckstop partners and our customers for helping us achieve this important milestone. We are very grateful for your hard work and continued support."

WALCOTT, IA... CAT Scale is celebrating 40 years in business this year and thanking its customers by giving away a brand new pickup

truck and thousands of other prizes. The Weigh to Win® Sweepstakes kicks off February 1, 2017 at CAT Scale locations. Drivers will have a chance to win instant prizes and a chance at the grand prize - a 2017 Ford F250 Super Duty Crew Cab 4X4.

One lucky driver will become the owner of a brand new Ford® F250 Super Duty Crew Cab 4X4 pickup equipped with: 6.2L 2-Valve SOHC EFI NAV8; 6-Speed Auto Transmission; 3.73 Non-Limited Slip Axle Ratio; Power Moon roof; Reverse Vehicle Aid Sensor; Rearview Camera; 4x4 Electronic Shift-On-the-Fly; Navigation System with Premium Sound System; SYNC® In-Car Connectivity System; SiriusXM Satellite Radio; Premium Leather Bucket Seats with Console; 10-Way Power Heated & Cooled Front Seats; Driver Memory Seat; Rear Bench Seat; Remote Start System; Dual-Zone Electronic Automatic Temperature Control; Power Sliding Rear Window with Privacy Glass and Defrost; Tailgate Step; LED Lighted Truck Bed; Power Scope™ Trailer Tow Mirrors; 6" Angular Chrome Step Bars; 18" Chrome Clad Aluminum Wheels; Uppfitter Switches; Universal Garage Door Opener; and Trailer Tow Package.

Drivers will also have a chance to win over \$100,000 in instant prizes! Prizes include Galaxy tablets, CAT Scale hats, Series Sixteen Super Trucks collector card sets, duffel bags, die-cast model trucks, mugs, fitness bands, multi-tools, toiletry bags and more!

Each time a driver weighs they will receive a promo code on their scale ticket and have a chance to win prizes in the online instant win game and enter for a chance to win the Ford F250. The Grand Prize Winner will be chosen from all game entries. The Grand Prize Winner and their guest will receive a trip for two to the 2017 Walcott Truckers Jamboree to drive home the new Ford F250.

The contest is open to Class 8 drivers and will run from February 1, 2017 - May 31, 2017. Drivers will be able to enter their ticket number and promo code to play the instant win game, as well as find complete details and official rules, online at [www.weightowin.com](http://www.weightowin.com) beginning February 1st.

**PLAY THE** **WEIGH TO WIN** **INSTANT WIN GAME**

Weigh To Win rules. NO PURCHASE OR PAYMENT NECESSARY TO ENTER OR WIN. Open only to legal residents of the 48 contiguous US and DC (ex. AK and HI) & CAN (ex. Quebec) who are the age of majority in their state/province/territory of residence at the time of entry and are licensed, full time working drivers of Class 8 trucks/18 wheelers. Void where prohibited. Sweepstakes ends at 11:59:59 p.m. local time on May 31, 2017, or until all tickets have been distributed. All Game Plays must be completed by 11:59:59 p.m. CT on June 5, 2017. Subject to full Official Rules at [www.weightowin.com](http://www.weightowin.com).

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# VETERANS: WE WANT YOU!

Mawson and Mawson, Inc., the nation's oldest Class A Carrier in America (ICC#76) is proud to offer employment opportunities to our nation's veterans. We are currently looking for veterans with a military transportation background and training is available. Mawson and Mawson has a long history of hiring former military personnel to help

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**Dwight Reiter:** "I served five

years in the USMC and have been with Mawson and Mawson for the past 13 years now. It's family oriented and they truly care about you."  
**Robert Mathna:** "I've been with Mawson for almost 4 years. Growing up with a military background has benefited me with my trucking career. Being on time is second nature."

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Langhorne, PA, our dedicated staff is available 24/7. With 40 terminals covering 33 states, we pride ourselves with having a good rapport with our customers and drivers. Please call 800-262-9766 or visit us on the web at: [www.mawsonandmawson.com](http://www.mawsonandmawson.com)

## Oregon DOT: Chain Up So You Don't Close Up The Freeway

All truck drivers and motorists in passenger vehicles are reminded to look for chain requirement signs and obey the chain law. Several freeway and highway closures over the past several weeks, including the closure of I-84 and I-82 were due to motorists (typically commercial trucks) not chaining up when required, then losing control, crashing and blocking the freeway lanes.

Because of recent severe winter weather chains have been required on several highway sections at various times, with snow, ice and slick roadways creating challenging driving conditions. In some cases chains are required only for commercial trucks or motorists towing trailers. In other cases chains are required on all vehicles, with traction tires as an alternative for chains on some passenger vehicles.

Know the chain law and stay in compliance. It will not only help you maintain control of your vehicle, save you from getting a ticket, but also help prevent road closures and long delays for other motorists. Don't risk your life and the lives of others by refusing to comply with chain requirements.

For current chain requirements and information on Oregon chain law, visit [www.TripCheck.com](http://www.TripCheck.com) (but not while you're driving). You can also call 511 / 800-977-6368 for updated Oregon road condition information.

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# Schneider Named One of Top 5 Best Companies For Veterans



**GREEN BAY, WI...** Since 1935, Schneider has recognized the value of employing veterans. Company founder and longtime National Guardsman, Al Schneider, built the foundation of what has grown to become one of North America's largest truckload carriers by hiring fellow guard members. Over 80 years later, the company remains true to its roots as Schneider's military-friendly hiring practices have earned it a spot on Monster and Military.com's 2016 Best Companies for Veterans list, where it ranked No. 5 on the list.

Employment website Monster partnered with Military.com to assemble the second annual list of veteran-friendly employers. The two-part process began with a panel of veteran hiring experts each nominating 10 companies; next, the companies' hiring data was analyzed to determine which had the most veteran-friendly hiring practices. Monster published the top 10 companies on its website in November. Schneider was recog-

nized for its high percentage of veteran employees and the programs it offers to support them.

Schneider has a rich history of hiring veterans, and 28 percent of Schneider's current workforce is comprised of people with military backgrounds.

To help veterans transition into the civilian workforce, Schneider offers a year-long apprenticeship program, during which veterans are eligible to earn a monthly educational benefit check through the GI Bill. Additionally, Schneider offers a formal sponsorship program, providing mentors to new hires from the military community. Other military-friendly hiring practices from Schneider include:

- Guaranteed home time for weekend drill and annual training—no time off required
- Tuition reimbursement available if VA Benefits are used to pay for truck driving school
- Extended benefits and differential pay if deployed for up to 18 months
- Military experience is converted to Schneider experience toward pay

"Being named to this prestigious list is a testament to our long-standing commitment to the military," said Schneider military recruiter, Matthew Larson. "Our veteran associates are a great asset to Schneider, and we consider it an honor to help those who have served our country transition into a successful career."

Employment at Schneider also provides veterans with a unique opportunity. Drivers who are veterans are eligible for the chance to drive a Ride of Pride truck. The truck, which is annually awarded to a carrier by Freightliner to recognize veterans, is a rolling military tribute with a patriotic design. Schneider has been awarded with a truck an unprecedented 10 times, and a veteran or current member of the Armed Forces is chosen to drive the truck to various events throughout the year, including Rolling Thunder and Wreaths Across America.

Visit [schneiderjobs.com](http://schneiderjobs.com) to learn more about the career opportunities and programs available at Schneider for military veterans.

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# Angels Amongst Us - Professional Truck Drivers Honored as TCA Highway Angels!



## Central Oregon Truck Company Driver Danny Leon-Guerrero Delivers Baby At Truck Stop

ALEXANDRIA, VA... Danny Leon-Guerrero, a professional truck driver for Central Oregon Truck Company of Redmond, Oregon, has been named a Highway Angel by the Truckload Carriers Association (TCA). He is being recognized for delivering a baby at a Pilot Flying J truck stop.

On June 10, 2016 at around 3 p.m., Danny Leon-Guerrero was at the Pilot Flying J in Ardmore, Oklahoma. He was on his way to the restaurant to get some ice cream when a woman ran out of the restroom screaming for someone to call 911.

Her daughter's water broke. Leon-Guerrero told the woman that he was a volunteer firefighter and asked if he could come into the restroom and help.

When Leon-Guerrero entered the restroom he found a woman on the floor in labor, with her husband trying to help. He laid towels underneath the woman and told her focus on him. The woman's mother helped to encourage and coach her while Leon-Guerrero told her when to push. After only a few pushes she delivered a healthy baby girl.

"I've never delivered a baby before, but I have a lot of medical training and was glad I was in the right place at the right time," said Leon-Guerrero. Paramedics arrived shortly after the delivery and rushed the mom and baby to the hospital. "I was on cloud nine the rest of the weekend," he said. "I couldn't believe that I just helped deliver a baby at the truck stop."

When Leon-Guerrero is not driving a truck, he is a volunteer firefighter in Yreka, Oregon. He is no stranger to helping people while on the road. "I've seen a lot of accidents over the years and have stopped to help as much as I can. I go into a different frame of mind and do what I have to do to help."

For his willingness to help others, TCA has presented Leon-Guerrero with a certificate, patch, lapel pin, and truck decals. Central Oregon Truck Company has also received a certificate acknowledging Danny Leon-Guerrero as a Highway Angel.

## Taljinder Sohi Helps A Fellow Professional Truck Driver Whose Tractor-Trailer Jackknifed In British Columbia

ALEXANDRIA, VA... Taljinder Sohi, a professional truck driver for Bison Transport of Manitoba, Canada, has been named a Highway Angel by the Truckload Carriers Association (TCA). He is being recognized for helping another professional truck driver whose truck jackknifed in British Columbia, Canada.

In the early morning of May 6, 2016, Sohi left brake check and began heading southbound on Highway 5, just north of Merritt, British Columbia. A fellow professional truck driver passed Sohi while they were leaving brake check. A few minutes down the highway, Sohi witnessed the other tractor-trailer start to lose control while going around a slight corner. The truck swerved into the northbound lane, then wrenched back towards the median and jackknifed.

Sohi pulled his truck over to the shoulder and ran to check on the driver. When he arrived at the jackknifed truck he found the driver in shock. "I saw that fuel was leaking out of his truck and I told him to turn the truck off, but he was in shock and didn't realize what was going on," said Sohi. He climbed into the truck and turned it off. Sohi asked the driver if there was anyone else in the truck and the driver told him his team driver was in the sleeper. He found the other professional truck driver unharmed. Sohi helped both drivers out of the truck, called 911, and stayed on-site until help arrived.

Sohi has been driving for eight years. He said that driving runs in his family, and his father was also a professional truck driver. When asked about his willingness to help, Sohi stated, "I know if I stop and help then maybe one day if I need help someone will do the same for me." This is not the first time Sohi has stepped in to help while travelling the highways—he once pulled a man from a roll-over accident.

For his willingness to help, TCA has presented Sohi with a certificate, patch, lapel pin, and truck decals. Bison Transport has also received a certificate acknowledging Taljinder Sohi as a Highway Angel.

EpicVue sponsors TCA's Highway Angel program. Since the program's inception in August 1997, hundreds of drivers have been recognized as Highway Angels for the exemplary kindness, courtesy, and courage they have shown others while on the job.

## CFI Professional Truck Driver Jeff Aleman Pulls A Fellow Professional Truck Driver To Safety After A Collision

Jeff Aleman, of Elizabeth, Colorado, a professional truck driver for CFI of Joplin, Missouri, has been named a Highway Angel by the Truckload Carriers Association (TCA). He is being recognized for pulling another professional truck driver to safety after two tractor-trailers collided.

In the early morning hours of May 16, 2016, Aleman was parked at a truck stop in Pageland, South Carolina. He was in his truck getting ready to eat dinner when he heard a loud boom. "At first I thought it was an explosion but I knew something bad had happened," said Aleman. He jumped out of his truck and saw that two tractor-trailers had collided while pulling out of the truck stop. He immediately ran to the scene to help. "I have previous experience as a law enforcement officer and was running on instinct," Aleman stated.

When he arrived at the scene he found one tractor-trailer wedged beneath the other trailer. Aleman went to cab of the lower truck and yelled for the driver, who was slow to respond. "The driver said he was fine, but I knew from past experience that was most likely shock talking," said Aleman. He crawled into the cab to help the driver out and saw a diesel tank leaking behind the driver's head and the engine sitting nearly in the passenger seat. Smoke was pouring into the cab from the leaking fluids, making it difficult for the men to breathe. Aleman broke out the back window and pulled the driver to safety. The freed driver was lucky to escape with only scrapes and soreness.

Aleman has been driving for five years and enjoys travelling to different places across the country while getting paid. "I've always had a passion for big trucks and I decided I'd rather drive than be a police officer," said Aleman. This is the first time Aleman has had to help with an accident as a professional truck driver, and now talks with the driver he saved almost weekly.

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# Eaton Bringing FLEX Reman Transmissions to Canadian Market



**GALESBURG, MI ...** Power management company Eaton will bring its popular lineup of FLEX Reman transmissions into the Canadian marketplace for the first time starting January 1, 2017. Doing so will allow Canadian OEM (Original Equipment Manufacturers) dealers to offer customers two tiers of Eaton Factory Reman products – standard reman transmissions with clutch housings and FLEX Reman transmissions with no clutch housings.

The FLEX line also includes a shipping cover and gasket that allows dealers to reuse their existing housings to enhance inventory flexibility for the stocking and servicing of a wide range of North American heavy-duty vehicles. The 18 FLEX part numbers represent approximately 90 percent of the replacement transmission models sold in Canada.

"FLEX eliminates the need to stock the entire portfolio of Eaton

replacement transmissions yet still allows participants to maintain a healthy inventory with a wide range of available torque ratings for multiple trucking applications," said Bill Fouch, manager, aftermarket marketing, Eaton. "Fleets also benefit from the FLEX program's competitive pricing and enhanced access to the many models that are available through the program."

**Documents**

Same day and next day shipments will take place from Eaton distribution centers in Airdrie, Alberta; Moncton, New Brunswick; and Ottawa and Brampton, Ontario.

The standard FLEX transmission warranty in Canada provides nationwide coverage of two years/unlimited mileage. The warranty may be extended to three years/unlimited mileage with the purchase and installation of a Genuine Eaton clutch and Eaton-approved lubricant under the Eaton Bundled Warranty program.

Eaton Commercial Vehicle components are backed by Eaton's Roadranger network of more than 180 drivetrain professionals who provide solutions, support and expertise to fleets and dealers. For more information visit [www.eaton.com/roadranger](http://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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# DDEC II ECMs Part 1: Why DDEC II ECM Support Is Hard To Find



A big part of my business is the repair and rebuilding of DDEC III and DDEC IV core ecms. I replace the batteries, memory, electrolytics, and any other part that goes bad. Then I put the rebuilt ecms through some torture tests on the ECM dyno to test their durability. Each DDEC has to hold its Jake brake on for over 30 minutes, run at over 2400 rpm without a misfire, activate its cruise control and fan control. This is all done autonomously on the ECM dyno over a 10 hour period. If no errors are recorded I paint it, tag it, and make it available for resale.

I routinely buy used DDEC III and DDEC IV core ecms in need of repair but last month a salvage yard I'd purchased from before mailed me five DDEC II ecms and asked if I was interested in evaluating and possibly purchasing them. I told them "I don't work on DDEC IIs". Over the years, I must've said those words a few hundred times. An old habit from when I got into DDEC programming in 2008. At the time DDEC IIs had no aftermarket programming options or support of any kind or at least not in the trucking industry and now almost 10 years later the industry still hasn't changed. DDEC II owners with motorhomes, firetrucks, sportfishing boats and of course trucks have been looking for someone to turn to. Usually owners of these DDECs are forced

into doing an expensive DDEC II to DDEC IV conversion complete with all the added complexity of DDEC IV programming.

So why is the DDEC II shunned? First of all the DDEC II ecm is no longer supported by Detroit. So replacements come from a dwindling supply of used and often unreliable parts. Also diagrams, programs and ECM parts are hard to come by. Repairing an ECM is just like repairing anything else, you need to be able to get the right parts and getting parts for a computer that was made in the late 80s isn't easy. Especially when many of those parts have a shelf life. The last reason is more of a personal one. The company I worked for from 2007 to 2015 didn't bring in Detroit's older than 1994 so I almost never saw a DDEC II. During that period my efforts were directed away from the DDEC II but

now that I'm independent I'm free to look into this myself.

I had kept all the DDEC II units in the box the salvage yard sent me because I was planning on sending them back later that day. After some thought I called up the salvage yard and told them I would buy all five DDEC IIs. Since then I've finished building my DDEC II ECM dyno testing harnesses. I can now fire injectors and test all major functions for the DDEC II. I am several months away from being able to repair or program these but this is where learning how to do that begins.

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

## Maverick USA, Inc. Acquires Marine Transport, Inc.

Maverick USA, Inc. announced the acquisition of Marine Transport, Inc. (MTI), based in Au Gres, MI. Through the purchase, Maverick acquired substantially all of the assets of MTI, including approximately 25 tractors and 80 trailers.

MTI, founded in 1983, is a family owned dedicated boat hauling company. The company services the nation's largest manufacturer of luxury pontoon boats and runabouts.

Wayne Bigelow, the founder and owner, will be retiring but his son, Bryan, has been integral in running the business and will join Maverick and continue to work out of the office located in Au Gres, MI.

Maverick USA, Inc. is the parent company of Maverick Transportation, LLC based in Little Rock, Arkansas. Maverick operates over 1,600 units providing OTR and dedicated services to the flatbed, glass, and temperature controlled transportation markets throughout North America. For more information, call (800) 289-6600.

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# An Oldie But Goodie!



Another of Tim's Kenworths - this is a 1980 Kenworth A Model.



Back in the 1970s "anything goes" when it came to truck interior colors! This is the truck's original interior!



One of Tim McFeaters' Macks.



Interiors often didn't match the truck's color.



Tom McClarran's 1978 Kenworth A Model. Tom purchased the "Alabama A" from Roadboss Bama Bob.

by Steve Pollock

LATROBE, PA... Tim McFeaters, a lifelong Professional Truck Driver from Latrobe, Pennsylvania, is the proud owner of a genuine classic – a 1974 Kenworth W900A Model. What makes the truck so unique is that it is ALL original with only 70,000 miles on it and there's a very interesting story about this truck.

The Kenworth was a glider built in 1974 by a Kittanning, Pennsylvania steel hauler, Lloyd "Bud" Beers. It wasn't until 1982 that the Kenworth went on the road and then just a short time later Lloyd fell off his trailer and never trucked again. The KW was then sold to a neighbor, who kept it in a barn until Tim McFeaters bought it in 2014. Since then Tim has taken the truck to the Spencer's Chrome Shop Truck Show and WATTS Mack in New Alexandria.

The 43-year-old Kenworth is a 13 speed with the original 8V92 Detroit engine. It is a single axle with an air tag. It still sports the original aluminum front bumper and has a white and red interior that is spotless.

In addition to the 1974 Kenworth W900A, Tim also owns a 1980 Kenworth A Model and 3 old Macks, including a Liberty Edition Superliner.

Tim also helped his friend Tom McClarran purchase a 1978 Kenworth A from Roadboss Bama Bob. The Alabama A, as they call it, was built as a show truck back in the day.

Tim McFeaters is the owner of Latrobe M&M Trucking, Inc. and operates a fleet of over 20 tractors. Latrobe M&M Trucking, Inc. does flatbed work for the most part, hauling steel, lumber and oversized commodities.

These days the 1974 Kenworth W900A "Barn Find", along with the other 2 Kenworths and 3 Macks reside in Tim's heated garage, waiting for the next truck show to make their appearance.



Tim McFeaters' Liberty Edition Mack Superliner.



# Pacifico Reflections - Something Good



by: Mike McGough

It was an ugly scene. There was an icy coldness in the air. It was dark and ominously foreboding in every stark detail. Absolutely no one wanted to be there. It was horrible by any and all descriptions, and it was completely impossible to think of time or a set of circumstances that could change any of that. It was just that kind of place. As the appointed time arrived, the warden, the prison chaplain, the man to be executed, his mother, and a guard took what for one of them would be their final walk in this life. At that point the prison chaplain realized that there was indeed a place even darker and more chilling than death row, and that was where they were headed.

As they walked the warden slowly and methodically read the details of the life of crime the condemned man had lived. For whatever reason the warden felt the need to recount the whys and the wherefores. He spoke in a melancholy tone of childhood deeds that were despicable and fearful. The recollections from this man's teen years were clearly an indication that he was headed for a solid life of crime. There was not a hint of respect for himself, for his family, for others, for anything for that matter. As a young adult his life got worse. By age twenty-six he committed the ultimate crime, and two different courts determined that he should pay the ultimate price.

He was sentenced to death and after several years on death row, his appeals were all exhausted, and

there was no chance for clemency. He had not been a model prisoner, nor had he been a serious problem. His years on death row were spent letting the system churn along at its own pace. He had not befriended anyone, and with the exception of periodic visits from his mother, not a sole seemed to care one way or the other whether he lived or died. After the first year he too stopped caring. He was still alive in a stark physical sense, but there was very little else to indicate that he was living.

The appointed day for his execution had arrived and so to had the hour. He had no request for a last meal, so it was the usual prison bill of fare. He did ask if his mother could be present, so she was. She carried with her all the pain and remorse a mother would feel in such a situation. The guilt and the blame were there as well.

As they took the final walk, the torment on his mother's face was obvious. Mistakes now too distant and too numerous to recall weighed her down. She asked herself how much of this was her fault? Mistakes, errors, and oversights, were all there in that chilly, dark place and everyone could feel them. For a moment, just a brief one, his face, and particularly his eyes, showed a hint of remorse. This was a new expression for him, one that had never surfaced before. There was an awkward, unsettling silence that utterly filled the hall as they made the final turn that would lead to the room where his sentence would be

carried out. The death row guard was a pleasant man with a kind spirit and a generous heart. Even on the best of days his was a tough job. Days like this were decidedly worse. He sensed the tension and anxiety that enveloped them. He felt the guilt and pain would surely follow this mother to the longest day she lived. He had sensed it before in similar circumstances, but today was different; it was colder and harsher. This mother and her son had nothing; it was all bad.

"You know, I'm going to miss your whistle. You might just be the best whistler I ever met," the guard said flashing a kind smile toward the prisoner.

During his years on death row, the particular prisoner had learned to whistle and he had learned quite well. There really was not much else to do. The guard had become accustomed to hearing him as had the prisoners in nearby cells. For just an instant the hint of a smile flashed across the prisoner's face. He turned and looked at his mother, who too briefly smiled.

With a kind word and a pleasant reflection, the guard provided a lot that day. As brief and miniscule as it was, a condemned man was afforded a final shred of dignity, and if nothing else, his mother was given something by which to remember him kindly.

The lesson here is profoundly simple. As difficult as it may be to find at times, there is something good in everyone!

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# Share the Road Completes Wreaths Across America Delivery



importance to the economy and the need to honor the nation's heroes.

"I set out to honor my father, a Green Beret, and carried his hat with us to every ceremony," said Share the Road professional truck driver Ralph Garcia, of ABF Freight. "We've been amazed, though, to meet so many people and hear countless stories of bravery and sacrifice, just like my father's. This was a very memorable trip for me."

Wreaths Across America delivered more than one million wreaths to veterans' graves throughout the globe. Spear, alongside his family and dozens of ATA employees, distributed a portion of the 3,500 wreaths delivered by the Share the Road tractor-trailer.

The Share the Road drivers chronicled their trip with videos and photos on Share the

Road's official Facebook and Twitter pages. Chris Kinnard, a Gold Star Wife, was one of several guests hosted by the drivers during the trip to Arlington. She shared her husband's story of sacrifice during the Vietnam War in this short video. Senators Susan Collins (R-Maine) and Angus King (I-Maine) sponsored a resolution that was unanimously passed which designated December 17, 2016 as "Wreaths Across America Day."

"Being a part of this trip is very special to me as a veteran and as a truck driver," said Share the Road professional truck driver Nate McCarty, of ABF Freight. "We've seen the trucking industry unite and honor America's heroes in a way that leaves a lasting impression on anyone who takes part in it."



Arlington, VA..., American Trucking Associations and ATA's Share the Road Highway Safety Program celebrated the arrival of the Wreaths Across America convoy at Arlington National Cemetery.

"The trucking industry believes wholeheartedly in remembering those who have served our country and protected our freedoms," said ATA President and CEO Chris Spear. "Truck drivers throughout the country, many of whom are veterans themselves, are some of the most patriotic individuals you can find, so we're honored that our industry and the Share the Road program can salute America's fallen heroes as part of Wreaths Across America."

Share the Road professional truck drivers Ralph Garcia and Nate McCarty drove the program's truck from the wreath loading dock in Maine to Arlington, Virginia. Along the way, the drivers participated in engaging education sessions for local students and communities to learn about the trucking industry's

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## Rehearing On ELD Lawsuit Denied

Grain Valley, MO... A national association of small-business truckers was denied a rehearing of a court decision regarding their lawsuit against a government mandate to electronically track commercial truck drivers.

The Owner-Operator Independent Drivers Association had filed a petition to the U.S. Court of Appeals for the 7th Circuit for a rehearing of their case against the Federal Motor Carrier Safety Administration.

OOIDA says the government's excuses for mandating electronic logging devices (ELDs) are weak and fail to justify violating the Fourth Amendment rights of professional truck drivers.

A three-judge panel on the appeals court ruled against the Association in October of 2016 on

its lawsuit against the FMCSA. In response, OOIDA filed a petition for review asking the full court to hear the case en banc.

Jim Johnston, president and CEO of OOIDA, said that the Association is preparing for the next phase of the challenge with an appeal to the Supreme Court but will also continue to pursue the issue on the congressional side.

"It's clear now that we have to pull out all the stops to convince lawmakers and the new Trump administration of the need to set aside the ELD mandate," said Johnston.

OOIDA reached out to its members who are constituents of the House Freedom Caucus, an organization that recently offered the incoming administration a list of regulations that should be

repealed. On that list is the ELD mandate along with the proposed speed limiter rule.

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

## Chevron Announces Availability of Delo 400 CK-4 and FA-4 Product Lines

Chevron has announced the availability of its larger and higher performing line of Delo 400 API CK-4 and FA-4 heavy duty engine oils (HDEO). The new product line is engineered using an advanced formulation of Chevron's proprietary ISOSYN engine oil formulation, ISOSYN Advanced Technology which offers up to:

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\*Improvements are relative to test limits for the prior generation of HDEOs

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**Products Available December 1, 2016:** • Delo 400 SDE SAE 15W-40 API CK-4 • Delo 400 XLE SAE 10W-30 API CK-4 • Delo 400 XLE SAE 15W-40 API CK-4 • Delo 400 ZFA SAE 10W-30 API FA-4

**Products Available April 2017:** • Delo 400 SP SAE 0W-30 API CK-4 • Delo 400 XSP SAE 5W-30 API CK-4

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## Consumers Union: EPA's Plan to Finalize Fuel Economy Standards Through 2025 Saves Consumers Billions of Dollars

WASHINGTON, DC... The Environmental Protection Agency's plan to finalize fuel economy standards for passenger vehicles through model year 2025 is a big win for consumers, according to [comments filed today by Consumers Union](#), the policy and mobilization arm of Consumer Reports. Consumers who purchase vehicles that meet the 2025 standard will benefit from a significant reduction in fuel expenses, more choice in fuel efficient vehicles and protection from future spikes in gas prices.

"This plan will ensure new-car buyers save real money and have more options for clean, fuel-efficient vehicles over the next decade," said Shannon Baker-Branstetter, energy policy counsel for Consumers Union. "We see a lot of advancements in car technologies and features every year, but fuel efficiency investments are unique in that they pay for themselves and keep more money in the pockets of consumers."

A recent [Consumers Union analysis](#) found that under the 2025 standards, consumers would benefit from net savings of \$3,200 per car and \$5,700 per truck. The fuel savings are significant enough that, even with continuing low gas prices, the fuel savings would outweigh technology costs starting with the very first car loan payment and continuing after that. If gas prices rise, the savings will be even greater – up to \$5,700 per car and \$8,200 per truck. Depending on the car-truck vehicle mix, EPA's latest analysis found that net consumer benefits would total between \$60 billion and \$100 billion.

Fuel economy is the number one attribute vehicle owners would like to see improved, according to a [June 2016 survey](#), conducted by the Consumer Reports National Research Center. Fuel economy beat out purchase price, connectivity, vehicle comfort, safety, cargo space, reliability, horsepower, vehicle size, off-road capability, style, and handling. And even consumers who plan to buy a SUV still want their next vehicle to have better fuel economy. In fact, every segment based on consumers' current vehicle type (small, midsize, large, and pick-up truck) identified fuel economy as the number one attribute that needs improvement. This isn't surprising, given that higher fuel economy is correlated with [higher ownership satisfaction](#).

The survey findings also show that strong majorities of Americans believe increasing fuel efficiency is important (84%) and that the government should continue to set standards for higher fuel economy in cars and trucks (70%) - a belief supported by majorities of both Republicans and Democrats.

In [comments filed today](#), Consumers Union notes that EPA's proposed determination is based on [extensive technical analysis](#) that found the standards, first proposed in 2012, to be achievable and cost-effective. A multi-agency technical report released in July found that automakers are developing and deploying new and improved technologies at an impressive rate; these technologies are helping automakers beat existing fuel economy standards, all the while achieving record sales and high profits; and deployment of these technologies means automakers are on the path to achieve the 2025 standards at a lower cost than initially estimated.

And according to EPA's latest trends report, larger vehicles are improving at the fastest rate.

"Automakers are already outpacing the current fuel efficiency standards, all while achieving record sales and ever-increasing profits. By finalizing these standards, EPA will provide automakers the certainty they need to continue building the efficient fleet that consumers want and expect," said Baker-Branstetter.

## CVSA Brake Safety Week Results Highlight Importance Of Maintenance At All Levels

ELYRIA, OH... Although commercial vehicle driver assistance technologies are more advanced and effective than ever, highway safety remains dependent on proper maintenance of components and systems at all levels. Bendix points to the results of the Commercial Vehicle Safety Alliance's (CVSA) 2016 Brake Safety Week inspection program as an important reminder of the impact that upkeep of anti-lock braking systems (ABS) and other foundational components can have on safe and legal vehicle operation.

Part of CVSA's Operation Air-brake, Brake Safety Week is an annual outreach and enforcement

campaign designed to improve commercial motor vehicle brake safety. Brake Safety Week 2016, held in September, resulted in more than 18,300 inspections, conducted by local, state, provincial, territorial, and federal motor carrier safety officials in the United States and Canada. This year's inspections included an emphasis on ABS: Results showed 8.8 percent of air-braked trucks requiring ABS and 15.8 percent of trailers requiring ABS were found to have brake violations.

"Optimal performance of a vehicle's safety components and systems requires attention to the individual parts in order to achieve

the best results of the collective whole," explained Fred Andersky, Bendix director of government and industry affairs. "In much the same way that good brakes can only do so much if they're paired with bald tires, the performance of advanced technologies like full stability and collision mitigation is impacted by care of the ABS and brakes."

This also means that Compliance, Safety, Accountability (CSA) scores can be strengthened through the right training and maintenance programs. Properly maintained base components – tires, brakes, ABS – can contribute to better CSA scoring, as will their role in keeping more advanced systems operating

to their full potential.

"As a supporter of Brake Safety Week and other CVSA programs, all of us at Bendix recognize that information, training, and education are the most valuable tools the industry can equip in pursuit of safer roads," Andersky said. "We encourage everyone – from owner operators and fleets, to drivers, technicians, and safety managers – to take advantage of the resources that suppliers and manufacturers make available, including service data sheets, online courses and technical discussions, and on-call advice teams. Working together, and with so much incredible know-how at the ready, we can make a real difference in highway safety."

One of those resources is the Bendix multimedia center at [knowledge-dock.com](http://knowledge-dock.com). The center includes blog posts, podcasts, videos, and more addressing a range of trucking-related topics, including advanced safety technology development and driver assistance systems. The Knowledge Dock, along with the free Bendix training portal – [brake-school.com](http://brake-school.com) – offers the industry a very robust, always-growing menu of training and tips from the engineering, service, and product experts at Bendix.

For more information about Bendix safety systems, call Bendix at 1-800-AIR-BRAKE or visit [safer-trucks.com/solutions](http://safer-trucks.com/solutions).

## Alcohol Impaired Driving Deaths on the Rise

A new report from the National Highway Traffic Safety Administration (NHTSA) shows impaired driving remains one of the single most serious threats to public safety, and underscores the need for more DWI courts.

From 2014 to 2015, fatalities involving alcohol-impaired driving crashes increased 3.2% from 9,943 to 10,265. This amounts to 1 alcohol-impaired driving fatality every 51 minutes. The economic cost is estimated to be \$44 billion. The social cost is far higher. In 2015, 181 children under the age of 14 were killed in an alcohol-impaired driving crash.

The majority of these crashes involved drivers with previous convictions for DWI or a blood alcohol content (BAC) of .15 or higher. Nationwide, there are more than two million drivers with three or more DWI convictions on our roadways. These numbers indicate that for a dangerously high percentage of impaired drivers, punitive sentencing simply doesn't work because it doesn't solve the problem at the root of their behavior: addiction.

Research has confirmed that DWI courts are the most successful approach for repeat and high BAC impaired drivers, decreasing recidivism by as much as 60%, all while saving an incredible \$3.19 for every \$1 invested.

There are now over 700 DWI courts in the United States. Participants in DWI Courts are subject to close supervision, including home visits and frequent appearances in court. They undergo rigorous individual treatment and participate in group therapy. They must pass frequent and random drug tests. In addition to all of this, they're required to hold down a job, perform community service, or advance their education.

DWI courts must be expanded nationwide to save more lives, protect more communities from the dangers of impaired driving, and lead more people into recovery.

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## Larson Electronics Releases a NEW High Intensity 33 Watt LED Flood Light



Larson Electronics, a leading manufacturer and supplier of industrial grade lighting, has announced the release of a 33 watt high output LED floodlight suitable for use in the boating industries and marine sectors.

The Larson Electronics' LEDL-33W high intensity LED light is constructed with a 33 watt LED that produces 3,300 lumens of intense light. It is combined with a high output reflector to produce a narrow 10° spread spot beam approximately 1,000' long. This spotlight operates on 10 to 30 volts DC and is equipped with a ground and power wire for connection to a power supply.

This LED light is built for durability and versatility, with a low profile

design, low power requirements, and versatile mounting options within an impact resistant housing. The lamp and reflector assembly is protected by a polycarbonate lens that is sealed against water and dust to provide an IP67 rating and weatherproof protection.

This unit is sealed against intrusion by dust and dirt and very ruggedly constructed to withstand the most demanding environments, conditions and applications. As well as unparalleled heat control, this spotlight offers IP67 rated construction that is designed to withstand extreme environmental and operating conditions. These units can withstand rapid temperature changes of -40 degrees Celsius to 80 degrees Celsius.

"The beam on this ultra-compact LED spotlight is very effective to the far end of its reach at 1,000 feet," said Rob Bresnahan, CEO of Larson Electronics. "With its compact housing and sleek appearance, this flood light will look great on any boat."

Larson Electronics carries an extensive line of LED light towers, portable power distributions, explosion proof lights for hazardous locations, portable work lights and industrial grade LED area lights. You can view the company's entire line of lighting by visiting them on the web at [Larsonelectronics.com](http://Larsonelectronics.com). You can also call 1-800-369-6671 to learn more or call 1-903-498-3363 for international inquiries.

## ATA Truck Tonnage Index Jumped 8.2% in November

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index surged 8.2% in November, following a 0.3% drop during October. In November, the index equaled 142.4 (2000=100), up from 131.6 in October. The all-time high was 144 in February.

Compared with November 2015, the SA index increased 5.7%, the first year-over-year gain since August. In October, the year-over-year drop was 0.9%. Year-to-date, compared with the same period in

2015, tonnage was up 2.8%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 135.9 in November, which was 1.7% below the previous month (138.2).

"2016 has been an interesting year for truck tonnage, with monthly gains and decreases as large as I can remember, which suggests seasonality is different this year," said ATA Chief Economist Bob Costello. "November's substantial

increase continued with the seesaw pattern that has persisted for much of the year.

"While I think the November gain overstates the strength in the freight market, I do believe we are seeing some improvement that will continue into 2017. Retail sales are good, the housing market is solid, and the inventory overhang throughout the supply chain is coming down, all of which will help support truck freight volumes in 2017," he said.

## Bucket Grate Transforms Washing Forever



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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.

## A Wise Doctor Treats The Patient, Not The Disease

How many times have you asked yourself this question, "What is wrong with me?"

You have to be careful whom you ask that question to. If you ask our enemies, they will tell you right quick what's wrong. Your enemy can point out every hair that is out of place. He can point out every T that is not crossed and every i that is not dotted. If you listen to your enemy, one of two things can happen.

First, you can become depressed and throw up your hands and say, "What's the use?!" That's the position of the fatalist. But - if your enemy has a point and you correct the point that he is making, you can't help but be a better person.

The second person you can ask this question, "What's wrong with me?" is yourself.

Most people are their best physician. This is true because, in reality, they alone are the only one who actually knows what is wrong. If you go to see your doctor, he will ask you, "What do you think is wrong with you?" Then you describe your feelings and he works from there.

A wise doctor does not treat the disease, but he treats the patient. When you are willing to face yourself, most of the time, you have the answers for all of your questions. Then you have another high court of appeals you can appeal to - and that's to God.

You can come into the presence of the Lord and say, "God, what's wrong with me?" Submit yourself for Him to make changes in your life. That which is wrong can be made right and life can be worthwhile.

## Hunter Idealease - Butler Has Relocated To Route 8 South In Penn Twp.

Butler, OA... Hunter Truck Sales and Service moved the Butler Leasing Facility to the former Trader Horn building on Route 8 South in Butler. The Commercial Truck leasing facility was previously located on Route 38/Oneida Valley Road.

In the new location, Hunter Leasing now has 14 newly renovated service bays and almost 16,000 square feet of space for other daily operations.

"We are excited to continue to update and utilize the space we have gained through the purchase of the Trader Horn Property," said Jeffrey Hunter, President. "We thank Trader Horn for the many years they served our community and we look forward to serving it for many years to come."

Located at 495 Pittsburgh Road, Butler, PA 16002, Hunter Idealease-Butler is a full-service Idealease location. Our team provides short-term rentals and long-term leases of Commercial Trucks, including: Box Trucks, Day Cabs, and Sleepers.

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# PA Turnpike Commission Reminds Travelers of 2017 Toll Increase

**HARRISBURG, PA...** The PA Turnpike Commission (PTC) reminds travelers that as of Jan. 8<sup>th</sup>, tolls took a 6-percent increase for both cash and E-ZPass customers.

The toll increase — approved by commissioners last July — is needed to meet the PTC's funding obligations. These include rebuilding and widening the PA Turnpike, a 550-mile system that is, in part, more than 75 years old, as well as providing funding to support the commonwealth's public transportation needs.

"We have a responsibility to

continue to invest capital dollars to improve our aging system and make it safer for travelers; we're also obliged to fund an operating budget that must cover such costs as unpredictable winter maintenance and an annual reimbursement to PA State Police for Troop T operations," said Turnpike Chairman Sean Logan. "Furthermore, we are required by law to help fund our state's infrastructure needs and have delivered \$5.2 billion in toll-backed funding to PennDOT in nine years. Today, our annual payments of \$450 million help PennDOT provide operating sup-

port to mass-transit authorities across the state to mitigate fare increases for transit riders."

The most common toll for a passenger vehicle will increase from \$1.16 to \$1.23 for E-ZPass customers and from \$1.80 to \$1.95 for cash customers.

The most common toll for tractor-trailers will increase from \$9.59 to \$10.17 for E-ZPass customers and from \$13.60 to \$14.45 for cash customers.

Travelers can check and calculate fares by clicking <https://www.paturndpike.com/toll/tollmileage.aspx>. E-ZPass customers can learn

where to purchase an E-ZPass GoPak at <https://www.paturndpike.com/toll/gopak.aspx>.

The Pennsylvania Turnpike Commission operates and maintains 552 miles of toll roads in the state. It oversees 68 fare-collection facilities, 17 service plazas and 27 maintenance facilities. With more than 2,000 employees, it generated \$1 billion in annual toll revenue (fiscal 2016) from 198.3 million vehicles a year. Known as "America's First Superhighway," it opened Oct. 1, 1940. To learn more, visit [www.paturndpike.com](http://www.paturndpike.com).

## Toronto Approves Tolls: Who's Next?

Toronto... That's one major toll announcement handed down — how many more will follow?

That's the question the Ontario Trucking Association is asking after the Toronto City Council voted overwhelmingly in favour of Mayor John Tory's call to introduce tolls on the Gardiner Expressway and Don Valley Parkway to fund the city's transit and transportation programs.

The Ontario Trucking Association, which traditionally opposes the imposition of tolls on existing infrastructure and/or where the toll revenue is used for purposes other than road infrastructure, says that Toronto's decision creates a "whole new ballgame" and expects other municipalities will be watching closely as they look to find solutions to their own fiscal challenges.

"Toronto has made its decision and we anticipate the provincial government will give the city the greenlight to implement the tolls," says OTA president, Stephen Laskowski. "Our focus will now be on making sure future toll revenues are used to pay for the cost of the Gardiner reconstruction; that the collection and administration of the toll system uses the latest technology to maximize efficiency for both the road user and the city; uses variable pricing, including zero rating commercial vehicles during certain time periods, to encourage businesses to ship or receive goods during off-peak periods; and, that Toronto and any other municipalities thinking of introducing tolls coordinate their efforts so we don't end up with a patchwork of toll collection systems."

He also said there may be a role for the provincial government to help with coordination across various municipalities.

"Of course, we don't like tolls. Who does? However, we acknowledge that sometimes and under certain conditions they could be the only way certain new highway infrastructure projects will ever get built," says Laskowski. "So, if this is the road we are going down, let's take the time to do it right so the burden on everyone is minimized."

"Because in the end all consumers of downtown services and goods will no doubt see prices rise as a result increased transportation costs related to the toll system."

The Toronto toll system is not expected to be implemented until 2019 at the earliest and possibly as late as 2024.

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# PA Governor Wolf, Bipartisan Leaders Announce Pennsylvania REAL ID Extension

Harrisburg, PA... Pennsylvania has been granted an extension until June 5, 2017 from the Department of Homeland Security (DHS) to fix state law to allow for federal REAL ID compliance after Governor Tom Wolf and bipartisan leaders including Senators Scarnati, Corman, and Costa, and Representatives Turzai, Reed, and Dermody, wrote to DHS Secretary Jeh Johnson earlier this month.

The extension will allow the Wolf administration, including the Pa. Department of Transportation (PennDOT), to work with the General Assembly to resolve Pennsylvania's non-compliance during the current legislative session. DHS told state leaders that additional extensions may be granted, as necessary, once the commonwealth can commit to meeting all REAL ID requirements.

"I thank the leaders in both chambers for making this commitment to fix state law to allow for us to come into compliance so that no Pennsylvanians, from delivery drivers to air travelers, will be inconvenienced by the current provisions barring PennDOT from completing certain requirements," Governor Wolf said. "My administration will continue to work with the General Assembly and the federal government to come into compliance and ensure we can resolve this in an efficient and timely manner before residents face any additional challenges."

This extension means that on January 30th of this year, Pennsylvanians will no longer face immediate access issues when entering federal facilities.

mediate access issues when entering federal facilities.

"We are appreciative that DHS has provided an extension in order to preserve the ability of all Pennsylvania residents to have access to federal buildings," said Senate President Pro Tempore Joe Scarnati and Majority Leader Jake Corman. "This added time allows us to work together to ensure the Commonwealth becomes compliant in a way that is easy for residents and cost-effective."

"Pennsylvania has done much to make our licenses secure, the federal REAL ID law mandates more," said Speaker of the House Mike Turzai and House Majority Leader Dave Reed. "While many legislators have concerns about REAL ID, we will work with the Senate, Wolf Administration and our Congressional delegation to ensure compliance in a reasonable and cost-effective manner to make sure Pennsylvanians have continued access to federal buildings and air travel."

"Without this action the freedom and mobility of millions of Pennsylvanians would be at risk," said House Democratic Leader Frank Dermody. "We are working to fix this through a bipartisan effort of the legislature in partnership with the governor."

"I couldn't be more pleased with the extension granted today by DHS," State Senator Jay Costa said. "Moving in this direction was the right thing to do, and gives us time to assure that we're making the changes necessary to ensure

the privacy of personal information is protected while allowing for compliance with current law. I look forward to a swift resolution to the REAL ID issue on behalf of all Pennsylvanians, who more than anything, deserve the right to travel and visit federal facilities freely and without complication."

The Wolf administration and legislative leaders have been communicating about how to resolve Pennsylvania's non-compliance due to Act 38 of 2012 and have looked at ways in which Pennsylvania can become compliant in the most cost-effective and straightforward way possible.

"We at PennDOT are grateful to Governor Wolf and the leaders of the General Assembly for their bipartisan cooperation that opened the door to this needed extension," PennDOT Secretary Leslie Richards said. "It delivers relief to our citizens who need access to federal facilities. We also are gratified that the Department of Homeland Security continues to acknowledge the security advances PennDOT has delivered in its driver license."

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# CTA: Feds Must Crack Down on Truck Emission Control Tampering

In an appearance before the Standing Committee on Environment and Sustainable Development, the Canadian Trucking Alliance called on the federal government to broaden its oversight powers under the Canadian Environmental Protection Act (CEPA) similar to those contained in the US Clean Air Act to prevent tampering of mandatory emission control devices on heavy trucks.

"In the US there are significant fines and legal consequences for the manufactures, sellers and installers of aftermarket devices and services designed to circumvent emission controls," said Senior VP Stephen Laskowski explained to the committee. "In Canada no such powers exist under CEPA after the vehicle is sold to the consumer. This fact - coupled with spotty or

non-existent provincial regulations and enforcement to prevent sales and installation of emissions control defeat devices - means that we now find ourselves in a situation where harmful environmental, and unfair business practices are allowed to continue, unchecked. This needs to be corrected."

CTA's submission outlined how the vast majority of the trucking industry complies with the environmental rules on equipment. While making no excuses for carriers who attempt to defeat or bypass the emissions control system, CTA's submission also highlighted the industry's frustration over the negative impact environmental control devices have had on equipment reliability and on driver well-being. CTA highlighted that volatile engine performance forced

many fleets to add up to 20 per cent more trucks to their fleet than was required, just to cover the vehicles put out of service.

"This is obviously very frustrating for fleet owners, especially those who play by the rules and have to unfairly compete with carriers who have found aftermarket businesses that will disable the emissions control system," says Laskowski. "Governments need to play a stronger role in not only cracking down on the tampering market, but also reducing demand for that market by correcting the reliability factor and offering carriers some recourse when new equipment doesn't work properly."

As such, CTA's recommendations to the committee calls on the federal government to strengthen tampering regulations while at

the same time strengthen emission control testing and vehicle recalls:

### CTA Recommendations

(1) That CEPA be amended to allow the Canadian federal government to enforce the same or similar penalties administered under the Clean Air Act for engine tampering.

(2) Although it's not ultimately the decision of the Government of Canada, that Transport Canada and Environment Canada assist CTA in championing for a tampering inspection that specifically looks for evidence of the EGR/DPF delete. It can be added to the Periodic Motor Vehicle Inspection (PMVI) program and performed annually or semi-annually at private inspection facilities licensed and monitored by Canadian provincial and territorial governments, under the Section 11B of the National Safety Code (Canadian Council of Motor Transport Administrators).

(3) Environment Canada must

begin working with Transport Canada to establish testing protocols for emission reduction qualifying technology and supporting wiring systems. There is no doubt Transport Canada is the lead federal department responsible for the motor vehicle safety mandate. This is evidenced by its statutory authority under the Motor Vehicle Safety Act. Furthermore, Transport Canada is presently engaged in testing the safety and environmental performance of passenger vehicles and heavy duty trucks through its ecoTechnology for Vehicles Program. All qualifying GHG-reduction technology and associated wiring must be tested by Transport Canada to ensure all technology imported into Canada meets our safety and climate conditions.

(4) In June 2015, the Government of Canada introduced the Safer Vehicles for Canadians Act. The bill proposes new powers that would allow the Minister of Transport to order a company to issue a

recall and require manufacturers to fix defective or non-compliant vehicles. The minister could also order manufacturers or importers to pay for repairs and ensure new vehicles perform reliably before they are sold to the public. In addition, manufacturers and importers can face fines of up to \$200,000 per violation, per day, with no maximum cap through new administrative monetary penalties. These fines are an alternative to prosecution to help address safety issues more quickly. The Canadian government should re-examine the introduction and expansion of the Safer Vehicles for Canadians Act to better protect purchasers of commercial equipment.

(5) CTA supports a modified form of 'limp mode' technology. CTA urges the time/range of the limp mode function be extended so that drivers can reach a safe, cost effective location to have the component repaired, if required, or sensor reset.

## Maverick Transportation To Sponsor Smart Phone Truckers Million Dollar Giveaway In 2017

LITTLE ROCK, AR... Arkansas-based Maverick Transportation LLC recently announced its sponsorship of the 2017 Smart Phone Truckers Million Dollar Giveaway. This year, 12 trucker finalists will have the opportunity to win \$1 million.

"Maverick Transportation is so excited to be one of the sponsors of this great contest," said Kim Williams, Maverick Transportation's Executive Vice President. "It will certainly be an anticipated, fun event that brings a lot of attention to the transportation industry."

The Chance to Win \$1 Million Contest is open to all Class A CDL holders. Drivers can register

through July 20, 2017 at <http://smartphonetrucker.com/maverickmilliondollar/>, on social media or at the Mid-America Trucking Show in Louisville, Ky., in March. The 12 finalists, chosen on July 21, will be invited to attend the Great American Trucking Show in Dallas, Texas.

In addition to the Chance to Win prize, an extra \$100,000 will be donated to veterans through the Intrepid Fallen Heroes Fund (IFHF). "One of the reasons we're proud that Maverick is sponsoring this contest is because of the support it offers to veterans through IFHF," said Williams. "We strive to give back to our communities

and our industry through several worthy charitable organizations but our servicemen and women are especially close to our hearts."

On the last day of the Dallas truck show, August 26, the finalists will be given a 4-digit number combination. They will then take turns entering the numbers into a contest kiosk to try to match the winning code. All 12 finalists will win a prize regardless of whether or not the million-dollar prize is awarded.

The contest is free to enter and no purchase is necessary. To enter or to learn more about the Smart Phone Trucker giveaway, visit [www.SmartPhoneTrucker.com](http://www.SmartPhoneTrucker.com).

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# BERM NOTES



## In A Word...

If you had to choose 3-5 words that define your business, what would they be?

There is so much competition around us today that it's very important to understand how "Power Words" can boost your business. For people to get excited about your company, you'll want to establish those "Power Words" that make your product or service

standout. Many companies include these words into their mission statements when they begin a new business. Over time you may want to change them up depending on how your business evolves. Put much thought and attention into your product or service and select words that make people want to use your company. These are words that draw attention and are effective in promoting what you offer.

It's essential to seek out employees and customers alike on how they see your business. We often times think of ourselves or companies in a certain manner while others may view things differently. For this reason, customers or prospects are great resources to ask when it comes to selecting those 3-5 "Power Words" to describe/reflect your company. You may want to ask, "What three words describe our business?" It's a question that forces owners, management, employees and customers to really focus on your product or service and how it is viewed to the community. The results in focusing on "Power Words"

can aid in developing a marketing strategy and may determine how you will brand your company. You may better understand your target market, what action is required to reach new clients and add value to them with your product or service.

Each business is different and each must determine what makes them valuable and unique in order to stand out in the marketplace. Below, I have written some example "Power Words" for your review however there are many more that may describe your unique business.

Results, Successful, Attentive, Creative, Careful, Valuable, Committed, Influential, Excellent, Motivated, Free, Outstanding, Extraordinary, Talented, Hard-working, Reasonable, Affordable, Progressive, Ambitious, Profitable, Capable, Enterprising, Passionate, Happy, Skilled, Loyal, Visionary, On-target, Approachable, Decisive, Resilient, Unique, Problem-solving, Specialized, Instrumental

# MOVIN' OUT

## Calendar of Events

- March 23-25 - Mid-America Trucking Show** - Kentucky Exposition Center, Louisville, KY. For more info, <http://www.truckingshow.com/>
- March 31-April 2 - Gulf Coast Big Rig Truck Show** - Houston, TX. For more info log onto [www.gulfcoastbigrigtruckshow.com](http://www.gulfcoastbigrigtruckshow.com)
- April 22 - 14th Annual Wheat State Antique Truck Show** - Newell's Truck Stop, I-135/US 50 Exit 31, Newton, KS. 9-3. Antique, Custom, Special Interest, RC Model Truck Demo, Vendors, Food. Free entry/admission. Wheat State Chapter/American Truck Historical Society. For more info contact Scott at 316-283-0130 or visit [www.athskansas.org](http://www.athskansas.org)
- April 28-30 - 19th Annual 75 Chrome Shop Truck Show** - 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-8206 or visit them on the web at [www.75chromeshop.com](http://www.75chromeshop.com)
- June 24-25 - Transport For Christ Truck Rally** - Lebanon Valley Expo, 80 Rocherty Rd., Lebanon, PA 17042. Parade of Trucks, Vendors, Children's Activities, Benefit Auction, Food, Gospel Music, Worship Service. For more info contact Doris High at [tlcner@de-jazzd.com](mailto:tlcner@de-jazzd.com)
- June 2-4 - Wheel Jam** - South Dakota State Fairgrounds, Huron, SD. For more info go to <http://www.wheeljamtruckshow.com/>
- July 13-15 - 38th Annual Walcott Truckers Jamboree** - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>
- July 14-15 - 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](http://www.expediteexpo.com)
- August 4-6 - 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 and much more! For more info phone 717-243-7855 or go to [www.carlisleevents.com](http://www.carlisleevents.com)
- August 11-12 - The 28th Annual Waupun Truck N Show** - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit [www.waupuntruckn-show.com](http://www.waupuntruckn-show.com). Phone: 920-324-9965 - Fax: 920-324-0353
- September 16 - 41st Annual TBG / ETC / XDP sponsored U.S. DIESEL TRUCKIN' NATIONALS & MOTORSPORTS SPECTACULAR** - RACEWAY PARK, ENGLISH-TOWN NJ. The largest single day all diesel truck show & race in the USA. Over 2,000 participants, 200 exhibitors & vendors and the biggest evening diesel thrill show. Fast family fun for all. Now in it's 41st year. For more info go to: [www.usdieselnationals.com](http://www.usdieselnationals.com) or [www.racewaypark.com](http://www.racewaypark.com). Phone: (732)-446-7800. For further e-mail: [info@raceway-park.com](mailto:info@raceway-park.com)

If you would like to list an upcoming show or event, send all the details including a telephone contact number to  
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# Working Show Truck Of The Month - Jeff Salce



NJ and seeing Mike Bunning's fleet out of CT, Jeff went to get his CDL. He got his license and started working for Mike and eventually bought his first truck when he was 28. He ran the roads with his first Peterbilt but unfortunately had to sell it. Jeff was still determined to live out his dreams of owning his own truck and wound up buying a used Freightliner and hauling with it until he was able to purchase the 2004 Peterbilt 379 that he owns today.

front axle to give the truck the stance he wanted, along with a set of 8" Dynaflex straight pipes with a full 8" y pipe. Jeff runs hard with his red beauty hauling 2 loads a day from CT to Boston on the Massachusetts Turnpike. He works for a sawmill hauling lumber, flooring, and logs that get exported to China. The truck runs as good as it looks thanks to the 525 CAT engine that's been upgraded with a PDI kit. The 300" wheelbase is custom from front to back and Jeff draws plenty of attention no matter where he goes! After 17 years on the road, Jeff Salce is definitely "living his dream" and looking good doing it! In fact, his big red Peterbilt probably gets more stares out on the highway than the little red sports cars do.

**by Robert Conrad**

No matter where you're at out on the highway, when a little red sports car passes you it always seems to make you look. Whether it's a Corvette, Mustang, or Camaro, it will definitely make heads turn.

Jeff Salce's Peterbilt has the same affect on people thanks to its perfect combination of hot rod red paint and gleaming chrome trim! You might just say his truck is a "little red Corvette" on steroids! Jeff always loved trucks as a young boy and his dream was to own his own truck someday.

After attending the U.S. Diesel Truck Nationals in Englishtown,

This red beauty didn't look like it does now when Jeff bought it. The truck had been hit on the right front and Jeff had to basically rebuild the hood. He then sent it up to Coastal Truck & Auto Body in NH to have them paint it, stretch the frame, and put on the custom, "pleated" deck plate. Jeff then took the truck home and put it back together himself. This is one Peterbilt that stands out in a crowd thanks to the Midwest drop visor, chopped & strapless air cleaners, a smooth, boltless 20" custom bumper, and a 4 State Trucks custom rear light bar & light panel.

Jeff also added a Horst air-ride



Movin' Out salutes Jeff Salce this month for all of his hard work and determination. His red beauty definitely evokes thoughts of driving on a hot Summer night with the windows rolled down and the radio up loud- something to look forward to as we shift gears and drive thru another hard Winter!

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