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"THE JOURNAL OF THE TRUCKING INDUSTRY"

1st Annual Gear Jammer Magazine Truck Show



Gear Jammer Magazine hosted their very successful 1st Annual Truck Show in July 2018. Turn to pages 14 and 15 for story and photos from the show. - Photo by Matt Conrad -

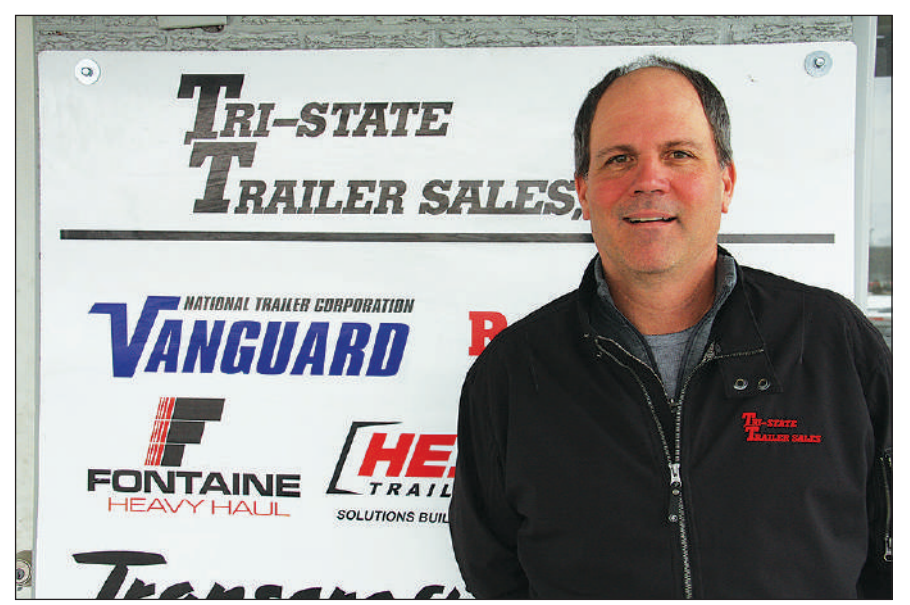
Quinton Ward of Werner Enterprises Awarded Kenworth T680 Advantage as Top Military Veteran Rookie Driver



From left are Quinton Ward, Werner Enterprises; Christopher Young (Army active duty and now Army reservist); Summar Hanks of US Xpress (Air Force and Air National Guard veteran); Mordaunt "Platt" Brabner / U.S. Marines and U.S. Navy; Brad Bentley, FASTPORT president; Eric Eversole, U.S. Chamber of Commerce vice president and Hiring Our Heroes president; and Kurt Swihart, Kenworth marketing director.

WASHINGTON, DC... As part of the U.S. Chamber of Commerce's Hiring Our Heroes Program, a former U.S. Army mechanic, instructor and career counselor was selected as the "Transition Trucking: Driving for Excellence" top military veteran rookie driver during a ceremony at the U.S. Chamber of Commerce Foundation in Washington, D.C. Winning driver Quinton Ward of Werner Enterprises received a fully-loaded Kenworth T680 Advantage, equipped with a fuel-efficient PACCAR MX-13 engine and top of the line 76-inch sleeper, from Kenworth Truck Company. Ward comes from a family of military veterans and joined the Army after graduating from high school. He received the Kenworth T680 as part of the U.S. Chamber of Commerce continued on page 5

Patrick Smrek Receives Promotion At Tri-State Trailer Sales, Inc.



Patrick Smrek

By Steve Pollock HUBBARD, OH... Patrick Smrek, Sales Manager for Tri-State Trailer Sales, Inc.'s Hubbard, Ohio branch was recently promoted to Director of Used Trailers for the company. Pat's new responsibilities will be to focus on developing relationships with fleets throughout Ohio, Pennsylvania and the surrounding states. His new position will require traveling throughout Tri-State's sales and service areas, purchasing used trailers of all types from area fleets for resale in Tri-State Trailer's extensive used trailer inventory. Additionally, Pat will attend equipment auctions to acquire used trailers as well as making sales calls with Tri-State Trailer's sales professionals. Pat states, "I like working for a family owned company that is recognized as one of the premier trailer dealers in the industry. I appreciate the tutelage that both Frank and Joe Mancino provided me with when I joined the company and the trucking industry." Kenny McCracken, former Leasing Coordinator at Tri-State Trailer's Pittsburgh branch has taken over Pat's sales territory, which consists of Northeast Ohio and Northwest Pennsylvania. Pat is a 1991 graduate of continued on page 12

TCA Names Laurie Clifford And Craig Sutherland Highway Angels For Their Willingness To Assist Motorists



Laurie Clifford



Craig Sutherland

Alexandria, VA... Professional truck drivers Laurie Clifford of Prescott, Ontario and Craig Sutherland of Bracebridge, Ontario with Bison Transport of Winnipeg, Manitoba, has been named Highway Angels by the Truckload Carriers Association (TCA). The team is being recognized for assisting numerous motorists after a crash and comforting an elderly woman in her final moments.

On August 22, Clifford and Sutherland were traveling westbound on Highway 17 in Ontario, Canada. Sutherland was leading with Clifford behind him, and the two were talking on the radio about the run ahead. Just then, they noticed a motorist a few cars ahead of them swerve into oncoming traffic, going approximately 60 miles an hour, hitting a minivan head on. Debris flying down both sides of the freeway.

Sutherland began yelling, "Crash in front of me! Crash in front of me!" and the driver team quickly sprung into action. Hastily, Sutherland went to the vehicle that had been traveling westbound in front of them and opened the passenger door but the female motorist was trapped. Sutherland did his best to keep her calm and alert. The injured female told him that she had been reaching for a

water bottle on the floorboard when she realized she was swerving and that she pulled the steering wheel quickly trying to correct the car back into her lane, but she said she pulled too hard and the next thing she knew she was in the wrong lane.

Meanwhile, Clifford quickly ran to assist the occupants in the eastbound vehicle; three passengers were inside the car which had fallen down a steep incline. Despite the treacherous climb, Clifford managed to help the driver and front passenger out and to a safe spot. He then maneuvered back to retrieve an elderly woman who was in the backseat. Her injuries were more serious than the others, but she was able to sit on the side of the road and talk with Clifford. A passing motorist rushed to the group of motorists with a comforter and helped to lay the elderly woman down. At this point there were now two other people holding her up, kneeling down behind her.

It took nearly an hour for the police and emergency personnel to arrive on the scene, with the ambulance arriving 20 minutes later. Sadly, once paramedics arrived, the injured elderly woman was passing away but with Clifford by her side. The crew laid her down and attempted CPR, but it was too late.

"It was really hard on me, for quite some time," recalled Clifford. "I go by that same spot every week and can still see that lady laying there. It was terrible. I've been driving for over 50 years and have seen a lot. You try to do what you can do, and that just comes naturally. But afterward... that's when it hits you, what did I just do?"

Sutherland stayed with the other injured motorist until emergency personnel could cut her loose from the car. "That day it didn't work out for everyone, but thankfully we were there to help the others and comfort the woman who passed so she wasn't scared or alone," he said.

The Bison Transport drivers were on the scene for eight hours that day.

For their willingness to assist, TCA has presented both Clifford and Sutherland a certificate, patch, lapel pin, and truck decals. Bison Transport also received a certificate acknowledging their drivers as Highway Angels.

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

ATA Truck Tonnage Index Rose 0.4% in November - Tonnage Index 7.6% Higher than November 2017

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.4% in November to 118.9 from October's level of 118.4.

"The fact that tonnage rose in November after a strong October is impressive. It was likely due to some continued pull forward of shipments from China due to the threat of higher tariffs, as well as solid retail sales last month," said ATA Chief Economist Bob Costello. "With continued strength in November, tonnage growth is on pace to be the best year since 1998."

October's change over the previous month was revised down to +5% (+6.3% was originally reported in our press release on November 20).

Compared with November 2017, the SA index increased 7.6%, down slightly from October's 8.1% year-over-year increase. Year-to-date, compared with the same period last year, tonnage increased 7.2%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 119 in November, which was 3.1% below the previous month (122.8). In calculating the index, 100 represents 2015.

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“Everyday Heroes” Kenworth T680 Will Once Again Be Auctioned Off to Support Truckers Against Trafficking



TOLLESON, AZ... In an effort to further educate and fund efforts against human trafficking, Inland Kenworth has once again put together a special “Everyday Heroes” Kenworth T680 with a very distinctive paint scheme and signage. The Kenworth T680 Everyday Heroes truck will make its first public appearance at TAT’s Everyday Heroes Truck press conference on January 15 at the National Mall in Washington, D.C. From there, the truck will be displayed at the TMC 2019 Annual Meeting in Atlanta (March 18-21), Mid-America Trucking Show in Louisville (March 28-30), and finally at Richie Bros., which will host the auction of the TAT Kenworth T680 in Phoenix on May 17.

Proceeds from the sale of the Kenworth T680, which has

a retail value of \$162,000, will go directly to TAT – a 501(c)3 non-profit devoted to stopping human trafficking by educating, mobilizing, and empowering the nation’s truck drivers and rest stop employees. The special Kenworth T680 is fully loaded with a 76-inch sleeper, 485-hp PACCAR MX-13 engine, and PACCAR 12-speed automated transmission.

Don Blake, who serves as new truck sales manager at Inland Kenworth – Phoenix, is again spearheading the effort. Blake said he’s been touched by the industry support for the Everyday Heroes Truck. “This started out as an idea in 2017 that got rolling, and it was a great success. Now, the sponsors we’ve worked with again are so supportive. It shows our industry’s true colors to pull together to raise money for

a great cause,” Blake said. “I’m especially appreciative to Kenworth. When I reached out to see if they would be a sponsor again, they were more than happy to help. Kenworth has been great to work with, and in 2019, the T680 will have its own booth at TMC and the Mid-America Trucking Show.

Providing support for the 2019 Everyday Heroes Kenworth T680 are Platinum Level: Kenworth Truck Company, Inland Kenworth and Ritchie Bros; Gold Level: PACCAR Engine, SEG Automotive, and Swift Charities; Silver Level: Bendix, Bridgestone, Eaton, FlowBelow, Horton, Jost, Meritor, PACCAR Financial, PACCAR Parts, PeopleNet, Utility Trailer Sales of Arizona, and WABCO; and Bronze Level: Alcoa, Arizona Rock Product Association, Arizona Trucking

Association, Beaver Stripes and Molding, Chevron, ConMet, Davco, East Penn, Ex-Guard®, National Seats, PrePass / Help Inc, Sheppard, and Tectran.

Blake’s initiative to contribute to TAT’s efforts led to an expanded role with the organization. “Don became a TAT board member shortly after the 2017 auction,” said Kendis Paris, executive director of Truckers Against Trafficking. “Not only did we ask him to join the board due to his tremendous work on the Everyday Heroes Truck, but because Don is a true TAT champion. He believes deeply in the mission and enlists his resources and ideas.”

Through his involvement as a TAT board member, Blake is scheduled to be the keynote speaker at the Everyday Heroes Truck press conference. “I look forward to speaking and plan to

share my story on how a small group of people can make a difference,” said Blake. “This organization means a lot to me. I have two daughters, and I can’t imagine anyone being subjected to human trafficking. There is a lot of work ahead to bring down this terrible crime, but I will continue to do my part.”

According to Paris, truckers are making a big difference. In the United States alone, profits from the crime of human trafficking are estimated to be worth \$32 billion. “Each year, more truck drivers and truck stop operators are added to the network of TAT trained and educated members – over 663,000 to date,” said Paris. “They are our eyes and ears out on the road and are relied upon to report suspicious activity.”

To further its education, TAT has the Freedom Driver’s

project – a mobile exhibit, which educates members of the trucking industry. “Through the project, we are able to educate more drivers each year,” said Paris. “They know how to identify and report suspicious activity to local law enforcement, which is making a huge impact towards generating human trafficking cases. Through the national hotline (1-888-3737-888) operated by the National Human Trafficking Hotline, 2,250 calls have been made by truckers alone since the program began in 2009. So far, we’ve had more than 600 likely human trafficking cases, involving over 1,100 victims ... many of whom are minors.”

More information is available on the TAT website (www.truckersagainstrafficking.org).

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Off The Beaten Path



by Pam Pollock

In The Blink Of An Eye...

I was recently walking in the parking lot of my local post office when I noticed an elderly lady (probably in her 80s), ahead of me. She had a package in one hand and her purse in the other hand. For a lack of a better description, she was slowly shuffling her way up the sidewalk. I went up to her and offered to carry her package, but she declined my offer. I then sprinted ahead of her and open the door to the post office and waited until she got there. She thanked me for my courtesy and remarked, "Oh thank-you, honey. But I was noticing that you were limping as you went around me. I don't think you are in much better shape than I am!" I laughed (kind of) and replied that she was probably right.

Later, when I returned to my car, I reflected on what the woman had told me. Sometimes I forget that I am 57 years old and that I have been walking around with a torn meniscus for the past 14 months. I still think of myself as that very, very skinny 19-year-old girl with the long brown hair who drove a sporty little black car and had lots of men ask me out on dates. Somehow, I blinked my eyes and now I am a very chunky grandmother of 4, driving a SUV and have short, graying hair.

In the blink of an eye, life sneaks up on you and changes the course of direction for some many things. Sometimes the blinks bring happiness and good fortune. Other times: pain, despair, and problems the size of mountains.

When you are younger, you don't believe the old people who are gathered around the table, talking about "the good old days". You kind of snicker at them and their memories. You roll your eyes at their stories of when they were young. You think, "were they ever really young?" And then, in a blink of an eye, you are sitting around that table or campfire or standing in the aisle of the

grocery store, reminiscing with your cronies "about the good old days" and you notice a younger generation staring at you and rolling their eyes. I want to yell, "Hey! I was young and vibrant and full of fun once, too! I drag raced cars and drove the getaway car on a house egging excursion! Maybe I didn't party or drink, but I still had fun! You wait, you just wait—your turn is coming so you better not blink your eyes!"

Sometimes it's words or actions that cause problems – in a blink of an eye. Last summer I lost the treasured friendship of a dear lady after almost 20 years. We share different beliefs and opinions and while I always try to keep my political, social and religious thoughts to myself, she discovered that our opinions on one subject were as far apart as the ocean is deep. She wanted me to change my opinion. I told her no, that I could not do that. I told her that I respected her beliefs and would never discuss the matter again, but she didn't agree with that and cut me out of her life, in a blink of an eye. I have reached out to her, several times, but have had no response.

In the blink of an eye, I have gone from having two living brothers to having just one. In the blink of an eye, there have been accidents and close calls. I don't know how it's possible – but a single blink can alter life.

In the blink of an eye, in the blink of an eye.

Transervice Gives Truckloads of Toys to Employees' Children and Salvation Army

LAKE SUCCESS, NY... Since 1969 Transervice Logistics has purchased toys to be given to the children of company employees throughout North America at Christmas time. This year, truckloads of gifts were wrapped and distributed to more than 124 locations.

For the past six years, Transervice has also donated toys to Salvation Army to help spread holiday cheer for families in need.

Participating in the hand-off to Salvation Army from the Transervice Long Island corporate headquarters are employees (top/l. to r.) Jay Scherr, Warranty Administrator; Jim Ward, Director of Safety and Compliance; Regina Snyder, Claims and Risk Management Administrator; David McAleer, Regional Safety Manager; (bottom/l. to r.) Sean Schnipper, Marketing and Social Media Manager; and Tricia Reilly, Employment Processor/Administrator. "Our employees look forward to participating in this program every year," said Schnipper. "It puts everyone in the holiday spirit and helps each of our service locations make a meaningful contribution to children in their community."

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Quinton Ward of Werner Enterprises Awarded Kenworth T680 Advantage as Top Military Veteran Rookie Driver



Quinton Ward and his Service Dog, Kirra.

continued from page 1

Foundation's Hiring Our Heroes Program, which was conducted in partnership with the FASTPORT Trucking Track Mentoring Program. Stevens Transport's Christopher Young (Army active duty and now Army reservist), TMC Transport's Platt Brabner (Navy and Marine veteran), and Summar Hanks of US Xpress (Air Force and Air National Guard veteran), were the runners-up. Young received \$10,000 as the first runner-up, while Brabner and Hanks each received \$5,000.

Featured speakers at the special recognition event were Eric Eversole, U.S. Chamber of Commerce vice president and Hiring Our Heroes president; Brad Bentley, FASTPORT president; Patrick Murphy, former Under Secretary of the Army; and Chris Spear, president and CEO, American Trucking Associations (ATA).

"Quinton Ward's influence on transitioning service members as well as his dedication to personal growth in the trucking industry makes him a well-deserving recipient of the Kenworth T680 Advantage. We appreciate his service to our country, and we look forward to watching Quinton continue to grow as a driver and influencer in the industry," said Kurt Swihart, who presented the Kenworth T680 Advantage keys to Ward at the event.

"I chose trucking because it gives me the ability to drive

and see the country I swore an oath to protect and defend," said Ward. "The skills that are key for success in the military are the same that we as drivers use every day. Time management, communication skills, flexibility and problem solving are the cornerstones that make a great employee and a professional driver. I see my future with the industry growing exponentially. I don't want to stay and just do one thing. I want to see every facet of this industry."

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

"I had the chance to meet all the finalists at the Great American Trucking Show in Dallas and I can't say enough positive things about them," said Bentley. "Their dedication

to this country is unwavering and they exemplify what it means to be an American. They are all wonderful people who share the characteristics we look for when selecting the top military driver: hard-working, disciplined and dependable. Quinton Ward separated himself by his dedication to overcome six years of medical treatment to become a driver, as well as his work in helping other veterans' transition to the trucking industry."

Ward, who was injured while on active duty, medically retired in 2010. After undergoing six years of treatment, Ward utilized the VA Vocational Rehabilitation Program to earn his CDL. After receiving his CDL, Ward went to work for Werner Enterprises, where he is an active driver for the Operations Freedom program. Through Operations Freedom, Ward meets with veterans and other service members who are transitioning out of the military, as well as students who are considering working in the trucking industry.



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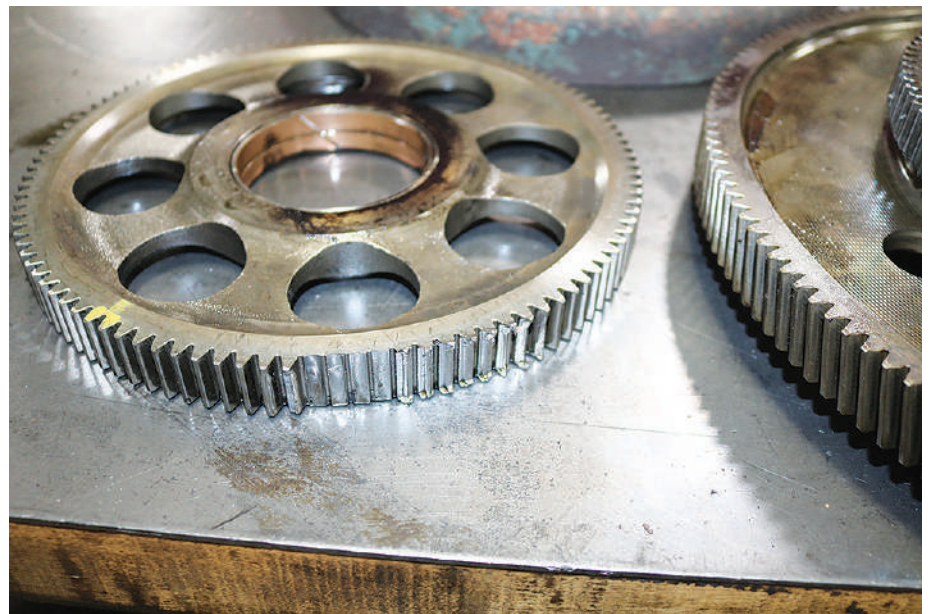
PERFORMANCE

High Performance Diesels with Bruce Mallinson

If you've listened to our radio show, the Pittsburgh Power Hour on Road Dog Trucking Sirius/XM Ch. 146, you would know how difficult it can be to diagnose a problem over the phone. Recently we had a customer call who's 2007 Detroit DDEC V equipped car hauler was experiencing a loss in power and fuel mileage. The truck was struggling on the hills and returning an abysmal 4.3 MPG. The owner-operator was keen enough to have a boost gauge installed and noticed

the VG turbo was running at 30 pounds of boost on level ground at 65 MPH. Obviously there is a serious issue here because it should be at 8-10 pounds of boost, but what could it be? Our lead Engineer Ethan said he has seen this happen twice. Once was caused from a bad tuning program. On that truck, the tune was causing the ECM to put the truck in high altitude mode and running a high level of boost at all times. It could also be an assortment of mechanical issues. Most likely

it's the turbo or a bad boost sensor, but it could be caused by almost any other mechanical issue making the truck to run poorly. Another possible cause is it could be the variable vanes in the turbo not opening completely due to exhaust soot (our Diesel Force engine cleaning system will eliminate that problem). Diagnosing a problem like this can be like solving a large jigsaw puzzle. There are many small pieces and they all have to fit together to give you the whole picture. In





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this case, there are not enough pieces of information to give a proper diagnosis. That is why we often suggest owner-operators bring their trucks to the shop because there are only so many tests we can give you over the phone to determine the cause of the problem. The average person may not have the tools to diagnose it themselves. We welcome people to call us with your complicated issues because that's our specialty, however many of these problems must be repaired at our shop.

Fans of our social media accounts, Facebook, Instagram, and Twitter know that every week we post pictures of a spectacular mechanical failure known as the "Fail of the Week." Every week we see new ways

these trucks are failing. We like to share it with everyone, hopefully helping you all avoid the same mistakes that lead to those failures. This week's fail of the week was a Detroit ECM that was sent in to us. It looked like a typical ECM on the outside, but on the inside, the circuit board was completely covered in a thick greasy sludge. We've seen this problem before, but not to this degree. The sludge was a mix of oil and fuel dripping off the engine right into the ECM. What happens is the seal on the ECM case breaks and allows debris inside. The customer was not aware this was the cause of the malfunction. Surprisingly, Ethan was able to clean the sludge of and repair the ECM. So during your routine mechanical checks, look at the ECM and make sure

it's staying as clean and dry as possible.

One of my favorite subjects, TORSIONAL DAMPERS AND MERCURY FILLED ENGINE BALANCERS, and the ignorance that goes with them. I have been preaching about this part of the engine since my first article in 1989 and most of the mechanics are still ignorant of what these two parts do. The torsional damper on the front of the crankshaft absorbs torsional twisting of the crankshaft and camshaft. By eliminating the torsional twisting, the engine will pull more consistently and smoother, eliminate breakage of AC compressor brackets, alternator brackets, knocking springs out of clutch discs, eliminate the breaking of trans-

continued on page 7



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High Performance Diesels

continued from page 6

mission input shafts, flywheel bolts, and flywheel housing bolts. This part does so much, and most mechanics say, "we never change this harmonic balancer." They don't even know the correct name of the part. About 2 months ago I had a phone call from an older owner operator with a 379 Pete powered by a DD4 Detroit and he heard a noise coming from the front of the engine which was just rebuilt by a Detroit shop 140,000 miles ago. This engine had over 1 million miles on the Bull Gear and the torsional damper and was NOT informed by the mechanic or shop foreman that the parts needed to be changed. As you can see by the picture the damp-

er is old, rusted and original. These dampers are ONLY good for 500,000 miles or 10 years. The silicone in side that dampens the large steel ring that floats in the housing becomes hard and stops the movement of the absorption ring. Now something on the truck will become sacrificial and break and your body absorbs the vibrations right up through the seat, pedals, and steering wheel. The shifter will rattle, the door locks vibrate, and the mirrors and antennas will shake. Sometimes the mirrors shake so bad you can't use them to back the rig up. That is how important this torsional damper is and 99.0 percent of shop foreman and mechanics don't

know about it. If the mechanic working on your engine says we never change the harmonic balancer, take your truck to another shop. The following stripped gears are the result of the faulty damper, as you can see how old the damper appears. If you're a nickel squeezer and wont replace parts until it's too late, the cost of repair is catastrophic. Being cheap with the piece of equipment that makes your living possible is a direct route to disaster.

Written by; Bruce Mallinson, Andrew Wilson, Ethan Fortuna, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, Pa. 16056 Phone 724-360-4080 Website: Pittsburghpower.com

Understanding Oil Contaminants



by Tom Bock

Over the past few months I received some questions I thought you might find interesting:

What physical property levels require the oil to be changed? The general rule is an increase or decrease of one viscosity grade, antifreeze contamination, TBN (Total Base Number) below 2.8, excessive oxidation or nitration, excessive silicon (sand/dirt) in oil. The viscosity increases with higher soot levels, oil overheating and antifreeze intrusion. The viscosity decreases with fuel and water dilution. The oxidation and nitration are usually caused by heat and/or back pressure due to exhaust restriction. The TBN is affected by heat and usage time as well as acid production. The sand and dirt usually enter the engine through air intake leaks or clogged air filters. Keeping oil levels correct will help to reduce heat related issues and a by-pass system will control acid levels, remove solid contaminants and extend useful oil life.

Why does the TBN drop so fast? If new lube TBN is 8.5 why

does it drop to half that number after one sample? The Total Base Number (TBN) measures the alkaline content present in the oil. The base consists of alkali - primarily calcium and magnesium that are antacids to neutralize acids as they develop. The calcium and magnesium lose some potency as the encounter the heat of the engine oil. Think of your medication that should be kept cool and dry to be effective. Heat causes reactions that reduce potency causing the drop in TBN. The oil manufacturers place enough base materials to protect the engine from the acidic corrosion. Oil manufacturers recommend the oil be changed when TBN reaches 20% of starting TBN. OPS recommend not dropping TBN below 2.8 to ensure sufficient base is available. The base will last longer if the oil is not overheated and acid was prevented from forming with the use of by-pass filtration systems that reduce levels of condensation water in oil.

Will the filters that have TBN enhancers increase my TBN levels? The oil sample results show increased levels of calcium and magnesium with slightly higher TBN levels. If the filters are cost effective for your operation, I would recommend them.

The oil sample company usually sends me my results via email, but it doesn't show the history of my last two reports? This happens when the

sample is submitted without a component or unit number or the name is changed requiring establishment of a new account. For example, if you typically enter Bob Jones Trucking, then change to BJs Trucking, chances are the data entry person would not match the two and start a new account. If the email address is not entered on the sample form or is illegible, then no email will be sent. Not recording any unit # would show up as unknown and an email would not be sent nor would historical data be included on the report. The general rule is garbage in, equals garbage out.

Is it true that you can go 100,000 miles between oil changes? I must answer this question hundreds of times each month. YES, if you use a by-pass system that removes solid and liquid contaminants. If you stop by OPS Booth 68216 at The Mid-America Truck Show I'm sure there will be someone using the OPS Eco-Pur system more than willing to share their experience with 100K, 200K and 300K oil change intervals.

Don't forget to mark your calendar for The Mid-America Truck Show March 28-30 in Louisville KY. You can register for free admission at: <https://www.truckingshow.com/registration>

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

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Industry News Briefs

Truckers Take Action Against Indiana's Excessive And Discriminatory Tolls

Grain Valley, MO... The Owner-Operator Independent Drivers Association filed a lawsuit against the Indiana Finance Authority, the Indiana Toll Road Concession Company, the Commissioner of the Indiana Department of Transportation and Governor Eric Holcomb.

The class action complaint, filed in Federal District Court in Indianapolis, challenges the 35 percent increase in tolls imposed on drivers of heavy vehicles travelling the Indiana Toll Road that was implemented on October 5, 2018. The increase was intended to raise \$1 billion for Indiana's "Next Level Connections Program."

OOIDA says the measure is burdensome, discriminatory and violates the Commerce Clause of the U.S. Constitution.

Back in October, OOIDA had sent a letter to the governor expressing objections to the plan.

OOIDA's lawsuit says the tolls imposed by the ITRCC are not only excessive but are also used to subsidize services and facilities provided by the state that have no functional relationship to the Indiana Toll Road.

"The governor has admitted publicly that the increased tolls on truckers were intended for out-of-state users," said Todd Spencer, president of OOIDA. "He seems to think that, in his own words, 'capturing other people's money' is okay. He would be very wrong about that. Truckers are not rolling piggy banks."

"Indiana's failure to solve the state's history of serious financial problems and bad decisions should not fall upon the shoulders of truckers," said Spencer.

OOIDA seeks an injunction to stop further imposition of the toll increase along with refunds of excessive tolls paid since October 2018.

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.

commerce, despite bipartisan, bicameral support," Spear said. "We hope today's ruling will once and for all underscore the importance of a single, national standard for work and safety rules for professional drivers."

"For fleets like mine, knowing the rules will be the same for my drivers regardless of what state they're delivering to is important," said ATA Chairman Barry Pottle, president and CEO of Pottle's Transportation. "I'd like to thank Secretary Chao for taking this step to make our highways safer by simplifying the lives and schedules of America's truck drivers, but also recognize the efforts and persistence of the ATA staff who successfully built bipartisan consensus around solving this issue for carriers across the country."

"As a driver, being safe and well-rested is my primary concern," said Derrick Whittle, a professional driver with Cargo Transporters Inc., "and having a single set of rules to follow whether I'm in California or Colorado makes it easier for me to do my job."

American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated

state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. Follow ATA on Twitter or on Facebook. Trucking Moves America Forward

Court Ruling: Truck Drivers Must Be Paid for All Hours on Duty

St. Petersburg, FL... In October, the U.S. District Court in the Western Division of Arkansas ruled that truck drivers should receive at least minimum wage for their work time. While drivers who are paid by the mile may continue to be paid in that fashion, their overall pay, according to the ruling, must meet the federal requirement for minimum wage.¹ "Truck drivers," says John Kearney, CEO, Advanced Training Systems LLC, "have historically had to deal with delays beyond their control that detract from their productive over-the-road hours." Kearney, whose company is a leading designer and manufacturer

of virtual simulators and driver training on them, adds, "If we push to attract drivers who will choose this as a profession, total compensation which depends on miles driven is the overall key to attracting and keeping drivers."

And future drivers, Kearney notes, are urgently needed. According to the American Trucking Association (ATA), about 51,000 more drivers are needed than are available to meet demand from direct-to-consumer retailers like Amazon and Walmart. The driver shortage is already leading to delayed deliveries and higher prices, and the ATA predicts that the driver shortage will worsen in the coming years.²

A complicating factor in establishing truckers' salaries is that most truck drivers are paid not by the hour but by the mile. The average driver is expected to travel between 2,000 and 3,000 miles per week; according to the U.S. Bureau of Labor Statistics, a majority of trucking companies pay between \$0.28 and \$0.40 per mile³ at 2016 rates. At the low end, on a 70-hour week, this would net out to \$8.00 per hour. At the high end, it would yield \$17 per hour—both above the federal minimum wage of \$7.50

per hour. During the last two years average annual compensation has risen dramatically as a result of the shortage of drivers and the average annual compensation can often reach the level of \$45,000 to over \$50,000 according to Kearney.

Compensation problems arise when drivers are forced to spend excessive amounts of time sitting out bad weather or in detention, i.e. waiting at a dock for a shipper to finish loading and release the shipment. This waiting time, for which not all drivers are paid, counts against the maximum 10 hours per day that, by federal safety regulations, drivers are allowed to be on duty whether moving or not.⁴

Some industry observers see a partial solution in the recent mandate that truckers use an electronic logging device (EDT) to track their total hours of service, including detention time, rather than the paper logbooks that were heretofore employed.⁵ The existence of this electronic record, Kearney notes, has reduced a tendency on the part of shippers to understate the amount of detention time they require of their carriers.

"Truck driving is—and should be—a solid, well-paid occupation," says Kearney. "Long-haul truckers are essential to commerce in this country and help support the nation's economic well-being. Better control of detention and greater awareness of attracting people to this profession—and retaining them—should quickly make the issue of minimum-wage regulations irrelevant. As to payment methods, the best course is to pay drivers for miles traveled and also for waiting time."

About Advanced Training Systems LLC:

Advanced Training Systems (ATS) is a high-tech simulator technology and engineering firm that has revolutionized the design and manufacture of advanced training systems to improve training and create safer drivers. ATS, the holder of multiple patents in high-tech training simulation, has as its mission to provide this cutting-edge adaptive training to all involved in the transportation industry at an affordable cost, resulting in safer drivers/operators. For more information, visit www.atstraining.com

Kahaner, Larry, "Court: Drivers entitled to a minimum wage for time," American Trucker, December 3, 2018.

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ATA Applauds DOT for Common Sense Trucking Safety Ruling

Arlington, VA... The American Trucking Associations commended Transportation Secretary Elaine Chao for granting the Federation's petition to pre-empt confusing and duplicative state rest break rules, asserting the federal government's critical role in regulating interstate commerce.

"This is a victory for highway safety, not trial lawyers," said ATA President and CEO Chris Spear. "The trucking industry supports our nation's economic growth by safely and efficiently moving goods across state lines, and this decision by the Department of Transportation will save jobs, unburden businesses throughout the supply chain and keep the prices Americans pay for food, clothing and countless other essential items affordable and accessible."

In late September, ATA petitioned DOT to pre-empt meal-and-rest break rules imposed by California, but primarily enforced via private lawsuits against motor carriers, on the grounds that a patchwork of rules related to driver hours of service harms safety, is in conflict with federal rules and causes "an unreasonable burden on interstate commerce."

"We were forced to ask DOT and the Secretary for this important, common sense solution because congressional dysfunction and gridlock prevented Congress from reasserting itself—as it had in 1994—as the primary arbiter of interstate

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CVSA Supports the Fight to End Human Trafficking

Greenbelt, MD... January was National Slavery and Human Trafficking Prevention Month in the United States. The law enforcement community and motor carrier industry membership of the Commercial Vehicle Safety Alliance (CVSA) fully supports this important cause and is committed to bringing awareness to the crime of human trafficking and working together to prevent human trafficking throughout Canada, Mexico and the United States.

The United Nations defines «trafficking in persons» or «human trafficking» as the recruitment, transportation, transfer, harboring or receipt of persons by force, coercion, abduction, fraud, deception, etc., to control a person for the purpose of exploitation, such as sexual exploitation or forced labor.

The International Labour Organization estimates that forced labor and human trafficking is a \$150 billion industry worldwide. In 2017, the U.S. National Human Trafficking Hotline received reports of 8,524 suspected human trafficking cases. In Canada, there were 340 incidents of human trafficking in 2016, according to police-reported data.

«As members of law enforcement who inspect commercial motor vehicles, CVSA member jurisdictions throughout North America serve as the eyes and ears of our nation's roadways," said CVSA President Lt. Scott Carnegie

with the Mississippi Highway Patrol. "Inspectors serve in a hands-on capacity that grants them prime access and opportunity to potentially identify and recover individuals who are being trafficked using our roadways."

What We're Doing

* Jan. 11 is National Human Trafficking Awareness Day and it's Wear Blue Day, part of the U.S. Department of Homeland Security's Blue Campaign. Members of the Alliance demonstrated solidarity with victims of human trafficking by wearing blue and contributing on social media using #WearBlueDay.

* On Jan. 15, CVSA Executive Director Collin Mooney attended the Truckers Against Trafficking (TAT) Everyday Heroes Truck Press Conference at 10 a.m. on the National Mall in Washington, D.C. TAT will debut its Everyday Heroes Truck and will offer tours of the Freedom Drivers Project, a full-scale tractor-trailer retrofitted into a mobile anti-trafficking educational museum.

* Jan. 15-18, commercial motor vehicle drivers who are inspected in participating jurisdictions may receive a wallet card and/or a window cling from inspectors, along with information on how drivers can identify and report human trafficking situations.

The 2018 Combating Human Trafficking in Commercial Vehicles Act expanded the scope of activities under the Federal Motor Carrier Safety

Administration's outreach and education program to include human trafficking prevention; established a human trafficking prevention coordinator position within the U.S. Department of Transportation; expanded the commercial driver's license financial assistance program to include recognition, prevention and reporting of human trafficking; and established the creation of an advisory committee on human trafficking.

In October 2018, CVSA Operation Safe Driver Program Chair Chief David Lorenzen, with the Iowa Department of Transportation, was appointed to the U.S. Department of Transportation's Advisory Committee on Human Trafficking (ACHT). ACHT provides information, advice and recommendations to the U.S. DOT on matters related to human trafficking and develops recommended best practices for state and local transportation stakeholders in combating human trafficking. Chief Lorenzen represents the Alliance and the law enforcement perspective as an active member on the national advisory committee.

To find out what your local jurisdiction is doing to increase human trafficking awareness this month, contact the agency/department responsible for overseeing commercial motor vehicle safety within your state, province or territory.

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Freightliner New Cascadia with Level-2 Automated Driving Named Best Transportation Technology at CES 2019



LAS VEGAS, NV... Daimler Trucks North America's Freightliner new Cascadia® was awarded the prestigious honor of "Best Transportation Technology" at theengadget annual "Best of CES" awards ceremony at the 2019 Consumer Electronics Show (CES). According to the engadget, the Transportation Technology category is awarded to the best technology related to the "ever-advancing science of getting from here to there." The truck debuted at the Las Vegas Motor Speedway on Monday, and is the first SAE Level 2 automated truck to enter series production in North America.

"With the new Cascadia, we aim to significantly reduce both accidents and fuel consumption with advancements in automation, helping the truck drivers

do their job with more safety and with less fuel," said Roger Nielsen, President and CEO of Daimler Trucks North America. "We are facing more trucks on the road with increased hauling demands, regulatory pressures and ongoing global concerns over energy resource depletion. Now more than ever, it is imperative that we continue to innovate and push our engineering solutions striving, above all, for safety and helping our customers to run their business efficiently."

Martin Daum, Member of the Board of Management of Daimler AG with responsibility for Daimler Trucks & Buses, announced that Daimler Trucks will put highly automated, SAE level 4 trucks on American roads within a decade. Daum also announced the company would hire nearly 200 mecha-

tronics and robotics experts at their Automated Truck R&D Center in Portland, Oregon in support of this effort.

Detroit Assurance® 5.0 enables SAE Level 2 driving in the new Cascadia. The suite of camera- and radar-based safety systems assists the driver by accelerating, decelerating, and steering independently. The Detroit Assurance 5.0 Adaptive Cruise Control and Active Lane Assist features make automated driving possible in all speed ranges for the first time in a series production truck.

"Highly automated trucks will improve safety, boost the performance of logistics and offer a great value proposition to our customers – and thus contribute considerably to a sustainable future of transportation," said Daum.

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The More Fuel, The More Waste Heat Part 2. Keeping The Pistons Cool.



The most common question people ask me is how much horsepower a Series 60 can tolerate. For today I'm going to talk briefly about one of the many factors that play into that question.

Last month I talked about how charge air volume and density can help cool the cylinders and lower exhaust gas temperature. This month let's think about dealing with waste heat on the other side of the piston.

Internal combustion engines produce waste heat that's loosely proportional to the amount of work they produce. If we want an engine to be able to maintain full load without damage, we have to control the temperature of the pistons, the rings, the skirts and the wrist pins. Most catastrophic failures I've seen have started here. When steel gets to about 1200 degrees Fahrenheit its strength is cut roughly in half and at full load you really don't want that. Coolant, oil, and cooled charge air help cool the piston assembly but when you watch these temperatures keep in mind the values you see are

only averages. The oil that's returning from underside the pistons or the turbo oil drain tube is much hotter than the oil temperature that's in the pan. During high horsepower chassis dynamometer tests, I'd usually be in the control room behind three 20-inch computer monitors. I'd watch as the dyno, emissions, and ecm data streamed in on three different computer screens. The dyno operator and I would be on a radio and if either one of us smelled burning oil I'd grab my safety goggles and check the crankcase breather. If smoke was pouring out, we killed the test. When oil supplied to the wrist pins starts to burn it won't show up on any sensors. Coolant, oil, and exhaust gas temperature can all look normal even while piston temperature starts to rapidly climb. I saw a stock Caterpillar do this and it turned out that a piston cooling nozzle was about 20 degrees out of alignment. That was all it took to cause that cylinder to overheat.

It's very important to know which Series 60 you have. Thanks to the versatility of DDECs and the Series 60 injection system all 12.7s can make power but some models can tolerate the fuel and the heat better than others. There are many factors to consider but right now let's look at managing piston temperature in two Series 60 12.7 engines.

First let's look at a 1996 GK60 running at full load and 1400 degrees exhaust gas temperature. The highest factory rating for these engines is 470hp 1550ftlbs. To produce 1400-degree exhaust gas temp after the turbo this engine would have to be turned up...a lot. An older GK60 does not have piston cooling nozzles. Compared to a BK60 a relatively low volume of oil is cooling the bottom of the piston though an oil galley in the rod. The operators of these engines need to be aware that if the engine is turned up and is being held at full load and worse yet being lugged the amount of oil cooling the piston isn't going to keep up with the heat generated from the extra fuel for very long. Applications without much weight or long grades might be ok but otherwise the operator should not stay at full load for very long. Now let's look at a BK60 with piston cooling nozzles. Running at 1400 degrees.

That extra oil volume on the bottom of the piston strips away more heat. ABK60 might run a slightly higher average oil temperature but I'd rather have more heat in my oil where the oil cooler can get rid of it then in my pistons.

Written by Fernando DeMoura, Diesel Control Service. Phone 412-327-9400 Website: www.dieselcontrolservice.com

PA Turnpike Reminds Travelers of 2019 Toll Increase

HARRISBURG, PA... The PA Turnpike Commission (PTC) reminded customers that, EFFECTIVE 12:01 a.m. on Jan. 6, tolls now reflect a six-percent increase for cash, E-ZPass and PA Turnpike TOLL BY PLATE users. The increase, approved by commissioners last July, is needed to meet the PTC's dual funding obligation to improve its toll-road system and support mass-transit improvements across the Commonwealth.

As a result, the most-common toll for a passenger vehicle will increase a dime for E-ZPass customers from \$1.30 to \$1.40 and 20 cents for cash customers from \$2.10 to \$2.30.

The toll increase — like others since 2009 — is required to meet the PA Turnpike's legislatively mandated funding obligation to support the Commonwealth's public-transportation systems as well as to maintain and improve the 552-mile Turnpike. The PTC has reconstructed more than 140 miles of its system, with another 11 miles of roadway now being rebuilt and widened and more than 82 miles in planning and design phases. (The PTC does not receive tax appropriations to operate and maintain its roadway.)

Additionally, the Turnpike delivered more than \$6 billion in toll-backed funding to PennDOT in the last decade. The PTC's annual payments of \$450 million — mandated by Act 44 of 2007 — are to be reduced to \$50 million a year in 2022 under Act 89 of 2013. This six-percent toll increase will apply to all PA Turnpike sections and extensions, including the westbound Delaware River Bridge cashless tolling point (#359) in Bucks

County, where tolls have not changed since January 2016. One way to moderate the effect of the increase is to switch to E-ZPass. E-ZPass holders will save \$3.70 on a single trip between Valley Forge and Harrisburg West, for example. To calculate how much you could save on your next trip, visit <https://www.paturnpike.com/toll/tollmileage.aspx>.

EZPass is the world leader in toll interoperability with 35 million EZPass devices in circulation across 17 states. Today, about 80 percent of PA Turnpike travelers pay with E-ZPass. A PA Turnpike E-ZPass can be used on any toll facility where the purple-and-white E-ZPass logo is shown. To learn more visit https://www.paturnpike.com/toll/ezpass_info.aspx or call 1-877-PENN-PASS (1-877-736-6727).

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Patrick Smrek Receives Promotion At Tri-State Trailer Sales, Inc.



continued from page 1

Clarion University with a degree in Business Administration and a major in Finance. Before joining Tri-State Trailer Sales in 2001, he worked for Granger Industrial Supply. Pat became Sales Manager at Tri-State Trailers Sales, Inc. in 2007. He resides in Austintown, Ohio with his wife Kim and children Logan, Grace and

Donovan. Tri-State Trailer Sales, Inc., headquartered in Pittsburgh, PA, was founded in 1985 by Frank and Marian Mancino. The company is currently owned and operated by Frank and Marian's son Joe Mancino and daughter April Slebonick. Tri-State Trailer Sales, Inc. has grown to four full-service

trailer sales, service and leasing facilities, located in Pittsburgh, PA; Lancaster, PA; Hubbard, Ohio; and Cincinnati, Ohio. Tri-State Trailer Sales, Inc. is an authorized dealer for Reitnouer, Landoll, Vanguard, Dorsey, Eager Beaver, Transcraft, Heil, Fontaine Specialized, Peerless and XL Specialized.

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Shell Lubricants is introducing Shell Rotella® Gas Truck full synthetic engine oil providing, extreme protection for towing and hauling for gasoline-powered pickup trucks and SUVs. The oil, from the makers of Shell Rotella heavy duty diesel engine oil, offers the unsurpassed protection these engines need in three viscosity grades: 0W-20, 5W-20 and 5W-30 beginning in January in the U.S. and in May in Canada. The oil will be available in 1 quart, 5 quart and Ecobox in the U.S. and 5 liter in Canada.

Shell Rotella, the number one brand of heavy-duty engine oil¹, is the first major oil brand to introduce a complete portfolio of full synthetic motor oils for both heavy duty diesel engines and gasoline-powered trucks and SUVs. All three grades of Shell Rotella Gas Truck motor oil are formulated to provide unsurpassed wear protection in even the most

extreme conditions trucks and SUVs face, including heavy hauling, towing, extreme temperatures and off-road. The synthetic base oil delivers added oxidation stability, improved volatility and low-temperature properties.

Shell Rotella Gas Truck is recommended for use in gasoline-powered pick-up trucks and SUVs, including those that experience more extreme conditions, including driving with heavy loads, stop and go driving, frequent short trips, extreme hot or cold temperatures, and extensive idling. The oil is approved for use in Ford, GM, Ram and Toyota gas-powered trucks and SUVs.

Shell Rotella Gas Truck 0W-20 and 5W-20 full synthetic motor oils help protect engines in extreme temperatures and conditions and outperform conventional motor oil in severe driving conditions

providing unsurpassed wear protection and helping prevent sludge and other damaging deposits. Both oils meet API SN PLUS and API SN-Resource Conserving and are ideal for modern turbocharged engines. SAE 0W-20 and 5W-20 viscosity grade oils are commonly recommended for use in many new vehicles with modern engine technology² for maximum fuel economy and performance.

Shell Rotella Gas Truck 5W-30 is recommended for use in vehicles requiring the use of SAE 5W-30 viscosity grade engine oil under all driving conditions. The oil is ideal for pick-ups and SUVs that may experience more extreme conditions including driving with a heavy load, in dusty conditions, stop and go driving, frequent short trips, extreme hot or cold temperatures, and extensive idling.

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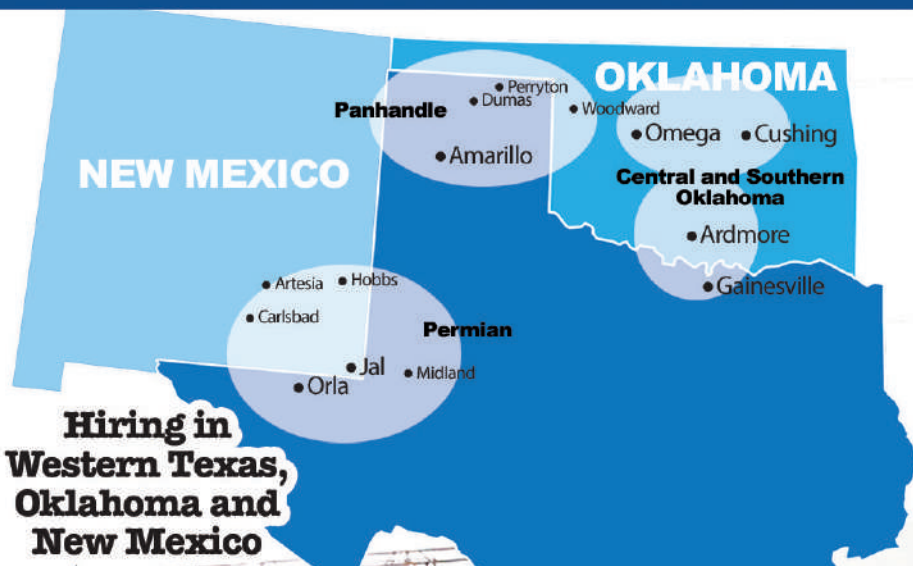
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as Iowa, Canada, Pennsylvania, Maryland, and many other places. Our show had a variety of vendors as well as great food that was provided by Creedon & Co. Catering. Our raffle helped to raise a lot of money as well as, seeing a lot of happy winners of cool prizes. Some of the prizes included a complete polishing kit, brand new Peterbilt visor, and many others.

We had over 100 trophies with numerous classes for the trucks. We also had the Best Of trophies donated to us by New England Truck Design. To finish the show, we had the "Lights on for Autism" Light Show. The final donation we were able to make was an incredible \$14,503 to help benefit children with autism.

We want to send a huge thank you out to the sponsors, spectators, truckers, and volunteers. Without the help from you all we wouldn't have been able to do such an amazing thing for these children. We hope to have you all join us again next year Saturday July 20th at 35 Main Street in Brimfield MA for the Second Annual Show. For more info on next year's show you can contact Bob Conrad or Matt Conrad via Facebook, Instagram, email: mttconrad7@aol.com, or by phoning 508-212-9998.

- photos by Matt Conrad -



By: Matt Conrad

The year of 2018 was a big year for the fellow trucking magazine Gear Jammer Magazine. On July 8th, 2018 we at Gear Jammer Magazine held our 1st Annual Truck Show. After going to truck shows for so many years we tried to pull ideas from other shows and incorporate them into our first one. The main thing we decided to do was make our show a charity event. After sitting down to think of which charity to choose we came up with the Doug Flutie, Jr Foundation. This charity helps the lives of children who are battling au-

tism. We chose helping to fight autism because we had never seen a show before that helped raise money for this cause.

The show was a great success even though the show took place on a rain date. The Hudson Elks Lodge in Hudson, Massachusetts was jam packed with a total of 309 registered trucks and even more trucks who showed up without pre-registering.

Spectators and fellow drivers got to see a great variety of trucks coming from all different places. Some came from as close as Hudson MA, while others came from as far

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Michelin Adds to Decades-Long Innovation Partnership with Daimler Trucks

Michelin North America, Inc. ("Michelin") is partnering with Daimler Trucks North America ("DTNA") on a key feature of the recently announced Freightliner Cascadia Class 8 heavy-duty truck. Three years in development, the MICHELIN® X® Line Energy™ D+ tire will be the featured long-haul drive-tire solution, contributing to the new Cascadia's 5 percent fuel-efficiency improvement over the 2017 model. With about 35 percent of vehicle fuel consumption attributed to overcoming tire rolling resistance, the MICHELIN X Line Energy D+ sets new standards for ultra-low rolling resistance in a dual drive tire as one of DTNA's key fuel-efficiency building blocks in the new Cascadia.

"The strong partnership with Daimler Trucks North America has resulted in new technology development through a close, collaborative and technical relationship," said Adam Murphy, vice president, B2B marketing, Michelin North America. "In

2000, the partnership was key for the launch of the MICHELIN X ONE wide base single tire on the Freightliner Century truck. Michelin also worked with DTNA on the SuperTruck prototype, providing specially formulated low rolling-resistance tires. Our partnership has been rewarding for both parties, and we look forward to this relationship continuing for decades to come."

In 2015, Michelin and DTNA began collaboration through an advanced-engineering project with the objective to reduce the fuel consumption of Freightliner's next-generation Cascadia Class 8 heavy-duty trucks. The project took a holistic-design approach to design an ultra-low rolling-resistance tire for the tractor drive axle that integrated new-vehicle technologies to reduce fuel consumption while maintaining tire wear.

The project combined tire-vehicle performance simulation with experimental validation and yielded a product with the lowest rolling resis-

tance offered by Michelin in a dual-fitment drive tire. The MICHELIN 275/80R22.5 X Line Energy D+ tire will be fitted exclusively as original equipment on the new Cascadia trucks recently announced by DTNA and will be commercialized for the replacement market later in the year.

"Selecting the right tire can play an important role in the fuel efficiency of Class 8 trucks," said Kary Schaefer, general manager, marketing and strategy for Daimler Trucks North America. "At DTNA, we continue to push the limits when it comes to achieving new heights in fuel efficiency, and our continued partnership with Michelin has helped us further improve the new Cascadia's already impressive performance."

Dedicated to the improvement of sustainable mobility, Michelin designs, manufactures and sells tires for every type of vehicle, including airplanes, automobiles, bicycles, earthmovers, farm equipment, heavy-duty trucks and motorcycles. The Company has earned a long-standing reputation for building innovative premium tires. In addition to tires, the Company also publishes travel guides, hotel and restaurant guides, maps and road atlases. Headquartered in Greenville, S.C., Michelin North America employs more than 20,000 people and operates 19 major manufacturing plants in the U.S. and Canada. Forbes magazine has ranked Michelin No. 1 on its annual survey of "Best Large Employers in America" for 2018. Learn more about purpose-driven careers with a purpose-driven company at jobs.michelinman.com.

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

We Often Lose In Our Struggles Because We Have Quit Trying

We are in a world where people try hard to achieve. Most of the time they are defeated because they give up too quickly. "be thou faithful unto death and I will give thee the crown of life."

Many a man has given up the race just before he reached the finish line. You don't have to be what you are. You can be different if you want to. To want is to desire and lust, but the Bible says, "be content with such things as you have."

You have your life and you have to do something with your life. Have you ever bowed your head and thanked God that you have your life in this world? Where could you get life except by God giving it to you?

One of the things that drive people up the wall is that they are forever wanting to be like somebody else. But human beings are like snowflakes - no two are alike. God wants an individual, just like you, who is willing to give your life to Him and to walk in the light of His word and to serve Him every day. So be content with such things as you have.

BestDrive Celebrates Grand Opening of Commercial Tire Centers in Georgia, Oklahoma, Texas, and Idaho

FORT MILL, SC... BestDrive, LLC, a commercial tire dealer and retreader focusing on Continental tire offerings, celebrated the opening of four locations in the second half of 2018, including its first store in Oklahoma. Established in 2010, BestDrive now has 28 commercial tire centers across the United States. Oklahoma marks the company's 15th U.S. state.

In the second half of 2018, BestDrive also acquired a service center in Marietta, Georgia, to support its Forest Park retreat plant, and opened a sales office in Idaho Falls, Idaho, to support its retreat plant in Salt Lake City.

BestDrive plans to inaugurate additional locations in Texas, California, and Arkansas in the near future, bringing the company's presence to a total of 17 U.S. states by the end of first quarter 2019.

BestDrive commercial tire centers offer total fleet tire management with Continental, General Tire, and AmeriSteel brand products, as well as other supplemental tire brands. The dealerships equip fleets with new tires and ContiTread retreat solutions as part of the ContiLifeCycle program, designed to lower costs and prolong the life of a Continental tire.

Services available at all BestDrive outlets include commercial tire mounting, dismounting, and balancing, 24-hour service, wheel refinishing, new and used wheels, air-up programs, commercial truck alignments and fleet checks. The stores also offer passenger and light truck tires, however, BestDrive is focused primarily on commercial truck service and OTR.

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Trivista Companies Earns Prestigious Presidential Award

Des Moines, IA... Trivista Companies, a regional International Truck commercial dealership, has received the prestigious International Truck Presidential Award. The Presidential Award, introduced in 2018, honors the top seven percent of International Truck dealerships that achieve the highest level of performance in terms of operating and financial standards, market representation, and most importantly, customer satisfaction.

"This award is the highest honor an International dealer principal can achieve from the company," said Mark Belisle, senior vice president of Distribution at Navistar. "Trivista Companies, is one of only 15 International dealerships in the United States and Canada who earned this prestigious recognition in 2018."

Belisle continued, "The Pres-

idential Award also recognizes the effort and dedication of all the dealership's employees. A highly skilled, professional staff is a critical success factor for any commercial truck dealership. John Shireman, John and Vince Cerni and Jim O'Halloran, Partners in Trivista Companies, are each clearly committed to growing their business and being recognized by customers as the dealership of choice in their markets. I congratulate everyone at Trivista Companies for their commitment to outstanding customer service, operational excellence and representation of the International Truck brand."

"This award is a great honor for everyone at Trivista Companies because it recognizes all the hard work and professionalism we bring to customers in the Indiana, Kentucky, Ohio

and Iowa regions," said Jim O'Halloran, President. "Everyone at Trivista Companies is dedicated to providing an outstanding customer experience. Our customers rely on us to keep their businesses moving and growing. Collectively, we have been providing service in our markets for more than 150 years, and our customers have been returning to Trivista Companies because they know we deliver quality International products and services that help drive profits to their bottom line." Trivista Companies is a full-service International® Truck dealership serving customers in the Louisville, KY and Southern Indiana, Northeast Ohio and Central Iowa regions. Trivista Companies is also an Idealease affiliate. Additional information is available at trivistatrucks.com.



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Iowa Alcoholic Beverages Division Partners with Ruan

Des Moines, IA... The Iowa Alcoholic Beverages Division (ABD) recently signed an agreement with Ruan Transportation Management Systems for dedicated contract transportation and value-added warehousing. Ruan anticipates beginning operations on April 15, 2019.

ABD issued an RFP for transportation and warehousing fulfillment in May 2017, seeking a partner to serve its customers, reduce risk, build flexibility and scale, and maximize profit. After a thorough evaluation, the organization chose to partner with Ruan, a respected leader in the transportation, warehousing, and logistics industry based in Des Moines, IA.

"This partnership with Ruan will enable ABD to provide the highest level of service to our customers. With a trusted and capable partner, we will be able to focus on our core responsibility of governing the alcoholic beverages marketplace in Iowa," said ABD Administrator Stephen Larson. "We are eager to begin a long partnership with a leading Iowa company and provide our customers with the

best service possible."

ABD enforces state laws and administrative rules related to the manufacture and sale of alcohol products in Iowa. Funds are generated by the sale of alcoholic liquor to off-premises retail licensees, license fees, civil penalties, and excise tax of beer and wine. These revenues are transferred to the General Fund as well as to public treasuries to support city, county, and state programs. Ruan will serve over 1,500 locations and manage approximately 2,300 SKUs.

"Ruan is excited to partner with another Iowa organization to better serve customers and optimize their transportation spend. This is truly a partnership of organizations built and sustained by Iowans, and we look forward to working with ABD to grow their capabilities to support our state," said Marty Wadle, Ruan Senior Vice President of Supply Chain Solutions.

Ruan will hire 16 professional drivers and 30 warehouse personnel. Current ABD employees who meet Ruan's standards, including years of experience and safety requirements, will receive an offer to continue their employment and receive a wage increase of as much as 14 percent.

"The current ABD drivers and warehouse personnel have provided great service to the agency and its customers. We intend to retain as many team members as possible," Wadle said.

Ruan will have responsibility for the management of the fleet and professional drivers, including recruiting and retaining employees, training and development, providing state-of-the-art technology, complying with all regulatory and safety requirements, and implementing an equipment and maintenance strategy to keep ABD's operation running efficiently and safely.

Founded in 1932, Ruan is a family-owned transportation management company, providing Dedicated Contract Transportation, Supply Chain Solutions, and Value-added Warehousing services. For more information about Ruan, visit www.ruan.com.

EPA Announces \$1.5 Million in Funding for Four-State Region to Reduce Emissions from Diesel Engines

Lenexa, KS... The U.S. Environmental Protection Agency (EPA) announced the availability of \$1.5 million grant funding in EPA Region 7 to implement projects aimed at reducing emissions from the region's existing fleet of older diesel engines. EPA anticipates awarding approximately \$40 million in Diesel Emission Reduction Program (DERA) grant funding nationally to eligible applicants, subject to the availability of funds.

"By financially supporting projects that upgrade aging diesel engines, EPA is helping improve their efficiency and reduce air pollution throughout the nation," said EPA Acting Administrator Andrew Wheeler. **"From our grant programs to our new Cleaner Trucks Initiative, EPA is taking important steps to help modernize heavy-duty trucks and provide cleaner, more efficient methods of transportation that will protect the environment and keep our economy growing."**

Diesel-powered engines move approximately 90 percent of the nation's freight tonnage, and today nearly all highway freight trucks, locomotives, and commercial marine vessels are powered by diesel engines.

EPA is soliciting applications nationwide for projects that significantly reduce diesel emissions and exposure, especially from fleets operating at goods movements facilities in areas designated as having poor air quality. Priority for funding will also be given to projects

that engage and benefit local communities and applicants that demonstrate their ability to promote and continue efforts to reduce emissions after the project has ended.

EPA anticipates releasing a separate Tribal Clean Diesel funding opportunity in late 2019. In October, during Children's Health Month, EPA announced the availability of approximately \$9 million in rebates to public school bus fleet owners to help replace or upgrade older engines. This is the sixth rebate program to fund cleaner school buses under DERA, that have supported nearly 25,000 cleaner buses across the country for America's school children.

Since the first year of the DERA program in 2008, EPA has competitively awarded over 530 grants and 390 rebates across the country. Many of these projects funded cleaner diesel engines that operate in economically disadvantaged communities whose residents suffer from higher-than-average instances of asthma, heart and lung disease.

Eligible applicants include regional, state, local or tribal agencies, or port authorities with jurisdiction over transportation or air quality. Nonprofit organizations may apply if they provide pollution reduction or educational services to diesel fleet owners or have, as their principal purpose, the promotion of transportation or air quality. Applicants may apply until Wednesday, March 6, 2019.

Under this competition,

EPA anticipates awarding between 40 and 80 assistance agreements. Applicants must request funding from the EPA regional office which covers the geographic project location. The maximum amount of federal funding that may be requested per application varies by Region.

- Region 1 (Connecticut, Massachusetts, Maine, New Hampshire, Rhode Island, Vermont) will accept proposals requesting up to \$1,000,000 in grant funds.

- Region 2 (New Jersey, New York, Puerto Rico, U.S. Virgin Islands) will accept proposals requesting up to \$2,500,000 in grant funds.

- Region 3 (Delaware, District of Columbia, Maryland, Pennsylvania, Virginia, West Virginia) will accept proposals requesting up to \$2,500,000 in grant funds.

- Region 4 (Alabama, Georgia, Florida, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee) will accept proposals requesting up to \$2,000,000 in grant funds.

- Region 5 (Illinois, Indiana, Michigan, Minnesota, Ohio, Wisconsin) will accept proposals requesting up to \$3,000,000 in grant funds.

- Region 6 (Arkansas, Louisiana, New Mexico, Oklahoma, Texas) will accept proposals requesting up to \$2,500,000 in grant funds.

- Region 7 (Iowa, Kansas, Missouri, Nebraska) will accept proposals requesting up to \$1,500,000 in grant funds. For questions about the regional

program, contact Greg Crable, crable.greg@epa.gov or 913-551-7391.

- Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming) will accept proposals requesting up to \$2,400,000 in grant funds.

- Region 9 (Arizona, California, Hawaii, Nevada, Guam, American Samoa, Northern Mariana Islands) will accept proposals requesting up to \$4,000,000 in grant funds.

- Region 10 (Alaska, Idaho, Oregon, Washington) will accept proposals requesting up to \$1,000,000 in grant funds.

For more information and to access the Request for Applications, visit www.epa.gov/cleandiesel/clean-diesel-national-grants. For more information on the National Clean Diesel campaign, visit www.epa.gov/cleandiesel.

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Ryan and Connie Perron- Ridin' In Style



Ryan and Connie Perron take great pride in their 2019 Kenworth W900, spec'd with a Cummins X15 605 hp, 18 speed 300 in wheelbase and a studio sleeper. The W900 sports a custom paint job and the blue is actually a 1964 color.

Ryan says, "My wife and I do oversized and heavy haul. I work for Bricker Transport out of Laredo, Texas. Our Catahoula leopard dog, Sadie rides with us and we run 48 states. We pull everything from a stepdeck to a 19 axle. We are hoping to get finished with the chrome and lights and attend some truck shows this year."

Ryan and Connie really like working for Bricker Transport and they say that Bricker takes care of everything for them from customs to loading and offloading. The Perrons stated, "You come to work here [Bricker] and you stay, because you are paid what you are worth. Bricker only hires experienced drivers and everyone from the owner to his son and daughter, and even safety can drive and secure the loads. It is the only place I have ever worked that the boss and office personnel continually say 'thank-you' to the drivers for everything."

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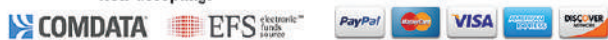
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WIT Names Top Trucking Companies For Women

Plover, WI... Redefining the Road magazine, the official magazine of the Women In Trucking Association (WIT), announces the recipients of the 2018 "Top 50 Companies for Women to Work For in Transportation." According to Ellen Voie, president and CEO of WIT, the magazine created the award to support WIT's mission: To encourage the employment of women in the trucking industry, promote their accomplishments, and minimize obstacles faced by women working in the trucking industry.

According to Brian Everett, publisher of Redefining the Road, there are five key features that distinguish companies recognized on this list: corporate cultures that foster gender diversity; competitive compensation and benefits; flexible hours and work requirements; professional development opportunities; and career advancement opportunities.

"This newly created award is driven by the marketplace, and the sheer number of individuals in the industry who participated in the process is incredible," said Everett. Nearly 150 nominations were received, and more than 7,000 votes were cast to identify the companies named to the list, according to Everett.

The list is comprised of a diverse range of business sectors in the commercial freight transportation

marketplace, including motor carriers, third-party logistics companies, and original equipment manufacturers. Companies named to the 2018 "Top 50 Companies" list are: AIM Transportation Solutions, American Central Transport, Averitt Express, Bennett International, Brenny Transportation, Inc., Caron Transportation Systems, Covenant Transport, Inc., Daimler Trucks North America, Day & Ross Transportation Group, Dedicated Systems Inc., DOT Transportation Inc., Dupre Logistics, LLC, Estes Express Lines, FedEx Custom Critical, Garner Trucking, Inc., JR Kays Trucking, Inc., JX Enterprises Inc., Keep Truckin, Inc., Kenworth Truck Company, Knichel Logistics, Landstar, Melton Truck Lines, Inc., Michelin North America, Inc., Mister

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DIDJA KNOW - VALENTINES DAY EXODUS



This will be the fourth consecutive Valentine's Day my marriage has withstood the withering barrage of advertising. It hasn't been easy! You would think it's impossible to survive without chocolate, cards, jewelry or flowers. Who knows? Maybe it is.

Getting ready for this completely manufactured holiday is a lot of work. Erecting firewalls, digging a moat, locking the mailbox shut, and putting the cellphones on Airplane Mode are just a few of the defense measures necessary to protect our sanity. Last year I even blocked the driveway with picket signs stolen from a nearby construction strike.

The forces arrayed against us men are formidable, to say the least. Valentine's Day is now a billion-dollar industry. Retailers will stop at nothing to bulldoze dudes into buying anything that can sport a red ribbon.

And it's not just flirty cards or flowers anymore. Oh no. Even pajama-grams are old

school. Now it includes cars, condos, cruises and concerts. I can even go right down the road a piece, if my lady is a hunter, wrestler, or feminazi, and buy her a pickup truck, tactical vest, or firearm, all in the name of a romantic date-line. And let's face it, guys, what woman isn't turned on by the fragrance of diesel smoke, the music of gunfire, or the hug of a bulletproof vest?

I buy flowers for my girl every once in a while. Maybe even the occasional bracelet or earrings. But the truth is, the lady of my life prefers practical gifts, like salt-and-pepper shotgun shells or chromium plated license plate holders on the family sedan.

For truly special days of the calendar, like a birthday, or the anniversary of her release from prison, I gladly spring for something more meaningful. You know, like a cassette tape of Earl Pitts/American preaching, or Gretchen Wilson's book on airline etiquette. I reckon a man can't love a woman more than that, eh?

As road drivers, we really are limited in what we can do. Ordering online is one option, at the risk of attracting shadow hackers and porch pirates, but there's also the option of searching the shelves at your favorite fuel stops. What lonely woman back home in Missouri wouldn't appreciate plastic-stamped silverware or a shot glass with the state emblem glued to the box?

But wait. I've got it! There's a nationally recognized candy

manufacturer based in Kansas City, and they have a plant in Montrose, Colorado. I've had that run a few times, and you have to go over Monarch Pass. It's beautiful up there, and just think, I'd have that special someone with me to put on the tire chains.

So, there you are. I'm not just good looks and charm after all. I can get a brainstorm even above 10,000 feet. Proof that we can make money, save money, have a vacation, and deliver the goods.

There are plenty of important milestones in February. It was the day the music died, in 1959. It's President's Day, and Ground Hog Day. It's how we learn if there's six more weeks of my wife's frosty stare on the calendar.

Valentine's Day should be remembered for what it was in the beginning, which is capitol punishment. No, really, it was. The patron saint of Valentine's Day was, in fact, St. Valentine, and the Roman emperor signed his death warrant.

It was also the day in 1929 when George "Bugs" Moran's gang was massacred by unknown assailants in a north Chicago suburb, which may explain why red is such a favorite color. Or not. So, take that, Cupid, and stay out of my checking account!

You can reach Roger at rog-clark437@gmail.com

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Pacifico Reflections - Get Out Of Your Own Way

by: Mike McGough

Life is filled with obstacles. Some are real and some are imaginary. They can be big or little barriers that keep you from doing what you want to do, or at minimum, they are impediments to progress that frustrate you along the way. When you push through them, over, around, or under them they can power and invigorate your best efforts. When they keep you from acting or stall your progress, they become excuses and justifications. When an obstacle prevents you from acting or stalls your progress permanently, it becomes your own personal shouldn't, couldn't, haven't, and probably never will rationale for quitting or failing to even try.

To many, life's obstacles and the excuses they spawn are handy little critters. They provide a way out, a reason to quit, and an ongoing explanation for not even starting anything new. For others, obstacles are real barriers along life's way, which tend to nag, frustrate, and in time immobilize. And for others an obstacle is a challenge. When these folks encounter a barrier, they ask "Why not" instead of "Why." Obstacles seem to give them direction, energy, and purpose. These are the doers in life.

For even the most optimistic and positive thinkers, some obstacles are beyond their control. They are very real, and they are too big, complex, or difficult to be conquered. It's important that you realistically remind yourself of this reality from time to time. For example, deciding today that you want to pitch the home opener next

year for the Pittsburgh Pirates at age 67 with two trick knees may sound impressive, but how realistic is it? However, breaking out an old glove and enjoying some pitch-and-catch in the spring becomes a realistic goal that can be enjoyable and stimulating, while serving as a refreshingly attainable reminder of what once was.

Of all of the hurdles and problems you encounter in life, the most vexing and potentially troublesome can be the ones you create for yourself. These impediments can become unbelievably effective blockades along your life's path, and once created and even marginally accepted by you, getting past them can be an arduous and grueling task. However, it can indeed be done.

Think of some of the conversations you may have had with yourself. "I'd love to write a book, but I'm only kidding myself. People like me don't write books." "I think I could paint. I have a beautiful picture in my mind that I'd love to put on canvas, but everyone will laugh." "I'd love to go back and finish college, but at my age it would be impossible." "I'd really enjoy trying another career, but I'm stuck here, and there's nothing I can do about it." Conversations like these are common, all too common, and unfortunately cause many to live on the dark side of the obstacles they create for themselves. As a result they tend to live down to their lowest expectations. As Henry Ford once said, "Whether you think you can or you think you can't, you're right."

The next time you want to set some goals for yourself,

or establish some meaningful resolutions for change in your life, take the time to thoughtfully identify, carefully consider, and purposefully look at the obstacles you may have created for yourself. Yes, goals and resolutions are important, but if you're not realistically considering the obstacles and barriers that you may have created, getting to any goal or realizing any resolution can be all but impossible.

Think of something you really want to do. You know, that special something you tell yourself you would do, "if only." Now think about the "if only" part of your special desire, that resolution you want to make, or that goal you want to set. Take your time and carefully determine exactly what is preventing you from acting. Chances are, you'll find the obstacles you face are, to a large measure, obstacles of your own design and creation.

The obstacles you build for yourself are the most difficult to deal with, because there's no one to tell you that you can do something in spite of them. There's no one in your corner. That's why it's so important to identify the barriers and traps you set for yourself. If you put obstacles between you and your goals, they'll remain there until you decide it's time to move beyond them and get on with your life.

Ask yourself two essential questions. What's the worst that can happen if I give it a try? How much longer am I going to be content living behind my own obstacles? If you've got something you really want to do, believe in yourself, get out of your own way, and get at it!



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Auburn, NY... D&W Diesel, Inc. is taking their Exhaust Aftertreatment Seminars on the road. After a successful string of seminars around the Northeast earlier this year, D&W is continuing to train the industry on this explosive market. Exhaust aftertreatment products have been out for years, but industry knowledge has lagged behind. Nowadays, exhaust aftertreatment units (Diesel Particulate Filters, Diesel Oxidation Catalysts, and Selective Catalytic Reductions) are required on vehicles in order to meet emissions regulations. D&W developed its in-depth seminar after finding their customers frustrated with these products on their equipment. Because they are expensive to replace and very difficult to diagnose, customers were searching for ways to better understand these systems.

D&W trainers Sean Wayne and Frank Janas provide an interactive seminar that is aimed to educate both new and seasoned technicians and fleet managers. Each four-hour class covers modern maintenance practice, basic diagnostic tips, and system relationships. Emphasizing how to use exhaust aftertreatment units properly, it illustrates how to successfully prevent reoccurring problems and reduce downtime and maintenance costs.

The seminars have been positively received as a much-needed addition to the industry. An attendee from Wester Bus Garage in Rochester, NY commented the seminar was "extremely thorough! Both trainers had great knowledge of the subject and not just reading cue cards and reciting a book. Nice change from many other people's seminars I've been to. This was my first D&W seminar and the best seminar I've attended. Thank you!"

To register for a seminar near you, visit www.dwdiesel.com/seminars. D&W, a leader in diesel engine components, also offers DPF cleaning and replacement in each of their branches across the Northeast, and new units are available to purchase on their website, www.dwdiesel.com.

New Clearance Marker And Ramp Light Combo From TecNiq



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The T14 80" Identification & Ramp Light throws a commanding 500 lumens of bright, white LED light. TecNiq's advanced lens design directs the

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Surface mounted with two screws, the T14 80" Identification & Ramp Light is 15.5" long, 1.25" high and 0.5" thick, and comes with an 8.5" pigtail connection for easy installation. It meets FMVSS 108 standard for wide and narrow vehicles; red LEDs provide for the rear clearance marker. It has an MSRP of \$29.97 and comes with a lifetime guarantee.

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March 9, 2019 - Mid-America Truck Show - 2nd Annual Shine In the Pines - 575 Southern Pines Rd., Dublin, GA. Truck and Chrome Show, Chicken Light Show at dark. Convoy on Saturday morning. Food, Fun, Vendors, Entertainment, Music. See us on Facebook for more info!

March 28-30, 2019 - Mid-America Truck Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 26-28 - 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.75-chromeshop.com

May 12 - 30th Anniversary Mother's Day Truck Convoy - Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880

May 31- June 2 - ATHS Convention - Grand Sierra Resort, Reno, Nevada. For more info, visit www.ATHS.org or phone 816-891-9900.

May 30 - June 2 - 16th Annual Wheel Jam - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

July 11-13 - 40th 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/>

August 3-15 - Annual ATHS Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, Northwest Parking Lot, I-80 exit 440, Omaha, NE. Free Truck Show! Free cash plaques and lunch for show entries. Food, vendors, music, transportation memorabilia and fun! For more info call Jim Ernst at 402-895-8040 or Russel Spawn, Jr. at 402-680-6121.

August 9-10 - Wapun Truck-N-Show - 30th Anniversary - Waupun, WI. For more info call 920-324-9985 or visit www.waupuntrucknshow.com or find us on Facebook.

August 22-24 - The Great American Trucking Show - Kay Bailey Hutchison Convention Center, 650 S. Griffin St., Dallas, TX. For more info visit www.truckshow.com

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

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

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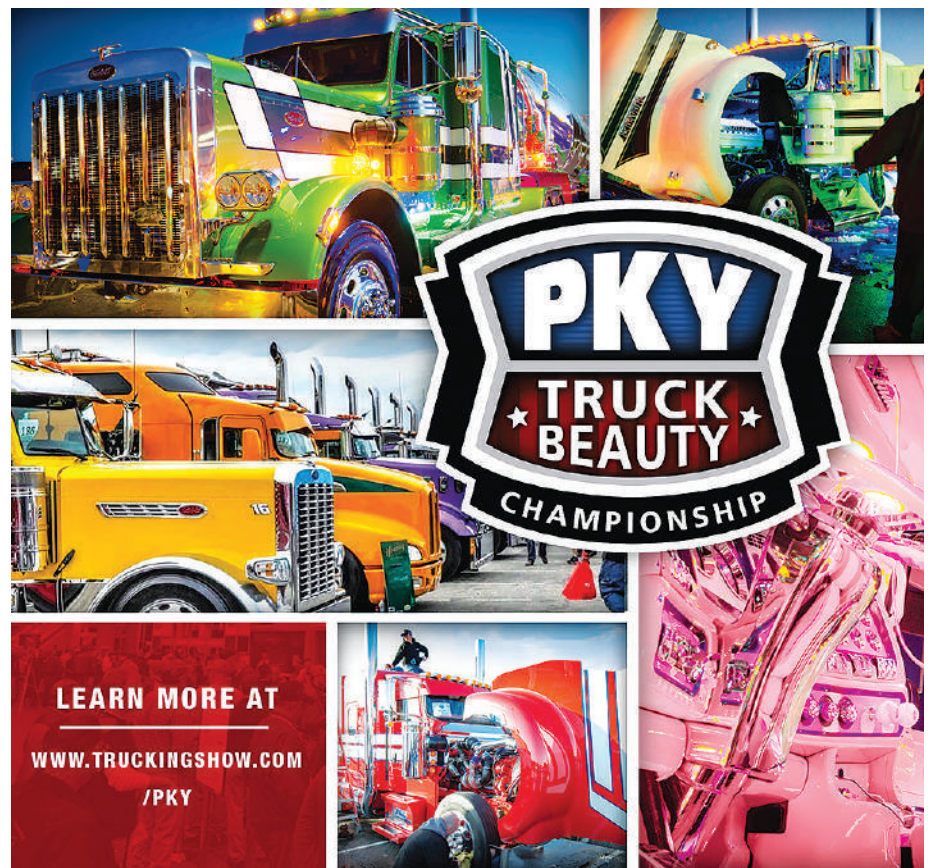
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By Robert Conrad
Anthony Marchetti Jr. has always had a passion for trucks and pretty much anything with an engine. He's been involved in the family business, Angelo's Petroleum, ever since he was a young boy. He says that the business was a perfect fit for his wondering mind as a kid and gave him something to learn and be focused on while working beside his grandfather, his dad, and his uncle. Anthony's

grandfather, Angelo, taught him all he knew about mechanics and actually wrote Anthony his first check when he was only 11! Anthony remembers walking up the street to the local bank with his grandfather to cash it, and the rest is history. Sadly, his grandfather passed away in 2012, and the business is run today by his 2 sisters, his aunt, uncle, and his dad.

Anthony is the proud owner of a brand new 2019 KWW-900L

that was custom built by Tri-State KW in Enfield, CT. This charcoal grey beauty has all of the "bells & whistles" courtesy of the custom truck building division at Tri-State. They added a custom square bumper up front, a Jones hood with old school headlights, painted drop visor, painted fuel tanks with polished straps, full fiberglass rear fenders, and a custom rear light bar.

Anthony hauls fuel with

his class K-Dub and says that Angelo's Petroleum delivers home heating oil, commercial fuel, and bulk fuel as well. Be sure to check them out at www.angelosoil.com for all of your fuel delivery needs. Who knows, Anthony Marchetti Jr. make just pull up in his flawless, fuel-hauling KW to make your delivery!



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