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“THE JOURNAL OF THE TRUCKING INDUSTRY”

75 Chrome Shop's 20th Annual Truck Show



Pictured above is just one of the beautiful Big Rigs from 75 Chrome Shop's 20th Annual Truck Show held in April 2018. Turn to pages 14 & 15 for more photos. Photo courtesy of 75 Chrome Shop.

Rolling Into The Next Century: Burris Freight Management Helping Fuel The Growth Of Carriers, Customers And The Burris Brand



The countdown to a new century is underway — in a little more than 6 years, Burris Logistics will be celebrating 100 years of custom supply chain management. While many peer organizations have come and gone over these same decades, Burris continues to thrive thanks to strong core values, a commitment to be the best and a consistent evolution of diverse

but united business lines — among these, Burris Freight Management. A non-asset-based provider of transportation services, Burris Freight Management, is continually expanding capacity to meet the needs of customers. “Burris Freight Management now has six regional freight management hubs, as well as a growing number of lanes, custom-

ers and community of carriers,” comments Nick Falk, President of Burris Freight Management. “Through a network of independent carriers, we support more than \$100 million in brokered freight services as a business line for our parent brand, Burris Logistics.” Also, differentiating Burris from continued on page 18

New Opportunities Await At Werner!



It has been an exciting year for owner operators at Werner Enterprises! In 2018, owner operators in Werner's van network received a five cents per mile pay increase, and Werner introduced a new truck leasing program.

“We are excited to offer an opportunity that is designed to put owner operators behind the wheel of a brand new truck while virtually eliminating the stress of managing maintenance expenses,” said Werner's Associate Director of Operations Matt Lentz.

With Werner's new truck leasing program, owner operators can

lease a brand new 2019 Freightliner Cascadia, Kenworth T-680 or Navistar International LT for 36 months. Lease program participants also benefit from Werner's full-service maintenance program. Leases start at just \$650 per week with discounts awarded for automatic direct payments. Werner's industry-leading pay and production means more miles and more money for owner operators!

If a professional driver wants to work toward building equity and eventually owning their own truck, or if they have dreams of being a fleet owner, Werner can help

with this mission. Werner's truck purchase program, a program separate from the truck leasing option, offers a large inventory of units with less than 100,000 miles on them. All units also come with standard warranty, and financing is available through Werner Fleet Truck Sales. Truck purchase program participants can own their truck outright in less than three years.

Werner was founded by an owner operator in 1956, and over 60 years later, the company remains committed to treating continued on page 2

New Opportunities Await At Werner!



Pictured above: Hamilton, the first non-Werner driver to participate in the truck leasing program.

continued from page 1

every driver and owner operator with care, dignity and respect. That's why the company has recently invested nearly one billion dollars in trucks, trailers, talent, terminals and technology. With recent pay increases and access to state-of-the-art equipment and cutting-edge technology, there are unlimited benefits to becoming an owner operator with Werner Enterprises. And Werner owner operators benefit from the freedom to manage their own time off, select

their own freight and a dedicated support team.

"As an owner operator with Werner, I couldn't be happier. I have more miles than I can count, a great area to run in and competitive pay," said Dustin Simon.

While owner operator pay is dependent on the account, Werner owner operators average \$1.13 per mile and can earn all the way up to \$2.50 per mile. Werner also pays fuel surcharge on all loaded miles. The higher the cost of fuel,

the higher percentage of the fuel Werner pays for. On top of that, Werner passes on fuel savings to the owner operator to ensure a competitive price on fuel no matter which fueling location is used.


Werner's experienced support team, dedicated to owner operators, provides drivers with support around the clock. Owner operators can enjoy the advantage of Werner's diverse account options and large customer base to find the best fit for their location, home time and

financial needs. Werner's goal is to offer a customizable package that can be tailored to the specific needs of each individual and their family.

Join Werner's team of over 600 owner operators and enjoy industry-leading pay and production! For more information about Werner's owner operator opportunities, please visit WernerOwnerOps.com or call 800.520.6828 today.

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Off The Beaten Path



by Pam Pollock

Thanking My Vet



My Dad in Larry McKinley's vintage Military Jeep.



PA State Representative Lee James, June Roddy, Jack Roddy and Armed Forces member Paul Smith.



Airman 3rd Class Jack Roddy, circa 1955. My Dad mailed this photo home to my Mom.



Jack Roddy and John Hanna proudly raise Old Glory at the Log Cemetery just outside of Barkeyville, PA.

To a little girl, your Daddy is always your Hero and as you age, those thoughts never change. My Dad worked very long hours to provide for our family, often working 2 jobs to make ends meet. His love shines through for us in all that he does.

You probably never knew this, but my Dad is also a Hero to all of you as well. When he was 17 years old, he was a member of the 409 Military Government Unit of the U.S. Army Reserves. That's a very big step for a teenager to take. My Dad took that step ever further when he enlisted in the United States Air Force on January 10, 1955 two months before he turned 18 years old.

Jack Roddy completed his Basic Training at Parks Air Force Base in California and graduated with the rank of Airman 3rd Class (A/3C). The next phase of his military service was attending school to be an airplane mechanic at Shepherd Air Force Base in Wichita Falls, Texas. (This training provided him with skills that he uses to this day, he has fixed more cars than I can remember – and if someone's car has an issue, it's always mentioned to "call Jack and see what he thinks the problem is.")

Upon graduation from Aircraft Mechanics School in September 1955, Dad returned home on leave to marry my Mom (they will be celebrating 63 years of marriage this year on September 10th) before he flew out to Spokane, Washington to begin his next assignment at Fairchild Air Force Base.

In 1956, Dad was stationed in Guam on a temporary Bomb Wing Duty. Dad said that he flew to Guam in a C124 cargo plane, stopping in Hawaii and Wake Island to refuel before arriving in Guam. After his 3-month temporary duty at Guam, Dad returned to Fairchild AF Base where he was a member of the 92nd Bomb Wing. Dad finished his enlistment with the Air Force and was honorably discharged in October 1958.

The Barkeyville Church of God recently honored my Dad for his

military service during a special ceremony. Paul Smith, a member of the Armed Forces surprised my Dad while he was attending Sunday

service at his Church. Dad was then escorted to the Barkeyville Church of God in a vintage military Jeep, owned by Larry McKinley. During

the ceremony, Dad was presented a proclamation certificate by PA State Representative Lee James of the 64th Legislative District.

John Hanna of the Barkeyville Church of God then presented my Dad with a flag of the United States of America and escorted him in the military jeep to the Log Cemetery. Together they raised the flag over the graves of veterans, including the grave of an unknown Civil War veteran. This flag will proudly soar above the cemetery for the next year until it is taken down and given to my Dad.

When a man or woman volunteers to enlist and serve their Country, they never know if they will serve in a time of peace or conflict, but they willingly agree to place their lives in harm's way to protect and serve our Nation

and its people. I am very proud of indeed my favorite Vet and I love my Dad for his military service and you very much." want to say, "Thanks Dad, you are

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- Purchase newer class 8 trucks with diesel engine model year 2012 or newer and receive up to \$30,000 in down payment funds.
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- Old truck engine must be between the years of 1997 – 2006
- In order to get started, a simple application with truck information will be required.

If you are interested in participating, please contact Medessa Burian at msburian@umd.edu or phone 301.405.737

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High Performance Diesels with Bruce Mallinson

Dry diesel fuel, many of you know that twice the aromatics, sulphur, and paraffin have been removed from today's diesel fuel and gasoline. Forrest Lucas of Lucas Oil and I were speaking at a seminar in California and he told me that I should be using the Lucas Fuel Conditioner in my gasoline engines and Harley Davidson. I try to remember to do so, I keep the small bottles of Lucas in the saddle bags of the bike and in my car. The reason I'm writing about this is the popularity of the older N-14 Cummins engines. Many times a week we get phone calls

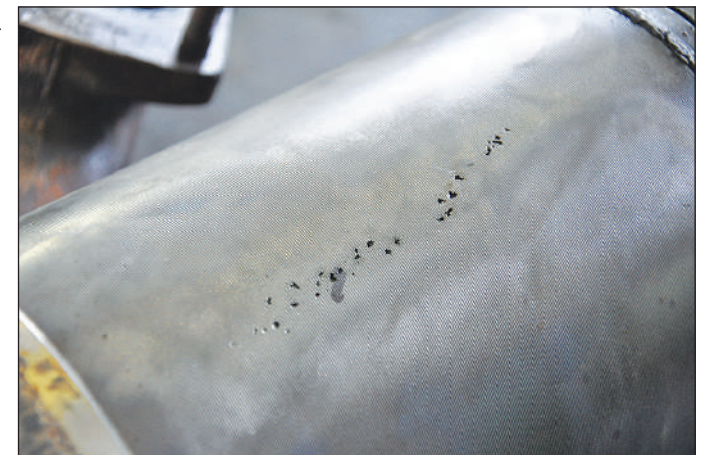
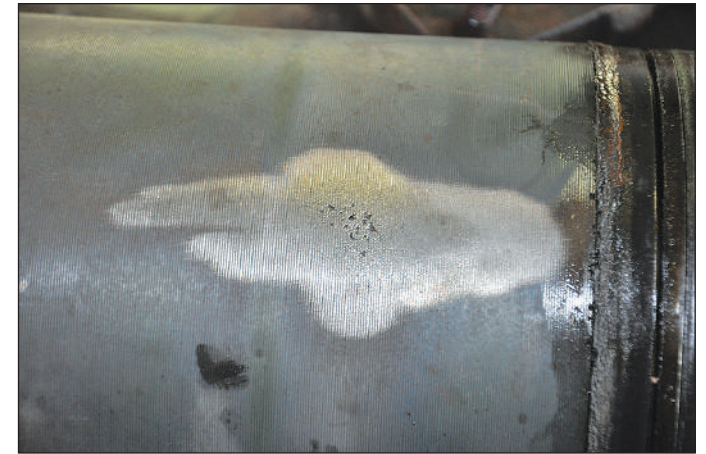
about injectors failing in this great engine. This is just my thought, the original design of the N-14 injector was prior to the government mandating low sulfur fuel, and the clearance in a barrel and plunger of an injector is 40 millionths. Could it be that today's diesel fuels do not have enough lubricity for such a tight clearance? We have recommended since the mid 1990's to use Lucas Fuel Conditioner with each tank of fuel. The complaint is the price of the Lucas, and my response to that is purchase it in a 55-gallon drum, keep it at home and fill your own jugs. We have

sold several drums and it drastically lowers the price. The lubricity and the additives in the Lucas Fuel Conditioner will increase the fuel mileage and now the cost is zero and the injectors are protected. Considering the cost to replace one electronic injector out on the road, the cost of Lucas is minimal. A few years back an owner-operator recently had his Caterpillar engine rebuilt somewhere in Idaho and has burned through 6 sets of injectors. I asked him if he tried Lucas Fuel Conditioner, his answer was it's too expensive. Interesting, he will spend money for 6 sets of injectors,

the time and labor to install them, but won't spend \$34.00 for a gallon of Lucas, how am I supposed to help a guy with that attitude?

Another problem we have in the shop this week is liner pitting and this was on a 60 Series Detroit. Several years ago, I wrote about this very subject, and I felt it was a problem of the past with pre-mixed coolant, I hope the antifreeze manufacturers are using soft water when they mix and bottle the coolant. Liner pitting is caused by the vibrations created when the injector fires and the piston is forced down the liner. Bubbles form on the outside of the liner and they implode by the movement of the liner. Implosion means they are crushed inward and this sets up a microjet shock wave that travels at about 1250 mph. Bad grounding of the engine to the chassis can also cause this pitting. It's always a good practice to install a few ground straps from the engine to the chassis and the cab to the chassis. Bad grounds create a lot of other problems too. Water filters contain DCA which keeps the water in the coolant soft and is meant to eliminate liner pitting. You don't want this problem, once the pitting is eroded away at the liner a small hole will go completely through the liner and combustion will transfer into the radiator and coolant will seep into the oil when the engine is shut off. Extended life coolant does not require the DCA additive and I'm not sure which coolant was in this Detroit engine. I just want you to be aware of the problem. Back in the days of the Big Cam Cummins engines I saw a liner pit through in 90 days, the upper counter bores were several thousandths out of round thus allowing the liner to slap harder against the coolant. Coolant moves slow and the liner vibrations is somewhere around 1400 mph. Know which coolant you have, what water filter it takes, check you DCA levels with the strips, and install ground straps.

Liner Protrusion: Mechanics are still building engines without checking liner protrusion, this is a must do when installing liners. Low liner protrusion means the head gasket will fail prematurely. There is no repair that can solve this problem other than removing the liners and cutting the upper counter bore for liner shims. Ask your mechanic if he has a liner protrusion gauge, if in doubt ask him to show it to you. If he has the gauge, does he have the tool to cut



the counter bores, and does he have another shop in your area that can travel to his shop to cut the counter bores. If the answers are no, you better tow your truck to a shop that is equipped to do the job correctly. There are many great mechanics, however if the shop isn't equipped with the proper tools, then the job can't be done correctly.

Please don't neglect the emissions system on your 2008 and newer engines. The Diesel Force injected foam cleaning machine is doing a fabulous job on removing the EGR soot from the intake mani-

fold, combustion chambers, turbo-charger, and the EGR valve. Have the cleaning performed and the "Dorothy" soot eater installed, and you'll run another 250,000 miles almost trouble free. Horsepower is too low; the engine responds too slowly; our electrical department can fix that problem too.

Life is too short to drive weak trucks!

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



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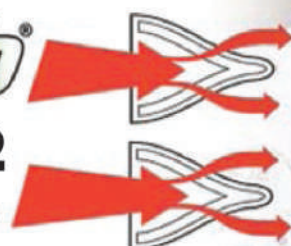
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TravelCenters Of America Now Accepting Nominations For Sixth Annual Citizen Driver Program

WESTLAKE, OH... TravelCenters of America LLC (TravelCenters), operator of the TA® and Petro Stopping Centers® travel center brands, is now accepting nominations for the 2019 Citizen Drivers. The program, launched in 2013, is designed to recognize professional drivers who evoke public respect for the truck driving profession through good citizenship, safety, community involvement, health and wellness, and leadership. Anyone -- fleet owners and executives, co-workers, friends, family members, trucking organization members, trucking industry customers -- may nominate a professional driver for the honor. Nomination forms, rules and other information can be found at www.ta-petro.com/citizendriver. Nominations will be accepted through September 30, 2018.

The 2019 Citizen Driver honorees will be announced at a special ceremony. Over the course of five years, there have been 31 Citizen Drivers and each have had the TA-Petro site of their choice named after them in their honor. "We always enjoy this time of year, when the nomination period opens in search for our next set of Citizen Drivers. We encourage everyone that knows or works with professional drivers to think about who stands out and nominate them. It's an honor, every year, to get to know the nominees and to read the stories that have made an impact on the people they interact with every day," said Barry Richards, President and COO of TravelCenters. Our industry-expert judging team had a difficult time narrowing down the 2018 nominees to a group of finalists, and eventually

honorees. Five nominees became Citizen Drivers and had a TA or Petro location of their choice named for them. The signs will be changed at these locations and dedication ceremonies will take place over the coming weeks. The ceremony dates and times are:
 • June 20, 6:30 p.m. -- Danny & Cindy George -- TA Wheat Ridge, CO -- "Danny & Cindy George Wheat Ridge Travel Center"
 • June 22, 1:00 p.m. -- Ingrid R. Brown -- Petro Oklahoma City, OK -- "Ingrid R. Brown Oklahoma City Stopping Center"
 • July 6, 1:00 p.m. -- Carol Wolder-Nixon -- TA North Bend, WA -- "Carol Wolder-Nixon North Bend Travel Center"
 • July 7, 1:00 p.m. -- Roland Bolduc -- TA Branford, CT -- "Roland Bolduc Branford Travel Center"

TravelCenters congratulates all of the 2018 Citizen Drivers once again. Articles on each of the honorees can be found in the July/August issue of RoadKing magazine, available at all TA and Petro locations. For more information on TravelCenters, TA, and Petro Stopping Centers, please visit www.ta-petro.com. For more information on Minit Mart, please visit www.minitmart.com.

Understanding Oil Contaminants



By Tom Bock

When I tested my oil at Caterpillar it didn't match the results from the sample I shipped to the lab for analysis. How could the same oil sample taken at the same time result in different results?

It is not easy to comprehend why two oil samples taken at the same time would not produce the exact same results when sent to the lab. It is even more confusing when you send these samples to two or three labs and the results are all over the board. The answer lies in the fact that results are based on testing procedures that vary based on equipment utilized for analysis and the calibration of the equipment.

The labs are required to use test samples to verify the equipment is properly calibrated to the standard produced by the American Society of Testing and Materials (ASTM). The test samples will however lose potency over time and provide a small range of results that the equipment must meet to validate the accuracy of the oil samples. A slight calibration variation could produce higher or lower readings when reporting wear metals parts per million for example.

When you send two samples to

one lab it does not mean that each sample would be tested on the same piece of equipment. Larger labs require numerous machines to meet daily volume. Desktop labs may use the same equipment but any residue left from previous sample could affect results slightly. You will most likely see larger differences when sending two identical samples to two different analysis companies. You should however see statistically similar increases or decreases in the parts per million for each contaminant between recent and previous sample results. If Lab 1 shows iron for example at 40ppm increasing to 60ppm (+50%), Lab 2 should have a similar increase from their previous read of 32ppm to 48ppm.

Fuel dilution is an area we always see variances between labs far greater than the contaminant metals or additive packages. This is due to the type of testing the lab utilizes. Fuel dilution is usually tested using Fournier Transform Infrared Spectroscopy (FTIR) by passing light through a fixed thickness of oil and measuring the absorption rates compared to virgin oil. Some labs will not run any fuel dilution tests if the viscosity for the oil you are using conforms to the SAE range for the grade of oil you are using. You will usually notice fuel dilution indicated on report as < 1 or < 2 on sample report. If you receive a report that shows fuel <2% and you use a viscosity improver there may actually be up to 10% fuel in oil and lab based the results from viscosity that is in normal range. You will get more

accurate results using a lab that use Gas Chromatography (GC) to analyze fuel dilution. GC analysis separates chemicals in the oil and analyses the gas they emit to improve the analysis process.

Here is a tip to lower soot levels: as summer approaches and the heat begins to increase it is a good time to watch your soot levels closely. Soot is improperly or unburned fuel. Increases in soot levels can come from a few different areas; improper fuel to air ratios, bacteria (BUGS) in fuel, exhaust restrictions and improper fuel pressure or flow. The summer brings more dust that clogs air filters and restricts air flow and the increased heat provides an ideal environment for the bacteria growth that contaminates fuel, clogs fuel filters and reduces combustion creating additional soot. I only mention this because each year I have drivers who tell me that they haven't changed anything mechanically and they are seeing increases in soot. Check the tank for bugs by drawing some fuel from the tank with a tube and drop it on a white paper towel. If you see black/green slimy dots it is bacteria or bugs. Get a biocide at the nearest truck stop and treat the tanks. Carry additional fuel filters because the dead bacteria will fill the fuel filters quickly.

If you are making plans to attend the Great American Truck Show in Dallas Aug 23-25, please make sure you stop by the OPS-Oil Purification Systems booth #1117

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Industry News Briefs

Shell and AirFlow Truck Company Announce Results From Cross-Country Run with Starship Initiative Truck



Jacksonville, FL... After traveling more than 2,300 miles across the southern United States and with a tropical storm looming in the Gulf of Mexico, Shell Lubricants and AirFlow Truck Company completed the cross-country test drive of the Starship Initiative truck on May 24, 2018. This journey marks the first time that a prototype Class 8 vehicle of this type with these combined technologies this has driven coast-to-coast across America in real-world trucking operations and in real-world conditions including unplanned stops and torrential rains along the way.

The real learning was that despite the far-from-perfect road and weather conditions, the completion of the drive itself was a success. For the cross-country drive, the Starship truck attained 178.4 ton-miles per gallon^[1] for freight ton efficiency^[2]—a nearly 248 percent improvement over the North America average freight ton efficiency of 72 ton-miles per gallon for trucks^[3]. Freight ton efficiency is a more relevant statistic for judging the energy intensity associated with moving cargo from point A to point B since it combines the weight of cargo being moved with the amount of fuel consumed.

The final total truck and cargo weight was close to 73,000 pounds, which is 28 percent heavier than the average total gross vehicle weight of 57,000^[4] pounds for a U.S. on-highway Class 8 truck. The payload weighed in at 39,900 pounds, 77 percent more mass than the U.S. average payload of 22,500^[5] pounds, and was comprised of clean reef material destined for a new offshore reef installation in Florida. For the entire journey, which included vastly different road, weather and terrain conditions, the Starship truck's total average fuel economy was 8.94 miles per gallon, compared to the average U.S. fuel economy for transport trucks at 6.4^[6] miles per gallons. The best fuel economy attained during the drive was 10.2 miles per gallon.

And, in terms of calculating estimated CO₂, if all trucks in the U.S., 2 million of them^[7], reached the overall fuel economy and freight ton efficiency performance of Starship, they would emit an estimated 229 million less tons of CO₂ into the atmosphere per year. A reduction of 229 million tons would correspond to a huge, 60 percent, reduction in CO₂ emissions from the U.S. truck fleet, highlighting the benefit of the enhanced economy and increased loading strategy adopted within the Starship Initiative.^[8]

"The Shell team didn't take the easy road to trying to achieve the best results they could with their first drive with the truck," commented Mike Roeth, Executive Director, North American Council for Freight Efficiency. "They knew they wanted to make the truck run, but they went a step further. They carried a much heavier load than

many average truckers on the road formulated to provide better fuel carry, traveled a longer route in an uncontrolled environment with a variety of technologies not tested in these real-world conditions. For us, it was a rewarding opportunity to see the truck move from an idea on paper to traveling with the team on the road to help verify the run results."

For the Shell Starship team, the cross-country journey brought a number of learnings and firsts. The cross-country journey provided Shell with an opportunity to test Shell ROTELLA® T6 Ultra 5W-30 Full Synthetic engine oil in a cutting-edge vehicle prior to its introduction to market. This low viscosity API FA-4 engine oil is

formulated to provide better fuel economy, improved high and low temperature performance compared to CJ-4 performance engine oils and meets the requirements for many low emissions engines. The combination of (1) Shell lubricants technology, (2) carefully thought through aerodynamics, including customized carbon fiber cab and full side skirts along the length of the trailer, (3) Cummins X-15 Efficiency engine, (4) low rolling resistance tires, and (5) a smart driving strategy all contributed to the strong freight ton efficiency result.

The streamlined design of the truck was amped up with the addition of recently DOT-approved

full video only mirrors that provided a broader, nearly 180 degree view on each side of the truck for the driver. In addition to living like truckers for a week on the road, including fueling up and comparing notes with other truckers at stops, the team learned first-hand how to safely pack and load heavy freight for long-haul transport.

The truck also used a number of full synthetic Shell Lubricants products including Shell Spirax® S6 GXME 75W-80 transmission oil, Shell Spirax® S5 ADE 75W-80 differential oil and Shell Spirax® S6 GME 40 wheel hub oil. In addition, Shell ROTELLA® ELC NF provided excellent high-temperature protection and heat transfer. Shell ROTELLA® Diesel Exhaust Fluid, a high purity diesel exhaust fluid, was also in the truck.

With new fuel economy and emission regulations on the horizon and the need for continuing advances in fuel economy, the Starship Initiative has taken a step in the journey to target the world's global energy challenge. To stay up-to-date on the latest Starship Initiative activities, visit www.shell.com/starship.

ATA Truck Tonnage Index Increased 2.2% in April Tonnage Index 9.5% Higher than April 2017

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 2.2% in April after easing 1% in March. In April, the index equaled 112.5 (2015=100), up from 110.1 in March.

ATA revised the March decline slightly from the originally reported 1.1% to 1%.

Compared with April 2017, the SA index surged 9.5%, which was the largest year-over-year increase since October 2017. Year-to-date, compared with the same four months last year, tonnage increased 8%, far outpacing the annual gain of 3.8% in 2017.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 109.2 in April, which was 4.8% below the previous month (114.7).

"Truck freight tonnage remains robust," said ATA Chief Economist Bob Costello. "And I don't think we've even seen the traditional spring freight season yet. People are just getting around to buying grills, lawn mowers, and yard tools. Plus, the produce season was also delayed due to a cold snap in early spring. Longer-term, strength in consumption, factory output, and construction should keep truck freight tonnage solid for the quarters ahead."

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

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

NATSO Launches Alternative Fuels Council

Alexandria, VA... NATSO Inc., the national association representing the travel plaza and truckstop industry, today launched a new business venture known as the Alternative Fuels Council (NATSOAltFuels.com) to help fuel retailers leverage the resources necessary to learn about and incorporate alternative fuels into their supply offerings.

The Alternative Fuels Council will work with members of the truckstop and travel plaza community and other fuel retailers to navigate the litany of state and federal fuel regulations, and to utilize available government incentives for alternative fuels, including the Renewable Fuel Standard (RFS). The Alternative Fuels Council will also help its partners implement profitable strategies related to alternative fuel supply options and fuel infrastructure.

Among its initial offerings, NATSO's Alternative Fuels Council today unveiled a new Biodiesel Fuel Quality Plan designed to help those who blend, market, and distribute biodiesel blends ensure the final product that they sell to consumers meets a minimum standard of quality. As part of this plan, the Alternative Fuels Council will help facilitate fuel testing and analysis for marketers.

Through the Fuel Quality Program, those who blend, market and distribute biodiesel can access a step by step guide to the blending process. The guide directs users through fuel quality management, including sampling procedures, protocols and proposed schedules, to help ensure that alternative fuel meets the required ASTM fuel quality standards.

To learn more about the Alternative Fuels Council and the Biodiesel Fuel Quality program visit NATSOAltFuels.com



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The Marinized Series 60 Part 3: Factoring Out The DDEC Injection Timing Advance



Last month I compared Detroit's calculated fuel consumption between the marinized 14 liter HK Series 60 and the Pre EGR highway 14 liter HK Series 60. I was surprised to see that despite having a more aggressive camshaft and larger injectors, the marinized 14 liter Series 60 had slightly more efficient fuel consumption numbers than the highway version. My guess? It almost has to be the injection timing.

I'm going to run this test the same way as last month, except this time I'm going to program the Marinized DDEC and the Highway DDEC to run with the same amount of injection timing advance. The goal here is to cancel out any gains in efficiency due to injection timing advance. This way we can look at the differences between the marine Series 60 and the highway Series 60 in terms of their fuel consumption numbers without factoring in the injection timing.

For the second trial, I programmed in identical static timing values in both the marine and highway HK DDECs. This way we can factor out the injection timing differences in the fuel consumption calculation.

The first test is at light load between 1200 rpm and 1800 rpm. Torque output is set to 500 ft-lbs

Flywheel Torque	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
500 ft-lbs	Gallons of fuel burned per hour	Gallons of fuel burned per hour
1200 RPM (114hp)	5.9 gal - Truck factory timing 5.4 gal - Static timing	5.7 gal - Marine factory timing 5.6 gal - Static timing
1500 RPM (142hp)	7.5 gal - Truck factory timing 6.8 gal - Static timing	7.4 gal - Marine factory timing 7.5 gal - Static timing
1800 RPM (171hp)	9.1 gal - Truck factory timing 8.3 gal - Static timing	8.8 gal - Marine factory timing 9.0 gal - Static timing
The second test is at 1000 ftlbs between 1200 rpm and 1800 rpm.		
1000 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
1200 RPM (228hp)	Gallons of fuel burned per hour	Gallons of fuel burned per hour
1500 RPM (285hp)	11.3 gal - Truck factory timing 10.7 gal - Static timing	11.4 gal - Marine factory timing 11.4 gal - Static timing
1800 RPM (342hp)	13.8 gal - Truck factory timing 12.1 gal - Static timing	13.3 gal - Marine factory timing 13.4 gal - Static timing
The third test is at 1650 ft-lbs between 1200 rpm and 1800 rpm. These are 14 liter engines so they can produce this all the way up to 1800 rpm.		
1650 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
1200 RPM (376hp)	Gallons of fuel burned per hour	Gallons of fuel burned per hour
1500 RPM (471hp)	18.4 gal - Truck factory timing 16.6 gal - Static timing	18.4 gal - Marine factory timing 18.7 gal - Static timing
1800 RPM (565hp)	23.0 gal - Truck factory timing 20.4 gal - Static timing	21.2 gal - Marine factory timing 21.0 gal - Static timing
The final test is at 2000 rpm. The highway 14 liter program can only go to 1450ftlbs at 2000 rpm.		
1450 ft-lbs	HK 14 liter S60 Highway engine	HK 14 liter S60 Marine engine
2000 RPM (552hp)	27.2 gal - Truck factory timing 25.1 gal - Static timing	25.9 gal - Marine factory timing 25.3 gal - Static timing

Highway HK running marine injection timing

Now that we've cancelled out the gains due to timing advance the fuel consumption numbers make sense. In general, larger injectors

can't fire as precisely as smaller injectors so some loss of efficiency can be expected. This data suggests that if you need 550 horsepower to climb a hill you're going to burn less fuel with a highway camshaft and

highway injectors than a marine camshaft and injector combination designed for 825 horsepower.

Written Fernando DeMoura, Diesel Control Service LLC. Website: www.dieselcontrolservice.com

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By Steve Pollock

PITTSBURGH, PA... Dee'z Wheelz Bicycle Festival will be held this upcoming August 26th from 12 pm – 3 pm at the Bud Harris Bike Track in Highland Park, Pittsburgh Pennsylvania. Everyone is invited to bring their bicycle and ride, and if you don't have a bike, Healthy Ride PGH will lend you one for free! The event is an opportunity to ride bicycles with Dee and other Special Olympians as well as officers from the Pittsburgh Police Department.

Dee'z Wheel Bicycle Festival will be celebrating all things bikes with a bike raffle, unicycle performance, Bike Rodeo by Pittsburgh Police Officers and a chance to ride the Pittsburgh Party Pedaler. There will be food, games, prizes, dunking tank and a live DJ. The first 200 guests will receive free Bruster's ice cream.

The admission fee is only \$5 with all proceeds to benefit the Special Olympics of Pennsylvania and is sponsored by the Law Enforcement Torch Run for Special Olympics of Pennsylvania, one of the largest fundraising organizations in the country for Special Olympics. The event is a cooperative effort of many individuals and companies and is organized by Pittsburgh Police Chief Scott Schubert, Officer Pam DeGuffroy and Joe Mancino, President of Tri-State Trailer Sales.

Sixteen year old Danielle "Dee List is a very special young lady. Dee lives with a rare condition called Glycosylation, which affects the central nervous system. Even though Dee is in a wheelchair, she doesn't let it slow her down! She loves to swim, walk, bowl and especially to ride her custom built bicycle. However, a year ago she

outgrew her bike and Joe Mancino generously purchased a new custom built bike for her. Dee and Joe proudly rode together at last year's bicycle festival.

Ridin' With Dee'z Wheelz 2018 is a great opportunity to spend an afternoon with some amazing Special Olympics athletes and to help raise money for a very worthy cause. The address for the event is 1401 Washington Blvd., Pittsburgh, PA. For additional information, contact Officer Pam DeGuffroy at pdeguffroy@gmail.com. If you can't make the event but wish to donate, you can do so at www.deezwheelz.org. If you prefer mailing a check, make it payable to Dee'z Wheelz and mail it to: Tri-State Trailers, Attn: Joe Mancino, 3111 Grand Ave., Pittsburgh, PA 15225.



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PORTLAND, OR... Current members of the Owner-Operator Independent Drivers Association (OOIDA) can receive rebates on qualifying new Freightliner truck models. Qualifying used trucks at SelecTrucks Centers are also eligible for the discount program.

To be eligible for a rebate from Freightliner Trucks or SelecTrucks, customers must be OOIDA members for 90 days prior to purchase and must present their membership card at the time of sale. All trucks must be sold and delivered to the customer by December 31, 2018.

Freightliner models that qualify for the rebate include 2018 and 2019 model-year new Cascadia®, original Cascadia and 122SD trucks. Visit a local SelecTrucks

dealer for qualifying used truck inventory.

Based on truck model and configuration, OOIDA members can receive a \$1,000 rebate. The

SelecTrucks OOIDA discount can be combined with the All-Star Line Up promotion or the Proud to Serve Veterans promotion.

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2 Million Mile Safe Drivers- L-R: Jim Niddle, Robert Wikart, Bill Kearns, and Jim Tulip. Standing are: Gary Carroce, VP of Operations; Anne Marie Naples, Director of Safety and Mark Carroce, President.



Standing at the back: Some of the safe drivers of R&J Trucking. R&J Trucking staff members are kneeling in the foreground.

By Steve Pollock

BOARDMAN, OH... R&J Trucking held their annual Safety and Awards Banquet this past May 19th at the Holiday Inn on South Ave. in Boardman, Ohio. Many of R&J Trucking's Professional Truck Drivers and staff members attended the banquet.

Before R&J's Safe Drivers were recognized, Director of Safety Anne Marie Naples reviewed the company's safety standings. For drivers to be eligible for employment at R&J Trucking, they must have a low CSA score. Anne Marie congratulated R&J Trucking drivers for enabling the company to maintain some amazingly low CSA scores.

All three of American Bulk Com-

modities companies: R&J Trucking; John Brown Trucking; and Southern Haulers were well below national averages for CSA scores. The company focuses efforts on reducing common violations, which include seat belts, speeding and vehicle maintenance issues by coaching and rewarding drivers who achieve clean inspections with gift cards.

American Bulk Commodities and its subsidiaries: R&J Trucking, John Brown Trucking and Southern Haulers are great companies to work for with an annual turnover rate of less than 50%. This year the company awarded over \$15,000 to its safe drivers. To qualify as a safe driver, you must have no moving

violations and no chargeable incidents in the past year. All of R&J Trucking's safe drivers received a cash award bonus for their efforts. The 2017 R&J Trucking Safe Drivers are:

1 Year: Christopher Ricketson, Mark Bigley, Robert Alberter, Jr., Daniel Hipple, Darren Auzier
 2 Years: James Burney, Sr., Ronald Naugle, Rodney Robinson, James Morrow, Amil Dinsio, Jr., Troy White
 3 Years: Robert Ashman, Timothy Sears, Michael Manse, Roger Hake
 4 Years: James Hutch, Bryan Hicks, Jarrett Quarles
 5 Years: Scott Hart, Robert Boyes, Christopher Lengyel, Paul Softich, Terry Dunbar, Augustine Gonzalez,

Jr., Shawn Byers
 6 Years: Charles Jones, James Trube
 7 Years: Todd Allen, Roy Weamer, James Marlatt, Carey Lapushansky
 8 Years: William Fialkowski
 9 Years: Thomas Moody, Jr., John McMillion
 11 Years: Matthew Desellem
 12 Years: Charles Phillips
 13 Years: John Fazio
 14 Years: David Packard
 16 Years: Brad Druschel
 17 Years: George Hern, James Tulip, David York, Jr.
 18 Years: Leonard Pieri
 20 Years: Kenneth Cappitti, Chad Krenn
 21 Years: Martin Dansereau, Robert Weikart
 22 Years: Reed Hart, James Niddel

23 Years: Leonard Brewer, Jr., William Kerns

Also honored were the following Million Mile Drivers:

1 Million Miles: John Fazio
 2 Million Miles: Jim Tulip, Bob Wikart, Jim Niddle, Bill Kearns

Reed Hart was recognized for 25 years of service.

The staff and management of American Bulk Commodities want to thank all of their drivers for being safety conscious and helping the company to achieve safety scores well below the national average for carriers of their size. Through their efforts, American Bulk Commodities continues "Leading The Way." American Bulk Commodities was founded by Ron Carroce in 1960

and has been family owned and operated for 4 generations of the Carroce family.

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75 Chrome Shop's 20th Annual Truck Show



75 Chrome Shop's 20th Annual Truck Show was a huge success. For the first time in the show's 20 year history, this was a non-judged truck show. The People's Choice Trophy was presented to Bubba Branch/Low Life Transport. The 2018 Prime Shine Award was presented to Kaleb Hammett/Hammett Excavating. Also new this year was the well received Truck Convoy, which sojourned from the 75 Chrome Shop to the middle of Bikefest in downtown Leesburg, Florida.
- Photos courtesy of 75 Chrome Shop -

Volvo Tribute Trucks Honor Military Heroes During Memorial Day Weekend at U.S. Capital



Employees at Volvo Trucks' New River Valley (NRV) assembly plant in Dublin, Virginia unveiled the 2018 Ride for Freedom truck featuring the new VNL 760. The tractor, accompanied by a custom-designed Volvo VNR 640, led a motorcade of more than 150 motorcycles from the plant to Washington, D.C. during the annual "Run for the Wall" Ride for Freedom motorcycle rally Memorial Day weekend.

This year marks 27 years of NRV employee and the UAW Local 2069 Veteran Committee support of the Ride for Freedom event, now in its 31st year. The custom-designed graphics on the VNL 760 long-haul tractor honor America's military heroes of all branches with the slogan, "All gave some, some gave all...some still give."

Truckers Support ELD Exemption Bills For Small-Business Motor Carriers

GRAIN VALLEY, MO... The Owner-Operator Independent Drivers Association, the nation's only organization exclusively representing professional and small-business truckers, supports a bill that would exempt motor carriers with 10 or fewer trucks from an electronic logging device mandate.

"We're thrilled that Congressman Collin Peterson (D-MN) and Congressman Greg Gianforte (R-MT) introduced a bill to provide relief from the ELD mandate to small-business truckers. While the mandate is already in effect, it's never too late to do the right thing," said Collin Long, OOIDA Director of Government Affairs.

The "Small Carrier Electronic Logging Device Exemption Act of 2018" or HR5948, would allow motor carriers that own or operate 10 or fewer commercial vehicles to record their hours-of-service on a paper logbook. It would also require the U.S. Department of Transportation to implement the exemption within 90 days after becoming law.

"The ELD mandate currently in place continues to frustrate drivers and small businesses," added Long. "Our economy cannot afford to lose more of either. Technology that is truly beneficial doesn't have to be mandated - it is eagerly embraced!" said Long.

"This is a great bipartisan bill, and one that hopefully can generate a ton of support from Congress and impacted stakeholders. We realize it has a long way to go, but we're encouraged that so many in Congress are still concerned about the negative impact the ELD mandate continues to have on our nation's small-business truckers," said Long.

Fyda Freightliner Western Star of Northern Kentucky Now an Authorized Dealer for Isuzu Commercial Trucks

Columbus, OH... Fyda Freightliner Western Star of Northern Kentucky is pleased to announce that the dealership is now an authorized dealer for Isuzu Commercial Trucks America. A selection of new Isuzu trucks is currently on the lot with more inventory units arriving daily. Fyda Freightliner Western Star Northern Kentucky opened on August 1, 2017 offering new Freightliner and Western Star and used trucks, parts, and repair. A single service department shift quickly expanded to two shifts within the first four months of operation in order to meet customer demand.

Between them, sister dealerships Fyda Freightliner Western Star of Northern Kentucky and Fyda Freightliner Cincinnati, Inc. (which are only 50 miles apart) offer the following lineup in new trucks:

- Freightliner Sprinter (Cincinnati) - Class 2 & 3 light duty passenger and cargo vans
- Isuzu (Kentucky) - Class 6, 7 & 8 COE box trucks/straight trucks
- Freightliner (Cincinnati & Kentucky) - Class 6 & 7 medium-duty, step van, delivery, vocational/municipality; Class 8 heavy-duty on-highway
- Western Star (Kentucky) - Class 6 & 7 vocational/municipality; Class 8 heavy-duty on-highway

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75 Chrome Shop truck Show



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Teams – Get Miles With DOT-Line Transportation

By Steve Pollock

EL RENO, OK... DOT-Line Transportation has been a family owned company for over 35 years. They are specialists in long haul, just-in-time and expedited freight. DOT-Line hauls drop and hook dry van freight in 53' trailers for retailers with an average length of haul of 2,400 miles and a 30,000-pound payload. Most of the loads originate in California and are delivered on the East Coast with return loads back to California. The primary lanes are I-10 to the I-20 split, I-40 to the I-44 split and I-80.

DOT-Line utilizes driver teams to run this long-haul freight and

teams can choose to run 5,000 to 7,000 miles per week on designated lanes and terminal to terminal, working from designated points in CA; MD; PA; GA; OK; MA; and NJ. Teams can be home weekly, every two weeks or stay out running.

DOT-Line owns Volvo 860 and Western Star 5700EX tractors. The trucks are traded every 2.5 years and are spec'd with the largest cabs available as well as APU units, microwaves and refrigerators. The company wants their drivers to be comfortable. While most of DOT-Line's teams are company drivers, they do lease owner-operators and small fleets and have a lease

purchase program as well. There are limited opportunities for solo drivers. DOT-Line requires teams to have one member with a minimum of 2 years of OTR experience, but if the other driver has less than a year on the road, DOT-Line may still be able to hire them, just give DOT-Line a call. DOT-Line has a new pay package and provides a full menu of benefits for company drivers as well as medical insurance programs for contractors.

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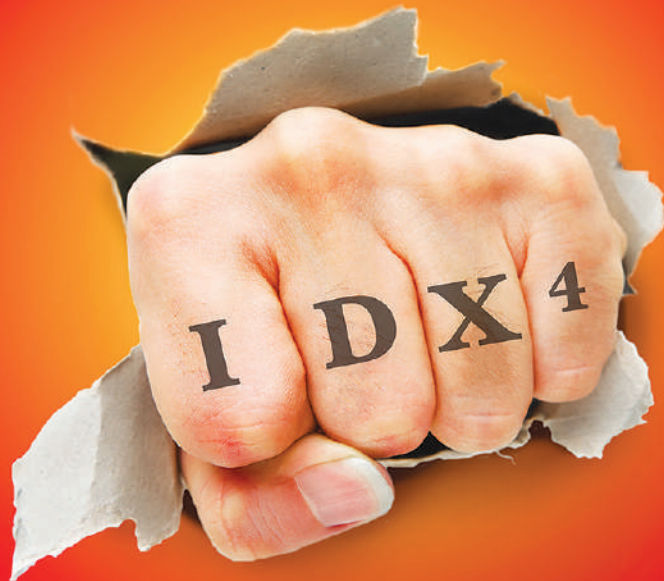
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DIDJA KNOW - WEDDING DAY BLUES



By Roger Clark

Shortly after my 50th year on God's green earth, I decided to get a college education. Not familiar with student loan options, I chose instead to work my way through school.

Choosing a major in broadcasting was not the worst thing I could do with \$23,000. That would have been throwing it out the window of a moving car. Lucky for me, as a minimum wage member of the radio media, I couldn't afford to own a car.

No doubt my vast knowledge of American music history would be a real resume' enhancement. There's probably a thought more wrong than that, but I haven't discovered it yet.

I hosted 64 wedding and receptions, during the next two years, and had the Bride from Hell only twice. I'm told that's quite an accomplishment. Alcohol figured prominently in both events. I know, go figure!

One groom influenced by his own consumption encouraged a hundred guests to hit the open bar, then was handed a bill ten times his estimate. Sometime that night the bride had a black

eye. I don't know how many hours that marriage lasted. But most reception incidents were just embarrassing, funny, moving, or mystifying.

My own parents were married in 1938 in a Phoenix, Arizona tavern. Someone thought it would be fun for them to be handcuffed together. It was cute until one of them needed a restroom, and no one could find the cuff keys. Alcohol may have been a factor then too.

In one of my early gigs, I had a bride and groom who were blueblood Norwegians. When I asked whether they preferred me in a tuxedo or business casual attire, they insisted I come in jeans and a work shirt. I couldn't quite bring myself to do that but did jokingly offer to wear my #24 Dupont Chevy Jeff Gordon racing jacket.

"Perfect!" they answered. So there I was, Saturday night, sporting a French cuff shirt, black satin vest, and my two-tone, dacron racing jacket!

Taking requests was part of my job. Often it was to play something meaningful, sentimental, or romantic. Occasionally it was to recognize a particular person or accomplishment.

My favorite request was from the groom who said, "I don't know the name of the song, and can't remember who sang it, but it had something to do with a lady in a red dress."

"You mean 'Lady In Red' by Chris Deburgh," I asked. "Recorded in 1984?"

"That's the one!" he shouted. "Never heard of it," I said evenly.

"Oh..." he responded glumly, and walked away.

"Wait, wait!" I said quickly when I realized he didn't get the joke. "I've got it right here!"

Weather was always an uh, interesting factor. At an October wedding reception being held at an outdoor pavilion, a baker took exception to my sound check. At the same time I was cranking up the volume of 1500 watt speakers, he was putting the finishing touches on a tall, stately wedding cake. He was afraid of vibrations. Neither of us knew the real villain, lurking in the ceiling, when they closed the pavilion doors to ward off the chilly air. As dinner was served, and heaters came on, the five-layered cake trimmed in ornamental chocolate slowly toppled over in a silent mess.

One bride insisted the reception was all about her. Wrong, I politely reminded her. The wedding was all about her. The reception was her thank-you to the guests for coming to the nuptials. Another blushing bride passed out at the head table. Still another, un-noticed by the entire party, fell asleep in their limo. The only thing they all had in common was a mostly white wedding gown.

Some said their vows in the daylight. Some were only meant for then. Some had lavish receptions featuring the finest food and drink money could buy. Others were at the local VFW lodge, for a hundred bucks a night, and the clean-up crew was the bride and groom.

Thought for The Day: The happiest couples don't have the best of everything. They just make the best of everything.

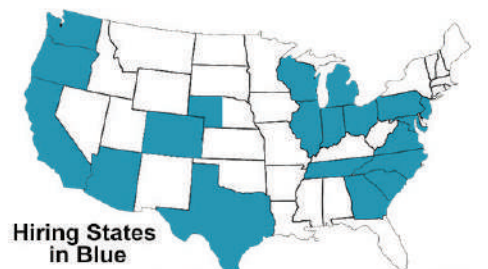
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Rolling Into The Next Century: Burris Freight Management Helping Fuel The Growth Of Carriers, Customers And The Burris Brand

continued from page 1

most brokerages is an operations center staffed 24/7 to monitor shipments, assist carriers and support our customers. Additional services offered are both dry and temperature-controlled truckload, container and intermodal solutions as well as temperature-controlled LTL.

Burris places equal emphasis on commitment to carrier and customer, alike. Through a unique and timely payment processing system, carriers are compensated weekly

— supporting necessary cash flow and ensuring carrier satisfaction. “Happy carriers mean happy customers,” shares Anthony Megale, Vice President, Transportation Business Development for Burris Logistics. “Burris is unique in our weekly payment system and strong oversight in the support of carriers at pick-up/destination. By pairing consistent carriers with consistent lanes and seeing that drivers can get in or get out quickly, we support the needs and priorities of this growing alliance... and most importantly...

we meet the needs of our common customers.”

“We’ve helped carriers grow from two trucks to twelve in a matter of months,” continues Anthony. “Carriers tell us, every day, that Burris Freight Management is a preferred vendor — and we’re proud of our growing reputation. A respected name in the logistics industry for nearly a century, we fully understand the needs of our carrier allies and we do ‘whatever it takes’ to ensure a smooth operation and relationship.”



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From prompt payment processing to web-based portal for load requests and acceptance, Burris takes every step to make freight management easy and efficient — because when carriers are part of the solution, every challenge can be overcome.

“We are always welcoming new customers and new carriers,” concludes Anthony. “If you are interested in getting a quote, joining our growing carrier network or learning how Burris Freight Management can manage your shipping challenge, visit burris-freight.com today.”

Most recently, Burris Freight Management added 10,000 more carriers to their network through the acquisition of Iowa-based, Streamline Logistics. With the addition of this network, Burris Freight will be able to offer existing and potential customers more options in transportation solutions. “We are pleased to welcome the employees and customers of Streamline Logistics to the Burris family,” continues Nick. “Like Burris, Streamline strives to be the best. As a result of common philosophies, we expect a seamless transition and look forward to achieving new scale and expanded market reach while maintaining a culture of good communication, individual attention and strong

carrier/customer relations.”

“While Burris is celebrating nearly 100 years of growth and being one of the largest cold chain providers in the United States, we are, at our heart, a small business. We know what it is like and want to make sure we treat all customers and carriers as though they are the most important thing to us because we have been and still feel like we are there!” concludes Nick. “At Burris Freight Management it’s all about the Customer and Carrier. Our team learns about your company, your needs and your unique requirements. We are focused on providing end-to-end supply chain solutions for every partner in order to make sure you can grow your business. We want to align your goals and help you achieve them; by doing this, we end up with better service, better partners and a growing business for both your business and Burris.”

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Statement on President Trump's Decision to Reject Plan to Revise Renewable Fuel Standard

Alexandria, VA... NATSO, the national association representing travel plazas and truckstops, the Society of Independent Gasoline Marketers of America and the National Association of Convenience Stores applaud President Trump for rejecting a proposal to revise the Renewable Fuel Standard in a manner that would have greatly harmed fuel retailers and their customers. "We thank President Trump for his leadership and for keeping his promise to protect the Renewable Fuel Standard. The proposal that was presented to the President yesterday was designed to undercut the RFS and he saw right through it. This entire process has made clear that the only rational way to reform the

RFS is in Congress through the legislative process. The retail fuels community looks

forward to being an active participant in that process."

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Professional Drivers' Review Of the ModCom 1 Headset

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Hi, We are Mike and Emily Wolford. We drive for Dedicated Systems out of Green Bay Wisconsin. Mike has driven for Dedicated Systems for 6 years and 2 years ago I joined him full time on the road as his passenger and head chef of the Dedicated Drive & Dine. During my first two years on the road I focused on taking pictures and learning the fine art of cooking on the truck. I am one of the founders of the Facebook group Pedal to the Kettle. As of May 14 of this year I am now a CDL holder and Mike and I team drive our truck. I am definitely going from the Pedal to the Kettle now.

In Mike's 6 years driving he has gone through 5 headsets purchased from truck stops. Me, I was blessed to start my professional driving career with the ModCom1 headset. Mike and I have both been using the ModCom1 since May. We both have different things we love about this headset.

From a woman's perspective ~ I love that the headset fits snugly on my head. Often with other headsets I have a problem with them staying firmly in place. The Modcom1 stays firmly in place and

doesn't slide no matter how long I wear it. The ear piece is extremely comfortable. I like that it has enough cushion that it doesn't smash my ear. The mouth piece is flexible and allows me to sneak a snack while talking and the person I am talking to don't even have a clue. The battery seems great so far. I used my headset this week for 3 days before needing to charge it.

This past week whenever I would speak to someone I asked them how I sounded. My 73-year-old Aunt gave me the best feedback yesterday. She told me she can hear me better now than she could in the past. I was a little surprised because in the past I had talked to her simply by holding my iPhone to my ear. One other thing I want to talk about is the buttons on the ear piece. I appreciate that there is a space between the volume buttons and the button to answer a call. I never have a problem hitting the right button the first time. I love that I started my professional driving career with the Modcom1.

From a man's perspective ~ One thing I have noticed compared to my other headsets: With my old headsets wearing the

headset with my glasses hurts after a while because it pushes the arm of my glasses into my head. My experience so far with the Modcom1 is far different, the ear piece doesn't squeeze my ear into the arm of my glasses. The quality of sound incoming is better than past headsets. When speaking to my 80-year-old father I can hear and understand him clearly. The headset fit is comfortable it doesn't squeeze my head and I no longer feel like my head is in a vice grip while wearing the Modcom1.

The charging system ~ One of the best features of the headset is the second battery. Being able to switch out batteries while in the process of a call and not dropping the call is awesome. The USB

cord is a necessity for truckers, a very welcome addition.

There is only one thing so far that we think would make this headset better. I would love to see the ear piece and/or the mouth piece to come in a choice of colors. With both of us using the same headset this would make identifying which one we are grabbing.

The ModCom1 headset is our headset of choice. We love the quality and clarity of our calls. Our family and friends appreciate that they don't hear the wind whistling when we talk with the window down.

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Eaton Commercial Vehicle aftermarket components are backed by Eaton's Roadranger network of more than 180 drivetrain professionals who provide solutions, support and expertise to fleets and dealers. For more information visit www.eaton.com/roadranger, where the latest product information is available, as well as service, parts and training assistance, 24 hours a day. Experts are available in the Roadranger Call Center by dialing 1-800-826-HELP (4357) in the U.S. and Canada. In Mexico, dial 01-800-826-4357.

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Choose the Right Way To Witness

The old Preacher preached on soul winning on the first night of the revival. He placed great emphasis on the responsibility one person has to another towards encouraging him to become a Christian and to live right.

The audience included a barber who was a timid type of man and who had never spoken to anyone about spiritual matters. At the time of the invitation, the barber committed himself to speak to at least one person the next day about getting right with God. He thought about it all night.

Early the next morning the barber went to his shop. His first customer came in for a shave. The barber seated him in the chair, reclined the chair, put his barber cloth across the man's chest, picked up his razor and began sharpening it on the strap. Standing over the customer and looking the man in the face, the barber said, "Brother, prepare to meet thy God."

You probably know what happened next! The frightened customer jumped up, threw off the barber's cloth and dashed out the door. The barber had lost a customer, frightened a man and also failed in his witness.

There is a right way to witness and there's a wrong way. The Bible is implicit upon the subject. "As we therefore opportunity, let us do good unto all men, especially unto them who are of the household of faith." Look for the proper time and remember that a word spoken in season will always bring results.

Continental Announces Recall of 655 Tires in U.S. and Canada

FORT MILL, SC... Continental Tire the Americas, LLC (Continental) announced the company's decision to voluntarily initiate a safety recall for 655 commercial vehicle tires. The tires involved in the recall are 11R22.5 Conti Hybrid HS3, Load Range G, produced during DOT weeks 9, 10, and 11 of 2018, and sold in the original equipment and replacement markets in the U.S. and Canada.

The tires were identified as having a potential quality issue of visible cords through the inner liner, which could cause loss of internal pressure through the sidewall resulting in slow or rapid deflation during tire mounting or while the tire is in service. Since the safety of our customers is paramount at Continental, we have decided to voluntarily issue a safety-related recall for the affected tires. The tires are identified with the Department of Transportation (DOT) codes A33T KWUX 0918, A33T KWUX 1018, and A33T KWUX 1118. Only the production DOT weeks 0918, 1018, and 1118 are affected. Continental has not received any reports of accidents or injuries resulting from this condition.

All identified tire owners will be promptly notified and informed about the details of the recall and how to receive replacement tires at no charge.

Customers seeking more information, including instructions for identifying affected tires as well as obtaining replacement tires, are asked to contact their local Continental sales representative or our Customer Service team in Inside Sales. For the U.S. market, the contact number is toll-free 1 (800) 450-4028. For Canada, the contact number for English-language service is toll-free 1 (800) 461-9681, and for French-language service is toll-free 1 (800) 361-2844.

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THE AFRO-AMERICAN TRUCKERS ASSOCIATION TRUCKERS MANIFESTO



Shakir Muhammad, Chairman

The Afro-American Truckers Association is on the move toward advancing the collective interest of Afro-American truckers to effectively enhance their overall clout, capability and market share. Through active recruitment of the next generation of young self-determined Afro-American drivers and more national service providers, truck driver training schools, lodging and maintenance facilities and other truck related infrastructure to our communities. Spearhead the effort to ensure Afro-American men and women is fully represented on every board, association and commission that governs the industry. Intensify pressure to significantly increase employment and a wider variety of Afrocentric products especially in big city urban areas where Afro-Americans make up the dominate population. Mobilize mass support to install the [CMVOST] Commercial Motor Vehicle Operation Safety Training program in the inner city public school system. In addition to vigorously campaigning for a more modern trucker friendly 21st Century surface transportation network. The AATA is a proactive vanguard organization dedicated to providing clear vision, advanced cutting edge technology, new innovative ideas and intelligent leadership from a pro-Afrocentric revolutionary driver perspective in the trucking industry. This young forward thinking and driver led organization have been at the forefront of the fight in unwavering support of Afro-American truckers since 2003?

SHAKIR MUHAMMAD IS A PROFESSIONAL O-T-R DRIVER, PROGRESSIVE POLITICAL ACTIVIST, AVID RECRUITER AND ONE OF THE MOST ACTIVE MEMBERS OF THE AFRO-AMERICAN TRUCKERS ASSOCIATION.

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Beiler Hydraulics – Wetline Kits And Much More



By Steve Pollock

LEOLA, PA... Beiler Hydraulics is celebrating its 40th anniversary this year. With manufacturing, repair, and warehouse facilities covering over 70,000 square feet and a multimillion dollar inventory, they are well positioned to meet all of your hydraulic needs. The company combines quality products with great customer service and technical support to ensure your next wetline kit will be installed properly and work flawlessly.

The company offers wetline kits for Walking Floors, Dump Trailers, Lowboys and Pneumatics for both Liquid and Dry Bulk haulers, as well as propane, blower, and feed trailer systems. From hydraulic cylinders to custom hydraulic power units, Beiler offers a full range of products and services in their Leola, Pennsylvania facility. In addition to wetline kits, Beiler repairs cylinders, pumps, and motors, and offers a service counter to get hydraulic hoses made while you wait. You can have your wetline kit professionally installed

in Beiler's shop or have it shipped anywhere to install it yourself or at the shop of your choice. There are instructions included in each kit and Beiler offers full technical support for free. The company even has dual systems to make your truck more versatile for hauling different types of trailers with the same truck.

Whether it's transportation, agriculture, industrial, mobile or construction applications, Beiler Hydraulics has a kit for every application and the technical support to ensure that it is installed



or repaired properly. Contact or visit their website at www.beilerhydraulics.com. Philadelphia, just minutes from the Beiler Hydraulics at 717-656-4878 for additional information is located between Harrisburg and PA Turnpike.

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When my Mom asked me what to do about leg cramps, I suggested the obvious vitamins and minerals. They didn't help. So I put together some relaxing herbs and nerve-quelling flowers and made Leg Relaxer. Just roll it on and go back to sleep.

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- Robert, Colorado

"I used a CPAP machine for 4 years. I'm now a firm believer in Sleep Apnea Relief. It works. I won't go back to the machine."
- Stan, Michigan

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A Million Thanks To PGT Trucking's Million Milers And Safe Drivers



PGT Trucking CEO Pat Gallagher with a "Proud Professional PGT Driver."



PGT Trucking President Gregg Troian presented the Hobert Hill Award for Agent of the Year to Chuck "Doc" Kitchen.

By Steve Pollock

PITTSBURGH, PA... PGT Trucking hosted a banquet on Saturday, May 19th to honor and recognize the many safe and Million Mile drivers who work at PGT Trucking. After a welcoming message and the National Anthem, the invocation was led by PGT Trucking Chaplain and former Pittsburgh Pirates first baseman Sid Bream.

Following a delicious buffet dinner, guest speaker Jack Hill, CEO of Hill International Trucks, LLC of East Liverpool addressed the banquet attendees. PGT Trucking President Gregg Troian gave the Million Mile and Safe Driver Salutation followed by the presentation of the 2017 Bill Wright, Hobert Hill, and Terminal Manager of the Year awards. CEO Pat Gallagher presented the 2017 Company Driver, Independent Contractor and Rookie Driver of the Year awards.

The 2017 Award Winners were: Bill Wright Award for Rookie Employee of the Year – Fleet Manager Lindsay Harkins; Hobert Hill Award for Agent of the Year – Chuck "Doc" Kitchen; Terminal Manager of the Year – Andrew Edwards, Blairsville, PA. The David Levin Award for Company Driver of the Year – Michael Carreon. The Harry "Buster" Barnes Award for Independent Contractor of the Year was John Burton and PGT's Rookie Driver of the Year was Robert Ruch.

115 Safe PGT Trucking Drivers were recognized along with Million Mile Drivers, multiple Million Miler drivers and new Million Mile drivers. The following is a list of the Drivers honored:

2017 New Million Mile Drivers: Ralph Benson, David Bilbo, Terry Blankenship, Ronnie Flynn, Joe Lowe

Over One Million Safe Miles

Driven: Ricky Bahnsen, Herman Blacker, Donald Bowman, Isaac Cannon, Tim Cubbon, Michael Deschenes, Larry Dworek, Patrick Foley, Rodney Freeman, James Gallatin, Kevin Gaut, David Gross, Tony Hartman, Gerald Henry, John Jenkins, Eric Kirkland, Stanley Kozlowski, Terrence Kusniar, Barry Latham, Larry Leupp, Craig Martin, Michael Martin, Jerry Mathes, Frankie Medina, Sr., Ralph Metz, Jr., Carl Minehart, David Moore, Steven Moreland, Larry Morini, Jr., Danny Richey, John Rosenbeck, Rodney Russell, James Savant, Daniel Shea, George Shea, Michael Smith, Richard Snedeker, David Stokes, Daniel Sullivan, Jeffrey Townsend, Bill Vance, Earl Williams

Over Two Million Safe Miles Driven: Clifford Bobian, Douglas Brayshaw, Rick Franklin, Jeremy Lauber, Kenneth Montgomery, Dewey Richey, Richard Steers, Bill Taylor, Carl

Wilkerson, Jr.

Over Three Million Safe Miles Driven: William Dickerson, Theron Redden

Over Four Million Safe Miles Driven: Glenn Gray, James Haas

2017 New Safe Drivers: Todd Bartlett, Chad Boettner, Daniel Broadwater, Ricky Cardwell, L-lazar Cina, Johnny Claros-Herrera, Kevin Graves, James Harr, Jr., David Litzas, Donald Maxon, Charles McMullen, Jerome Mills, Nelson Naya, Theron Phillips, III, Michael Rainier, Farrell Roberts, Richard Sherrick, Rene Tello, William Tucker, Michael Williams

2017 Drivers With More Than 5 Years of Less Than One Million Miles Driven Without A Preventable Accident: Keith Ackerman, Susan Bailing, Mark Barr, Jerry Bennett, Carlos Blandon-Espinoza, Charles Blosser, Frank Brown, Frederick Crallie, Donald Cunningham, Jr, Darryl Davis, Shawn Frazier, Peggy Glidewell, Robert Granack, Jay Jamrozy, Oral Jones, Rodney Kenneybrew, James Kingree, James Lindsay, Jose Loera, David Lund, Ronald Mack, Michael McCoy, Claude McFadden, Donald Marker, Dale Martin, Steven Michener, Marcelino Rivera, Jr., Edward Russell, Jr. David Shanks, Bill Sizemore, Alan Skroski, Lorenzo Smith, Bill Standley, Kevin Sykes, Ross Tindall, Jonathan Tipton, Robert Tudor, Andrew Utz, Ruben Villatoro, Michael Wheeler, Christopher Williams, Gregg Williams, Allen Wyant, Haddis Yemaneab, Enes Alagic, Martin Alicea, Richard Bailey, Russell Boggs, George Braun, John Burton, Wayne Campbell, Anthony Chatman, Kenneth Curtis, Raul Delgado, Scott Gordon, Tim Hearn, Clifford Heaton, Tom Kiser, Matthew Kroft, George Lapp, Gary Littlepage, Jr., Craig Marple, William Milligan, David

Morrow, Vaughn Neal, John Nichol, Fred Roethemeier, Tony Sheehan, Joseph Somers, Rufus Thacker, Robert Uskurait, Michael Vevers, Mark Amezcua, Timothy Austen, Ronald Cane, Richard Davenport, Baron Gochenour, Terry Haines, Gary Hall, David Haynes, Cortez Hogan, Bill Kissell, Michael Lee, Fabian Martin, Joshua Matea, Javier Pulido, Clement Rivers, Jesus Flores, Marvin Tincher, Richard Horstman, Bill Luketic, Jr., George Smith, Stephen Corfee, Robert Gamble, Michael Stall, Gerald Ricker

Pat Gallagher stated, "I have been blessed with the trust and respect of many good people over the years. Even though we are in the trucking business, we are first and foremost in the people business. It is how we talk to and treat people that makes a difference. With your many accident-free miles and professionalism, we would like to thank you and your families for the overall benefit to PGT Trucking as we continue to move forward." PGT Trucking President Gregg Troian also addressed the drivers,

"Trucking companies throughout North America continue to struggle finding, not just drivers, but quality and safety-minded drivers. PGT is no exception. This is why it is so important to recognize our Million Milers and all of our drivers who achieve important milestones. I've said before: driving a truck is a difficult and demanding job. I am extremely pleased to have so many of you driving a truck with signs that say, "The Proud Professionals."

A special video with thank-you messages from PGT staff members to numerous drivers was screened at the banquet. Afterwards a raffle and closing remarks were made by Chief Administrative Officer Gerry Hickly. The Grand Finale was the raffling of a brand-new Ford F-150 pick-up, which was won by David Gross.

At PGT Trucking, "Safety is Everyone's Job - All the Time." For more information visit www.pgt-trucking.com.

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MOVIN' OUT

Calendar of Events

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July 7 - ATHS Steel Valleys Truck Show - Kenworth of Pennsylvania, 530 North Center Ave., New Stanton, PA 15672. 9 am to 3 pm. Free Registration, Food, DJ, Dash Plaques. For more info call Dale Campalong at 412-670-7492 or email: athssteelvalleys@gmail.com

July 7 - Paul Riggle & Sons Truck Show - Paul Riggle & Sons Trucking Facility, 601 Marco Rd., Apollo, PA. Rain or Shine! Early Registration Deadline is July 6th. All proceeds benefit The Valley Points Family YMCA. For more info contact Paul Riggle at 724-448-7809 or email patriggle@hotmail.com

July 8 - 1st Annual Gear Jammer Magazine Truck Show - Hudson Elks Lodge, 99 Park St., Hudson, MA 01749 8 am-10 pm. Family Event with All Proceeds to benefit Kids With Autism & Autism Awareness. \$20 per truck to enter. \$2.00 Spectator Admission. Light Show Saturday Night! Vendor Space Available. For more info call 508-212-9998

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

July 14- 6th Annual International Motor Truck Gathering - Interstate Auction Services, 92 Industrial Park Rd., Muncy, PA 17756. All model International trucks - big or small, rusty or restored, from 1907 to present welcome! No registration fee. For more info phone 570-435-0647 or 570-772-3773 or email: IHMUNCY@yahoo.com

July 15 - 15th Annual Uncle Sam Chapter Antique Truck Show - Washington County Fair, Rt. 29, Greenwich, NY. No Registration Fee, \$2.00 entry fee. Rain or Shine. Vendors Welcome. For more info call Al "Raz" Macaulay at 518-677-8264 or Clarence Ritchie at 518-642-9437.

July 20-21 - Keystone Chapter ATCA Truck, Tractor and Machinery Show - Morrison's Cove Memorial Park, 201 S. Walnut St., Martinsburg, PA. Exhibitors use Park Ave. entrance. For more info call 814-360-4177.

July 20-21 - Expedite Expo - Lexington Center, Lexington, KY. For more info phone 859-746-2046 or go to www.expediteexpo.com

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

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

July 27-29 - Top Gun Large Car Shootout - Rantoul National Aviation Center, Rantoul, IL. www.topgunlargecarshootout.com

July 28 - 17th Annual Semi-Truck Pull and Pride and Polish Show - Broome County Fair, Whitney Point, NY. Judged Pride and Polish Show at 10:30 am, Truck Pull at 1:30 pm. Free Driver Appreciation Chicken BBQ.

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

August 4 - 14th Annual Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, North West Parking Lot, Omaha, NE. For info call 402-895-8040 or 402-680-6121.

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

August 17-18 - 29th Annual Great Salt Lake Kidney Kamp Truck Show - Electric Park at Thanksgiving Point, Lehi, UT. www.saltlaketruckshow.com

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

August 17-19 - Chi-Town Large Car Truck Show & Benefit - Porter County Expo Center & Fairgrounds, 215 E Division Rd., Valparaiso, IN 46383 Benefits the Shriners Hospital for Children. Custom Semi-Trucks, Live Entertainment & Live Band, Food and Beer Garden, Raffles and Silent Auction. Full Carnival for the entire family! Camping onsite and hotels nearby. For more info visit www.chitownlargecars.org

August 18 - Penn-Ohio ATCA Truck, Car & Motorcycle Show - Cerni Motors, 5751 Cerni Place, Youngstown, OH 44515. Benefits "Making Kids Count" Family friendly event. Open to the public. Food, Raffles, Prizes, Vendors, Fun! In lieu of registration or entry fees, we ask that you make a monetary donation or bring school supplies to assist the local non-profit organization, Making Kids Count.

August 18 - Truckers Day At The Buck - Buck Motorsports Park, 900 Lancaster pike, Quarryville, PA 17566. For info phone 717-284-2139

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

September 7-8 - Big Iron Classic - Dodge County Fairgrounds, 92922 Hwy. 57, Kasson, MN 55944 www.bigironclassic.com

September 14-16 - 22nd Annual Richard Crane Memorial Truck Show - Little Bear East Arena, 275 Marquette St., St. Ignace, MI 49781. Phone 906-643-6950 for more info.

September 15 - 42nd Annual US Diesel Truckin' Nationals & Monster Truck Mash Up - Raceway Park, 230 Pension Rd., Englishtown, NJ. Presented by Elizabeth Truck Center/Sponsored by The Truck Buyer's Guide. Diesel Big Rig Show, Vendor Midway, Monster Truck Show & More! For more info call 732-446-7800 or go to www.racewaypark.com

September 22-23 - 6th Annual Masonic Motorama - Plainfield Farmers Grove, Rt. 191, Nazareth, PA. Cars, Trucks, Big Rigs, Motorcycles - Anything With A Motor! Truck Pull on Sunday.

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

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

October 5 - Mack Days - Gerhart Machinery Company, 910 Brunnerville Rd., Lititz, PA 17543. Hosted by Central PA Chapter of ATCA and Gerhart Machinery.

October 5-7 - Truckers 4 Hope Truck Show - Clinton County Fairgrounds, 98 Race Track Rd., Mill Hall, PA. Semi Trucks, Cars, Pick-ups; Semi Pulls, Band, Beer Tent, Family Friendly, Kids Pedal Pull, Vendors. In honor of Hope4Hayze - All Proceeds Benefit Cystic Fibrosis Research. For more info contact Jason Smith at 570-660-7281 or email: jmrodeobullfighter@gmail.com

October 6-7 - Truckin' For Kids Truck Drags and Show & Shine - Irwindale Event Center, Irwindale, CA. www.TruckinforKids.org
October 13 - LCM Southern Classic Truck Show - LeeHi Travel Center, Lexington, VA. For more info phone 717-806-8907.

October 14 - Cornfield Cadillacs Truck Show - Bowles Farm, 22880 Budds Creek Rd., Clements, MD 20650. Family Event! For more info contact Derrik Bowles at 301-672-3221.

October 28-31, 2019 - 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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Working Show Truck Of The Month



Randy Dusza / Foster Hill Transport, LLC

By Robert Conrad
When Randy Dusza went to his uncle's garage in West Warren, MA in 1976 to sit in the "Big Trucks" and check them out, he knew that he wanted to have his own trucks someday when he grew up.
Well, Randy turned his fascination into a career, starting in 1993, and he got his CDL a year later and began hauling LTL freight for A. Duie Pyle. He worked for them until he decided to turn his

childhood dream into a reality in 2007, venturing out on his own and founding Foster Hill Transport with one truck. If Randy and Foster Hill ring a bell with some of our avid Movin' Out readers, it's because he was featured a number of years back with that first truck, one of the coolest Western Stars ever built. He's come a long way since then, building the Foster Hill fleet to 20 trucks and 50 trailers with the help of his wife Michelle and a great group of

drivers. Randy still drives himself, and this 2000 Freightliner Classic XL has taken the place of his original Western Star as the flagship of the fleet! Randy has completely reworked the truck since getting it, adding a custom stainless grille by Roadworks, TRUX Accessories' lighting all around, a TRUX drop visor, and a set of 7" straight pipes from Lincoln Chrome.
Randy has branched out and is now a Full Tilt Performance

distributor, offering their complete line of engine performance products, along with all types of general truck repairs at his Foster Hill Diesel Repair Shop. Coincidentally, his repair shop is located in the same garage his uncle took him to in 1976!
Randy's cool "Freightshaker" features an 18-speed transmission and a 12.7 DD IV Detroit Diesel engine that pushes out over 600 HP thanks to several Full Tilt Per-

formance upgrades that were done at the Foster Hill shop.
Randy wanted to send a big thanks out to his wife Michelle for all of her love & support, and for keeping the Foster Hill office running. He credits Jeff Fortier for the trucks paint, Joss Clancy @ Clancy Welding, and Joe Banas from Banas Designs for the cool graphics & lettering. Randy says the Foster Hill maintenance team keep the truck running smoothly,

and Dick & Mark at Berube's Truck Accessories in Bow, NH, help him keep it shining by supplying all of his custom parts.
Movin' Out salutes Randy Dusza for all of his hard work with yet another July feature as our Working Show Truck of the Month - this time with his flashy Freightliner Classic. He may just build another great looking working show truck in the near future, so stay tuned!



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