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"THE JOURNAL OF THE TRUCKING INDUSTRY"

41st Annual U.S. Diesel Truckin' Nationals



The 41st Annual U.S. Diesel Truckin' Nationals attracted premiere trucks! Turn to pages 14 and 15 for the story and more photos. - Photo by Matt Conrad -

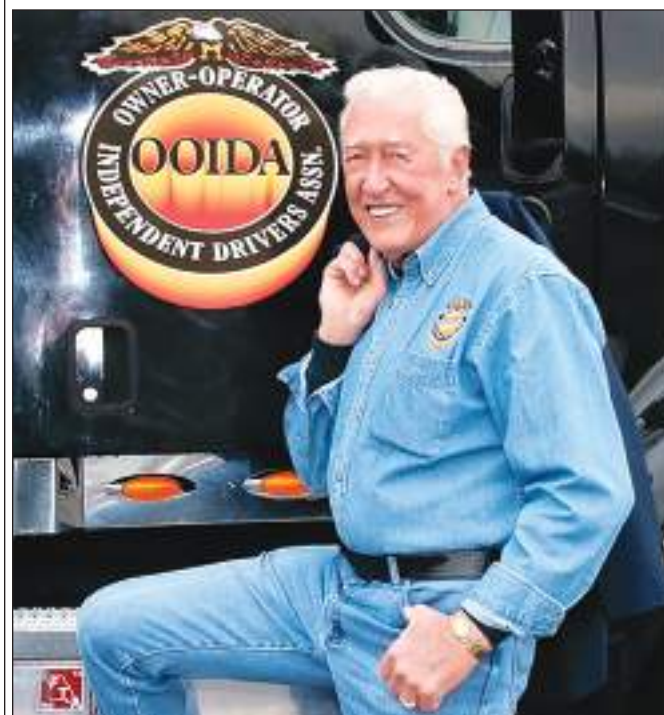
Truck Drivers Deserve More!



Left to right: Crete President and COO Tim Aschoff with Driver Greg Hall and account Manager Carl Bailey.

by Steve Pollock states, "During a recent road trip to meet and talk with drivers who live in not an easy job. There are many things beyond just driving the truck that a Professional Truck Driver must deal with - from time living in not an easy job. There are many things beyond just driving the truck that a Professional Truck Driver must deal with - from time
LINCORN, NE... Crete Carrier drive for Crete, as well as some who do not, I quickly reaffirmed that driving a tractor-trailer for a
believes that Professional Truck Drivers deserve more pay. Crete President and COO Tim Aschoff

OOIDA Mourns Loss Of Jim Johnston, President, CEO



Jim Johnston (photo courtesy of OOIDA)

Grain Valley, MO... The Owner-Operator Independent Drivers Association announced that Jim Johnston, its resilient leader whose determination secured a position on the frontlines for truckers' rights, has passed away after more than a year-long battle with lung cancer. Johnston, who served as OOIDA

president and chief executive officer from 1974 to the present, died at his home in Grain Valley, Mo.

"The trucking industry has lost a visionary and crusader for the rights of all truckers," said Todd Spencer, who will now serve as acting president of OOIDA. "He leaves behind a legacy of passion and persistence that we will undoubtedly look to as our inspiration going forward as we continue the mission of the Association."

OOIDA was started in 1973 by a group of truck drivers that realized a unified voice was the only way to truly be heard in Washington. Jim was one of those driven individuals that fought aggressively to build the effective and influential organization it has become today. From its humble beginnings in an office trailer chained to a light pole at a truck stop in Grain Valley, Jim nurtured OOIDA to its current status as the largest national organization of professional truckers in the country.

"We are prepared to continue the fight as only Jim would want

continued on page 21

Forward Thinking: Bendix® Wingman® Fusion™ And Mack Trucks Anthem™ Bring Leading-Edge Trucking Technologies Together



Fusion can alert a driver and decrease the vehicle's speed up to twice as much as previous systems, helping mitigate potential collisions or lessen their severity.

Fusion's ability to cross-check information multiple times per second – the result of software and sensors “talking” together – provides a more robust system that is much greater than the sum of its parts.

Mack has offered Bendix® Wingman® Advanced™ – A Collision Mitigation Technology on its Pinnacle™ line since 2012. Pinnacle models can also be ordered with a factory-installed version of Wingman Fusion that provides enhanced rear collision mitigation and stationary vehicle braking.

Bendix safety technologies are not intended to encourage or enable aggressive driving, but to complement safe driving practices. Skilled, alert drivers practicing safe driving techniques and supported by ongoing, comprehensive training are paramount to highway safety. Responsibility for the safe operation of a driver assistance system-equipped vehicle remains with the driver at all times.

Bendix's ever-growing portfolio of technology, including Wingman Fusion, delivers on safety, along with other areas critical to fleet and owner-operator success. With its focus on equipment reliability, performance and efficiency, providing lower cost of vehicle ownership, and offering unparalleled post-sales support, Bendix aims to increase return on investment in advanced systems that will improve safety for drivers, passengers, and all who share the roadway.

For more information about Bendix safety systems, call Bendix at 1-800-AIR-BRAKE or visit www.safertrucks.com/solutions.

ELYRIA, OH... In a pairing of leading-edge highway safety technology with a head-turning new Class 8 truck, Bendix® Wingman® Fusion™ – Bendix's flagship advanced driver assistance system – will come standard on all models of the new Anthem™ from Mack Trucks. Launched in September and highlighted at several trade

shows and media events, the Anthem line includes two sleeper models and a day cab.

Wingman Fusion integrates and advances a proven, road-tested suite of Bendix safety technologies – radar, camera, and the vehicle's brake system – into a comprehensive driver assistance system. Unlike radar-only systems, Fusion combines and cross-checks infor-

mation from multiple sources, enabling it to deliver enhanced rear-end collision mitigation, lane departure warning, overspeed alerts and action, and braking on stationary vehicles. Because it is built on the Bendix® ESP® full-stability program, the system also helps drivers avoid additional crash situations, including rollovers,

loss-of-control, and sideswipe crashes, while prioritizing alerts to help reduce driver distraction. By gathering input through radar, camera, and the vehicle's brakes – working together, and not just in parallel – Bendix® Wingman® Fusion™ creates a highly detailed and accurate data picture using deep, multisystem integration. The system's camera is powered by the

Mobileye System-on-Chip EyeQ processor with state-of-the-art vision algorithms.

The combination of these technologies, along with powerful next-generation computing, creates a system that typically assesses situations faster and reacts earlier, while also reducing to near zero instances of false alerts and false interventions. Bendix Wingman

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Truck Drivers Deserve More!



Left to right: Tractors from the Crete, Shaffer and Hunt fleets - a combined total of over 5,600 power units.



Crete President and COO Tim Aschoff with a Crete driver of 26 years James Nelson. Aschoff went on a recent road trip to talk with the company's drivers at Travel Centers that they frequent.

continued from page 1
management to weather and road conditions, being away from home and mixing it up with 4 wheelers – a driver deals with a lot every single day. Not to mention being responsible for a piece of equipment and a load that is often worth a quarter of a million dollars or more is a huge responsibility. That is why at Crete Carrier we appreciate everything it takes to be a Professional Truck Driver and we

also realize that Crete Carrier's success is a direct result of our driver's efforts and professionalism. This is why we have not only instituted a pay raise, but also offer our drivers a benefit and retirement package second to none in the industry."

Crete Carrier is one of the top 20 largest privately owned carriers in the nation. The company has a fleet of 5,600 power units and 13,000 trailers, operating as three separate entities: Crete Carrier – dry van;

Shaffer Trucking – temperature controlled; and Hunt Transportation – open deck hauling. The company also has 350 owner-operators in the fleet. Established in 1966, Crete Carrier remains family owned and debt free. Crete still embraces "Good Midwestern Family Values" by taking care of all of their employees. Working at Crete is not a stepping stone to a better job, it is a place to start a career and eventually retire.

Crete believes in paying drivers what they are worth. OTR drivers start at 47¢-53¢ per practical mile. The top 50% of the drivers in the over the road fleet earn an average of \$73,000 annually. Crete chooses their freight customers carefully, finding shippers that will work within the Hours of Service guidelines and optimize Crete's shipping lanes. They also look for shippers willing to pay for premium service in order to maintain superior driver

wages. This allows Crete drivers the company is 1/3 of the national minimal deadhead and an abundance of available loads, providing maximum mileage opportunities. All of the employees at Crete are eligible for the company's Gold Standard Benefit Package, which includes health, dental, and vision coverage; life insurance; paid vacation time and a 401K retirement plan. In 2017 the company paid out \$8 million in shared profits, giving each eligible employee about 3.7% of their earned income in shared profits.

The Crete, Shaffer and Hunt Transportation fleets are all proud of their reputation as safe and compliant carriers. The company was 2nd among the Top 25 Truckload Carriers for having below average CSA scores and has been ELD compliant for more than 5 years. They have also received multiple safety awards from the ATA. A further testimony to Crete's treatment of their drivers is the fact that

the company is 1/3 of the national average for driver turnover rates. The company operates late model Cascadia and ProStar tractors, on average 2 years old or newer, which are loaded with driver amenities. Here's a couple of "Crete Stories" from their drivers":

James Lawson, Company Driver, Years at Crete: 12: "I'm out of the Greensboro terminal. I came to Crete to work in October 2004, and before then I was in the military for 21 years. I retired in 1997. During my retirement we had JB, Werner, and Schneider to do their orientation briefing. So I said, "Well listen, I got to start working somewhere so let's go with trucking. So I did. Schneider picked me up, got me trained up and everything else. After being with them for four years, I said well ok I'd like to go somewhere else. So I went with another company. I was with them

continued on page 10



TRUCK DRIVERS DESERVE MORE PAY!

We believe drivers deserve more, and that includes more money! That's why we are increasing our driver pay. OTR drivers start out earning 47¢ to 53¢ per practical mile and the top 50% of our drivers average over \$73,000 annually. In addition, our drivers have more hauling options with dry van, temperature control, or open deck.

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Off The Beaten Path



by Pam Pollock

So This Is Love...

Cinderella found true love whilst dancing at the ball with her Prince Charming – just before the clock struck midnight and she had to make that mad dash down the staircase. She and her Prince even sang about it:

*So this is love, mmm
So this is love
So this is what makes life divine
I'm all aglow, mmm
And now I know (and now I know)
The key to all heaven is mine
My heart has wings, mmm
And I can fly
I'll touch every star in the sky
So this is the miracle
That I've been dreaming of
Mmm, mmm
So this is love*

Songwriters: Mack David / Al Hoffman / Jerry Livingston / David Pack
So This Is Love lyrics © Walt Disney Music Company

It's just a little over 3 weeks before Valentine's Day as I write this column on a cold and snowy Saturday morning. The television and radio commercials are touting they know EXACTLY the way to a woman's heart and you should buy their wares. It's the same thing with those annoying Internet ads that pop up when you are trying to get your Facebook news feed fix.

NEWSFLASH – the key to MY heart is not by purchasing a diamond, or for that matter ANY kind of jewelry. I don't want to be wined and dined (but I wouldn't turn down a Chef Boyardee pizza for dinner) and yeah, a box of Sarris Candies Salted Milk Caramels would warm my soul and make me very happy. Okay, the talk of chocolates made me veer off course let me do a U-turn and get back on track.

Sooooo... how does my guy sweep me off my feet after 35 years of marriage? I'll share the secrets. Are you ready? Lean in real close because I am going to whisper all the juicy details. It's random acts of love and kindness and he does them on a DAILY basis.

He takes the time on snowy mornings to shovel the sidewalk and clean off my car. He used to keep me Slushy Pepsis until I gave up pop over 18 months ago – but I must confess to sneaking root beer in the past couple of months, so now he surprises me with some root beer. He hands me the remote (even though he does roll his eyes) and lets me watch chick flicks. And then he hands me the box of Kleenex so I can wipe my tears.

He does 98% of the cooking and a lot of the household chores. He sends me little heart emoticons in his texts to me. He says, "I love you" before we end our telephone conversations.

His ultimate gift of love? Dressing up in costumes for our grandchildren's birthday parties. I am sure he is not a huge fan of doing this – but you would never know

that fact because once that costume is on, he's the ultimate showman! He's groovin' and movin' and entertaining kids and adults.

He is also a true friend to others. Yeah dude, I've noticed how you maintain your friendships and am there for your friends. It makes my heart happy. You also are always there for your family – fixing things, lending a hand – just being there. I especially love his interaction with the grandkids: giving them horsy rides on his back (and then having to go to the chiropractor), having tea parties, picking raspberries



Oh the things he does for love!

and just sitting and reading and cuddling with them. You've read about our pets over



Steve's the best Wild Thing!

the years – Precious (the cat) will be 16 years old in March and Gunny (our beagle) turned 14 years old this past October. In November we learned from the Vet that Precious has congestive heart failure and just last week we got the crushing news that Gunny is in Stage 4 Kidney Failure. My spouse has taken on the task of being the caretaker for

our pets. When others (cough Me-cough) would have given up and had the animals put to sleep, he has lovingly cared for them and has never given up on them. He administers fluids to Gunny on a daily basis now and cleans up their messes (ok, we all do that) and coaxes them to eat. The cat was given only weeks to live, yet she's

still here and gaining some weight and has some of her old spunk and sass back. Gunny has perked up a little as well.

Yes, all of this is love and what I've been dreaming of and it makes life divine. You're a good man, Charlie Brown and I'm so happy that you're mine. (Insert a heart emoticon here.)



Our boy Gunny.

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PHONE: 724-794-6831 • FAX 724-794-1314
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Western Star Extends Availability of "Wings of Awesomeness" Graphics Package



PORTLAND, OR... Western Star has expanded its 50th anniversary "Wings of Awesomeness" limited edition graphics package into 2018. Customers can now order it for any Western Star truck model, in their choice of paint colors.

Originally available in striking gold and silver to commemorate Western Star's 50th anniversary, the "Wings of Awesomeness" design features a winged pattern that merges classic styling with modern edginess.

"The 50th anniversary gold and silver design marked an important milestone for Western Star. The response from our customers was extremely positive and orders for the limited-edition scheme were fantastic. While we have retired the gold and silver design, we've added hundreds of new paint colors and look forward to seeing what combinations our customers create," said Andy Johnson, brand manager for Western Star. "We're always excited to offer our customers more ways

to customize their trucks to stand out on and off the road. Western Star trucks are custom-built to the specifications of our customers, and the Wings of Awesomeness paint scheme is yet another way to show off their personality." "Wings of Awesomeness" is now available as a premium factory paint option. For more information visit a Western Star dealer or go to WesternStarTrucks.com.

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High Performance Diesels with Bruce Mallinson

Everybody wants to go to California! WHY? Owner-operators tell me the freight pays better out of California. That means you need a truck equipped with EGR, DPF, and DEF, and we know the problems associated with buying a used truck with all the current emissions equipment. What some of you may not know is the engineering staff at Pittsburgh Power have been working on programs and systems for the past several years to keep the emissions systems working like new. The "Dorothy" is

at the heart of the emissions tune up program. Being she eats soot; the intake manifold and combustion chambers of the engine now receive much cleaner gasses from the EGR system.

If you feel that you need a truck that is equipped with all the latest emissions equipment, and are looking for a great used truck, we may have just what you are looking for. Before I tell you about the truck I'm going to tell you what we are going to do to each truck before it pulls its next load.

We will install the Dorothy; she has been responsible for keeping the EGR engines clean in the combustion chambers, the VG turbocharger, and the DPF filter. Think about this, if the soot is not entering back into the combustion chamber, it can't build up on the variable geometry vanes that must move in and out of the turbine housing to change air over volume ratio of the turbine housing. Result, the VG turbo expected life greatly improves.

Emissions tune up: The entire



2012 T660 Kenworth



2014 T660 Kenworth

emissions system is removed, cleaned, sensors disassembled and cleaned in an ultra-sonic cleaner, intake manifold removed and cleaned of soot, and the intake side of the cylinder head is cleaned of soot, the doser valve is cleaned and checked, a forced regen is performed on the diesel particulate filter, and the list goes on, it takes about 12 hours to perform this tune up.

ECM and turbo programming: These engines are 450 horsepower and can be tuned to 650 horsepower along with the turbo mapping to follow the horsepower and torque curve. This is critical for turbocharger life and fuel mileage improvement. You choose the horsepower you desire, we'll make sure the engine produces it along with the correct amount of turbocharger boost. The truck will then be run on the chassis dynamometer, and you will be in the dyno room for the testing.

Being these used trucks have 600,000 miles on the odometer, it's time for a new crankshaft damper and mercury filled engine balancer, this also will be installed.

Oil analysis: Each engine will have the engine oil analyzed and will be discussed with you.

Complete maintenance records will be furnished with each truck.

The trucks we are talking about are dark blue with silver/gray interiors, T660 Kenworths, 2012 and 2014's with the 86" Aero sleeper complete with refrigerators and

APU's, and everything works. The engines are ISX Cummins, 450 horsepower, which we will tune to what you desire, 10 speed manual transmissions with the 2012 trucks and Eaton auto shifts with the 2014 trucks. These are owner-operator spec trucks except for the transmissions. As many of you know I love the 13 or 18 speed trans, and we can always install one in these trucks. The rear gears are 3:55 riding on low pro 24.5 tires. The 2014 trucks are equipped with disc brakes on the steering and drive axles. The 2012 trucks have drum brakes. I have 9 pages of specs for these T-660 KW's and we can fax or e-mail them to you, all you have to do is call our shop at 724-360-4080.

These trucks were well maintained in a shop with a heated floor, that's where I got the idea for our shop, complete wash bay, and the same shop foreman for the past 41 years. These trucks want for nothing, if it needs it, it gets it and they follow a strict maintenance schedule. Most of their loads were light and they are all highway miles. The tires are all in great shape, and this will be one used truck you will be able to go trailer trucking the day you leave our shop. The interior of these trucks has never been dirty, piled up with trash, chains and binders, and all the other stuff that finds its way into trucks. I have known the owner of this fleet since 1981. He runs a first-class operation and he himself is first class. Everything in his life

is spotless, even his driveway.

I don't sell trucks, new or used, I will build you a glider kit, the only reason I'm selling these trucks is I know how well they are cared for. Once we install Dorothy and do the emissions tune ups you should run trouble free for several years with regular maintenance.

Quote of the month: It's all right to hesitate, if you then go ahead!

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

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BTC Raises Starting Pay To 55¢ Per Mile

Memphis, TN... BTC has recently announced starting pay has been raised to 55¢ per mile for flatbed drivers with 2 years recent experience. Plus, the carrier's seniority program allows drivers to boost pay to 60¢ per mile.

"The earning potential at BTC is just one of the great reasons for professional drivers to join us," says

BTC Director of Human Resources Jerry Gowen. "Not only are we paying up to 55¢ per mile starting pay -- which is excellent -- we have generous sign-on, performance and referral bonus programs. It really makes a big difference. Combine that with our orientation perks and you'll want to get started with BTC right now."

Drivers at all experience levels benefit from BTC's generous raise -- from those with as little as three months' experience (a 2¢ per mile raise) to those with two years or more (a 5¢ per mile raise).

For orientation, BTC pays \$1,000 and first-week solo drivers get another \$1,000 the 2nd week. Also for orientation, BTC provides drivers with meals and a rental car for their comfort and convenience (in specific locations). Because BTC knows drivers value their privacy, the company is offering single room options for orientation.

For more information on the new higher pay program at BTC or any of the carrier's flatbed driving opportunities, visit drivebtc.com or call 800-238-6803.

Builders Transportation Co., LLC is a family owned and operated flatbed carrier that operates throughout the United States. The company has high expectations for its drivers and provides numerous opportunities for above average wage earning, an exceptional amount of home time and the latest equipment in the trucking industry.

Understanding Oil Contaminants



By Tom Bock

I have been in the trucking industry since 1973 and if there is one thing I've learned it is to follow the 1-10-100 rule. The 1-10-100 rule states that if you find something wrong and correct it the cost will be 1 unit. If you let it go for someone else to fix or fix later it will cost 10 units and finally if no one takes the time to fix the problem it would be 100 units.

This may sound simple but I can assure you that, if you think back, you will see how this worked for you in the past. Like the time a tire was low on air and you pumped it up not checking to see if any object had punctured the tire. Then, the tire was extremely low 500 miles down the road so you decided to baby it to the next truck stop. The tire shreds and blows out a brake line and you end up on the side of road waiting for the tow truck. I'm sure you can think of other instances where the 1-10-100 rule came into play.

I see many examples of this all too often when oil sample results show minor fuel contamination, indicating a leaking injector, defective fuel pump, or ring issue that is treated with a viscosity enhancer

or frequent oil change. There is a certain amount of contamination that is acceptable but when the fuel decreases the viscosity level one grade it requires investigation and repair. At least people who perform regular oil sample know they have an issue. When oil is changed at a regular interval without sampling you never know that there is something wrong. If you identify the issue and correct it, the cost may be a few hundred dollars. Buying additives to mask the problem adds to the cost and eventually the fuel will degrade the oil and cause damage to the engine that may result in extensive repairs costing thousands of dollars. There is always the possibility that the engine will fail on the road requiring tow, lost load revenue and repairs in the tens of thousands.

The \$25.00 or so you spend for a good quality oil sample is a small price to pay for the engine condition information that allows you to act promptly and eliminate the high dollar breakdowns and repairs. You can't fix what you don't know about.

Here are a few of the issues noted on oil samples that you should be concerned about as they required immediate action: **Fuel dilution** over 5% that affects viscosity to lower by one grade, usually caused by defective injector or fuel pump seals. **High levels of sodium and potassium or glycol** indicates antifreeze is contaminating oil usually through a bad head gasket, internal seal or defective tubing in the oil cooler etc. **High levels**

of lead combined with copper or aluminum indicates excessive bearing wear. Lead alone is usually not critical as it is only the outer layer of bearing which is "doing its job" by wearing in place of iron parts. Once a bearing wears down through the Babbitt material that contains copper and/or aluminum the situation requires inspection and repair. Keep in mind it does not have to be a main or rod bearing it could be a bearing in air compressor etc. **High levels of iron and chromium** usually indicate a cracked or defective ring that is wearing the cylinder walls. You will usually see excessive soot and/or fuel levels as defective rings will cause loss of compression and blow-by.

There are more issues that may require attention but these are the most common. In any case, you should discuss oil sample issues with the lab or experienced analyzer of oil samples before you start spending money on unnecessary repairs.

If you can schedule the time March 22-24, 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. Stop by the OPS booth 68216 with your oil sample to discuss potential issues.

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

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Industry News Briefs

ATA Truck Tonnage Index Increased 2.3% in November - Tonnage Index Up 7.6% from Year Earlier

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index jumped again in November, adding 2.3% in addition to the 3.9% jump during October. In November, the index equaled 151.8 (2000=100), up from 148.4 in October.

Compared with November 2016, the SA index surged 7.6%, which was down from October's 10.5% year-over-year gain, but still very strong. In September, the index increased 6.3% on a year-over-year basis. Year-to-date, compared with the same eleven months in 2016, the index is up 3.5%.

ATA also revised its October monthly increase in the index up to a 3.9% jump from the previously

reported 3.3% gain.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 147.1 in November, which was 3.1% below the previous month (151.8).

"The freight market is really strong," said ATA Chief Economist Bob Costello. "The solid truck tonnage figures over the last four months suggest to me that this holiday spending season might be better than many expected, and the best in several years. The strength in tonnage also shows that other parts of the economy are doing well, too, including business investment, factory output, and even construction."

Trucking serves as a barometer of the U.S. economy, representing 70.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled nearly 10.5 billion tons of freight in 2016. Motor carriers collected \$676.2 billion, or 79.8% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

Kenworth Offers \$1,000 Savings to OOIDA Members on Qualifying New Sleeper Truck Purchases



ATA Hails Arrival of ELD Mandate Effective Date

Arlington, VA... The American Trucking Associations welcomed the effective date of the long-awaited requirement for commercial truck drivers to record their hours of service electronically as a step forward for the industry.

"Electronic logging devices have been legislated, promulgated and litigated - with Congress voting three times in the past five years in favor of this requirement and a federal court rejecting a challenge to the rule. The time has finally come to retire decades-old, burdensome paper logs that consume countless hours and are susceptible to fraud and put the safety of all motorists first. The benefits of this rule exceed the costs by more than \$1 billion, making it a rule the ATA can firmly support and easily adopt," said ATA President and CEO Chris Spear.

A rule requiring the use of an electronic logging device was first proposed in 2007, and was finalized in 2010 - but the rule that went into effect in January is the result of bipartisan congressional action in the 2012 highway bill: MAP-21.

"We firmly believe that America's truck drivers - if they were operating legally within the hours-of-service rules before today - will see tremendous benefits in using an ELD. Whether in reduced crashes, less time spent on paperwork or in fewer errors in their logbooks," Spear said. "The data, as well as our members' experiences, with this technology tells us that ELDs reduce crashes, increase compliance with the hours rules and ultimately benefit our industry and the motoring public."

"With the support of law enforcement groups and trucking industry groups like ATA that are concerned with the welfare of the motoring public, this requirement is now in the rearview mirror and we can turn our attention to other important safety matters surrounding the hours-of-service rules," said ATA Executive Vice President for Advocacy Bill Sullivan. "Having good data from the use of ELDs will make it easier for ATA to make the case for technical corrections to the hours-of-service rules in areas like detention time, split sleeper berth and more. Simply put, with this requirement in place we can now move forward to a safer, better future for our industry."

KIRKLAND, WA... Kenworth and the Owner-Operator Independent Drivers Association (OOIDA) have again teamed up for the 16th consecutive year to provide a \$1,000 savings to OOIDA members on qualifying purchases of new

Kenworth sleeper trucks during 2018.

Featured eligible Kenworth trucks are the Kenworth T680 or T880 with a 52-inch or larger factory-installed sleeper. The program also includes Kenworth T660, T800

and W900 glider kits equipped with 72-inch or 86-inch factory-installed sleepers. Both new stock and special order vehicles qualify. Buyers must show their OOIDA membership card to their Kenworth dealer at time of purchase in 2018. A copy of the bill of sale and warranty, along with the buyer's OOIDA membership number, must be mailed to: OOIDA, P.O. Box 1000, Grain Valley, MO 64029, or faxed to OOIDA at 816-229-0518.

"We appreciate the passion that owner-operators have for The World's Best® trucks and want to provide them with a great opportunity to purchase a premium Kenworth model that is designed to maximize uptime and driver comfort to reduce their total cost of ownership. This program is Kenworth's way of giving back to those OOIDA members who want to purchase an industry-leading Kenworth - the Driver's Truck," said Kurt Swihart, Kenworth marketing director. "In 2017, more than 300 OOIDA members benefited from this very successful, cooperative program."

Limit for a single customer is three qualifying Kenworth trucks per year. Other limitations apply on the Kenworth rebate program. See your Kenworth dealer for more details.

OOIDA is an advocacy group for owner-operators and independent truck drivers and currently has more than 160,000 members. OOIDA's website is at www.ooida.com.

Kenworth is The Driver's Truck. See what drivers are saying at www.kenworth.com/drivers.

Kenworth and the Owner-Operator Independent Drivers Association (OOIDA) have again teamed up for the 16th consecutive year to provide a \$1,000 savings to OOIDA members on qualifying purchases of new Kenworth sleeper trucks during 2018.



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Gregg Softy of Stevens Transport Awarded Kenworth T680 Advantage as Top Military Veteran Rookie Driver



Gregg Softy

WASHINGTON, DC... A highly decorated retired U.S. Army lieutenant colonel was awarded the "Transition Trucking: Driving for Excellence" honor at a ceremony held at the U.S. Chamber of Commerce Foundation in Washington, D.C.

Kenworth presented Stevens Transport driver Gregg Softy with a Kenworth T680 Advantage equipped with a fuel-efficient 455-hp PACCAR MX-13 engine, and a comfortable 76-inch sleeper with the Kenworth Driver Studio package of premium features that combine to create a luxurious, relaxing and comfortable living environment.

The West Point graduate received the Kenworth T680 as part of the U.S. Chamber of Commerce Foundation's Hiring Our Heroes Program, which was conducted in partnership with the FASTPORT Trucking Track Mentoring Program. Wayne Roy, a driver with U.S. Express and U.S. Marine Corps veteran, and Daniel Shonebarger, a driver with Melton Truck Lines and U.S. Navy veteran, were runners-up and presented with \$10,000 checks.

Kurt Swihart, Kenworth marketing director, represented Kenworth in presenting the T680 keys to Softy, a former U.S. Army lieutenant colonel, at a ceremony held by the Foundation in the Hall of Flags at the U.S. Chamber of Commerce

building in Washington, D.C. Shannon DiBari, U.S. Chamber of Commerce chief operating officer; Eric Eversole, Hiring Our Heroes president; Brad Brentley, FASTPORT president; and U.S. Army Col. Samuel Whitehurst, director of Soldier for Life; addressed the event and were on hand to help Swihart present the award and Kenworth T680 Advantage.

Bob Bowden, MHC Kenworth Vice President of Regional Sales, also attended the event. For the past 26 years, Bowden has worked closely with Stevens Transport supporting its business needs. The dealership donated its services to help deliver the Kenworth T680 Advantage to the winner, and Bowden presented Softy with a \$2,500 certificate for accessories for his new Kenworth.

FASTPORT president Brad Bentley said the three veterans-turned truck drivers were determined by tallying scores from a Selection Committee. The three finalists then advanced to an online vote on the Transition Trucking website (www.transitiontrucking.org) website, where people could view a video of each driver and vote their choice for the top military veteran rookie driver.

"I had an opportunity to meet Gregg Softy and the other finalists at GATS (Great American Trucking Show), and every one of them possessed qualities any company would

be fortunate to have," Bentley said. "While all of the finalists demonstrated dependability, hard-working ethics and discipline, Gregg clearly showed himself to be a leader among leaders. Not only were his experiences and recognitions impressive, but also so was how he treated everyone he met with dignity and respect."

Softy served in the U.S. Army in active duty for 28 years after graduating from the U.S. Military Academy at West Point. During his career in the U.S. Army, he served in six overseas deployments – Operation Desert Shield/Desert Storm, Operation Unified Response (Haiti), Operation Iraqi Freedom, Kosovo, Operation Enduring Freedom in Afghanistan and Operation Unified Protector – a NATO operation in Libya.

He received three Bronze Stars, a Legion of Merit, a Defense Meritorious service medal, and a number of other service and combat badges, decorations and medals. His training included command and general staff college, armor officer basic and advanced courses, counterinsurgency training, NATO staff school, and U.S. Army Airborne School training.

After retirement from his distinguished military career, Softy said becoming a truck driver was a logical choice because it fulfilled a lifelong dream and offered new

opportunities. "As a truck driver, I am enjoying this adventure of seeing this beautiful country of ours while having financial success at the same time," he said. Softy said his long military career allowed him to see much of the world and to gain valuable experiences in quickly identifying problems, creating cost-effective solutions that attain organizational goals within the resources avail-

able, executing those solutions and monitoring their results. "I want to apply what I have learned and grow with this industry, and someday run a fleet of trucks in my own company." "There's no better way to show our appreciation for the service Gregg Softy has provided than by giving the Kenworth T680 Advantage to this well-deserving veteran," Swihart said. "We can't wait to see

the results of his continued success. Given everything he achieved in his own brilliant military career, we're confident he will be equally successful with their new endeavor. Gregg will serve as an inspiration to the many other veterans who follow."

Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company.

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Truck Drivers Deserve More!



Crete owns late model tractors, Cascadia and ProStar - 2 years old or newer.

continued from page 3

for five years, but they went out of business. When they went out of business I had no job, so I called up Crete and in two weeks time Crete had me a new job. Alright! Once I came on with Crete, they gave me a pay raise right off the bat, so that was a good thing because that's what I like. They have good pay, the equipment is good. One of the biggest things that I like about Crete is that they got good equipment, they have medical, dental, and those things are important as well. I mean I like that as well. I do get VA benefits; they help me out with the medical costs. They are a

well-known company, everybody always talks about them. Everybody asks me questions about you know what they do and I tell them the truth. With them, you got the 401k, which I don't really participate in but the profit sharing that's good. I like that. I've been with Crete and I've had like three or four driver of the month awards. I also have a million mile award and that's it. Thank you!"

Terri Hall, Company Driver, Years at Crete: 1: "Hello, this is my story on how I became a driver - I've had my CDL for over three years and I just had my one year

anniversary with Crete. Prior to that I was an RN, worked in the ER for 20 years, specializing in trauma. I came out here in 2014 with a spouse to learn to drive and be a team and his gambling addiction was the demise of that plan and our marriage. I had two choices, go back to nursing or learn to drive and that's what I wanted to do and I love it out here, I love the freedom. I can't say enough about Crete as a company, there's no perfect company, but they're pretty close in my opinion. I don't know too many companies that you can come to with little experience

and start out at .46 to .48 cents a mile, there's plenty of freight. I don't do as much sitting as I did with a previous company and I'm amazed at how many other Crete drivers I pass out here in route, I'm talking sometimes 20 trucks a day. I have a great asset manager, Jody Zeggars. Everyone I've ever dealt with on the other end of Crete in the office has always been kind and very professional. I don't know too many companies that give free profit sharing or have Christmas parties for employees and will do their best to get you there. They have a good pet policy; they've allowed my dog to ride with me. It means a lot to me as a driver to have a companion on the truck with me. Their health insurance is great. I never have any problems getting home for home time. They have a passenger program, I'm getting ready to pick up my first passenger, my boyfriend - this is going to be interesting. If you're considering Crete Carrier, they're a great company, you're not going to get any better and welcome aboard and I hope you all have a great day. Thanks."

Crete is currently hiring experienced drivers and recent driving school graduates throughout the US. They require a minimum of 4 months OTR experience or training from an approved driving school. Candidates must be at least 22 years of age, have an acceptable driving record, stable and verifiable work history, a Class A CDL and no alcohol offenses or positive drug screens in the past 5 years. Crete is also presently leasing owner-operators for their fleet. For additional information call 888-837-6520.

Driver Recruitment, Anti-Trafficking Bills Signed into Law

Arlington, VA... American Trucking Associations is hailing two trucking-related bills signed into law. ATA was a strong advocate for both measures.

The Jobs for our Heroes Act streamlines the process by which active-duty military, reservists and veterans apply for their commercial driver's license, and the Combating Human Trafficking on Our Roads Act fights human trafficking by designating an official at the U.S. Department of Transportation to coordinate human trafficking prevention efforts across DOT, among other measures.

"In addition to the major tax reform bill passed last year, these pieces of legislation will have a significant impact, addressing two separate yet very important issues affecting trucking," ATA President and CEO Chris Spear said. "While ATA continues to work on major issues like tax reform, infrastructure and trade, it is important that we secure victories in other areas to continue to advance trucking's agenda."

"Trucking consistently looks for ways to not just honor our brave fighting men and women during their service, but to provide them career opportunities when they

return home," said CRST International Inc. Chairman John Smith, chairman of ATA's Workforce Development Policy Committee. "The Jobs for our Heroes Act not only makes it easier for these men and women to transition to productive careers in trucking, but helps the trucking industry by growing our potential workforce as we work to meet the ever-growing demand for freight transportation."

"The trucking industry is on the front lines in the fight against the crime of human trafficking. By adding these resources to DOT, the federal government will become an even stronger partner with us as we work to raise awareness, train our workforce and combat this crime," said Elisabeth Barna, ATA's chief operating officer and board member of Truckers Against Trafficking.

In June, Spear sent a letter in support of the Jobs for our Heroes Act to the bill's sponsors. ATA also supported passage of The Combating Human Trafficking on Our Roads Act and is a proud partner of Truckers Against Trafficking, a non-profit organization that educates, equips, empowers and mobilizes the trucking industry to fight human trafficking.

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Going from a DDEC III to DDEC IV ECM? Do Yourself A Favor And Verify Your Temperature Sensor Readings

HELP And Oregon Green Light Announce New Partnership

PHOENIX, AZ... The new year started out with some major news for PrePass customers. Under an agreement reached between the Oregon Department of Transportation (ODOT) and HELP Inc., PrePass carriers that operate in Oregon can now allow their transponders to be enrolled in and utilize Oregon's Green Light weigh station bypass system at 21 facilities throughout Oregon. HELP Inc., the non-profit provider of PrePass, and the ODOT Motor Carrier Transportation Division (MCTD), signed a Memorandum of Understanding on December 15, 2017.

PrePass carriers wishing to have their transponders enrolled in the Oregon Green Light Program must first submit a signed waiver of HELP's data privacy policy to PrePass. The waiver is necessary because HELP does not collect or share date and time stamp from weigh station bypass events, nor publish transponder numbers to the Federal Safety and Fitness Electronics Records System (SAFER). However, PrePass devices registered with Green Light will be subject to that program's regulations. The Data Privacy Waiver acknowledges that the user is aware that bypass transaction data may be shared with Green Light.

The waiver form is available on the PrePass website at www.prepass.com, with instructions on how to submit the form. Upon receipt of the signed waiver, HELP will send a letter of authorization to Green Light on the carrier's behalf.

For more information about PrePass, visit <http://www.prepass.com>.

For information on the Oregon Green Light Program, visit <http://www.oregon.gov/ODOT/MCT/Pages/GreenLightProgram.aspx>



When I test and repair DDEC III and DDEC IV ecms I use a specialized testing bench to create a simulated environment. I feed the ECM signals that would normally come from the pressure and temperature sensors on the engine so I can watch the DDEC run as if it were on an engine. It's no secret that there are temperature sensor and pressure sensor differences between the sensor groups used on older Series 60 engines and newer Series 60 engines. A correction factor for each sensor is programmed into the DDEC to correct for the different sensor generations. A very common oversight occurs when DDEC ECMs are replaced and inexperienced or otherwise unaware DDEC programmers configure or uprate that DDEC incorrectly. When Detroit programs are copied from one truck to another sensor

correction factors are also copied from one truck to another.

This sensor-program mismatch can lead to all sorts of issues. One big problem involves the coolant temperature and the engine fan. Running a DDEC with the wrong temperature sensor calibration can cause the engine fan clutch to engage before the engine is fully warmed up causing a loss of performance and fuel mileage or fail to engage when temperatures go too high causing the engine to overheat. I've written about this before but lately I've been seeing more and more DDEC IV to DDEC III compatibility programs not compensating for temperature sensor differences.

When should you worry about this problem? We'll, let's say you have a 1996 Series 60 12.7 GK60. This engine came with a DDEC III



from the factory. If your truck has an ECM controlled fan engagement temperature due to high coolant is 208 degrees Fahrenheit and disengagement temperature is 195 degrees. If you have an ECM failure and get a replacement from Freightliner or Detroit they will set you up with a DDEC IV with a special program calibrated specifically for older GK60 Series 60 sensors, injectors and camshafts. If they screw up and don't compensate for your sensors or you buy a DDEC IV off the internet with the wrong program your DDEC will have the wrong sensor calibration numbers in it. Now it's garbage in garbage out. Any J1708/J1939 based dash gauges will be reading wrong and your ECM controlled fan, timing,

and all engine protection systems are now getting bad information.

Now Imagine you've replaced your DDEC III with a DDEC IV and you're pulling a hill and watching your water temp gauge. The DDEC is reporting 190 degrees to that gauge and the temperature is slowly climbing a degree or two at a time before to the fan engages at 208. Seconds after the fan clutch locks up the temperature shoots to 255. The first time that happens you might think your engine overheated because you weren't paying attention. After a while you might think something is wrong with your engine or your coolant system.

The reality is when your DDEC IV reads the signal from your old DDEC III coolant temp sensor it

reads 200 degrees but if your old DDEC III was reading that same signal it would read 224 degrees. Unless you have an OEM side auxiliary fan switch actual fan clutch engagement temperature is now 233 degrees. When in doubt verify engine temperature by pointing an infrared thermometer right at the sensor. Make sure your DDEC agrees.

Between all the gliders out there running DDEC III sensors and pre-1997 Series 60s running DDEC IVs I can't help but to wonder how many Series 60 engines bit the dust because of this problem.

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



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Pacifico Reflections - Conversational Grenades



by: Mike McGough

It was a large industrial plant with several unions representing different groups of workers in the plant. At times there was subtle competition between the unions over representation, but generally they respected their individual spheres of traditional

representation. However, based on one union shop steward's careless comments, those spheres became blurred, and ultimately one disappeared.

The shop steward was a vocal supporter of his members. He was also an oft outspoken critic of the local president as well as the state, national, and international union leadership. His comments were often caustic, and at times they were also something less than accurate. He had a way of taking a molehill and turning it into a mountain, and he could do it with ease. Nonetheless he had his followers. They seemed to accept as fact his every thought, and they hung on his every word as though it were gospel. In his heart of hearts, he always believed that he

was doing his best to represent the members and support the union's mission and goals. In that belief, he was somewhat short sighted.

An issue related to an international trade agreement became a particularly troubling matter to him. Through some intense research he learned that a few recent union actions and agreements had actually supported the trade deal and in effect weakened the union stance on several critical labor relations issues. He immediately went on the attack. He was relentless in his efforts to expose what he saw as the shortcomings of the current union leadership. His attacks were strong and relentless. He'd speak to a group or an individual any time or any place. Over a

short period of time, he garnered a great deal of attention among the rank and file of the union members in his plant.

As it became clearer and clearer to more and more members that the upper echelons of the union had indeed made some decisions that did not represent the best interests of the members, something unexpected happened. The members in large numbers began to question the union that represented them. Their questions were so serious that one of the other unions in the plant made it known that they would welcome anyone who wanted to change their union membership. As it turned out, the union shop steward had done such a good job of pointing out the errors of his union, that the migration of his members to the other union was all but unanimous. In effect he had destroyed the very organization he thought he was representing.

Devastated by the unintended consequences of his actions, he sought the counsel of one of the other shop stewards in the plant. The older, more experienced steward shared a metaphorical lesson with his less experienced

counterpart.

"Information is power, and some information is so powerful that it's downright explosive. Think of it like a grenade. You had the information about the trade deal, it was explosive to your union, and you held that proverbial grenade in your hand. You felt the need to throw it, and you did. I'm sure what has happened to your union in our plant was not your intention."

The younger steward dropped his head. It was tough to hear what he was being told, but it was spot on and he knew it. "You see," the more experienced steward continued, "the trade deal was the problem and the issue, but you focused on your union's management. You made them the focus and thus the problem. Your local members listened to you, believed you, and reacted accordingly. Your words had explosive power, but the impact of the explosion was here in the plant. I'd suggest that the next time you find yourself with such powerful information in hand, that you be a bit more prudent about how you choose to use it. Think of it like a proverbial grenade. Then ask yourself two

very important questions before you pull the pin. Ask yourself if you know your intended target, and more importantly ask yourself if you can throw it far enough to avoid making yourself or those you represent part of the resulting damages."

Obviously, the right of free speech is a constitutional protection that is a large part of the unshakable bedrock upon which a free society is based. However, that right is best respected and utilized when it's driven by prudent, productive, and effective expression. Such use isn't a guarantee, and in many instances it's not even a requirement. It's instead a matter of personal choice powered by careful forethought, cautious consideration, and thoughtful attention to potential collateral damage and unintended consequences.

In short, respect the right of free speech by thinking before you pull the proverbial pin on conversational grenades!

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Owner-Operator Greg Tucker Supports Breast Cancer Awareness

ATA Commends Congress on Passage of Tax Overhaul



truck and trailer in support of women across America that battle this deadly disease. Greg, who is a flatbed hauler of mostly lumber loads, simply got tired of manual tarping. After seeing LCS – Load Covering Solutions newest model of rolling tarp systems, and one that promotes 9.98% CFD tested wind drag reduction Greg made the call to the owner of 40 years, Brian Petelka.

“Many of our customers are now taking full advantage of promoting their message over the road with the assistance of high resolution digital print advertising,” said Petelka. With the advanced technology of printing on industrial fabrics, Greg decided now was the perfect timing to do something he always dreamed about – supporting Breast Cancer Awareness while lightening the burden of manual tarping. LCS & Company is very proud to have been part of this amazing promotion in support of beating Breast Cancer. Thank-you Greg for your commitment & support of women everywhere!

LCS can be contacted at: 877-790-5665. Email: brianp@loadcovering.com or visit www.loadcovering.com

Arlington, Virginia - The American Trucking Associations applauded Congress for passing major tax reform legislation, which now heads to the President's desk to be signed into law.

“America's economic engine has been ignited,” said ATA President and CEO Chris Spear. “President Trump has said that ‘when trucks are moving, America is growing.’ With his signing of this bill into law, there will be more trucks on our roads, making the deliveries fueled by an expanding economy.”

“Winning doesn't come easy here in Washington and comprehensive tax reform was no exception,” said Spear. “The President, House and Senate are to be commended for putting the American people first. This is the first change to our nation's tax code in over three decades and the most sweeping reforms America has witnessed in over 80 years. The ATA and its members are proud supporters of this bill and welcome the countless benefits it will bring to the United States economy.”

ATA has been actively engaged on tax reform throughout the legislative process. “This bill is a win not just for trucking but for our entire economy,” said ATA Chairman Dave Manning, president of TCW, Inc. in Nashville. “The relief this bill provides will enable companies to invest in their growth, by hiring new employees or purchasing new equipment. That creates an economic stimulus with positive ripple effects that reach far and wide.”



LCS (Load Covering Solutions, Inc.) is proud to have had the privilege to deliver on 12/18/2017 at their Nashville TN install location their Windmaster SMARTLOOKAERODYNAMIC ROLL TOP system.

Greg Tucker, Owner Operator of “Wing And A Prayer Express” from Ocala, Florida chose Breast Cancer Awareness as a great cause he wanted to promote as he drove over the USA Interstates. With no ties to Breast Cancer in his family or close friends, Greg is one of those remarkable individuals that decided to decorate his

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41st Annual U.S. Diesel Truckin' Nationals



year they continued to prove their truck building abilities to a high standard. They had over 10 trucks on display in the pits area that they helped to build. Whether it be tow truck, dump truck, or bobtail you could see the wide variety of their skill set in truck building.

This show seems to continue to get bigger each and every year. Even though there were threats of rain in the early morning, trucks began to roll through the fog at 5 in the morning. The trucks would continue to fill in through the day until after 3 in the afternoon. The truck show field was so packed they began parking trucks in the upper lot of the show. Truckers would compete in the show and shine part on the show in order to have a chance at winning a trophy. They have a wide variety of classes for big rigs with well over 30 classes in total. Racing fans were also in for an action packed day with truckers racing for the "King Of The Hill" prize, which is a \$5,000 prize. The show also has a huge vendor midway which features everything from die cast trucks, chrome, magazines, etc.

U.S. Diesel Trucking Nationals is a must attend show every year so make sure you mark your calendars for the 2018 show. You don't want to miss out on what is a must see event. For any additional info on the show you can call 732-446-7800 or you can visit them online at www.racewaypark.com.

- photo by
Matt Conrad -

by Matt Conrad

The U.S. Diesel Trucking Nationals held their 41st annual

truck show at Raceway Park in Englishtown NJ this past September. This show continues to prove

year after year that it truly is the largest truck show in the country. The diesel big rig portion of this

show was presented in a spectacular way once again by Elizabeth

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All photos by Matt Conrad
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Didja Know - Truckers & Drug Testing



by Roger Clark

Most people in transportation know the four basic reasons of drug testing. The first one all new transport workers experience is the pre-employment drug screen. The second is post-accident. Third is the random test, up to twice per year, and fourth is what's called 'reasonable suspicion'. This is when a supervisor observes erratic behavior or physical signs, and can order the employee to undergo a drug screen.

And then there's this one: While leaving the Portland, Oregon area a few years ago, I saw the weigh station near Cascade Locks was open. Manned as usual by the Oregon State Police, who have a reputation for strict enforcement, I didn't hesitate to stop on the scales. After passing inspection, the officer on duty asked if I'd be interested in taking a 'voluntary drug test' as part of a double-blind

study.

I'd never heard of a drug test administered this way, and was a bit apprehensive, but in the spirit of cooperation agreed to the process. Besides, I've never come even remotely close to failing one of these.

In an administration building not far from the scale, a research team from a nearby university took my urine sample. There were no labels. No names, No identification.

Satisfied with my contribution to... whatever this was... I returned to the truck and resumed my normal driving schedule. I didn't think about it the rest of the day. In fact, I forgot about it completely.

Then two months later, and thousands of miles away, I was leafing through a trucking magazine when I suddenly came upon this very story. The article was detailed and specific, without naming names, but it was unmistakably that scale, that weekend. The findings were, in a word, breathtaking.

Four hundred truckers that weekend voluntarily submitted to the drug testing protocol. Twenty-nine tested positive for illegal substances. Let me repeat that, just for the record. Twenty-nine drivers, or 7% of those surveyed, voluntarily tested positive for illegal substances. And let me

repeat one key word. Voluntarily. If that doesn't prove drugs affect your judgment, then nothing else will!

Drivers under the influence of drugs are easy to spot. They're bald. Or wearing a cap. Or carrying a coat.

It could even be the team driver I saw the other day on Monarch Pass in Colorado, who was wearing an Alaska bush hat, insulated parka, and Bermuda shorts. They talk a lot, or not at all. They are older than some, younger than most, and--according to the Minnesota Highway Patrol--look like Saddam Hussein, when he was captured by American forces. (Thanks to OOIDA, that image was ruled unconstitutional).

The truth is, drug abusers are almost impossible to identify, because they all look like the rest of us.

Most work like the rest of us. Some even vote like rest of us, (which may explain some recent political outcomes), and a few are even in denial. (Like so many of us).

Only one thing is certain: If Mothers Against Drunk Drivers hears about this, they're gonna get really MADD. Voluntarily!

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Bendix Tech Tips: Don't Fall For Brake Maintenance Myths

ELYRIA, OH... In servicing commercial vehicle wheel-ends, fleets and operators sometimes rely on industry practices that are accepted, trusted – and may no longer be valid.

This installment of the Bendix Tech Tips series from Bendix Commercial Vehicle Systems LLC and Bendix Spicer Foundation Brake LLC (BSFB) addresses common misconceptions, offering the facts behind each to help industry professionals make sound decisions for wheel-end maintenance.

Bendix outlines five of the most common misconceptions.

MYTH: Air Disc Brakes Need to Be Inspected Only Once Yearly

Fact: Air disc brakes (ADB) should be inspected at every preventive maintenance (PM) inspection.

One of the key inspections for air disc brakes is a visual check of caliper movement to ensure that it slides freely, according to Kevin Pfof, BSFB product specialist and longtime master technician. Visual inspection of the rotor is also key. Look for rotor surface cracks (due to heat stress) that exceed allowable limits. To get the best view of the rotor from outside to inside, use an inspection mirror.

Use the mirror to check pad wear as well. Minimum allowable friction material thickness is 2 mm. For a better view, use a Wi-Fi borescope camera, found at many retail outlets, including home supply stores.

Also during inspection, check the mounting hardware of calipers and air chambers – loose mounting bolts mean an out-of-service (OOS) brake. Make sure the guide pin covers are not missing, and ensure proper running clearances between the rotor and pads.

MYTH: Adjust Slacks at Every Inspection

Fact: For fleets and drivers

operating vehicles equipped with automatic slack adjusters (ASAs), do not manually adjust the ASA if the brake is beyond the stroke limit.

Some technicians servicing drum brakes will adjust ASAs at every PM inspection. Properly installed, operating, and lubricated automatic slack adjusters should never need adjusting after the initial setup – aside from during brake relining. Therefore, Bendix emphasizes that an out-of-adjustment ASA should never simply be manually adjusted to bring it back into adjustment.

Wheel-ends beyond the maximum allowable brake stroke are considered out of adjustment, and drivers can incur fines if 25 percent of a truck's wheel-ends are out of adjustment. Many factors can cause an ASA to be out of adjustment – including improper lubrication of the slack adjuster, cam tube, and clevis pins; or excessive wear of the cam head, bushings, and rollers – but it is likely that none of these will be remedied with a manual adjustment.

Simple maintenance, such as greasing the slack to proper purge, can keep the ASA working smoothly and in proper adjustment and operation.

Noting how crucial correct brake stroke is to braking performance and safe vehicle operation, Bendix advises measuring the chamber stroke on each wheel-end at every maintenance inspection. Do this by checking the distance from the chamber to the large clevis pin with the brakes released, and again after a full brake application. The difference between the two measurements is the chamber stroke. The maximum allowable stroke under CVSA guidelines is based on the chamber size and type.

To check the free stroke of the brake, refer to the manufacturer's

service data sheet. Pull the actuator pushrod to confirm that approximately one-half inch of pushrod-free stroke exists. The measurement of free stroke is an indication of shoe to drum gap on the brake. This is an indication of how the brake is maintaining adjustment.

MYTH: More Aggressive Drum Brake Friction Will Last Longer

Fact: It's possible that drum brake friction meant for a higher gross axle weight rating than your vehicle's may last longer, but it will also likely cause more drum wear and shorter drum life. And because it may provide more torque output, it could lead to problems with brake imbalance.

Bendix advises spec'ing drum brake friction in line with your gross axle weight rating. There may be instances when a different friction is called for, but normally you should use the same rating as the axle.

MYTH: Unless You Hear a Leak, There's No Need to Inspect Brake Chambers

Fact: You should inspect your brake chambers at every PM inspection. Making sure your chambers are working properly is essential to the safe operation of your braking system. Frequent and more thorough inspections are required.

In addition to listening for air leaks around the chamber, check for missing parts such as dust plugs, clevis, and clevis pins; look for obvious damage to the chamber, such as dents, corrosion, and bent pushrods; and check to make sure the chamber mounting is not loose.

MYTH: All Brake Shoes Today Meet RSD Requirements

Fact: Not all brake shoes meet federal Reduced Stopping Distance (RSD) regulations.

The aftermarket provides many friction options for both air disc

and drums. Not all replacement friction marketed as acceptable, however, will meet FMVSS-121 requirements defined at the time of a vehicle's manufacture. This could therefore impact performance, including stopping distance and parking capability.

When relining brakes on vehicles affected by federal stopping

distance regulations, ask suppliers for evidence of compliance.

However, the best way to maintain FMVSS-121 compliance is to maintain the original OEM performance to which it was tested. To maintain OEM performance, Bendix recommends that fleets and owner-operators replace friction with like-for-like components

to maintain the original manufacturer's braking performance levels – contributing to safer roads and reducing the risk of liability. Fleets may put themselves at risk if they choose a lower performing aftermarket friction that negatively impacts a vehicle's braking performance or stopping distance.



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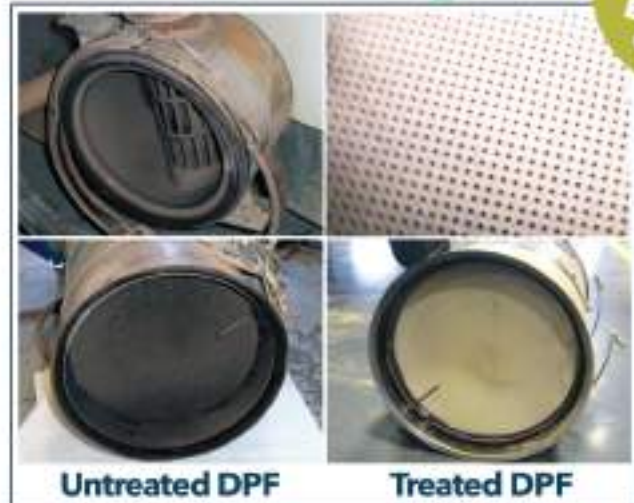
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Wreaths Across America Depended On Freightliner Trucks To Help Harvest And Deliver Wreaths In Honor Of Veterans



ers and two Freightliner 114SDs to haul the balsam out of the woods. The company is on track to produce 1.6 million wreaths this year to honor veterans.

Every year, truck drivers and fleet owners volunteer their time and vehicles to deliver wreaths from Worcester's facility in Maine to Arlington National Cemetery and other final resting places for veterans. One of those volunteers is Joey Slaughter, owner of Blue Ridge Transport and a Freightliner Team Run Smart Pro. He has been participating in Wreaths Across America since 2014, and this year he made the trip to Arlington in a new Freightliner Cascadia®.

"It's humbling and is an honor to be able to deliver these wreaths to Arlington National Cemetery. There are so many heroes buried here," said Slaughter. "As a veteran myself, I think it's up to us to lead the charge and support this type of work as best as we can. The older generations have carried the torch before us, both in war and in honoring veterans, and I'm glad it's my generation's turn to step up and do its part."

Sherri Garner Brumbaugh, president and CEO of Garner Trucking Inc. and vice chairman of the American Trucking Association (ATA), has donated the use of patriotic, custom-painted Freightliner trucks and their drivers to volunteer with Wreaths Across America for five years. This year, her Driver of the Year made the trip from Maine to Arlington National Cemetery, and last year's winner delivered wreaths at veteran grave sites in their hometown of Findlay, Ohio. Brumbaugh's son organized the Findlay Wreaths Across America remembrance as his Eagle Scout Service Project.

"Bringing it into our community, you see that it's so much more than just placing wreaths," said Brumbaugh. "Parents talk to their kids about why we should honor and respect our veterans and the freedoms they've afforded us. It raises awareness and bestows appreciation."

Every year, Wreaths Across America volunteers make the trip from Harrington, Maine, to Arlington National Cemetery on the second or third Saturday of December. Along the way, they make stops at schools, monuments, and veterans' homes to remind people to remember, honor, and teach. Some people refer to this trip as the world's largest veterans' parade, and this year they made 26 stops along the way.

"These wreaths would not get across the country if it were not for the trucking industry. There's no other industry that could make it happen," said Brumbaugh. "To be part of something bigger than you is a great feeling. And to think, it's only made possible by a very giving wreath-making company."

For more information, visit www.Freightliner.com.

Joey Slaughter, owner of Blue Ridge Transport made the trip to Arlington in a new Freightliner Cascadia®.



Joey Slaughter, owner of Blue Ridge Transport

Morrill Worcester has been in the wreath business for 47 years at Worcester Wreath Company of Harrington, Maine. But he's better known as the man behind Wreaths Across America, a nonprofit organization dedicated to remembering and honoring veterans.

In 1992, Worcester donated remembrance wreaths to be placed on the graves of veterans at Arlington National Cemetery in Washington, D.C. as a way to honor heroes during the holidays. Little did he imagine that 25 years later, the program would have expanded worldwide with an estimated 1.5 million volunteers arranging wreath-laying ceremonies in their hometowns.

"It's so incredible, you have to pinch yourself," said Worcester, founder of Wreaths Across America. "It started with four people, eight VFW members and 5,000 wreaths at Arlington National Cemetery. Today, we have 1,410 participating cemeteries in all 50 states and beyond."

Worcester Wreath Company owns 22,000 acres of land, with about 7,000 acres in production for balsam. Rather than cut down trees, the tips are harvested every three years to be made into wreaths and adorned with big red bows. Worcester's team consists of 650 harvesters including 130 tip pick-



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HOUSTON, TX... Gorilla Safety, provider of an innovative, proprietary and patented software solution that fully automates all aspects of fleet and safety management, announced a special offer to help those fleets not yet compliant with the recent Federal Motor Carrier Safety Administration (FMCSA) Electronic Logging Devices (ELD) mandate, which calls for all motor carriers and commercial drivers to have an installed ELD in every truck.

Gorilla Safety is offering free hardware to fleets entering into a two-year agreement for any of its **Fleet Management software packages** by January 31, 2018.

For as low as \$12.00 per truck, per month, **Gorilla Safety** will afford owner operators and fleets access to advanced and efficient systems that meet the FMCSA ELD-mandate requirements. Owner operators as well as independent contractors can benefit from this package as it includes Gorilla Safety's user-friendly dashboard feature along with logs, driver files, vehicle files, and key alerts. It also includes GPS tracking and daily logs for drivers with storage capability of up to six months online.

Now that the ELD mandate deadline has passed, fleets are already receiving warnings, and in some cases even citations, for not having an ELD installed. Gorilla Safety is making it simple for fleets to become compliant fast. Overnight shipping is also offered for a nominal charge to expedite delivery and compliance.

Gorilla Safety's **Flex AOBRD** product was in extremely high

demand in the several months leading up to the December 18, 2017 FMCSA deadline for ELD compliance. With the formal mandate deadline now passed, the grace period provided by both the FMCSA and Commercial Vehicle Safety Alliance (CVSA) is seeing an increasingly growing number of fleets still searching for an ELD that includes the hardware in the costs. The integrated offering Gorilla Safety brings to the marketplace makes it easy and seamless for fleets to quickly become compliant.

To take advantage of this offer, please call 844-636-1360 or visit www.gorillasafety.com.

"We recognize the importance of compliance and in an effort to continue to provide the best solution at an affordable price, we are making our award-winning ELD product available to fleets of varying sizes who commit to our basic two-year software agreement. There are so many ELDs on the market today, each featuring different functionality, which can make it challenging for fleets to know exactly which is best for meeting their individual needs. At Gorilla Safety, we want to provide the right solution to the right fleet, and can help fleets figure this out. Keeping this in mind, it was important for us to include the most requested features at the best possible price to help fleets get on board and stay compliant," stated Mark Walton, co-founder and chief executive officer at Gorilla Safety.

"We have been carefully listening to the market, and continually heard fleets state -- loud and clear -- that they want an affordable, easy-to-use solution that ensures

their drivers are compliant. They also want the opportunity to take advantage of some of the most advanced features available today, such as slip seating, split sleeper berth and even a Spanish version ELD. Gorilla Safety brings its users all of that and much more. This new promotion makes it that much easier to be properly armed with the right ELD tools," added Tommy Johnson, Gorilla Safety's co-founder and president.

Launched at the onset of 2016 and founded in 2013 by two seasoned insurance industry professionals, Houston-based Gorilla Safety provides the transportation industry with a patented, affordable cloud-based software solution that automates every aspect of fleet and safety management. Gorilla Safety brings to the marketplace the first and only easy-to-use mobile app that fully integrates all the capabilities necessary for safely and efficiently managing large short-haul and long-haul vehicle fleets. The Company's state-of-the-art solution is helping fleets more quickly and easily adapt to mandated Electronic Logging Device (ELD) regulatory requirements.

The Gorilla Safety app boasts many features that allow users to better manage their business, improve productivity, increase profitability and lower insurance claims and premiums - all done quickly and simply from the palm of their hands. For more information, visit www.gorillasafety.com, go to the Gorilla Safety Facebook page or follow the Company on Twitter @Gorilla_Safety and LinkedIn.

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The Circuit Rider



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

Let Your Good Works, Which Reflect God's Presence, Be Seen

In the beginning, God said, "Let there be light" and there was light. From that day until this day, we have had to have light. Light gives us life.

You can take vegetation and put it in darkness and it doesn't grow well. A tiny ray of light can come through a crevice and vegetation will take to itself new life.

We think of the light of a sunbeam or a moonbeam - you can't hold it in your hand; nevertheless, there's a tremendous lesson to be learned. If we walk in the light as He is in the light, we have fellowship one with another and the blood of Jesus Christ, God's Son, cleanses us from all sin.

Jesus said, "If any man follows me, he shall now walk in darkness but he shall have the light of life." They we think of another thing, it is possible for you to be a light to dispel the darkness in the life of someone else. This is supported by the thought, "Let your light so shine before men, that they may see your good works and glorify your Father, which is in Heaven." This particular light we are talking about, we are told we do not have to work it up, and we do not have to turn it on, it is in the process of "letting" just being natural.

The man who is following the Lord and Saviour Jesus Christ does not have to have himself keyed up all the time. He just relaxes and lets the Lord live through him and as the Lord lives through him, his light shines.

OOIDA Mourns Loss Of Jim Johnston, President, CEO

continued from page 1
us all to do," added Spencer. "He loved every minute he spent as a trucker, but when circumstances required it in the '70s he stepped down from behind the wheel to give a badly needed voice to truckers, the real truckers that move America. Every driver today is better off because of that decision he made years ago."

A memorial page has been set up for sharing condolences and messages to friends and family.

A celebration of life that will be

open to the public will be arranged and announced at a later date.

The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

Government Announces Reduced UCR Fees for Interstate Carriers

The federal government has announced reduced annual fees for commercial carriers required by law to participate in the Unified Carrier Registration Plan (UCR). The Federal Motor Carrier Safety Administration (FMCSA), which has oversight of UCR, published the final rulemaking. The new fees go into effect immediately.

The UCR Act, established in 2005, requires motor carriers involved in interstate commerce, and other businesses subject to The Act, to submit annual fees based on fleet size to supplement funding for state highway motor carrier registration and safety programs.

The fee reduction for 2018, totaling about 9%, was based on a recommendation from the UCR Board of Directors following several years of higher than expected collections.

The Indiana Department of Revenue, operates the national UCR online registration system on behalf of the UCR Board of Directors. The Indiana site, which carriers based in any state may use to register, is here: www.ucr.in.gov. Several other states maintain their own UCR systems; at least some of these may require a few days before they accept 2018 registrations.

State enforcement of the UCR registration requirements commonly begins January 1. Since the 2018 registration has had to be delayed several months, however, the UCR Board is requesting states not to enforce until 90 days after the fees go into effect; that is, not until April 5, 2018. The Commercial Vehicle Safety Alliance, the association of motor carrier enforcement agencies, has adopted this position.

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Boyd Bros. Joins Wreaths Across America To Honor Fallen Soldiers



Clayton, AL... This past December, two of Boyd Bros. Transportation's drivers volunteered to deliver wreaths to veterans' cemeteries as part of this year's "Wreaths Across America™ Day." The annual event, which always takes place on the second or third Saturday of December, relies heavily on generous volunteers, various organizations and the hard work of the trucking industry to honor the nation's fallen soldiers and teach the value of freedom.

Boyd Bros. and the Daseke family of companies are committed to supporting veterans. Participating in Wreaths Across America is just one of the many ways Daseke honor veterans for their service. The two drivers from Boyd Bros. who were asked

to participate this year both have significant connections to the military.

Larry Singleton spent more than 20 years in the army before becoming a professional driver. He delivered wreaths to Fort Mitchell in Alabama.

"It was the greatest honor to be able to join Wreaths Across America" said Singleton, who is from Summit, Miss. "I'm a veteran. These are my fallen brothers. In the army, you don't leave anyone behind. This is my duty and I owe it to them to honor them this way."

Steve Greene, a Boyd Bros. driver based out of Atlanta, Ga., also participated this year. His truck carried 420 wreaths from Maine all the way to Arlington National Cemetery.

"My father was in the navy for several years and my sisters have also spent time in the military," said Greene. "We lost my dad a year ago and this is something I was able to do to honor him and his service to our country. It's a privilege to be asked to do this."

2017's theme for the events was "I'm an American. Yes, I am." It was inspired by a song written by Rick Charette. The wreath-laying ceremonies on December 16 were held at Arlington National Cemetery and over 1,200 additional locations in all 50 states, at sea, and even some abroad. To find out more about Wreaths Across America, please visit www.wreathscrossamerica.org.

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Richard S.

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Doug H.

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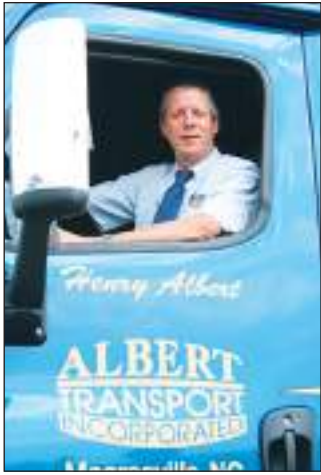
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BERM NOTES



by Henry Albert

IT'S CALLED GOOD MORNING

Mornings at a travel center or convenience store can be an interesting place. Having grown up in a more rural setting it was customary to say hello to nearly everyone you passed. The practice of greeting one another transferred to the driving of your vehicle. When passing another motorist, a friendly wave was typically displayed.

It appears to me this practice dissipates as the population grows. I remember many years ago having a friend of mine from the city riding



with me in my pickup in my home town area. They quickly noticed that everyone waved at each other as the vehicles passed. My passenger asked me if I knew all of these people and I said no the practice of waving is customary.

The custom of acknowledging one another in some form or fashion extended to most encounters with another person. One of the common places to greet one another was by the coffee pot at the local convenience store. Most of the time it was a simple "Hello, how are you today?"

Over the years I noticed that when I say "Hello, how are you today?" in the more heavily populated urban areas I often get a funny look when I greet my fellow human. My greeting is often met with an odd look. The look seems to indicate, why are you asking me how I am, you don't know me.

Just the other day at a travel center I bumped into another driver at the coffee pot area and greeted him with "Hello, how are you this morning?". He responded with "Good Morning, I am just fine, how are you?" Next, he said to me, he hasn't had anyone greet him like this since he lived in a small town in Central America. This encounter turned into a short conversation about how he ended up in the United States. It was fascinating hearing the stories of the civil war which was taking place in his native country. I would not have ever guessed this individual was not a natural born United States citizen as his English was perfect and lacked any hint of a foreign accent.

As we traded stories of our small town growing up I found out he now lives about one hundred miles from where I grew up. We exchanged

pleasantries for about ten minutes and parted ways with a good by and nice to meet you.

The point of this story is how a simple "Hello, how are you this morning?" grew into a very enjoyable way to start the day. Next time you come across your fellow human say "Hello" as it might just enrich your day.

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

April 13-14 - Marmon Truck Gathering - KCM Enterprises Yard, 4574 Sam Rayburn Hwy. (Hwy 121) Anna, TX 75409. Marmon Parts Swap Meet, Raffle, Cook out. For more info and registration, call 469-667-7158 or email: kcmmarmon@earthlink.net

April 21 - 15th Annual Wheat State Antique Truck Show - Newell's Truck Stop, I-35/US 50 Exit 31, Newton, KS. Trucks of any sort and cars, tractors as well. For more info, contact Scott at 316-288-3443 or email dmarkshiffelt@gmail.com Website: www.athskansas.org
April 27-29 - 20th Annual 75 Chrome Shop Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 13, 2018 - Mother's Day Truck Convoy - Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-263-4880

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

May 31-June 2, 2018 - AHS National Convention - Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit www.ahs.org
June 2 - 5th Annual Shine & Smoke Big Rig Show and Shine and Drag Races - Island Dragway, Great Meadows, NJ. For more info phone 570-807-8671 or email: SuperShowRigs@yahoo.com

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

Presented By: AHS Ohio Chapters Proceeds to: Ashland Food Bank & Shriner's Transportation Fund. Contact: Bill Peters wep515@gmail.com 330-682-1707 www.ohvintk-jam.com

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

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

July 20-21 - Expedite Expo - Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

July 21 - Class 8 On The Lake - Indian Creek Campgrounds, Geneva-On-The-Lake, Ohio. For info call 440-337-1871.

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

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

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

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

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

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

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

October 28-31, 2019 - North American Commercial Vehicle Show (NACVS) - Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com/out.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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Tennessee Judge Approves \$20 Million Punitive Damage Jury Verdict Against Navistar

JACKSON, TN... In a follow-up to the August 10, 2017 Tennessee jury's \$30.8 million verdict on behalf of a Tennessee-based trucking company defrauded by Navistar Inc. in the sale of tractor-trailers powered by the discontinued Maxxforce engine, a Tennessee judge has denied Navistar's attempt to have him disapprove and vacate the jury's verdict on both actual damages and punitive damages.

On December 1, Judge Roy Morgan of the 26th Judicial Court located in Jackson, Tennessee, considered multiple motions by Navistar challenging the verdict awarded to Milan Logistics Supply Chain.

The Judge specifically approved the punitive damages award and amount. Judge Morgan stated that testimony and conduct of Navistar was "somewhat shocking", "reprehensible" and "egregious".

The Judge stated that the proof showed that Navistar knew before launching the trucks that they had issues with the Maxxforce engine but "took a course of action not to disclose and claimed it was just normal business practice."

At the August trial, Jack Allen the former Chief Operating Officer of Navistar, stated that it was just "normal practice of business" not to disclose to customers considering a purchase when a company like

Navistar knows its products have known defects, have serious issues with regard to pre-launch testing and are being launched with the product validation incomplete.

This testimony was cited by Milan's lead trial attorney, Clay Miller of the Dallas law firm Miller Weisbrod, as one of the multitude of reasons the punitive damage verdict should be approved.

In addition to approving the punitive damage verdict, Judge Morgan added \$1.337 million of attorneys' fees to the award since the jury found Navistar's fraudulent conduct violated the Tennessee Consumer Protection Act.

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Working Show Truck Of The Month



his fabrication expertise, and Eric Leighton, from NH-based S and N Truck & Equipment Repair, for keeping the wheels turning! Lastly, Tom wanted to thank everyone at Berube's Truck Accessories, in Bow, NH, for taking care of his chrome & accessory needs. Tom Anzalone certainly takes a great deal of pride in both his equipment and his job, and Movin' Out salutes his efforts by making him our February Working Show Truck of the Month!

By Robert Conrad

The old saying is that "Chrome don't get you home", but it sure makes you look good rolling down the road trying to get there! Tom Anzalone, who owns and operates Massachusetts based Anzalone Transport, Inc., certainly has a bit of a chrome addiction and the result is his decked out 2007 Peterbilt & 2015 MAC frameless dump combo.

Tom's truck is dressed to impress for all of his local and long distance deliveries! The truck is custom from front to back and Tom turns heads wherever he goes.

His polished Peterbilt features a flip up front bumper, courtesy of 12 Gauge Customs out of Guelph, Ontario, Canada. The custom front and rear fenders are from Talladega Fiberglass and give his truck that hot rod look. He's also added a custom rear fiberglass frame cover and a rear tail light bar, both built and installed by Talladega Fiberglass out of Lincoln, Alabama. An 8" Dynaflex exhaust system lets Tom "roll some coal" when he wants to, from the 550 HP C-15 CAT engine - that's paired up with a set of 3:36 gears and an 18 speed transmission to pull those hills.

The truck's interior has been fully customized to match the exterior, and features many polished pieces, a custom shifter, and a wooden steering wheel. Tom has also "shaved" the air horns from the roof, and added extra roof lights and a drop visor. The MAC dump trailer is polished to a mirror shine and features a remote controlled Shurko tarp system. He's been trucking for many years and says this is definitely his dream truck.

Tom wanted to thank friends Jason Tello & Tony Scibilia for the paintwork on the truck. He also credits Evan Boudreau for



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