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Vol. 44 No. 7  
July 2019

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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## Wheel Jam Truck Show Celebrates Its Sweet Sixteen!



### WHEEL JAM TRUCK SHOW

Blue skies and beautiful trucks abounded at the 16th Annual Wheel Jam Truck Show in Huron, South Dakota! Turn to pages 14 & 15 for more photos and the story. - Photo by Nita Sitterley -

### R&J Trucking Honors Safe Drivers



L-R: Million Mile Safe Driver Chuck Phillips, 2 Million Miles Safe Drivers Reed Hart and Len Brewer. - photo by Steve Pollock -

By Steve Pollock

BOARDMAN, OH.... R&J Trucking's Annual Safety and Awards Banquet was held on May 18th at the Holiday Inn on Rt. 224 in Boardman, Ohio. Drivers and staff members enjoyed a delicious breakfast buffet catered by TJ's Restaurant.

Before recognizing their safe drivers, the R&J Trucking staff reviewed some safety and compliance issues.

Director of Safety Anne-Marie Naples talked about compliance with Pennsylvania's Spotted Lantern Fly (SLF)

quarantine. All carriers must have a SLF permit to enter or leave a Pennsylvania County with a quarantine in effect. Drivers were also shown what the fly looks like and where to look for it on their truck. Customers requested compliance to the quarantine and the state also imposes fines as well as putting the truck and trailer out of service for non-compliance.

HOS and Claims Manager Jean Gbur explained the company has selected Keeptruckin' as their ELD vendor.

Risk Manager Brad Bates

reminded drivers that the International Safety Week would be held on June 4-6. This year's focus will be steering and suspension systems.

During the banquet, Tiffany Carroce showed actual video footage from R&J trucks demonstrating the importance of Bendix's safety direct cameras, which record events such as being cut off by 4 wheelers. The camera helps both the driver and the company to mitigate liability issues when involved in an accident.

continued on page 2

### Trucker Finance: The Good, The Bad, and The Ugly



Truck drivers deliver the things we eat, wear, drive, and own. They work hard and deserve every penny they earn. In return drivers are entitled to make a decent living and provide for their families.

Jennifer Lickteig, president of TBS Factoring Service, says she's proud to work for a company that has been making truckers' lives easier for more than 50 years. The transportation business has been good to TBS, and TBS has earned a reputation built on doing what it says it will do. That's why it is so galling,

she says, to see people taking advantage of the independent owner/operators she has come to respect and admire.

"You wouldn't believe the things we see in this industry," Lickteig says. "Everything from hidden fees to unrealistic requests for information that when not met, mean higher fees to the drivers."

And that's not the worst of it.

"We've seen some companies place blanket UCC liens against truckers who simply requested information from a website," she says. "I know this isn't going to make me popular in

my industry, but I think factors should have more transparency and at least follow the codes of conduct that organizations like IFA promote."

Freight bill factoring – trading a customer's promise to pay in 30 to 60 days for immediate cash, at a nominal fee – is a widely accepted form of cash management in transportation. Companies like TBS fill a vital need, especially during economic downturns, when other funding sources are hard to come by.

Even now, with freight continued on page 23

# R&J Trucking Honors Safe Drivers



L to R: Mark and Gary Carrocce present Jim Tulip with his safety award.

continued from page 1

The entire American Bulk Commodities Group, which includes R&J Trucking, John Brown Trucking and Southern Haulers, LLC is very safety-conscious and has made a significant investment in safety technologies for all of their trucks. The company has spent millions of dollars on equipment, including disc brakes, collision mitigation, roll-over mitigation and dash cameras to help keep drivers and the motoring public safer.

President Mark Carrocce spoke about the state of the company and the economy. He mentioned that the steel and aluminum industries were investing in new, updated plants and hopes that the economy will remain strong in the years to come. Mark also stated that the company was still in need of qualified drivers, particularly those with a hazmat endorsement, which would allow more flexibility in serving R&J's customers. Additionally, Mark said that the new Keeptruckin' software would allow the company to closely monitor excessive time spent loading or unloading at shippers and allow the opportunity to address the problem. He said that American Bulk Commodities would continue to invest in

new technologies that would boost efficiency for both drivers and dispatch. He also encouraged drivers to use the company's direct deposit for the security and integrity of their bank accounts. Mark explained that R&J Trucking provides a 50% company match on 401K retirement accounts and to date, the company has over \$20 million dollars in the account for retiring drivers.

Vice President Gary Carrocce talked about the new Peterbilt sleeper tractors that are entering the fleet. The company expects to receive 90-100 new trucks in 2019, all with APUs, to upgrade the fleet.

1st year award winners for accident free driving start with embroidered company jacket and cash awards are given out for each year thereafter ranging from \$50.00 up to over \$1000.00.

Companywide, \$59,000.00 in safety cash awards were distributed among 13 terminals.

In addition, any employee who had 25 years of working service received \$1000.00 cash. Those winners were: Dave York Jr. - Youngstown; Stan Patten - Toledo; Mike Kuron: - Toledo.

Other award winners were the recipients of 1 million

and 2 million miles of accident free driving: They each received Million Mile Award Packages from the American Trucking Association. Those winners were:

1 Million Miles:

Charles Phillips - Youngstown, OH; John Allen - Marietta, OH; Terry Foster - Marietta, OH; Jon Pifer - Marietta, OH; John Everson - Marietta, OH; Roman Korkots - Lorain, OH; Drew Deck - Portersville, PA; Marvin Marin - Brewton, AL; Rickey Qualls - Brewton, AL

2 Million Miles:

Reed Hart - Youngstown, OH; Len Brewer - Canton, OH; Scot Zimmerman - Marietta, OH; Tim Abrams - Shelby, OH

R&J Trucking is a subsidiary of American Bulk Commodities, based in Boardman, Ohio. The company is a bulk hauler operating a combination of end dumps, triaxles and roll-offs. R&J Trucking was founded in 1960 by Ron Carrocce.

Director of Safety Anne-Marie Naples, in closing remarks at the banquet, said, "We are all about drivers in the safety department. You won't find another company like American Bulk Commodities (R&J Trucking) that has owners and staff who care this much about their drivers and employees."



Dave York, Jr. has been employed at R&J Trucking for 25 years and is going on 3 Million Miles safely driven.

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# Off The Beaten Path

by Pam Pollock



My tiny dancers - Mackenna and Althea. - Photo by Crystal Adamosky Photography

## Tiny Dancers...

I was sitting in a crowded (and hot) auditorium last night along with hundreds of other proud parents, grandparents, great-grandparents and aunts and uncles. We were anxiously waiting for the stars of the show to come onto the stage. Yes, it was dance recital time and we all had dance fever!

The curtain had yet to make its ascension and I had some time to reminisce all of the times that I had sat in this same auditorium. My first dance recital was back in 1982 and I was about to meet my husband's parents for the first time. My Mother-in-law owned the 3 dance studios and I was meeting her and my late father-in-law immediately after the show. I was nervous and scared. I wanted to make a good impression, so when the curtain had descended and the lights were dimmed and the tech crew showed up to dismantle everything, I got down on my hands and knees, in a dress, and helped to pull up the marking tape on the stage.

Nine years after the first recital that I attended, I was sitting in my seat as a proud Mama, waiting for my five-year-old daughter Autumn to make her debut as a tiny dancer. I still recall, 28 years later, how my heart was pounding with excitement and pride as she tapped out and hit her mark on stage. Her number was called, "I'm In Love With The USA" and I thought she was the most fabulous dancer in the world. The following year she added ballet to her classes, and she wore the most adorable pink tutu that fluttered and bounced as she twirled and performed Arabesques and Pirouette. Again, I thought she was the most fabulous dancer on earth.

My daughter performed danced under her grandmother's tutelage for fourteen years and I was in that auditorium for every rehearsal and performance.

Last year marked a new generation of family dancers to perform at the recital as my oldest granddaughter Mackenna made her dance recital debut at the age of 5. My mother-in-law had recently retired but a new teacher took over the studios and continues the legacy of teaching dance and stage performance. I found my seat in that old, familiar auditorium (it felt strange not be ushering people to their seats). I had my big camera bag filled with assorted lens and extra batteries and a bouquet of flowers to present to my tiny dancer. I beamed with love and pride, as most grandparents do,

to dance as well. Althea is a dancing machine. She dances and sings all day and most of the night- every single day. She moves and grooves and shakes her groove thing. She stands in front of a mirror and choreographs her own routines. My daughter drove the girls every week, over 34 miles one way from September to June to the studio that offers hip hop classes.

Last night, my husband, my parents and my son and I joined my daughter and her husband and the newest baby, Ophelia (little brother Declan stayed at home with his other grandma as he is only interested in farm tractors and monster trucks) in the auditorium for yet another dance recital.

I had my camera bag and assorted lenses and two flower bouquets. I watched act after act of other dances and then the moment finally arrived. My two tiny dancers strutted on stage and performed the most adorable hip hop dance routine. I was afraid that my heart would burst, that's how proud I was. Mackenna and Althea (who recently turned four years old) are obviously the most fabulous dancers in the world. You won't convince me otherwise. Mackenna then performed a wonderful tap dance number. Althea joined us in the auditorium after intermission (she was not old

and snapped over a hundred of photos. I thought she was most fabulous dancer in the world, after her Mama, of course.

This past fall, our tiny dancer declared that she wanted to add Hip Hop to her dancing repertoire and her little sister Althea, who was 3 years old, announced that she wanted



- Photo by Crystal Adamosky Photography



Autumn - 1992



Autumn - 1991

watched the ballerinas. I have no coordination, no sense of rhythm and two left feet. But when I sit in my seat and watch my tiny dancers - first my daughter and now Mackenna and Althea, I am transported to another realm and my heart soars. I find myself gazing at the dancers on stage, with glistening eyes of admiration and I begin to sway in my seat as the music envelops my soul.

enough this year to perform tap or ballet) to watch her big sister dance in the ballet - and yes, she was magnificent.

After Mackenna had exited the stage and her performance was complete, my attention turned to Althea as she rested her hands under her chin and watched, awestruck as the other girls in stunning tutus danced their hearts out. Althea's eyes

were glistening with admiration, her body moved with the music, even though she was sitting in her seat. And that's when it struck me, for all of the past 37 years that I attended the dance recitals in that auditorium, I have felt exactly the way that Althea did as she

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ISSN 1524-2684 www.movinout.com  
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## Hoffa: Allowing Teens To Drive Trucks Interstate Would Jeopardize Safety

WASHINGTON... The following is a statement from Teamsters General President Jim Hoffa about a proposed federal pilot program that would allow drivers as young as 18 to transport goods via trucks in interstate commerce.

"The decision by the Federal Motor Carrier Safety Administration (FMCSA) to propose a pilot program that would lower the commercial driver's license restriction from 21 to 18 is of grave concern to those who use the roadways as their workplace every day.

"During the last highway bill, the FAST Act, Congress dictated how FMCSA could approach this topic. FMCSA was told it could do so in a highly controlled manner using only veterans and other members of

the military who had experience driving during their time in the service. That safeguard was an important step towards counter-acting the enormous safety risks inherent with having teenagers running tractor trailers across long distances. Ignoring that decision and unilaterally deciding to explore a much broader pilot program represents a dismissive wave of the hand to the will of Congress.

"This program is also being discussed under the auspices of easing a driver shortage that mainly plagues one subset of the trucking industry. Instead of discussing the rampant turnover that part of industry faces, or the low pay and tough working conditions those drivers endure, we are disappointed to see the agency

only focus on how they can get more drivers into these jobs with no suggestions of how to improve the quality of the work while they are there. Younger drivers should not be expected to tolerate substandard working conditions any more than their older counterparts. Asking them to do so while also potentially jeopardizing the safety of all road users only makes this decision more troubling."

Founded in 1903, the International Brotherhood of Teamsters represents 1.4 million hardworking men and women throughout the United States, Canada and Puerto Rico. Visit [www.teamster.org](http://www.teamster.org) for more information. Follow us on Twitter @Teamsters and "like" us on Facebook at [www.facebook.com/teamsters](http://www.facebook.com/teamsters).

## EPA Hits Sweet Spot in RFS Reform, Fuel Retailers Say

Alexandria, VA... NATSO, the national association representing truckstops and travel plazas, the National Association of Convenience Stores (NACS) and the Society of Independent Gasoline Marketers of America (SIGMA), the trade associations representing the fuel retailing community in the United States, today commended the Environmental Protection Agency (EPA) for finalizing only those aspects of its RIN Market Reform Proposal that enhance disclosure requirements.

The final rule, which also allows for the sale of E-15

year-round throughout the United States, sets aside certain proposals that would have reduced the incentives for fuel retailers who buy, sell and blend renewable fuels.

"We are still analyzing the rule, but at first glance we are pleased that EPA appears to have hit the sweet spot here by reasonably enhancing disclosure requirements without altering market participants' behavior," the trade associations said in a joint statement. EPA initially had proposed a number of reforms that would have reduced the incentives for retailers to continue buying,

blending and selling renewable fuels. In comments filed with EPA as part of the rulemaking process, the fuel retailing groups opposed those reforms, which would have disrupted the market.

They did not object to the sale of E-15 year-round, nor did they oppose enhanced disclosure requirements.

The trade associations are pleased that the agency's final rule ensures that fuel marketers continue to have a strong incentive to incorporate renewable fuels into the fuel supply.

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**PERFORMANCE**

# High Performance Diesels with Bruce Mallinson

If you build it right, maintain it, it just might last you a lifetime! 25 years ago, a young man from the Allegheny Mountains of Pennsylvania came into my office and said he wanted to spec out a new Marmon tri-axle logging truck that would carry the loader behind the cab. This truck was to be a 25-year-old Nathan Exley's first new truck. I was 45 years old at the time and had been a Marmon Truck Dealer since 1990. Nathan and I were rookies at building a specialized log truck that will

never see a 4-lane highway, all off-road and 2 lane mountain roads. Together we studied all the Marmon specs, Caterpillar engines, Eaton transmissions and Rockwell differentials.

This truck would never see a scale because its only job involved working in the Allegheny mountains north of Pittsburgh hauling logs back to his father's log mill. With that in mind, we were not concerned with weight, so we started with a double 3/8-inch frame, standard in the industry

was a double 1/4 -inch frame. The engine was to be a 425-C Caterpillar engine followed up with a 13-speed transmission. The differentials, standard in the industry was 46,000-pound rears, however Nathan and I contacted an engineer at Rockwell and had a lengthy discussion about weight carrying capacity and off-road hauling. As it turned out there are 3 ratings for differentials, off-road, paved road, and turnpike which would be the same as a 4 or 6 lane highway. The difference



Nathan Exley's Marmon truck - still working after 25 years!

and that goes to moving the piston during the power-stroke. Any fuel that is still burning when the piston reaches the bottom of the stroke and the exhaust valve opens is wasted heat. That waste heat is doing nothing to help move the truck down the road. The waste heat is reflected in the Exhaust Gas Temperature (EGT) by a pyrometer. Waste heat creates NOx and causes more DEF to be consumed.

- The Fuel Catalyst (FC) accelerates the burn rate of diesel in the piston-cylinder during the power-stroke of the engine.
- About 10% more heat (BTUS) is liberated during the power stroke with the catalyst than without.
- This translates to about 60% lower "engine-out" soot emissions.
- More BTUS are contained in the larger, slower to burn fuel molecules than the smaller, easier to burn molecules.
- The catalyst burns all different shapes and sizes of fuel molecules in the diesel, faster.

•This results in an improvement in the thermal efficiency of any reciprocal internal combustion engine.

•More heat is released earlier on crank angle—more pressure is exerted against the piston, and more work is generated for the same amount of fuel burned with the catalyst than without.

•The more heat (BTUS) from fuel that can be released while the piston is moving, the better. Because that improves thermal efficiency.

•An increase in thermal efficiency is reflected in a lower EGT. This is what our friend Tad Kelsey observed on his EGT Pyrometer. On the flat, with cruise control at 65 MPH, he has 2.5 pounds of boost and his EGT is 200 degrees lower than previous, under the same conditions, without the catalyst. Tad has gained a noticeable increase in fuel economy and uses less DEF because of both of these effects – that is, the improvement in thermal efficiency of his DD15 engine.

•Charlie, the owner of a Paccar engine from NY saw a 1.5 mpg improvement because of this same effect.

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

between 46,000-pound rears and 48,000-pound rears is 35,000-pounds more weight carrying capacity, so we went with the 48,000-pound rears. The 48,000-pound rears have a 19.5 diameter ring gear and the 46,000-pound rear has an 18" diameter ring gear. The suspension was a walking beam which rode on rubber blocks, and now the walking beams ride on Link Mfg. air bags. The front axle is a 20,000- pound Eaton with duel steering boxes. I have no idea of what the empty weight of this heavy-duty Marmon is. Nathan's friends in the logging industry chastised him and me for building such an overbuilt truck. But here it is, 25 years later, Nathan is still driving his Marmon and his negative friends have been through 5 trucks during this same time period. By the way, this Marmon has the original paint on the cab and hood, aluminum wheels have been replaced, the Caterpillar engine rebuilt a few times, and the 13 speed has been replaced with an 18 speed. Total miles on this beast of a log hauler is 1,807,805 and it has hauled 24,843 loads of logs.

We've been getting a lot of feedback from customers using our Max Mileage Fuel Borne Catalyst and the results are good. We've heard many own-

er-operators tell us they saw decreased DEF usage with the catalyst. We've also heard of engines running much smoother, with more power, and more responsiveness. Some owner-operators are even seeing improved fuel mileage. Before we tell you how much their fuel mileage improved, you need to understand that fuel mileage is a very fickle thing. We cannot guarantee any improvement in mileage with this product because fuel mileage depends on so many different variables. However, we have a few owner-operators that have seen over 10% improvement while using the catalyst. The reason for this is improved thermal efficiency that translates into getting more power from every molecule of fuel. Let's go into more detail...

This is very technical: Let's start with a standard definition of efficiency. Percent efficiency is calculated at [Output/Input] x 100. The closer the Output comes to matching that of the Input, then the closer to 100% efficient you will be... for anything. In the case of engines, we are talking about the theoretical amount of heat (BTUs) in a gallon of diesel (Input) as compared to the actual amount of heat (BTUs) liberated after the fuel is ignited

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# ATA Truck Tonnage Index Jumped 7.4% in April

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index surged 7.4% in April after decreasing 2% in March. In April, the index equaled 121.8 (2015=100) compared with 113.4 in March.

"The surge in truck tonnage in April is obviously good for trucking, but it is important to examine it in the context of the broader economy," said ATA Chief Economist Bob Costello. "February and March were particularly weak months, as evidenced by the 3.5% dip in tonnage due to weather and other factors, so some of the

gain was a catch-up effect. In addition, the Easter holiday was later than usual, likely pushing freight that would ordinarily be moved in March into April.

"I do not think the fundamentals underlying truck tonnage are as strong as April's figure would indicate, but this may signal that any fears of a looming freight recession may have been overblown," he said.

March's reading was revised up compared with our April press release. Compared with April 2018, the SA index increased 7.7%, the largest year-over-year gain since July.

The not seasonally adjusted

index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 117.7 in April, 1% above March level (116.6). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% of total revenue earned by all transport modes.

# Understanding Oil Contaminants



by Tom Bock

When you think about the properties of motor oil, viscosity, soot percentage and fuel usually come to mind. But there are other factors that need to be considered especially if you are extending drain intervals; total base number, oxidation and nitration. The Total Base Number (TBN) tells you how effective your base additives (Calcium, Boron & Magnesium) will counteract the effects of acids that form in the oil from sulfur and nitrogen mixing with H2O to create acid. The oxidation and nitration measures oxides that contaminate oil from the air and/or water and nitrates that are blow-by and exhaust restriction byproducts. Not all oil samples are analyzed for TBN, Oxidation and Nitration if you are extending drain intervals makes sure you have a comprehensive advanced mobile oil sample program.

The TBN is part of the specs for all oils and oil analysis labs usually report a TBN between 5-8 for mineral oils and 4-14 for synthetics. The basic rule is to maintain the TBN above 25% of the useful life. If TBN starts at 8 then the oil should be changed when TBN is reported at 2 or lower. You will always see a drop in TBN over the first oil cycle of approximately 50% but the rate of decline becomes

much slower after that level is reached. There are numerous ways to keep the TBN up; eliminate the acid formation by removing H2O from the oil by utilizing an on-board oil refiner that evaporates liquid contaminants or by using a filter that is impregnated with a base additive. Removing the acid allows the base additives to remain potent as there is no acid to lower the concentration and potency. Adding base materials will add to the TBN as the oil filters through the filter media. The only thing you need to remember is whatever base is used Calcium, Magnesium or Boron will show higher levels on the oil sample results and may trigger a recommendation from lab. To prevent any confusion, make sure lab knows you are using a base enhancing filter so the increase will be expected. At OPS we have many customers using Base Enhancing Filters in addition to the EcoPur System with great success.

Oxidation increases with heat and liquid contaminants that contain oxygen and/or oxides like water, fuel or antifreeze. The best way to keep the oxidation low and prevent any damage to engine due to corrosion or rust is to remove the liquid contaminants or by properly maintaining the engine to keep fuel and antifreeze from leaking into oil.

Nitration is basically caused by the nitric oxide that is in exhaust gases mixing with the oil through EGR (exhaust gas recirculation) process or back pressure in exhaust system not allowing gases to flow freely causing blow-by etc. Keep your

DPF (diesel particulate filter) clean by regenerating when necessary and ensure the muffler is functioning properly.

Extending drains also requires that the oil must be free of solid contaminants. There are numerous by-pass filtration systems that will remove solid contaminants down to levels that virtually eliminate wear damage caused by particles being trapped between the tolerances of moving parts. There are other products on the market that will help to keep the engine clean. For example, a rare earth magnet that attaches to the primary full flow filters will trap all ferrous (iron) particulates in the filter. This will help to keep metal shavings and wear material out of the oil. Keep in mind that oil goes from the oil pan to the primary filter first before entering oil galleries to lubricate the engines parts. The oil with wear metals return to the pan and start the cycle all over again. The benefit of the magnets is the oil is free of iron etc., the only downside is that any oil sample will not report a wear problem as contaminant to trapped in filter. I would suggest if you use a magnet that you have filter opened up for inspection when you change filters. This will give you a visual indication if wear is excessive.

Stop by the OPS-Oil Purification Booth # 1012 at The Great American Truck Show 8/22-24 in Dallas for additional info.

If you have any questions or topics you would like to see in this column, please email me at [tbock@horizoncp.biz](mailto:tbock@horizoncp.biz)

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Tri-State Trailer Sales/TSTL was for the Law Enforcement Torch Run for Special Olympics. Tri-State Trailer Rental and Leasing customers can pull one of these special trailers



Joe Mancino with his "Little" Jacob Palko

By Steve Pollock  
PITTSBURGH, PA... Tri-State Trailer Sales/TSTL has added another trailer promoting a charity to their rental and leasing fleet. Each trailer is a brand-new Big Bubba Reitnouer 48'x102" flatbed. The trailer has polished aluminum wheels and a Vango tarping system.

The latest trailer graphics depicted is the Big Brothers Big Sisters of Beaver County. The organization is a one-on-one mentoring program for young people. Youth participants have a mentor to interact with them, helping them to navigate through the many challenges that youth encounter and face.

Tri-State Trailers Sales/TSTL President Joe Mancino is a participant in the Beaver County Chapter as a Big Brother mentor.



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# Volvo Trucks Honors Military Heroes During Memorial Day Weekend with “Reflections from the Wall” Truck



Volvo Trucks' New River Valley (NRV) assembly plant in Dublin, Virginia unveiled the design of its 2019 Ride for Freedom truck. The custom-designed VNL 760 lead a motorcade of motorcycles

past 900,000 bystanders from the plant to Washington, D.C. during the annual "Run for the Wall" Ride for Freedom motorcycle rally this past Memorial Day weekend.

This marks the 28<sup>th</sup> year

NRV employees and the UAW Local 2069 Veterans Committee have supported the event. The truck, Volvo's VNL 760 long-haul tractor features custom-designed graphics that honor America, the United

States military, and the men and women who served with the slogan, "All veterans need a welcome home, and a place to reflect. Until they have a wall of their own, it's only right to share ours."

Volvo Trucks' New River Valley assembly plant in Dublin, Virginia unveiled its 2019 Ride for Freedom truck featuring custom-designed graphics that honor the U.S. military. The Volvo VNL 760 model traveled in a motorcade from the plant to Washington, D.C. to participate in the Ride for Freedom rally during the Memorial Day weekend.



The Volvo VNL 760 tractor features custom-designed graphics honoring America's military heroes of all branches with the slogan, "All veterans need a welcome home, and a place to reflect. Until they have a wall of their own, it's only right to share ours." The tractor accompanied a motorcade of motorcycles from Volvo's NRV plant to Washington, D.C. during the annual "Run for the Wall" Ride for Freedom motorcycle rally this past Memorial Day weekend.

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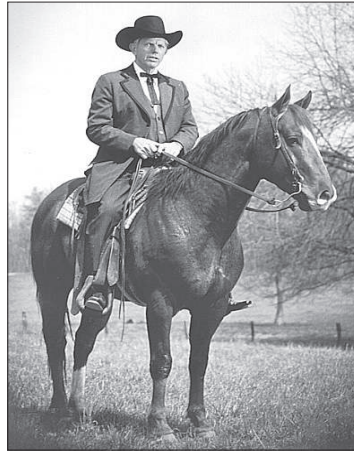
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# The Circuit Rider



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

## NATSO Applauds Congresswoman Finkenauer for Urging Congress to Extend the Biodiesel Tax Credit

Alexandria, VA... NATSO, the national association representing truckstops and travel plazas, applauded Congresswoman Abby Finkenauer (D-IA) for urging Congress to extend the biodiesel tax credit during testimony at the Members' Day Hearing before the House Committee on Ways and Means.

Rep. Finkenauer testified that the biodiesel tax credit lapsed in 2018 to the detriment of truckstop and gas station owners, the biodiesel and trucking industries, consumers and others that rely on the tax credit to expand their businesses and bring down energy costs.

Rep. Finkenauer in her testimony stated that biodiesel represents an efficient use of renewable natural resources. Every gallon of biodiesel that displaces traditional diesel represents at least a 50 percent reduction in lifecycle greenhouse gas emissions. Biodiesel also lowers prices at the pump for consumers, resulting in fuel savings of at least 17 cents on every gallon of diesel in 2017, Rep. Finkenauer testified.

Rep. Finkenauer introduced H.R. 2089, the Biodiesel Tax Credit Extension Act of 2019, in April along with a bipartisan group of lawmakers. The legislation currently has 50 co-sponsors, including Representatives Mike Kelly (R-PA), Ron Kind (D-WI) and Adrian Smith (R-NE), Dave Loebsack (D-IA), Darin LaHood (R-IL), Danny Davis (D-IL), Rosa DeLauro (D-CT), Cheri Bustos (D-IL) and others.

## Song Asks: "What On Earth Would You Do For Heaven's Sake?"

I heard this question in the form of a song. I began to ponder its depth to see if I could find some good answers. "What would I do on earth for heaven's sake?"

First, I must consider how I am to gain heaven. How can I be saved? So, on earth, I will believe on the Lord Jesus Christ, with my heart and confess Him with my mouth; for heaven's sake. For indeed I would like to go to heaven.

After I have believed on Him, and become a Christian, "What on earth will I do for heaven's sake?"

I will engage my life in a practice of living that pleases Him, seeking to live with nothing between my soul and the Savior, knowing that someday Jesus Christ is coming back for a Church that is without spot and wrinkle, and He is looking for people who, on earth for heaven's sake, will live a clean and holy living. "What on earth will I do for heaven's sake?"

I will be a witness and undertake to win others for Christ. I do not want to appear in the presence of the Lord empty-handed. I would like to bring some works and some fruit of the spirit along with me.

I would like to believe that God has sued my witness to win others to Christ, and to help them, while on earth, for heaven's sake, to believe on Him that they might be with Him in heaven.

The question again, you must answer it personally, "What on earth would you do for heaven's sake?"



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Detroit DD15, 450 HP, 10 Spd 491,030 miles Stock # 17899 **\$64,750**

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# How The Wrong Injector Trim Codes Can Damage A Cylinder

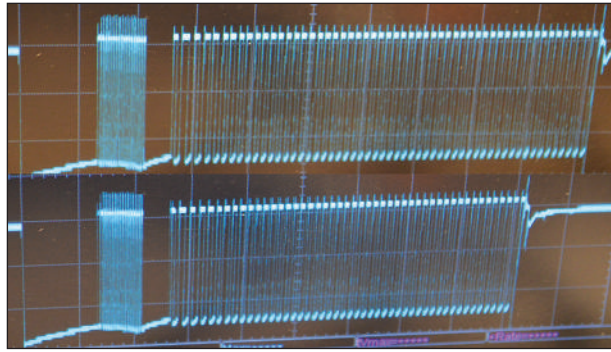


Those of you who've read my old articles know I've written about injector trims before but the short of it is this. When a 1994-2006 Detroit injector is flow tested a 2-digit trim code is stamped on the injector. This code needs set in the ECM so the computer can compensate for how far above or below spec the injector flow rate is. We want each cylinder to get the same amount of fuel. When the trims are all set to the same number some cylinders are going to get more fuel, run hotter and see more pressure than the others. The hottest cylinder becomes a weak link and here is the worst part...the coolant, oil, and pyro temp are all reading the combined heat from all 6 cylinders so those values can only be looked at as the averages of all 6.

Why am I bringing up this old subject? Well...about two weeks ago I finished repairing and programming a DDEC IV for an owner operator we'll call Johnny. Johnny had an early BK60 and this engine is known to be a strong and capable 12.7 Series 60. A few days ago, Johnny called me back.

Although I'm used to getting feedback about successful repairs, good power and better mileage that doesn't mean I don't enjoy hearing about it but that's not what happened this time. Johnny asked me how much I would charge him to restore his old 430hp program. "I wouldn't charge you anything besides the return shipping. What happened?" Johnny replied: "I was pulling a hill and I smelled something burning. Checked my oil and it was low. Drove a little more and my oil got lower. Got it into a shop and they said I lost the #4 cylinder. I never got it hot". While I was listening to Johnny's story, I was looking through my notes on Johnny's original program. I pulled up the injector trim codes that were in the ECM when I first checked it in. All six injectors were set to 07. That's a problem and when I see all the same injector trim from cylinder 1 to 6, I call or text the owner and let him know. If we know the real trims, I put them in otherwise I set the injector trim password to 0000 and tell them to update the trims when they can. Unfortunately, in the two weeks Johnny had been running he was unable to get his trims updated.

I'd say about 1 in 5 DDECs I see have "01" or "75" set for all the injector trims. Some techs set all the injector trims the same when they don't know the trim values and are too lazy



The upper injector is what the DDEC produces at idle with trim setting 75 and the lower pulse is at 01.

to pull the valve cover and look. Other times they don't realize the trims need set when a blank ECM gets flashed or when the injectors are changed.

Trim code 75 is what most of these parking lot programmers are using to get a little more power out of a Series 60 engine. A few mouse clicks and a few dozen keystrokes and the engine makes on average about 8 percent more power at full load than it would if the trims were set at 01. I ran some tests on the bench last night and found that trim code 01 and 00 are NOT the lowest trim code flow values. The trim number values don't follow a pattern and don't scale. For example, 12 gives more fuel than 75 and 25 gives less fuel than 01. Trim code 07 is one of the stronger trims and if Johnny's #4 injector has a higher flow rate the #4 cylinder could have been getting

case they wouldn't because when the #4 cylinder works that much harder the other cylinders can back off and don't generate as much heat.

If you send in your DDEC for service I will not change your trim codes unless you tell me to. If your trims are wrong and you send that information along with your DDEC I'll gladly update them no charge. If you're not sure send the correct trim codes anyways and I'll check them.

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

as much as 22 percent more fuel than the other cylinders. Johnny's water, oil, and pyro temps never got hot and in this

# Truckers Praise U.S. - Mexico Tariff Agreement

Arlington, VA... ATA urges Congress to now ratify USMCA. American Trucking Associations President and CEO Chris Spear issued the following statement:

"Cross-border trade with Mexico supports 47,000 U.S. jobs in the trucking industry, so America's truckers appreciate President Trump and Mexico avoiding tariffs and addressing the immigration crisis. Free, fair and equitable trade with Mexico is of critical importance to our industry, which moved \$424 billion in goods across our southern border last year.

"I hope this positive step will pave the way for finalizing the USMCA trade agreement."

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- » Truck & Light Show Registration • 8 a.m. to 8 p.m. First 200 receive a 30th Anniversary Dash Plaque!
- » Milk Truck Registration • 8 a.m. to 6 p.m.
- » Exhibitor Displays • Noon to 9 p.m.
- » Discussion/Presentation by: John Seidl • Starting at 3 p.m.
- » Fish Fry • 4 p.m. to 8 p.m. by Fox Lake Snowmobile Club & Leroy Meats
- » Milk Truck Competition • 6 to 7 p.m. (Awards 7 p.m.)
- » Special Olympics Program & Parade Auction Starting at 7 p.m.
- » Lights of the Night Convoy • Starting at 9 p.m.
- » **FREE MUSIC:** Brecken Miles & The Revival • 8 to 12 p.m.

**SATURDAY, AUGUST 10**

- » Waupun Lions Club Pancake Breakfast • 7 to 11 a.m.
- » Truck Registration • 7 to 10 a.m.
- » Parade Only Registration • 7 a.m. to 1 p.m.
- » Exhibitor Displays • 9 a.m. to 3 p.m.
- » Truck Judging • 11 a.m. to 2:30 p.m.
- » Discussion/Presentation by: John Seidl • Starting at 11 a.m.
- » VFW/American Legion Color Guard & National Anthem Starting at 12 Noon
- » Make-A-Wish Program & Parade Auction
- » Rides of Pride Parade • Starting at 3 p.m.
- » Discussion/Presentation by: John Seidl • Following Parade
- » Trophies Awarded • After the parade
- » **FREE MUSIC:** Brecken Miles & The Revival • 8 to 12 p.m.
- » **FREE MUSIC:** Royal South • 7:30 to 12 p.m.

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**MTO Considers Smart Lift Axles on Trailers, Longer Tractors with Multi-Axle Trailers and other Advancements**

CANADA... MTO has posted a series of proposals to the Regulatory Register to address technological advancements in vehicle equipment and components.

In addition to moving smart lift axles and longer tractors into regulation, the proposed amendments include: additional allowances for wide-base, single tires that aligns with recent updates to the national MoU (advocated by CTA), haulage of boats on stinger-steer auto carriers, longer saddle mount combinations and modifying existing SPIF provisions for the use of emergency in-cab lift-axle control for self-steering axles.

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# DIDJA KNOW - DREAMS OF A TWO-WHEELER



by Roger Clark

Parked at a small truckstop in Le Mars, Iowa, I was lounging in the driver's seat, leafing through a magazine. Something caught my eye in the driver's mirror, and I noticed a strange but wonderful sight. A young boy about eight years of age slowly pedaling his bicycle around the truck, lightly dragging one hand on the side rails of my stepdeck.

Clearly lost in thought, he circled the entire rig, completely unaware that his dreams were being played out before my eyes. He never saw me, and never took his eyes—or hand—off the truck as he rode around the whole rig

twice. Then he just casually turned and rode away.

I was that age once, in 1959, riding my own bike near the Minneapolis St. Paul International Airport. Known then as World Chamberlain Field, it was home to Northwest Airlines and Naval Air Station Minneapolis. There was no security back then, and no cameras, sensors, or canine patrols.

Spying a long and narrow asphalt roadway, I noticed a small chain stretched across the pavement, just a few inches off the ground.

Not once did it occur to me that I was trespassing. What did enter my mind was the road less traveled, a place I longed to be for many years after this rural discovery. So off I rode, down this lane of undiscovered promise.

The next morning, in Le Mars, Iowa, I was having breakfast in the truckstop café when I saw the boy again. Again, he was slowly riding his bike around my entire rig. Not wide-eyed or furtive, his movements were instead casual and deliberate.

Yet there was the unmistakable glint in his eyes, as if

he were suddenly confronted with images seen previously only in books or magazines. He wasn't just fascinated by these trucks, but one could see his mind cataloging the connections, the tires, the loads, and the lights.

As I rode my bike that summer day near the Minneapolis airport, I could see just scrub brush, asphalt, and a building in the distance. Then suddenly I saw the most magnificent thing standing stately in the sunlight.

There on the ramp stood a gleaming silver fighter jet, her canopy propped open, a ladder leaning against the fuselage. This could only be an invitation, and I scrambled up the ladder to see my first real fighter jet cockpit.

Breakfast over, at the Le Mars truck stop, I headed out to see if the young man would like to meet. Unfortunately, he was gone, off to explore a new lane of undiscovered promise. So, with just a hint of sadness, I did my own tour around the truck, starting my day with a pre-trip inspection.

As I prepared for another day of battle with four-wheelers, texters, drunks, and road

ragers, I couldn't help thinking about that long-ago day in 1959. It was a memorable experience, and for all the wrong reasons.

Standing at the top of a ladder, peering down into the cockpit of a real fighter jet, I never heard the convoy of heavily armed military po-

licemen surrounded the jet. When I did see them, I made a lame joke about flight reservations. They were not amused.

Neither were my parents, who had to pick me up at the Provost Marshall's office, and listen to a very irate base commander ask about

roadway chains. And despite my good looks and gracious charms, I've never been invited back. I know. Go figure!

*You are supposed to change the world. Cynthia Tobias, 2019*

You can reach Roger at rogerclark437@gmail.com

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# Wheel Jam Truck Show Celebrates Its Sweet Sixteen!



of the Driver's Choice Best Interior was Daniel and Phyllis Snow from Harrison, Arkansas; winner of the Driver's Choice Bobtail was Wayne Albert of Justice, Illinois; and winner of the Driver's Choice Combo was Michael and Jackie Wallace of Ashville, Alabama.

New to the Wheel Jam Truck Show this year was the electronic judging on Sunday morning! Over 50 trophies and prize money were handed out this year at the Wheel Jam Truck Show! Best of Fleet Bobtail went to L & D Peterson Trucking of Northville, South Dakota. Best of Fleet Combo went to Tator Hins of Huron, South Dakota. Best Bull Rack Combo was Barry Spaans of Rock Valley, Iowa. Best Grain Hopper Combo went to Matt Kunkle of Linton, North Dakota. Best Van Reefer Combo went to Daniel and Phyllis Snow of Harrison, Arkansas. Best Tanker Combo was Dennis Durand of Winnipeg, Manitoba. Best Flat Bed Combo went to Steve Anderson of Mitchell, South Dakota. Specialty Combo winner was Dale Radmann of Randolph, Minnesota.



vendors – you all did a wonderful job of promoting the trucking industry. YOU SHOULD ALL BE VERY PROUD!

The top drivers in the nation come to the Wheel Jam Truck Show and this year was no exception! At the Jake Brake Competition there were semis, motorcycles, cars, and airplanes all involved in some capacity in that part of the show – definitely made Wheel Jam history with that! Winners of the Jake Brake Competition were: First place to Rich Anderson of Wilmot, South Dakota; second place to Chancie Turner from Kadoka, South Dakota; third place to Jay Kirschmann from Bismarck, North Dakota; and fourth place to Keith Lambertz from Valley Springs, South Dakota.

Continuing on with the tradition of the Light Show on Saturday night, the winner

The Lifetime Achievement recipient this year was Randy Nixon of Huron, South Dakota. Randy has spent the last five decades in the trucking industry.

The 18 Wheel Truck Promotions, LLC Crew does a fantastic job taking care of the wonderful drivers and keeping everything running smoothly! Nobody does it like the Wheel Jam Truck Show!!! Looking forward to seeing everyone at the 17<sup>th</sup> Wheel Jam Truck Show, June 4<sup>th</sup>- 7<sup>th</sup>, 2020! Check out their Facebook Page at Wheel Jam Truck Show Classics!

Best of Fleet Combo was presented to Tator Hins of Huron, South Dakota.

## By Tracy Bratland Brunns

Wheel Jam Truck Show #16 is in the books! It was a great show with beautiful South Dakota weather! Thanks to all of the drivers/owners/sponsors/



Michael and Jackie Wallace won the Driver's Choice Combo Award.

Best Van Reefer Combo was presented to Daniel and Phyllis Snow.



- All photos by Nita Sitterley -

# WHEEL JAM

## TRUCK SHOW

# WHEEL JAM

## TRUCK SHOW

# 2019



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# Tarpstop Opens 4<sup>th</sup> Location



L to R: Brad Gnepper, Joe Callahan, Trey Newlove and Pierre Gibbs.



A brand new Fastrak system just installed at Tarpstop, which is located in North Jackson, Ohio.

By Steve Pollock

NORTH JACKSON, OH.... Tarpstop, supplier of tarps and cargo control equipment and manufacturers of Fastrak Tarping Systems, recently held an Open House at their fourth and newest location in North Jackson, Ohio. The new facility, located at 11550 Mahoning Road in North Jackson, is in the old Falcon building for those familiar with the area. It is just a couple of miles from the Bailey Road exit #57 off I-76.

The newest Tarpstop location

opened this past March and held their Open House on May 23<sup>rd</sup>. The facility offers complete sales, service and parts support for not only their own Fastrak tarping systems, but parts and service for all tarping systems.

Tarpstop offers tarps and tarp repairs as well as two showrooms, with everything you need for your flatbed trailer. One showroom has accessories including tool boxes, a complete line of cargo securement products, including coil bars, chains, binders, load bars and

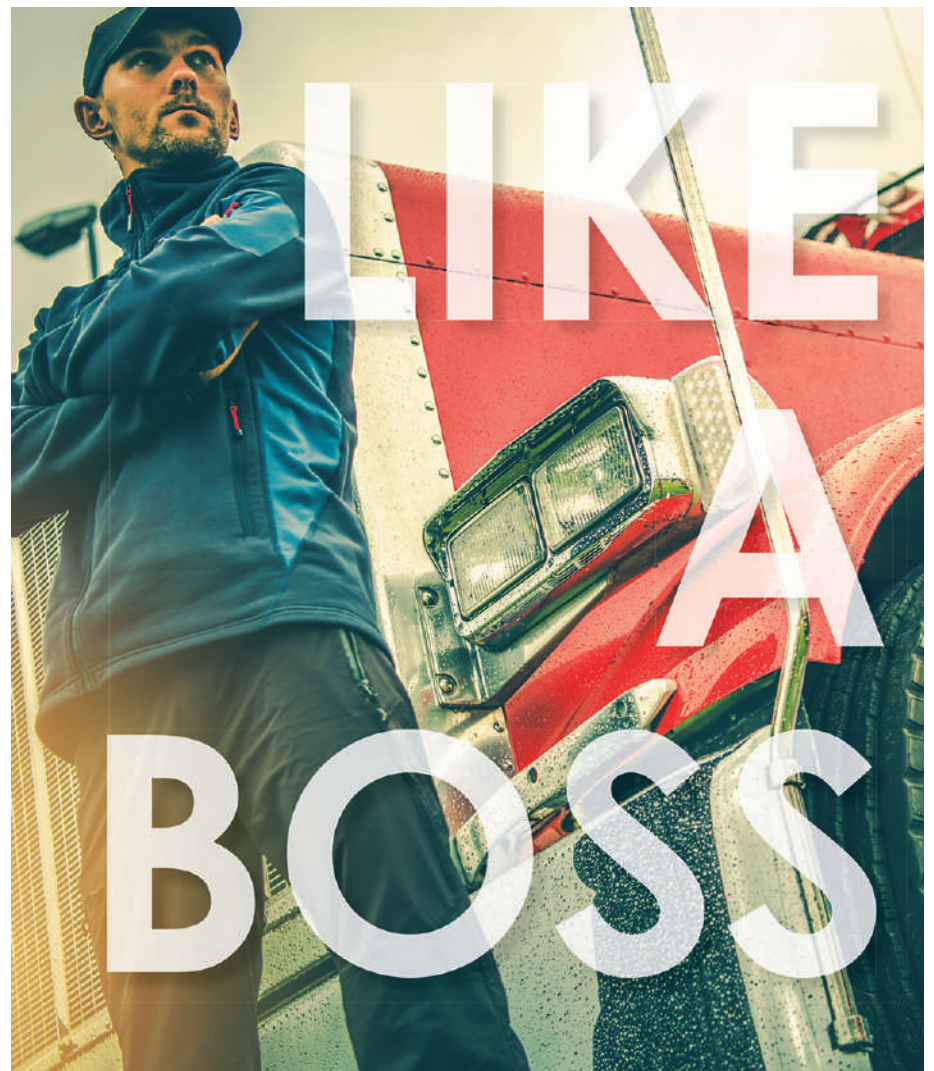
corner protectors.

Tarpstop President Joe Callahan stated, "TarpStop is built on service to the customer. We have a reputation for providing superior service to our customers. We often do the kind of jobs that other companies just don't want to handle."

Tarpstop was founded in 2001 with a single facility located in Perrysburg, Ohio. The company began manufacturing their signature Fastrak tarping system in 2005. The Fastrak system holds several patents and sales have been growing tremendously for the past few years.

You can contact TarpStop in North Jackson, Ohio at 330-538-7149.

Tarpstop has 4 locations to serve you: Perrysburg, Ohio; North Jackson, Ohio; Taylor, Michigan; and Gary, Indiana. For more information, go to their website at [www.tarpstop.com](http://www.tarpstop.com).



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## Pacifico Reflections - Faux Pas Credits

by: Mike McGough

Have you ever noticed that some people seem to enjoy very resilient social and interpersonal relationships? They make mistakes, they get into embarrassing situations, and they're responsible for social blunders, but for some reason, their social and interpersonal relationships don't seem to suffer. People don't get angry with them nearly as easily as they do others. In fact, they are often perceived as being unique individuals. They have little or no trouble making and maintaining relationships, and if there is a problem, they can clean it up quickly and effectively. They seem to have significant faux pas credits.

It is difficult to logically explain why people react to such folks as they do, because the reasons why they have extended social and interpersonal space for error are anything but logical. Instead, they are rooted in how such people interact with those with whom they share relationships. Let me explain why their interpersonal blunders and mistakes, known as a faux pas, are less damaging to relationships than are the faux pas of others.

The relationships you enjoy with different people are obviously different. This is good because it would be a boring world if all human relationships were exactly the same. Relationships start, develop, and maintained in any number of different ways. When they are neglected, hit snags, or simple drift apart in time or space, they often decline, grow weak, and simply end.

One of the most critical attributes of social and interpersonal relationships that are mutually supportive and enduring, is the faux

pas credit line within those relationships. That credit line, simply defined, is the toleration, understanding, patience, care, concern, forgiveness, and in many cases the love those in the relationship are willing to extend to each other when mistakes, blunders, and faux pas occur. A simple line of credit may be extended by a wife who tolerates worms in the refrigerator, because her husband wants to go fishing after work. An example of a more serious credit line would be that which exists between an understanding employer and an employee who is struggling to overcome a substance abuse problem. In either case, there is credit; someone is granting space and showing toleration, where there is no logical reason to do so.

Everyone needs a little credit, and similarly everyone is undoubtedly called on to grant a little credit from time to time. If this is something everyone does, why do some folks seem to enjoy a better credit rating than others?

The folks who seem to enjoy resilient relationships and thus generally have fewer relationship problems, do so for some specific, although not necessarily logical reasons. For one thing they have established their credit, and when they need it, they can call on it. Okay, you say, how can I build up a little of this human credit. No guarantees, but here are some simple suggestions.

1. If you are going to ask for some toleration and space from time to time, be just as willing to give it. People who enjoy pleasant, supportive, and successful human relations are generally tolerant folks. They are willing to overlook, get past, forget and forgive. They don't

wear their emotions on their sleeves, so they are less likely to be affected adversely by every interpersonal breeze that blows their way.

2. If mistakes or blunders were original, they would be copyrighted or patented. Those who enjoy extended social credit, understand and appreciate that most relationships will from time to time hit a snag. They accept blunders, mistakes, and other interpersonal faux pas as all but inevitable in interpersonal relationships. Understanding this simple truth, makes reacting to them much easier and far less personal in both nature and intent.

3. Relationships, regardless of how significant or casual they may be, need care and attention, if they are to endure and flourish. They are not made, forgotten, and done. To build up some faux pas credit, work at your relationships and be guided by your desire to make your relationships mutually beneficial. There is a great deal more credit in a shared relationship than is found in a lopsided relationship that favors one person over another.

4. Respect and trust are cornerstones of human relationships, and must be in place if any credit granting is to be done. When you assume ownership, strive to rectify mistakes, and trust in the strength and worth of your relationships, faux pas become forgivable incidents rather relationship-destroying attacks.

Some folks do indeed have extended lines of faux pas credit. If you too would like to enjoy some additional latitude in your relationships, consider the four points above. Most importantly remember that those who tend to offer credit, tend to find credit more easily when they need it.



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PGT Trucking CEO Pat Gallagher, pictured far left and President Gregg Troian, pictured far right, with some of the many Proud Professional Million Mile Safe Drivers at PGT Trucking.



PGT Trucking's Rookie Driver of the Year Gwendolyn Campbell receives her award from CEO Pat Gallagher.



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By Steve Pollock  
INDUSTRY, PA.... The Proud Professional Drivers of PGT Trucking were recently honored at a banquet held in their honor at The Willows in Industry, Million Mile and Safe Driver Celebration was well attended by PGT professional drivers and their families. The event included a buffet dinner and speech by nationally recognized speaker David Coleman. The invocation was provided by PGT Chaplain, Sid Bream.

CEO Pat Gallagher had this message for the PGT drivers, "We value and support our Million Milers and Safe Drivers. We are encouraged and excited by their professionalism and attitude. A warm thanks and God Bless! The things that are really important are faith and family. We are in the people business and our drivers represent the entire company. PGT has been blessed with many great drivers and people who work for the company. To everyone who works at PGT Trucking, thank-you, thank-you, thank-you!"

President Gregg Troian stated, "My personal thank-you to all veteran Million Milers and a big welcome to all new Million Milers. The Million Mile Drivers represent a very exclusive group of professional truck drivers. Exclusive, since the accomplishment includes a mix of hard work, constant attentiveness, pride, loyalty and commitment. It is an honor to have them wear the PGT Proud Professional badge."

In all, 190 professional truck drivers were recognized by PGT Trucking, with a collective 38 million safe miles driven. The following PGT Trucking professional truck drivers were honored:

**2018 New Million Mile Drivers:** Peggy Glidewell, David Haynes, Tony Sheehan

**2018 Drivers with Over One Million Miles Driven Without A Preventable Accident:**

**Over One Million Miles Driven:** Ricky Bahnsen, Ralph Benson, David Bilbo, Herman Blacker, Terry Blankenship, Donald Bowman, Isaac Cannon, Tim Cubbon, Larry Dworek, Jr., Ronnie Flynn, Patrick Foley, Rodney Freeman, James Gallatin, Kevin Gaut, Peggy Glidewell, David Gross, Tony Hartman, Jerry Henry, John Jenkins, Eric Kirkland, Stanley Kozlowski, Larry Leupp, Joseph Lowe, Craig Martin, Michael Martin, Jerry Mathes, Frankie Medina, Sr., Ralph Metz, Jr.,

Carl Minehart, David Moore, Steven Moreland, Larry Morini, Jr., Danny Richey, Rodney Russell, James Savant, Daniel Shea, George Shea, Michael Smith, Richard Snedeker, Jr., David Stokes, Daniel Sullivan, Jeffrey Townsend, Earl Williams

**Over Two Million Miles Driven:** Clifford Bobian, Rick Franklin, Kenneth Montgomery, Dewey Richey, Carl Wilkerson, Jr.

**Over Three Million Miles Driven:** Douglas Brayshaw, William Dickerson, Randy Kelly, Thermond Redden

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

**2018 New Safe Drivers:** Noor Ali, Jr., Willie Blakney, Richard Blinkiewicz, George Bowling, Howard Buck, Richard Csehy, Jr., Mirko Culic, Dennis Edwards, Craig Gallagher, Scott Gorby, John Grau, Richard Harding, Thomas Hay, James Heine, Joseph Horner, Russell James, William Jones, Jonathan Leiner, Ricky Lewis, Bryant Mathes, Ken McKinney, Santos Merino, John Nussbaum, Mirsad Okanovic, Douglas Pitts, Daniel Powers, Kenneth Ray, William Redding, Theodore Rzepski, Daniel Seaman, Michael Silvis, Daniel Suer, Darrell Thomas, Pete Troutman, Douglas Vanzile, Juan Velasquez, Donald Vest, Peter Wallis

**2018 Drivers with More Than 5 Years Or Less Than One Million Miles Driven Without a Preventable Accident:**

**Six Years:** 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, Thermon Phillips, III, Michael Rainier, Farell Roberts, Richard Sherrick, Rene Tello, William Tucker, Michael Williams

**Seven Years:** Keith Ackerman, Susan Bailing, Mark Barr, Jerry Bennett, Carlos Blandon-Espinoza, Charles Blosser, Frank Brown, Donald Cunningham, Jr., Darryl Davis, Shawn Frazier, Jay Jamrozy, Oral Jones, Rodney Kenneybrew, James Kingree, James Lindsay, Jose Loera, David Lund, Ronald Mack, Donald Marker, Dale Martin, Michael McCoy, Claude McFadden, Steen Michener, Marcelino Rivera, Jr., William Sizemore, Alan Skroski, Kevin Sykes, Ross Tindall, Jonathan Tipton, Robert Tudor, Andrew Utz, Ruben Villatoro, Michael Wheeler, Gregg Williams, Allen Wyant, Haddis Yemaneab

**Eight Years:** Enes Alagic, Martin Alicea, Richard Bailey, Russell Boggs, George Braun, John Burton, Anthony Chatman, Kenneth Curtis, Raul Del-

gado, Scott Gordon, Tim Hearn, Clifford Heaton, Matthew Kroft, George Lapp, Garry Littlepage, Jr., Craig Marple, Dave Milligan, David Morrow, Vaughn Neal, John Nichol, Scott Roethmeier, Rufus Thacker, Robert Uskurait, Michael Vevers

**Nine Years:** Mark Amezcua, Timothy Austen, Ronald Cane, Richard Davenport, Baron Gochenour, Gary Hall, Michael Lee, Fabian Martin, Joshua Matea, Javier Pulido

**Ten Years:** Jesus Flores, Marvin Tincher

**Eleven Years:** Richard Horstman, William Luketic, Jr., George Smith

**Twelve Years:** Michael Stall  
**Sixteen Years:** Gerald Ricker

Additionally, other awards were presented, including:

• **David Levin Award for Outstanding Company Driver** – Rick Franklin

• **Harry "Buster" Barnes Award for Outstanding Independent Contractor** – Steven Dowler

• **Rookie Driver of the Year** – Gwendolyn Campbell

• **Bill Wright Award for New Employees or PGT Team Player Exhibiting Loyalty and Trustworthiness** – Natalie Young

• **Hubert Hill Award for Agents Who Exceed the Company's Expectations** – Mike Rowley

• **Safety Manager of the Year** – Alan Harff

• **PGT Trucking MVP of the Year** – Cindi Janicki

• **The President's Award** – Bill Hershey

• **Grand Prize Raffle Winner of a new Ford Escape Titanium** – Four Million Mile Driver Glenn Gray, Jr.

In addition, corporate employees Natalie Young and Jennifer Kopp were recognized with the Excellence in Safety Award in Quarters 3 and 4 2018 for demonstrating extraordinary excellence in safety.

Alan Harff was recognized as the recipient of the 2019 National Safety Council's Rising Star of Safety.

PGT Trucking was also honored as a company for the most improved safety by a carrier in 2018 by the Pennsylvania Motor Truck Association.

The entire staff at PGT Trucking says, "Thanks a MILLION" to all of their million mile and safe drivers. Their professionalism, dedication and integrity go miles and miles beyond the ordinary. These individuals set the standard of excellence for all members of Team PGT. PGT Trucking has the highest regard and respect for each and every driver.



L to R: PGT Trucking CEO Pat Gallagher with first time Million Miler Tony Sheehan and PGT President Gregg Troian.

# New 2020 Kenworth T680 Takes the Big Idaho Potato Across North America



Melissa Bradford, Kenworth T680 driver



From left are: Jessica Coulthard, Tater Team member; Melissa Bradford, Kenworth T680 driver and Tater Team member; and Kaylee Wells, Tater Team member.

Photo Credit: Otto Kitsinger/AP Images for Idaho Potato Commission

BOISE, ID... The potato industry in the state of Idaho today is about as influential to the state as the steel industry was to Pittsburgh (the Steel City) during the Carnegie era. With ideal climate, rich volcanic soil and plenty of mountain-fed irrigation, the conditions in Idaho are prime for growing top quality potatoes – and lots of them. This Pacific Northwest state grows more potatoes than any other state does, accounting for 30 percent of the nation's total potato production. The crop generates nearly \$4 billion to the state's economy each year, according to the Idaho Potato Commission.

Idaho has serious pride. It is why the phrase 'Famous Potatoes' is attached to Idaho license plates. Idaho does not shy from saying the best potatoes come from their state, and the Idaho Potato Commission (IPC) has taken to the road to prove it.

Melissa Bradford is the driver of the Kenworth T680, which transports the Big Idaho Potato.

Eight years ago, in an effort to boost awareness of Idaho-grown potatoes, the IPC developed its iconic 'Big Idaho Potato.' A massive, manufactured 6-ton potato, was developed to promote the certified heart-healthy Idaho potatoes, and create 'buzz' about potatoes through its unique display.

Today, the display is transported by a Kenworth T680 with a 76-inch sleeper, and features the PACCAR Powertrain with a PACCAR MX-13510-hp engine, PACCAR 12-speed automated transmission, and PACCAR 40K tandem rear axles. The Kenworth T680 is leased from the Kenworth Sales Co. – PacLease franchise in Boise under a full-service lease.

The Big Idaho Potato and the "Tater Team," travel throughout the U.S. and Canada as a part of the Famous Idaho Potato Tour (<https://bigidahopotato.com/tour-schedule>) from March through the end of September. The Tater Team includes Kenworth T680 driver Melissa Bradford and two promotional marketing team members – Jessica Coulthard and Kaylee Wells – who educate consumers on the health benefits of potatoes, as well as raise money for local charities through its A Big Helping program.

The Big Idaho Potato is supported by the "Tater Team" during the 2019 national tour. Over the course of the tour, the Kenworth T680 will put on

roughly 30,000 miles and visit hundreds of towns, including some major venues. The Tater Team recently attended the Kentucky Derby Festival in Louisville in May.

Since the Big Idaho Potato trailer is always hitched to the Kenworth T680, the IPC had the Kenworth T680 specially wrapped to promote the tour.

For the IPC, it was key to feature a truck that would complement the image of quality potatoes the organization promotes.

Driver Melissa Bradford appreciates the PACCAR Powertrain as she transports the Big Idaho Potato on the Famous Idaho Potato Tour.

According to Bradford, the drivability of a Kenworth T680,

is something that stands out, compared to other trucks she has driven.

"This is the first time in my career that I've driven an automated transmission, but it has grown on me," said Bradford.

"The Kenworth T680 is easy to drive and the PACCAR MX-13 engine is nice and quiet. Jessica and Kaylee are on their third tour, and they've mentioned how nice it is to have such a smooth and quiet ride. When

you're on the road for months on end, it's great to travel in a truck that accommodates everyone's needs."

According to Bradford, when the Kenworth T680 arrives at an event, the first question most people ask is if the giant potato is real. "They really do," she said. "Hauling something as unique as a giant potato generally draws in quite a few interested people."

"The potato really gets people's attention and we're usually a big hit at events," said Bradford. "People ask all sorts of questions about the potato and like to touch it. Not only do we have the opportunity to educate those who come by our display about the health benefits of eating potatoes, but we also get the great opportunity to give back to the communities we visit. At every charity event we attend, we have a signature board set up for people to sign. For every signature we get, the Idaho Potato Commission will donate a dollar, up to \$500, through our A Big Helping program."

Idaho's footprint in the potato industry goes back generations, and Idahoans take great pride in the industry that has helped shape the state's economy.

"I'm an Idaho gal and some of my earliest memories come from going out to the garden to harvest potatoes with my dad," said Bradford. "I'm proud of our state's potatoes and feel fortunate to represent the industry through the Famous Idaho Potato Tour. This tour has been an incredible experience for me and the Kenworth T680 makes life on the road that much better."

**Spud Facts: Did You Know**  
 --The 4-ton Big Idaho Potato is 802 times heavier than the largest potato ever grown (11 pounds).  
 --If someone were to try and grow the Big Idaho Potato, it would take more than 7,000 years.  
 --To bake a potato that is as big as the Big Idaho Potato, it would take two years.  
 --It takes 21,562 medium-sized potatoes to equal the weight of the 4-ton potato.  
 --One million French fries or 20,217 servings of mashed potatoes could be made from the Big Idaho Potato.



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# Trucker Finance: The Good, The Bad, and The Ugly



continued from page 1

and transportation volume at record highs, more financial companies are entering the factoring arena, bringing predatory practices designed to maximize returns, at the driver's expense. Signing up for factoring is a fairly in-depth process. There are many forms to sign and a lot of important details can be hidden in the fine print, which nobody reads – and that's exactly what some of these companies are counting on, Lickteig says. She and her customer service team have spent a lot of time reading

that fine print and have said many times over, "I wish every driver knew that."

In today's litigious society industry experts rarely give advice because it cannot apply in every situation and drivers must make their own decisions – including consulting a well-respected transportation attorney when facing a particularly tricky scenario. This list is meant to be a lesson in what an experienced factoring company has seen in the industry and provide an informed perspective on this

important issue.

**Honeypot**  
How it works: A Driver clicks on an online advertisement and provides basic information – name, address, and motor carrier number. The driver thinks they are requesting information about factoring services, but unbeknownst to them, they have actually authorized the company to place a blanket UCC lien against them.

**Why it's bad:** As long as that UCC filing is in place, the driver cannot factor any loads through any other company.

**The worst part:** To get out from under the filing, a driver typically has to pay a fee – sometimes as high as \$5,000. For nothing.

**Pro tip:** Know what you're signing. Read the fine print. Never provide your carrier number, or other sensitive data, unless you know exactly how it's going to be used. UCC filings are an important part of factoring and meant to protect the factor that is actually paying the driver, not to be used as extortion to get out of a filing.

**Rate Bait**

How it works: A factoring company offers a tempting tease, snagging bargain-conscious drivers with a ridiculously low rate. Drivers sign a contract but find a minefield of tripwires that double or even triple the initial rate. These traps include requiring monthly financial statements (who has time for that?) or minimum volumes that a small operator couldn't possibly achieve with a single truck. "And don't get me started on hidden/higher back end fees for advances, ACH, same day payments and wire transfers," Lickteig says.

**Why it's bad:** Cash flow is critical, and all those nickel and dime charges and penalties can really eat away at a driver's net proceeds fast, even when the "introductory rate" is low.

**The worst part:** These "rate bait" companies are experts at finding all kinds of ways to separate drivers from their hard-earned money. Many times, drivers gain a sour taste on factoring, and in the worst cases can even be run out of business.

**Pro tip:** If it sounds too good to be true, it probably is. Do

your homework. Ask questions until you get all the answers you need. Reputable factors won't mind the questions and in fact, welcome them. Third party and objective reviews like Truckersreport.com offer good insights.

**Cash Advance**  
How it works: Online services, including some embedded in online accounting software, offer a cash advance (sometimes called an MCA or Merchant Cash Advance) based solely on how much cash is flowing through a driver's bank account on a monthly basis. When a driver accepts an MCA, they get quick funding but are basically giving control of all their incoming cash to a third party, to repay themselves however and whenever they want.

**Why it's bad:** Unlike non-recourse factoring, where the factoring company's only claim is to the factored freight bill, these lenders have the right to pursue legal action against the borrower to recover their money.

**The worst part:** When an MCA pays themselves back by taking cash directly from a driver's

account every single day, they don't care what bills are due, or even what has already been paid (like a mortgage) and hasn't hit the account yet. This can cause a ripple effect of insufficient funds, missed payments and credit score impacts – not to mention being left stranded at Sunday dinner with the family and unable to use your debit card because the MCA depleted the account on Friday at 4pm.

**Pro tip:** Cash flow is critical. Find a factor you trust, and stick with them.

Lickteig, at TBS underlines that last tip.

"Truck drivers can really be hurt financially by not being fully aware of the consequences of the agreement they're signing, and that can come at the click of a button," she says.

Not all factors are created equal, but by asking questions, taking time to read the fine print, and picking and sticking with a relationship, truckers can rest assured that they have their cash needs covered by a trust.

For more info phone 855-772-0548 or visit [www.tbsfactoring.com](http://www.tbsfactoring.com)

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# Bill Thompson Retires From Cerni Motors



Nearly 40 years later (see photo below): Bill Thompson and John Cerni at Bill's retirement party.



Pictured at the left, from left to right: Jim O'Halloran, President of O'Halloran International, Vince Cerni, Bill Thompson and John Cerni of Cerni Motors. Both companies are part of TriVista Companies, Inc.



L to R: Bill Thompson and John Cerni posed for a photo when Bill joined Cerni Motors in 1981.

By Steve Pollock  
YOUNGSTOWN, OH... William "Bill" Thompson officially retired on May 31<sup>st</sup> as Parts Manager from Cerni Motors, a TriVista Company. Bill joined Cerni Motors in 1981 and retired after 38.5 years with the company. Bill had been the Parts Manager for many years at Cerni Motors, an International Truck Dealer. Over the years Bill has made many friends and business associates while employed at Cerni Motors. A retirement party was held in Bill's honor on May 31<sup>st</sup> at Cerni's dealership, off I-80 at Exit 223 in Youngstown, Ohio. Bill and his wife Patty plan to do some traveling in their motorhome now that Bill is retired. Best wishes to both of them!



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## Class Counsel Announce \$135 Million Proposed Class Action Settlement of Federal Navistar Diesel Engine EGR Emissions Defect Lawsuits

NEWYORK... Lief Cabraser Heimann & Bernstein, together with co-lead counsel DiCello Levitt Gutzler and Audet & Partners LLP and liaison counsel The Bellows Law Group announce that the parties in the re Navistar MaxxForce Engines Marketing, Sales Practices and Products Liabilities Litigation reached an agreement to settle the nationwide federal class action lawsuit relating to certain MaxxForce 11- or 13-liter diesel engines equipped with an allegedly defective EGR emissions system.

Plaintiffs filed the proposed settlement, under which Navistar International and Navistar, Inc. (NYSE: NAV) must pay out \$135 million, with Judge Joan B. Gottschall of the U.S. District Court for the Northern District of Illinois for her consideration and approval.

Lief Cabraser partner Jonathan Selbin, co-lead counsel for the plaintiffs in the action, commented, "After years of hard fought litigation we believe this settlement represents an outstanding result for class members. In particular, we are proud of the choices it provides class members, who can choose a 'no questions asked' cash payment of up to

\$2500 per truck or \$10,000 rebate off the best negotiated price of purchase of a new truck, or can prove up and recover out of pocket damages related

to this defect of up to \$15,000 per truck." He added: "We are also pleased Navistar stepped up to take care of its customers."

Subject to certain exclusions, the proposed class will include all entities and natural persons who owned or leased a 2011-2014 model year vehicles equipped with a MaxxForce 11- or 13-liter engine certified to meet EPA 2010 emissions standards without selective catalytic reduction technology, provided that vehicle was purchased or leased in any of the fifty (50) States, the District of Columbia, Puerto Rico, and all other United States territories and/or possessions.

The proposed settlement must be approved by the Court. If the Court grants final approval, Class members will have six months to make their elections and file a claim.

## PITT OHIO Launches Delivery Track

Pittsburgh, PA... PITT OHIO, a leader in regional and national logistics services and sustainability in the transportation industry, announced today the ability for customers to track the truck carrying their freight in real time online. Shippers receive an estimated time of arrival (ETA) from the software the company has named Delivery Track.

The new application, using sophisticated data mining techniques, ties the shipment to the truck to show its location along the delivery route, providing real time ETA updates along with a graphical display.

"We focus on technology to make shipping easier for our customers," said Scott Sullivan, PITT OHIO's Chief Financial and Information Officer. "Delivery Track uses the latest technology advancements to allow

customers to prepare for the shipment delivery. In this case, Delivery Track puts the power of the information in the customer hands eliminating back office costs by removing numerous phone calls between PITT OHIO and the customer. Using this application, shippers gain faster visibility when needed throughout the day."

Customers will see a "Delivery Track" link on [www.pittohio.com](http://www.pittohio.com) appear on PITT OHIO's Shipment Tracing tool when the shipment status is listed as "Out for Delivery".



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# MOVIN' OUT Calendar of Events

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**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/>

**July 14 – Spencer Chrome Truck Show** – Spencer Chrome Shop, 12975 State Rt. 405, Watsontown, PA. 17777.

**July 19-20 – Expedite Expo** – Allen County War Museum Coliseum, Fort Wayne, IN. For more info visit [www.expediteexpo.com](http://www.expediteexpo.com)

**July 20 – 2nd Annual Gear Jammer Magazine Truck Show** – Auction Acres, 35 Main St., Brimfield, MA 01010. All proceeds benefit the Doug Flutie, Jr. Foundation for Autism Awareness. For more info call 508-212-9998.

**July 26-27 – ATCA Keystone Chapter Truck Show** – East Freedom, PA across street from East Freedom Fire Hall. For more info visit [www.keystonetrucks.org](http://www.keystonetrucks.org) or call 814-224-2084.

**July 25-27 – 37th Annual Shell Rotella® SuperRigs®** - Trail's Travel Center, 820 Happy Trails Lane, Albert Lea, MN 56007 (just off I-35). No fee to enter. Fireworks Display, Truck Lights Competition, Music, Competitor BBQ Lunch, The Great Prize Pursuit. For more info and to register for the event, visit [www.Rotella.com](http://www.Rotella.com)

**July 26-28 – TopGun LargeCar Shootout Truck Show** - Rantoul National Aviation Center, Rantoul, IL For more info email: [topgunshootout@yahoo.com](mailto:topgunshootout@yahoo.com) or phone 217-202-1474.

**July 27 – Keystone Truckin' Nationals at the Grove** - 30 Stauffer Park Ln, Mohnton, PA 19540. For more info visit [www.maplegroveraceway.com](http://www.maplegroveraceway.com)

**July 27 – 20th Annual Semi Truck Pull and Pride and Polish** – Broome County Fairground, Whitney Point, NY. Judged and awarded Pride and Polish Show, Dree Driver Appreciation Chicken BBQ, Semi-Truck Pulls. To pre-register, call 570-649-5008 or 570-412-0754.

**August 2-4 – 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](http://www.carlisleevents.com)

**August 3 – 15th Annual AHS Iowa-Nebraska Classic Truck Show** – Sapp Bros. Truck Stop, Northwest Parking Lot, I-80 exit 440, Omaha, NE. Free Truck Show! Free dash plaques and lunch for show entrants. 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](http://www.waupuntrucknshow.com) or find us on Facebook.

**August 16-17 – Eau Claire Big Rig Truck Show 10th Anniversary Celebration** – Northern WI State Fairgrounds, Chippewa Falls, WI 54729. For more email [info@ectruckshow.com](mailto:info@ectruckshow.com). Or phone (715) 832-6666

**August 17 – 2019 Penn-Ohio ATCA Truck, Car & Motorcycle Show** – Cerni Motors, 5751 Cerni Place, Youngstown, Ohio 44515. Benefits Project MKC. Family friendly event, open to the public. Food, Raffles, Prizes, Vendors. In lieu of registration or entry fees, monetary donations to MKC or school supplies are requested.

**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](http://www.truckshow.com)

**August 24-25 – ATCA Old National Pike Chapter Truck Show** – Washington Co. Agricultural Center, 7313 Sharpsburg Pike, Boonsboro, MD. All trucks welcome. For info contact Dave or Diane at 301-582-2271 or 301-582-2304 or email: [ddtow@aol.com](mailto:ddtow@aol.com)

**September 7 – Bedford County Convoy of Diesel Dreams** – Bedford County Fairgrounds, Bedford, PA. All funds benefit the local chapter of the Make-A-Wish Foundation. Truck show with convoy, food, music, basket raffle and 50/50 drawing. Please call 814-766-3602 or 814-935-4454 for more info.

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

**October 19 – 10th Annual LargeCarMag Southern Classic Truck Show** - LeeHi Travel Plaza, Lexington, VA. For more info visit [www.largecarmag.com](http://www.largecarmag.com), phone 717-806-8907 or email: [michele@largecarmag.com](mailto:michele@largecarmag.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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## “Everyday Heroes” Kenworth T680 Sold to Stewart Transport



From left, are Kylla Lanier, deputy director of Truckers Against Trafficking (TAT); winning bidder Collin Stewart, president of Stewart Transport; Don Blake, new truck sales manager at Inland Kenworth – Phoenix; and Gilbert Orrantia, director of the Arizona Department of Homeland Security and co-chair Arizona’s Human Trafficking Council.

PHOENIX, AZ... The “Everyday Heroes” Kenworth T680 was auctioned recently at Ritchie Bros. in Phoenix. The winning bid submitted by Collin Stewart, president of Stewart Transport, helped net \$162,000 in support of Truckers Against Trafficking (TAT). The

501(c)3 non-profit is dedicated to stopping human trafficking by educating, mobilizing, and empowering the nation’s truck drivers and rest stop employees. Stewart Transport, a Phoenix-based company specializes in delivering refrigerated and dry van freight and is a long-

time supporter of TAT and its mission to end human trafficking. Stewart attended and placed the winning bid at the live auction. For Stewart, it was hard to pass up the opportunity to place a bid on a truck that supports an organization he believes in so strongly. “Our new Everyday Heroes Kenworth T680 will allow us to help support and promote TAT’s efforts in the fight against human trafficking,” said Stewart. “Our drivers are TAT trained so they’re knowledgeable about the program and know how to help identify human trafficking on the road. This Kenworth T680 will be a great addition to our fleet.”

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# Working Show Truck Of The Month

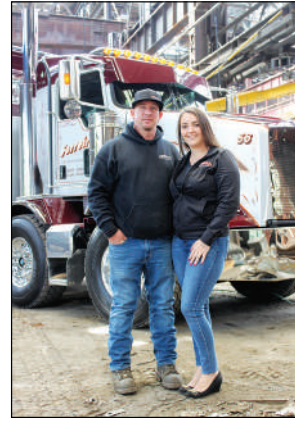
## Ferreira's Towing

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joined the Ferreira's team back in 2009 and has been essential in helping them grow from a small fleet to their present size of 26 trucks and 13 trailers. He has taken the reigns of the new T-800 and it has gone right to work. Power comes from a Cummins ISX 600 HP engine that's backed by an 18-speed transmission. The truck has dual 20,000 LB front axles, a 20,000 LB steerable pusher axle, and 46,000LB rears on NUWAY suspension. 12 Gauge Customs, Canada's leading custom truck shop, supplied the reverse bowtie visor and the custom mirror brackets. The truck features a "clean" roof with 13 clearance lights on top, a custom angle cut bumper, dual straight pipes, and custom-made battery boxes and steps. No job is too big for Dick Mason and Ferreira's new KW and he'll be hooking in style with this beautiful behemoth!

for the company to build this truck and he said, "If we are going to do it, we are going to do it right." Build it right they did, and they did it in house at their shop, with the help of NRC Industries building the body, Matt Brown Truck Repair painting the truck & body, and "Charlie The Broom" doing the lettering & pin striping.

Richard (Dick) Mason



By Robert Conrad

Ferreira's Towing has built a reputation in New England as one of the best local towing companies with their commitment to quality service and customer satisfaction. Their fleet of trucks can handle all types of towing and recovery situations and each truck is show quality while being on call 24/7.

The boys from Ferreira's

Towing have a brand-new addition to their fleet, this show-stopping twin steer KW T-800 equipped with an NRC 50/65 sliding rotator wrecker body. This truck is part beauty and part beast, but one thing's for sure it's a first-class powerhouse that can tow or recover anything that comes along.

Andy Ferreira of Ferreira Wrecker Sales had a vision



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