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"THE JOURNAL OF THE TRUCKING INDUSTRY"

19th Annual 75 Chrome Shop Truck Show



Clint Dick's sensational 2015 Kenworth T660 won Best of Show - ATSC Elite Working Bobtail at the 19th Annual 75 Chrome Shop Truck Show. - photo by Brian Sumner Photography - Turn to Pages 14 & 15 for more truck show photos and the winners list.

Time Is Money



Both handheld and premium in-cab monitors are available from Truckweight.

budget their driver's time wisely in order to maximize their earnings. Drivers spend an average of 20-30 minutes each time they scale their load, not to mention potentially having to go out of their way to find a scale.

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BEDFORD, NOVA SCOTIA, a Class 8 truck at around \$80 per CANADA... In no other industry hour. Every wasted minute while does the phrase time is money 11-hour duty clock will cost you mean so much as in transportation money whether you are an owner-operator or a company driver. Industry calculations place the cost of owning and operating It is necessary for all drivers to

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The Diesel Spec Team.

continued from page 1 parts distributor.

30th anniversary

Established in 1987, Diesel Spec has become the leader in the diesel engine tuning industry. We now boast a total of 350 distributors and our tuning tools for engine ECM are available all over the world, including Canada, USA, Mexico, Chile, Austria, Australia and South Africa.

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ECM tuning is the process of fine tuning that controls your engine fuel management system, without having to replace any part. Optimal tuning reduces the engine maintenance costs and increases the life span of the engine, because a better combustion means a cleaner engine. With the fuel price increasing, fuel economy has become an essential

factor for the survival of any trucking company. This is why our tuning service contributes to reducing your costs, while increasing your engine performance, and allowing you to save from 5 to 25% in fuel in each truck, or an estimate of half a mile per gallon, says Christian Fournier, Diesel Spec's President.

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Off The Beaten Path

by Pam Pollock



Be The Drummer....

Lately I have been getting slips of paper included with graduation notices and bridal and baby shower invitations asking me to share my advice/guidance/knowledge. The funny thing is, I am probably the last person to ask for advice – I'm almost 56 years old and I still haven't figured out the meaning of life, the key to success or how to raise a child perfectly. I suspect that all of the folks being asked for the same advice are just as clueless.

When I got married 34.5 years ago, I had a scrapbook filled with how my "perfect" marriage would be. We would dine on fine china with candles glowing every single night. I think that has happened 3 times. We would NEVER fight – ummmm, yeah, that lasted the first 9 days of our marriage.

In the business world, I have been slighted and looked down upon many of my so-called esteemed business colleagues. At first, that bothered me – I wanted to be a part of the clique group (just as I longed to be in the cliques of high school). I finally realized that while they didn't want me in their group, I really didn't want to be in that group of snobby, pretentious people. I don't stick my pinky out while drinking tea (I don't even drink tea) – and I don't pronounce tortilla correctly but I can walk out onto the pavement of a truckstop and feel at home chatting with a group of drivers and their families.

The same rule applies to parenting. You have to work things out and try new techniques until you discover what is best for you and your children. There's no such thing as a perfect parent or a perfect child – no matter what the posters on Facebook claim.

So, I guess that if you really want my advice, "Don't let anyone try to force or shame you into being someone that you are not. March to the beat of your own drum – in other words, be the drummer. Make your own music – groove to the beat of your own tune, maybe it will be a sultry and moody blues, or it could be sassy and salsa inspired. A twangy country ditty or a techno pop, funk style. You decide what is best for YOU and don't let anyone else's opinion sway you if you feel that you have found what works for you.

Be the drummer and rock the heck out of whatever path you decide to embark down - whether it's one that has been used before or if you choose to trailblaze a new one through uncharted territory. And never, ever let anyone make you feel that you are not smart enough or incapable.

Drum on, my friends, drum on.

Racing Legend Mario Andretti Competes Against Fans in Firestone Social Media Challenge

NASHVILLE, TN... Firestone, a leading tire brand offered by Bridgestone Americas, Inc. (Bridgestone) and the official tire of the Verizon INDYCAR Series®, is giving fans the opportunity to race Mario Andretti, the greatest racecar driver of all time, as part of a five-week series of video posts on social media. As today's IndyCar drivers prepare to compete in the 101st Running™ of the Indianapolis 500® on May 28, Andretti will challenge followers of Firestone for the second straight year to race him as they perform fun, everyday tasks.

The Race Andretti program will feature four challenges, including The Keychain 500, in which fans can race Mario in adding a key to a key ring, The Can Opener 500, The Egg Peel 500 and The Chopsticks 500, a challenge to play the famous piano tune. It will culminate on June 11.

"Firestone has created another series of fun challenges to help all of us get back into race mode for the Indy 500," said Andretti. "I love a good competition and I'm looking forward to seeing fans push themselves to perform these tasks like never before."

"The Indy 500 is known as the "Greatest Spectacle in Racing®" thanks to fierce competitors like Mario Andretti and great brands like Firestone," said Philip Dobbs, chief marketing officer, Bridgestone Americas Tire Operations. "We're excited to partner with Mario once again and engage with fans in a fun way that celebrates the work hard, play hard spirit of the Firestone brand."

To participate in the Race Andretti contest, fans must visit www.RaceAndretti.com to access Andretti's challenge videos before posting their own videos on Twitter, Instagram or Facebook using the hashtags #RaceAndretti and #Contest.

One grand prize winner will earn a selection of Firestone merchandise and a social media follow from Andretti. The satisfaction of being "followed by Mario" is a rare feat considering the champion driver rarely followed anyone across the finish line, taking the checkered flag 111 times during his storied, five decade-long career.

Firestone has a rich history in motorsports that dates back to 1911 when driver Ray Harroun won the inaugural Indy 500 on Firestone tires. The demands of Indy car racing continue to be the ultimate proving ground for the dependability and durability of Firestone tires that equip popular cars, crossovers, SUVs and minivans on the road today. Firestone commercial tires also are a leading choice, with trusted products that support the trucking, agricultural, construction and mining industries.

For more information about the Race Andretti contest, visit www.RaceAndretti.com.

NO PURCHASE NECESSARY TO ENTER OR WIN. Contest begins 12:00:00 AM ET on 5/12/17 and ends 11:59PM ET on 6/11/17. Open to legal residents of 50 US states and DC, 18 or older. Void where prohibited. Subject to Official Rules available at www.raceandretti.com. See Rules for complete details, eligibility, restrictions, prize information and ARV. Sponsor: Bridgestone Americas Tire Operations, LLC, Nashville TN. Trademarks of Brickyard Trademarks, Inc. are used with permission. See Official Rules at www.RaceAndretti.com.

Shifting Trucks to Different Roads Not Answer to Historic Thunder Bay Problem

Toronto... In a letter to Thunder Bay Mayor Keith Hobbs and City Council, the Ontario Trucking Association (OTA) is once again weighing in a two-decade-old issue involving commercial traffic routes through Thunder Bay.

City Council is currently exploring the development of a new truck route which would impact all highway trade serving northern Ontario and Western Canada. If adopted, the bylaw would force heavy trucks bypassing Thunder Bay to use Highway 11-17 and Highway 61 exclusively and would also designate routes within the city to include Hodder Avenue south to Main Street via Water Street, as well as heavy truck routes between the East End and Mission Island. This means that current heavy-truck routes like Dawson Road, Oliver Road and Arthur Street W. would be off-limits to most trucks engaged in Northern Ontario and Western Canadian trade.

"While OTA is aware of council's historic concerns and rationale for introducing such measures, the association would once again like to remind council of

the possible unintended safety consequences of such measures and reintroduce a proposed solution that includes community safety zone designations and the use of photo radar," said OTA president Stephen Laskowski.

OTA also asked council to clarify whether the newly proposed truck routes are built to the safety standards required to handle the new volume of commercial traffic. OTA understands that some intersection improvements have been made along the expressway, but that several additional improvements may be required particularly from an advanced warning perspective for signal changes.

"As a road safety partner, we want to avoid at all costs the deterioration of existing safety conditions. The proposed bylaw should not create more safety problems for the public than it resolves," said Laskowski.

OTA is also advising Council to perform an economic analysis of this bylaw. Carriers have expressed concerns about additional costs associated with this proposed truck route.

OTA has always understood the issues and safety concerns of Thunder Bay's council as it pertains to trucks operating into and out of the city. In 2012 OTA recommended to Thunder Bay Council that instead of restricting traffic on key trade roadways, designate portions of these routes as community safety zones to ensure a higher level of speed compliance and safety in these areas of perceived need. In 2017, this policy approach of utilizing the community safety seems to make even more sense.

"The Ontario Government's [Bill 65, the Safer School Zones Act](#), will soon allow municipalities to introduce photo radar in community safety zones. Such a measure would not only allow the City of Thunder Bay to lower speeds in the appropriate areas, but enforce these speeds. This would seem to be a good compromise in ensuring that these historic trade routes remain open, while addressing the need of local constituents to slow traffic down in these areas," said Laskowski.

Larson Electronics LLC Releases New Golight Stryker Wireless Spotlight



Kemp, TX... Larson Electronics LLC, announced the release of a new Golight Stryker wireless remote control spotlight (GL-30004-SE). The 36-watt LED module on this Golight Stryker wireless spotlight is capable of reaching over 900 feet in distance and is controlled by a weatherproof, wireless remote with pan/tilt control. This Golight operates on low, 12V DC voltage and is supported by a Perko/bow stanchion mount system with red/green running lights. The robust lamp on this spotlight features a

6000K color temperature and a beam that is effective to the far end of its reach, producing enough illumination to read a book at 900 feet. This Golight Stryker spotlight supports remote control operation, which enables users to rotate the light 370 degrees with a hard stop and adjust vertical tilt up to 135 degrees. Remote operation is provided by one hand-held wireless remote controller that operates over a radio frequency of 433 MHz or a single dash remote.

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New Sapp Bros. Travel Center Open in Harrisonville, Missouri - Grand Opening Celebration The Week Of June 5th



Harrisonville, MO... A new Sapp Bros. Travel Center opened in Harrisonville, MO on March 16, 2017. The travel center is located in an ideal spot for professional drivers, Missouri residents and the traveling public right off of exit 157 on I-49. It's Sapp Bros. 17th travel center to open, but the first one in Missouri. The new location added approximately 120 new jobs to the local area.

As the largest facility in Sapp Bros., the Harrisonville location is open 24/7 and includes a Dunkin Donuts restaurant with drive thru, Apple Barrel Restaurant, Lucille's Famous Fried Chicken, deli and food bar. 5 private showers, 1 bathtub,

certified guaranteed scale, truck repair service center, and 24-hour road service are available to professional drivers. The location also features Sapp Bros. signature mom approved restrooms and family bathroom.

Sapp Bros. Harrisonville will celebrate their Grand Opening the week of June 5th with the main events on June 8th from 11AM to 2 PM. There will be a prize wheel, gas discounts, Kansas City Royals tickets giveaway, free BBQ lunch, ribbon cutting, monument dedication and free tractor lubes 96.5 The Blaze and 98.9 The Rock will be there to live broadcast and are giving away concert tickets.

Sapp Bros., Inc. is a collection of 17 travel centers located as far west as Salt Lake City, Utah to Clearfield, PA in the east. A history of steady and sustained growth has allowed Sapp Bros. to operate for over 45 years and have made it their primary focus to treat people kindly and fairly. Relationship-based customer service has given Sapp Bros. the opportunity to establish countless long-term friendships with their customers and business partners. Sapp Bros. prides itself on treating every customer as a guest by providing a clean environment, quality products and a commitment to excellent service.

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High Performance Diesels

with Bruce Mallinson

The Big Cam Cummins: Many of you know that Pittsburgh Power has been working with this great engine for 40 years. We have designed parts, systems, timing codes, horsepower settings, piston coatings, and the list continues. In fact, one day while sitting at my desk, I counted 42 items we brought to market for the Big Cam, then I stopped counting. If you never had the pleasure of driving one of our performance Big Cam Cummins NTC-855,

you missed out on quite a driving experience. Several of our clients pulled heavy equipment and one of them told me he would judge how much torque he was using by how far the hood would separate from the cowl of his A-model Kenworth.

Here's another story: An owner-operator was traveling west on I-80 in Pennsylvania with a heavy, wide, escort load with one of our high performance NTC 475 twin-turbo Cummins producing

about 800 horsepower. He was on Snowshoe Mountain and pulled away from his rear escort when he called her on the CB radio asking why she wasn't behind him. Her answer was "I can't keep up, I have the Coupe De Ville Caddy to the floor!"

Last story about high-performance Big Cams: My good friend Dwain Pyeatt built one and was able to run from New Jersey to California, never dropping more than 1/2 gear with a 13-speed

in a 359 Pete at 80,000 pounds.

Now, why are we talking about an antique engine, you may ask? Because many people are re-doing older trucks, some as toy trucks, however, many are running every day doing local work. Some are still running over-the-road along with the 425-B and C mechanical Caterpillar engines. That's another great engine, and one that will also produce great power when properly set up and driven correctly! Mechanical engines cranked-up will render long engine life when properly driven, and they must be DRIVEN, not just setting of the cruise controls and letting them go. Yes, King Cruise Controls did make them for mechanical engines. I just wanted to let the younger owner-operators who were not around back in the 1980s and early 1990s know that we still had great-running trucks! If you're ever going to rebuild one of these classics, you can stay with the mechanical engine, have a lot of horsepower & torque, and enjoy driving the classic!

Pittsburgh Power stocks just about every Big Cam Cummins part needed to build a great engine! We stock more of these parts than anyone in North America! In fact, we still build the fuel pumps and injectors in our fuel injection shop. Pat Sharp, our pump and injector rebuild, has been with us for 34 years building these components along with turbochargers. Yes, we still rebuild those older turbochargers. Speaking of experience, we have 154 years of Big Cam Cummins between Pete, Pat, Shawn, Brian, and myself.

Qualcomm units: Many companies require trucks leased onto them to be equipped with a Qualcomm. However, as the trucks age, wiring issues become a problem and the Qualcomm will not communicate with the ECM on the engine. We have been doing a lot of work in our electrical engineering department diagnosing these problems. Many times, the problem is in the data port, wires leading to the data port, or in the ECM. Furthermore, they must be turned on in order

to transmit information to the Qualcomm. If you are installing a Qualcomm in your truck and are having issues, just bring the truck to our shop and we'll make it work for you. Sometimes the ECM is at fault and the only option is to replace the unit. This has only happened once where we had to install a new ECM.

Dyno testing the Pittsburgh Power Way: Many shops will run a truck on a dyno and give you a horsepower and torque reading and tell you the truck is okay. However, as you drive it, you KNOW it's sluggish and feels like it's low on power and response. Our engineering team has developed ways to test response, acceleration, horsepower, and torque, along with the sensors to make sure the ECM is getting the correct signal. This can be a major problem: A sensor may be working however the signal going to the ECM is incorrect. Sensors can fail in their operating range and the ECM doesn't recognize it because it IS getting a signal, however it's the WRONG signal!

We find that this has a lot to do with turbo boost sensors. The sensor is telling the ECM that the turbo is producing only 25 pounds of boost, and when at wide-open throttle, it should be 30 psi of boost. So now, the 500 horsepower engine will only develop 416 horsepower because the ECM thinks that that is all of the boost available. As an owner-operator, you should know how many pounds of turbo boost your engine should develop at lower altitudes. Many people think they have a 500 hp engine when only 416 hp is being developed. There are many other sensors on the engine that can also

produce faulty signals. However, the dyno operator must be able to recognize this problem! In general, a diesel engine of 12 to 15 liters will produce 28 psi of boost at 460 hp, 30 psi at 500, and 525 to 550 hp at 32 psi of boost. The Caterpillar engine, 15 liter, produces more horsepower per pound of boost because it has the longest stroke. Stroke makes torque and horsepower at lower RPMs and requires lower turbo boost. These numbers are for NON variable-geometry turbochargers. I will have to compile a list of the turbo boost readings for the VG-turbo engines starting in 2008 and newer.

The Full Tilt exhaust manifold also helps with response because of the elimination of turbulence and the fact that it flows 20% more exhaust. Another advantage of this manifold is a reduction of exhaust gas temperature by 125 degrees. With the added exhaust flow, the turbo makes boost quicker and the turbo boost sensor records this and sends the signal to the ECM, allowing the fuel to be delivered sooner by the injectors to the pistons for throttle response. The Full Tilt intake manifold for the ISX Cummins also helps to deliver more boost sooner to the pistons and distributes the compressed air much more evenly to the air-starved cylinders, which are #1, #2, and #6. If you pay attention to ISXs that have failed, it's usually those 3 cylinders. You can fix that problem for \$1,550 and gain up to 1/2-mile per gallon in fuel savings.

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



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Penske Truck Leasing Unveils "Penske Fleet™" Mobile App

READING, PA... Penske Truck Leasing has introduced a free mobile app called "Penske Fleet™" to benefit its full-service truck leasing and contract maintenance customers. The mobile app enables Penske's customers to:

- View real-time fuel prices. Penske's customers may view current company fuel prices in local markets and costs for third-party fueling locations across the United States.
- Review a detailed 90-day history of vehicle maintenance services performed.
- Easily search and find Penske locations for service, fuel or rental trucks; public scale locations; and third-party compressed natural gas (CNG) fueling stations.
- Make one-click roadside assistance calls and monitor the status of roadside calls using convenient push-notifications.

customers informed, safe and compliant, and always moving forward," explained Sherry Sanger, Penske senior vice president of marketing. "Fleet operators are consistently on the go. Our app helps customers manage their vehicles easily and places the services they rely on at the tips of their fingers. Additional functionalities and capabilities will also be added to the app later this year."

The "Penske Fleet™" app is available for free download in the Apple App Store and on Google Play. Penske Truck Leasing customers should contact their local representative to request log-in credentials.

Representatives from Penske Truck Leasing will be available to demonstrate the new mobile app during the National Private Truck Council's Annual Education Management Conference and Exposition held in Cincinnati, April

30 - May 2. Penske Truck Leasing Co., L.P., headquartered in Reading, Pennsylvania, is a partnership of Penske Corporation, Penske Automotive Group, GE Capital Holdings and Mitsui & Co., Ltd. A leading global transportation services provider, Penske operates more than 240,000 vehicles and serves customers from more than 1,000 locations in North America, South America, Europe, Australia and Asia. Product lines include full-service truck leasing, contract maintenance, commercial and consumer truck rentals, used truck sales, transportation and warehousing management and supply chain management solutions. Visit <https://www.GoPenske.com/> to learn more. Penske Truck Leasing social media: Move Ahead Blog, Twitter, Facebook, LinkedIn, Google+, YouTube, Pinterest, and Instagram.



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Understanding Oil Contaminants



By Tom Bock

Many times I hear people say I tried extending my oil drains but my oil samples always came back with issues so I had to drain my oil. When I ask what type of issues it is usually, fuel in oil, excessive soot, increased or decreased viscosity, antifreeze in oil or excessive wear metals. When queried as to what preventive maintenance they perform regularly the answer is usually very vague. Sure changing your oil is part of a preventive maintenance program but so is keeping valves properly adjusted, keeping injectors clean and functioning properly, replacing air/oil/coolant leaks, replacing air/fuel/oil filters, replacing worn belts and having properly functioning temperature and pressure gauges.

Improperly adjusted valves (overhead) can result in excessive soot or fuel dilution as valves are not properly closed resulting in lost compression/unburned fuel and fuel leakage past valve seats. A loose or open valve releases air altering the air/fuel ratio resulting in unburned fuel (soot) and lowers fuel economy. Valves that are too tight can cause cam shaft wear resulting in premature cam shaft or roller following bearing failure. A wise person schedules a periodic overhead to have the valves adjusted. If you start to see signs on

your oil samples of camshaft wear metals (nickel, iron etc.) or soot / fuel issues an overhead may solve the problem.

Injectors are another item that should be checked periodically especially if a fuel dilution issue shows up on your sample. A good indicator of injector leakage is rough running when started after sitting overnight. Injector leaks excessive fuel into a cylinder and it will run rough until the fuel is blown out or converted to soot.

Air leaks cause the air compressor to run constantly creating excessive heat and overheating oil as it passes through the compressor. If you have high viscosity, oxidation, low base all indicators of overheated oil and excessive lead from bearing wear the air compressor may be the cause if no copper or aluminum wear present.

Oil leaks result in low oil levels while running. The lower volume of oil does not allow the oil to properly cool in the crankcase before re-entering engine. This overheats the oil causing high viscosity oxidation and low base issues. Running just one gallon low means 10% less oil in engine. Fix leaks promptly and check oil levels daily.

Coolant leaks are not always visible externally. If coolant levels run lower than the fill line and no visible leaks appear on ground or engine then the leak is either putting coolant in oil, exhaust or intake, none of which are a good thing. If you have a coolant leak and sample shows potassium and sodium in high levels than chances are coolant is infiltrating the oil which will eventually create excessive wear to internal parts. Don't take coolant leaks lightly they can and will cause high dollar breakdowns.

Replacing the filters is mandatory, dirty air filters block air flow causing engine to starve for oxygen, resulting in unburned fuel (soot) as well as decreasing fuel economy. Overuse of oil filters cause filter to restrict oil flow and potentially going into bypass mode sending unfiltered contaminated oil through engine. This is a sure recipe for disaster and catastrophic engine failure. Overuse of fuel filters starve engine of proper fuel levels again adjusting fuel to air ratio creating soot and lowering of fuel economy. Watch your oil samples for signs of soot development or excessive wear metal results and take the necessary action to replace the proper filters to correct the situation.

I can't tell you how many times I have heard someone say my belt broke or my fan stopped working but I was able to baby it in to the next truck stop. A visual inspection of a belt may have prevented the engine oil and engine from overheating. A few seconds of preventive attention will save you \$\$\$.

Gauges are installed on the dashboard for a reason having one that is inoperable is unacceptable. If oil pressure drops without you knowing it or temperature increases and you don't shut engine down the next sound you hear will not be a very pleasant one.

Oil drains can be extended with the proper type of bypass filter or on-board oil refining system, if engines are properly maintained. Saving \$\$\$\$ on oil drains and keeping oil clean will help you defray the costs of proper maintenance.

If you have any topic suggestions for this column please email me at: tbock@ops-1.com

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Another Day On The Road - Driver Turns Hero



Brian Bucenell's 2002 Peterbilt 379.

by Steve Pollock

Wednesday, May 3, 2017 started out like any other day for Owner-Operator Brian Bucenell. Brian had just picked up a load of coke in Toledo, Ohio and pulled onto the eastbound lanes of I-80/Ohio Turnpike in his 2002 Peterbilt 379 bound for Nazareth, Pennsylvania. Brian soon heard other drivers talking about a high-speed chase taking place on the turnpike. It wasn't long before Brian passed an Ohio State Trooper in the median and then he spotted a sea of flashing blue lights approaching in his mirrors with a blue Ford Taurus in front. With a truck in the left lane and Brian in the right lane, they approached a construction zone with a left lane closure. While entering the construction zone the Ford Taurus attempted to pass Brian, who then effectively sandwiched the car between his trailer and the guardrail, stopping the car at the 107-mile marker. The three suspects were immediately apprehended with nearly 20 police vehicles and 3

DOT vehicles involved in the chase. Police arrested 2 males and one female suspect in what was allegedly a stolen vehicle. The Ohio State Patrol chased the suspects for over 20 miles at speeds as high as 120 mph before Brian's quick thinking brought the chase to an end. After being thanked, congratulated and fist bumped by the Ohio State Troopers, Brian was given a police escort to the 110 mile marker to fill out a crash report and check Brian's truck. Once at the 110 exit, one of the DOT officers said, "While we are here, let's do a Level 1 Inspection". The officer told Brian that he [the DOT officer] thought Brian would pass the inspection as he has a very clean truck. Brian stated, "The DOT officer did me a favor, US Bulk gives us a \$200 bonus for each clean Level 1 inspection. Brian had just repainted this truck in December, but fortunately the only damage was a scuff to his tires and a scratch to his trailer. The stolen vehicle sustained minor damage as well.

The following day after the chase, a Lieutenant from the Ohio State Patrol phoned Brian and thanked him for his actions. He told Brian that he must have been grabbing some gears because they were watching the black smoke from his stacks! While Brian says that he doesn't feel like a hero, in reality he most likely saved someone from being in a horrific car crash, including the suspects themselves. What Brian found rewarding were the comments from his fellow drivers on the CB, the thumbs up many gave him and the occasional blast from their air horns. Brian Bucenell has been a Professional Truck Driver for nine years and an Owner-Operator for the past 3 years. Brian has been leased to US Bulk for one year. Brian resides in Richmond, Virginia with his wife Casey. Brian has a 7-year-old son, Brian, Jr. from a previous marriage. Casey and Brian are expecting a little girl, Savannah Grace.



Brian Bucenell with his wife Casey and son Brian, Jr.

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Industry News Briefs

Truckers Association Finalizes Settlement In NY Tax Case

Grain Valley, MO... The Owner-Operator Independent Drivers Association, the nation's only organization representing professional and small-business truckers, wrapped up a class action lawsuit against New York's Department of Taxation and Finance on April 19, 2017.

The state's Supreme Court – which is the state's trial court – ordered that New York pay a total of \$44,429,473 for an unconstitutional registration and decal fee.

"We fought against a number of similar taxes back in the 1980s and 1990s and the states lost in every one of those cases," said OOIDA President Jim Johnston. "We were shocked that New York even thought they could get away with this. The amount for the New York HUT decal is \$19, which may seem insignificant, but if other states were to do the same thing, it would be huge – collectively and in administrative costs."

The Association had challenged the taxes as unconstitutional and discriminatory against out-of-state truckers who drive their trucks mostly in other states - in contrast to New York-based truckers who drive a disproportionately higher number of miles in New York. OOIDA established that the challenged taxes resulted in a higher per mile tax rate being imposed on out-of-state trucks, and therefore violated the Commerce Clause.

The class action lawsuit challenged the constitutionality of taxes that impose \$15 for a certificate of registration and a \$4 decal charge on all trucks using New York state highways. The taxes are imposed not only on New York-based trucks, which are driven proportionately higher miles in New York, but were also charged on trucks based outside of New York, which are driven mostly in states other than New York.

"If there are other states that think tacking on flat fees to their state truck taxes won't be noticed as an economic burden to interstate commerce, they need to understand this is not a good idea," said OOIDA's Johnston. "We will take them to court in a heartbeat."

The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 158,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

Animated Video Shows How Speed Limiters On Large Trucks Are Dangerous For All Highway Users

Grain Valley, MO... The Owner-Operator Independent Drivers Association, the nation's only organization representing professional and small-business truckers, created a **video** demonstrating the dangers of speed limited trucks.

The video is designed not only for the trucking community, but also for all highway users, so that they can learn the dangers of speed differentials created by artificially speed limiting large trucks.

"We encourage our members and the motoring public to share the video freely," said Norita Taylor, director of public relations at OOIDA.

A mandate to limit the speed of large trucks was proposed by the Federal Motor Carrier Safety Administration and the National Highway Transportation Safety Administration in September of 2016. The Association is opposed to such a mandate saying such devices create congestion and speed differentials, which lead to higher accident involvement rates.

"Studies and research have already proven what we were all taught long ago in driver's ed classes, that traffic is safest when vehicles all travel at the same relative speed," said Taylor. "Limiting trucks to speeds less than the flow of traffic increases interactions between vehicles which can lead to more crashes."

The video demonstrates in animated format along with infographics what happens to traffic when trucks are speed limited. It also includes a short interview with Dr. Steven Johnson, a researcher that has conducted extensive empirical studies on highways and speed.

OOIDA wants policymakers on the federal level to recognize the negative consequences of over regulating the trucking industry. The Association also recently launched an effort called the "Knock Out Bad Regs" campaign in which its members are encouraged to push back against excessive trucking regulations.

The campaign helps educate and encourage Association members on what they need to do in identifying their lawmakers in Washington D.C. and reaching out to them effectively. The "Knock Out Bad Regs" effort will give OOIDA members the tools to hold the Administration and Congress to their pledge to reduce regulations.

Visit www.fightingfortruckers.com for more information on Knock Out Bad Regs.

Companies On Site Hiring At Expedite Expo

The expedited trucking industry offers lucrative income opportunities for drivers. But where can you discover the expedite jobs that best fit your lifestyle and financial goals?

Come to Expedite Expo 2017 to meet prospective companies face-to-face to find the trucking

carrier that's right for you. These companies have over 500 job positions available!

These companies are looking for vans, straight trucks and tractors.

Expedite Expo will be held July 14 & 15 at the Lexington Convention Center in Lexington, KY. The show starts at 8:00am both days with informational workshops. The Expo floor is then open at 11:00am on Friday and 10:00am on Saturday. Both days the show floor will close at 4:00pm EDT. Registration, admission, and parking are all FREE!

While you're at the Expo, take advantage of the free educational workshops to help you maximize your income potential. Learn from industry experts and fellow expedite drivers about how to spec a truck, choose the right carrier, reduce costs, improve profits, and save time. You'll receive the latest, most effective strategies for surviving — and thriving — in today's economy.

The Expo offers FREE registration, FREE easy and convenient parking, and a great hotel attached to the Convention Center.

Launched in 2001, the Expo attracts attendees and exhibitors from across North America to learn about the newest trucks,

career opportunities, and products geared specifically to owner operators and drivers of medium-duty and heavy-duty trucks. The Expo covers over 50,000 sq. ft. of trucks, truck parts, trucking displays and product exhibits.

For more details about Expedite Expo, visit <http://www.expedite-expo.com> or call 859-746-2046.

ATA Commends Senate Push for Federal Hair Testing Standards

Arlington, VA... The American Trucking Associations is applauding U.S. Senator John Thune (R - S.D.) and a bipartisan group of senators for sending a letter to Health and Human Services Secretary Tom Price, urging federal guidelines for hair-test drug screening standards be expedited. Thune, chairman of the Commerce, Science, and Transportation Committee, was joined by Senators John Boozman (R - Ark.), Joe Manchin

(D - W.Va.), Deb Fischer (R - Neb.) and Ron Johnson (R - Wisc.) in signing the letter.

"American Trucking Associations thanks Chairman Thune and Senators Boozman, Manchin, Fischer and Johnson for their leadership," said ATA President and CEO Chris Spear. "Making sure America's truck drivers are safe and drug-free is among our highest priorities."

"The inherent advantages of hair testing are clear, which is why the previous Administration's failure to act - as required by law - was deeply frustrating. That lack of action is having a real impact on the trucking industry."

Spear recently met with top officials at the Department of Health and Human Services and urged for a quick release of guidelines for hair testing as a federally accepted method of mandatory drug screening. The FAST Act, signed into law in 2015, required HHS to issue scientific and technical guidelines for hair testing by December 4, 2016 - a deadline that was not met.

"Hair testing provides a longer detection window and is easier to collect and harder to adulterate than urinalysis," Spear said. "As we've explained to HHS, many trucking companies are using urinalysis to meet federal requirements, while also paying the additional cost to conduct hair testing. Federal standards must be updated to include the most effective testing methods."

TCA's Debbie Sparks to Join Wreaths Across America

ALEXANDRIA, VA... Deborah "Debbie" Sparks, vice president of development for the Truckload Carriers Association (TCA), announced she will leave the organization on May 31 to oversee strategic development and logistics for Wreaths Across America (WAA).

Sparks, who has been with TCA since December 2006, helped foster TCA's partnership with the non-profit organization that strives to "remember, honor, and teach" about the sacrifices veterans have made for their country. She has served on the Arlington National Cemetery strategic development team, which made history two years in a row by placing a wreath on every marker at the cemetery. She and her team at TCA, working closely with the transportation group at WAA, have been responsible for recruiting and dispatching hundreds of trucks that transport remembrance wreaths to nearly 1,300 veterans' cemeteries nationwide.

"Though we will miss Debbie at TCA, she is the right person for this position," said John Lyboldt, TCA's president. "This is a great opportunity for both Debbie and TCA, as we are committed to our partnership with Wreaths Across America and look forward to continuing to share the mission within the trucking community."

In her newly created position, Sparks will continue to be involved with the trucking industry by working to grow the involvement and contributions of carriers and the larger trucking industry throughout the country.

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DIDJA KNOW - A GEOGRAPHY LESSON



by Roger Clark

Rome, Paris, Moscow, or London, and never have your passport stamped, even in Texas, Georgia, Tennessee, Idaho, and Kentucky. You could be carefree, in Carefree, Arizona, and face the truth, or consequences - in Truth-Or-Consequences, New Mexico.

You could get to Paradise, in Michigan, or go to Hell, Pennsylvania, and scratch fleas on the way in Fleatown, Ohio. You might look for oil, in Greasy, Oklahoma, or pancakes in Buttermilk, Kansas, but the only thing you'll find in either town is the school bus stop.

If you decide to visit Austin, while trusting your GPS, you might be going to Texas. You could end up in Austin, Minnesota. And even Austin, Indiana, or my favorite, Austin, Nevada. That's because it takes a long time to get there, no matter where you're coming from. It could also happen in Mt. Vernon, which is in Texas, Illinois, Missouri, Washington, Alabama, and Georgia. Then of course there's Chillicothe, which is pronounced one way in Ohio, where they build Kenworth trucks, and said some way else in Lane. I promise you'll be back in time for dinner.

Cell phones, GPS, and the internet have blurred out some of the names that once graced my maps, but many still exist. Come with me on a road trip, and lean on the sign that says Memory Lane. I promise you'll be back in time for dinner.

From Bird-In-Hand, Pennsylvania, to Weedpatch, California, there is no shortage of unique names. Stop in Athens,

Shoot, which has a log cabin for City Hall, and Dimebox, a Lee County community of just 200, (As of Friday). I doubt if you'll find Sasquatch, in Bigfoot, Texas, or breakfast in Oatmeal, Texas, (population 20), but you will get the bird in Turkey, Texas.

I don't know if you'll find peanut butter in Chunky, Mississippi, but you can order really good coffee at Marlin's Truckstop in Tea, South Dakota. You might feel kinda funny, in Peculiar, Missouri, or bat right handed in Left Hand, West Virginia, but never be listless in Boring, Oregon. You could be a regular guy, in Ordinary, Kentucky, or humiliated in Embarrass, Wisconsin, but count your blessings in West Bountiful, Utah, and complain about the census in Gripe, Arizona.

Thanks to technology that guides today's travel, turn by turn, we miss whole mountains, not just city limit signs. We're so busy on the phone, using Wi-Fi, Bluetooth, talk-to-text, and OnStar that we don't move over, can't see the bluebells, and won't stop for grape stands near Cuba. (Missouri).

Remember, no matter where you go, there you are.

One of those things I inherited from my parents was a love for the road less traveled. As a result, over forty years, I've been through all 50 states in the U.S. of A. Along with landscapes, dialects, elevations, and spirits, every one of these regions boasts names that stir imagination.

Cell phones, GPS, and the internet have blurred out some of the names that once graced my maps, but many still exist. Come with me on a road trip, and lean on the sign that says Memory Lane. I promise you'll be back in time for dinner.

From Bird-In-Hand, Pennsylvania, to Weedpatch, California, there is no shortage of unique names. Stop in Athens,

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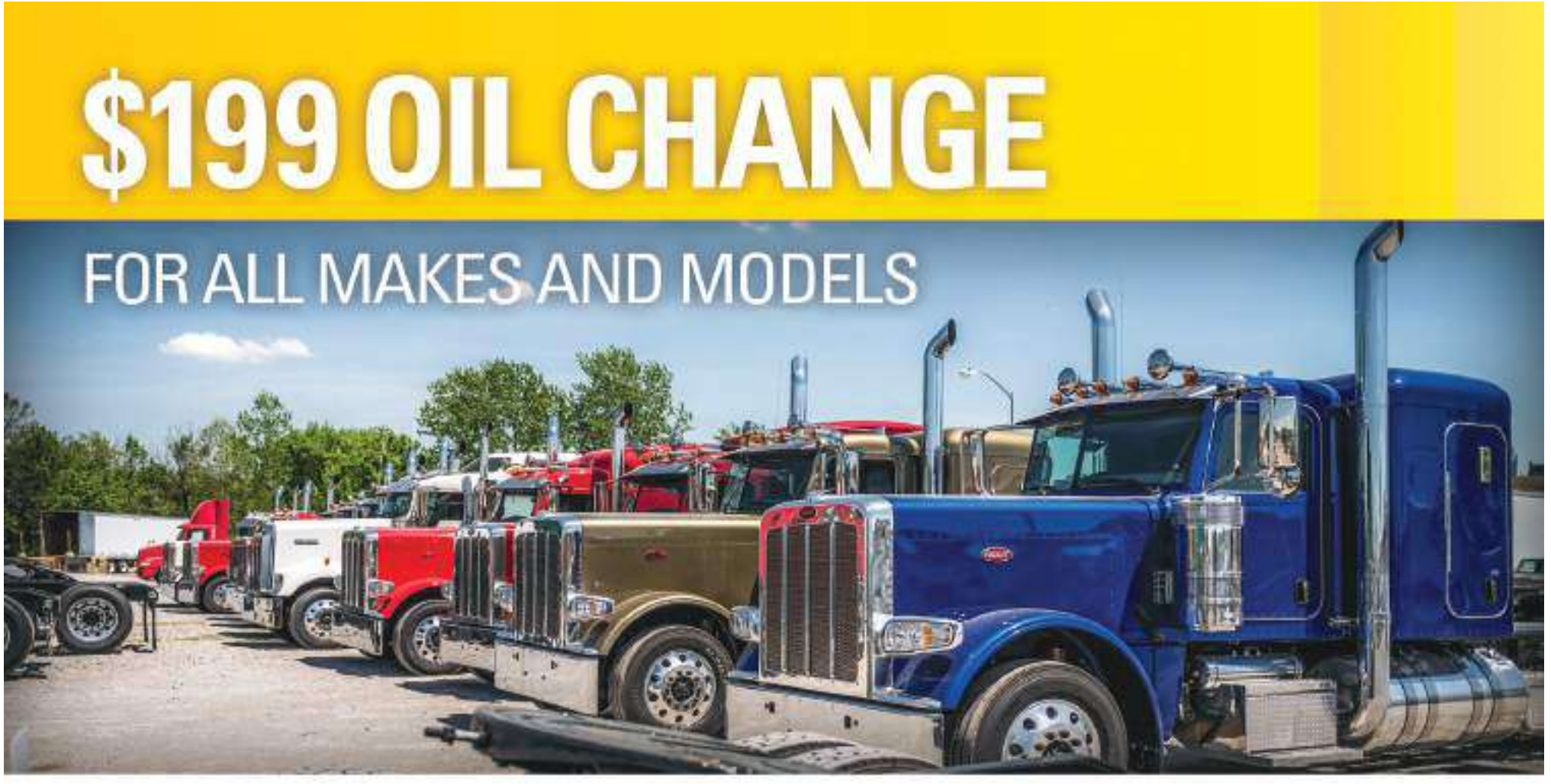
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Hear from One of Our New Drivers



Mawson and Mawson driver Michael Bowen

We'd like to introduce a new member of the Mawson and Mawson family, Michael Bowen. Michael has been with Mawson and Mawson, Inc. for three months now, and has 23 years of truck driving experience with ten years of flatbed.

Michael says what he likes most about Mawson and Mawson, Inc. is honesty, integrity and camaraderie. "Everyone is willing to work with each other." He likes staying busy and not sitting long, waiting for loads.

"It's great having a paycheck that pays the bills. I recommend Mawson and Mawson to my friends and drivers that I run into and the truck stops. It's a great company."

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USA Truck Moving The Wall That Heals For Vietnam Veterans Memorial Foundation



VAN BUREN, AR... USA Truck Inc. a leading capacity solutions provider headquartered in Van Buren, Arkansas, is transporting a mobile replica of the Vietnam Veterans Memorial, The Wall That Heals, from Norfolk, Virginia, to Bridgeport, Connecticut, as part of the Wall's national tour.

Driver Team Member Mark Buckley picked up the trailer on Sunday, April 23, and is currently en route for a two-day layover at the USA Truck headquarters in Van Buren, April 27-28, before continuing to Bridgeport for a May 4 opening. One of many veterans currently driving for USA Truck, Buckley served in the Navy for eight years. He earned his commercial driver's license by completing the carrier's student program in 2007. "We are honored to serve the Vietnam Veterans Memorial Foundation by providing safe transportation of this important display. Serving veterans is a priority for USA Truck," said President and CEO James D. Reed. "We selected Mark Buckley for this task based on his outstanding safety record. He began his career with us as a student and is now one of our driver trainers. Mark is also on our Drivers Advisory Board and has accrued over 800,000 safe driving miles." The Vietnam Veterans Memorial stands as a symbol of America's honor and recognition of the men and women who served and sacrificed their lives in the Vietnam War. The Memorial is dedicated to honor the courage, sacrifice and devotion to duty and country of all who answered the call to serve during



USA Truck drivers Mark Buckley and Mike Barns at the Wall That Heals mobile display.



USA Truck driver Mark Buckley

the most divisive war in U.S. history. The half-scale replica of The Wall and a mobile education center spread The Wall's healing legacy to hundreds of thousands. USA Truck provides comprehensive capacity solutions to a broad and diverse customer base throughout North America. Our Trucking and USAT Logistics divisions blend an extensive portfolio of asset and asset-light services, offering a balanced approach to supply chain management including customized truckload, dedicated contract carriage, intermodal and third-party logistics freight management services. For more information, visit usa-truck.com or usatlogistics.com.



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CARGO CONTROL AND PARTS



Fyda Freightliner Announces Aftermarket Parts Availability For Peterbilt & International Applications - Parts Stores Expand All-Makes Aftermarket Parts Inventory And Offer Special Pricing On Select Items Through August 2017

Columbus, OH... Fyda Freightliner is pleased to announce that all dealer locations now offer aftermarket parts for Peterbilt and International applications in a move to expand its parts business to a wider customer base. Fyda Freightliner is an authorized dealer of Freightliner trucks, with select dealer locations also being Western Star and/or Sprinter authorized. All Fyda Freightliner dealerships sell all-makes used commercial vehicles, so the addition of all-makes aftermarket parts is a natural fit to further enhance the products and services being offered to customers.

According to Jason Peterson, Columbus parts manager and long-time Fyda veteran, "We're excited to finally be able to widen our parts catalog to include brands beyond Freightliner, Western Star, and Sprinter. Our Fyda parts management team across Ohio and Pennsylvania has been working together for several months to determine the best approach to expand into all-makes aftermarket parts sales. We're starting our catalog expansion

by offering Peterbilt and International aftermarket parts, and plan to address Kenworth and Volvo applications next."

Fyda has partnered with industry-leading supplier S&S Truck Parts, LLC (Schaumburg, IL) to develop a comprehensive NewStar(tm) brand aftermarket parts program. As part of this new program launch, all Fyda Freightliner parts stores are offering special discounts on select aftermarket Peterbilt and International parts through August 2017. These specially-discounted parts represent popular items that all Fyda parts stores will stock in inventory. Other parts not carried in inventory can be secured within one business day. The goal of the program is to ensure availability the widest range of aftermarket truck parts while minimizing downtime so customers can get back on the road as quickly as possible.

For more information, contact the parts manager at any Fyda Freightliner dealership. Visit online for contact information and to view Peterbilt and International aftermarket parts

specials at www.fydafreightliner.com <<http://www.fydafreightliner.com>>.

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them succeed. Today, the company is an award-winning and nationally-recognized dealer of Freightliner and Western Star trucks and Sprinter commercial vans, with dealerships located in Ohio and Pennsylvania. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; and Pittsburgh (Canonburg) and Barkeyville (Harrisville), Pennsylvania. A new dealership is slated to open in Walton, Kentucky in 2017. For more information, visit us online at www.fydafreightliner.com <<http://www.fydafreightliner.com>>.

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19th Annual 75 Chrome Shop Truck Show

Winners List

ATSC LIMITED FOR SHOW BOBTAIL

Best Exterior: 1st: Bob Harley, 1972 Peterbilt 358A; 2nd: Andrew Good, 2016 Kenworth W900

Best Engine: 1st: Bob Harley, 1972 Peterbilt 358A; 2nd: Andrew Good, 2016 Kenworth W900

Best Interior: 1st: Bob Harley, 1972 Peterbilt 358A; 2nd: Andrew Good, 2016 Kenworth W900

Best Driver Presentation: 1st: Bob Harley, 1972 Peterbilt 358A; 2nd: Andrew Good, 2016 Kenworth W900

Best of Show: 1st: Bob Harley, 1972 Peterbilt 358A, 2nd: Andrew Good, 2016 Kenworth W900

ATSC LIMITED FOR SHOW COMBO

Best Interior: 1st: Dustin Shipman, 2008 Kenworth W900L; 2nd: Nick Rosenberger, 2017 Kenworth W900; Joel Dawes, 2016 Kenworth T660

Best Engine: 1st: Dustin Shipman, 2008 Kenworth W900L; 2nd: Nick Rosenberger, 2017 Kenworth W900; Joel Dawes, 2016 Kenworth T660

Best Interior: 1st: Nick Rosenberger, 2017 Kenworth W900; 2nd: Dustin Shipman, 2008 Kenworth W900L; Joel Dawes, 2016 Kenworth T660

Best Driver Presentation: 1st: Dustin Shipman, 2008 Kenworth W900L; 2nd: Nick Rosenberger, 2017 Kenworth W900; Joel Dawes, 2016 Kenworth T660

Best of Show: 1st: Dustin Shipman, 2008 Kenworth W900L; 2nd: Nick Rosenberger, 2017 Kenworth W900; Joel Dawes, 2016 Kenworth T660

ATSC ELITE WORKING BOB-

TAIL

Best Exterior: 1st: Clint Dicks, 2015 Kenworth T660; 2nd: Aaron Spinolas, 2001 Peterbilt 379 EXHD; Brian Rudisell, 2005 Kenworth W900

Best Engine: 1st: Aaron Spinolas, 2001 Peterbilt 379 EXHD; 2nd: Clint Dicks, 2015 Kenworth T660; Brian Rudisell, 2005 Kenworth W900

Best Interior: 1st: Clint Dicks, 2015 Kenworth T660; 2nd: Aaron Spinolas, 2001 Peterbilt 379 EXHD; Brian Rudisell, 2005 Kenworth W900

Best Driver Presentation: 1st: Clint Dicks, 2015 Kenworth T660; 2nd: Aaron Spinolas, 2001 Peterbilt 379 EXHD; Brian Rudisell, 2005 Kenworth W900

Best of Show: 1st: Clint Dicks, 2015 Kenworth T660; 2nd: Aaron Spinolas, 2001 Peterbilt 379 EXHD; Brian Rudisell, 2005 Kenworth W900

ATSC ELITE WORKING COMBO

Best Exterior: 1st: Brian Dreher, 2016 Peterbilt 389; 2nd: Brad Garetson, 2016 Peterbilt 389; 3rd: Jonathan Donadio, 1996 Kenworth W900

Best Engine: 1st: Brian Dreher, 2016 Peterbilt 389; 2nd: Brad Garetson, 2016 Peterbilt 389; 3rd: Jonathan Donadio, 1996 Kenworth W900

Best Interior: 1st: Brad Garetson, 2016 Peterbilt 389; 1st: Colton Chase, 2002 Peterbilt 379 EXHD; 2nd: Eric Turner, 2015 Peterbilt 389; 3rd: Terry Aslinger, 1996 Peterbilt 379 EXHD

Best Driver Presentation: 1st: Eric Turner, 2015 Peterbilt 389; 1st: Jonathan Donadio, 1996 Kenworth W900; 2nd: Terry Aslinger, 1996 Peterbilt 379 EXHD; 3rd: Brian Dreher, 2016 Peterbilt 389

Best of Show: 1st: Brad Garetson, 2016 Peterbilt 389; 2nd: Brian

Dreher, 2016 Peterbilt 389; 3rd: Jonathan Donadio, 1996 Kenworth W900

ATSC WASH AND SHOW

Best Lights: 1st: Bubba Branch, 2014 Peterbilt 579; 2nd: Ryan Wich-

ner, 1980 Kenworth K100C; Josh Foster, 2014 Kenworth T660

Best Paint/Vinyl: 1st: Linda Harley, 2016 Peterbilt 389; 2nd: Lee Whitake, 2017 Kenworth W900L; 3rd: Robert Hallahan, 2006 Kenworth W900B

Best Exterior Styling: 1st: Ryan Wichtner, 1980 Kenworth K100C; 2nd: Scott Goldman, 2017 Peterbilt 389; 3rd: JoJo Deberadinis, 1972 Brockway 361

Best of Show: 1st: Ryan Wichtner,



- photo by Brian Sumner Photography -



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75 Chrome Shop's 19th Annual truck Show



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Bestpass Partners with PacLease to Provide Pac-Toll to Commercial Lease and Rental Customers

ALBANY, NY... PACCAR Leasing (PacLease) will now be able to offer its lease and rental customers the convenience of automatic toll billing and collecting with PacToll, the company's new nationwide toll management program, through a partnership with Bestpass.

Bestpass traditionally provides single-source payment and streamlined national toll management service to commercial trucking fleets. The new PacToll program, powered by Bestpass, includes features such as seamless rebilling from lessor to lessee and the ability to transfer transponders from leased provider to customer accounts and back again. The program will also result in a reduction in violations, which benefits PacLease, its customers, and the tolling authorities.

"PacLease is one of the fast-

est growing commercial leasing companies in transportation, and we are thrilled to be able to provide them with a value-added program that will allow them to better serve their customers," said John Andrews, president and CEO of Bestpass. "We developed our Leased Equipment Toll Solution specifically to meet the challenges inherent in managing toll for leased equipment, and we look forward to helping everyone involved save time and money on toll."

PacLease customers who already use the Bestpass service will have the option to seamlessly transfer transponders in their leased vehicles to their Bestpass account for the duration of the lease, further simplifying toll tracking and management and allowing the customer to retain their regular Bestpass dis-

counts, account fees and features. All PacToll customers will have access to national toll coverage via Bestpass, including 100 percent of the major U.S. toll roads and more than 40 tolling groups.

To learn more about PacLease, visit www.paclease.com.

Bestpass is in the business of saving commercial fleets and drivers time and money. Founded in 2001 by the Trucking Association of New York, Bestpass provides nationwide streamlined toll management services, including consolidated billing, volume discounts, violation processing and a single service compatible with more than 40 tolling groups and all weigh station bypass networks. With more than \$45 million in toll processed each month, Bestpass is a trusted partner both on the road and in the back office. To learn more, visit www.bestpass.com.

Hunter Truck Sales Awarded 2017 Pittsburgh Business Times Family Business Award

Butler, PA ... Hunter Truck Sales & Service was the recipient of a 2017 Family Business Award

at the Pittsburgh Business Times annual networking and awards program. The event was held at the Westin Convention Center Hotel.

The Pittsburgh Business Times Family Business Award honors multi-generational, family-owned businesses in the Pittsburgh region for overall excellence, innovation, ethics, and philanthropy.

"We are honored to be chosen for a Pittsburgh Business Times Family Business Award," Nancy Hunter Mycka said. "Our grandfather, Homer Hunter, started the business in 1938. It is because of our employees' dedication to our customers that we are still thriving almost 80 years later. It is a privilege to serve the Pittsburgh Area and to call this region our home."

For more information about our company visit our website www.huntertrucksales.com or, contact Nancy Hunter Mycka by phone (724) 586-5770 or email, nmycka@huntertrucksales.com.

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“... But It's The Torque That Gets You Up The Hill”



When I talk to owner operators and techs about the subject of horsepower and torque many tell me the above statement. The above statement is true and if you don't put enough torque to the drive axles you won't climb that hill. It's how fast you climb that hill is what horsepower is all about. So, unless you're torquing down bolts or doing specs on driveline components a torque number without an RPM number is useless and we can't talk about one without talking about the other. I understand why people think this way and Detroit may be partially to blame.

When you compare and test drive many factory DDEC programs it's easy to see how torque is often seen as a better way to size up how powerful a program is. Let's compare four different 1993-1997 12.7 Series 60 6067GK60 programs:

1. (430hp@1810rpm 1250ftlbs@1200rpm),
2. (430hp@1810rpm 1350ftlbs@1200rpm)
3. (430hp@1810rpm 1450ftlbs@1200rpm) and

4. (430hp@1810rpm 1550ftlbs@1200rpm).

Detroit says they're all "four-thirties" but they're only making 430 horsepower when they're turning just below 1810 rpm. Drivers tend to say the 1350ftlbs 430 only makes power at high rpm while the 1550ftlbs 430 "falls on its face" when rpm climbs. Unless your running at 1800 rpm all four of these programs make different amounts of horsepower and when you do the math you'll see just why these programs perform so differently. There are many, many ways to calculate horsepower but I like to use this simple equation. Wheel torque multiplied by wheel rpm then divided by 5252. This gets you your wheel horsepower. The same equation can be applied to calculate flywheel horsepower when you substitute in flywheel torque and engine rpm. Lucky for us, flywheel, horsepower and torque are what Detroit uses when they rate their programs. To keep things simple let's, calculate how much horsepower the 1350ftlbs 430hp

program makes vs. the 1550ftlbs 430hp program at 1200 rpm.

Step 1: 1350ftlbs x 1200 rpm = 1,620,000

Step 2: 1,620,000 / 5252 = 308.45 flywheel hp@1200 rpm.

Now let's calculate the 1550ftlbs 430hp.

Step 1: 1550ftlbs x 1200 rpm = 1,860,000

Step 2: 1,860,000 / 5252 = 354.15 flywheel hp@1200rpm.

If horsepower is calculated throughout the RPM range a more detailed picture of what a program will feel like and how it will perform is created. Next time you compare programs I suggest you use this equation. I do this analysis with most programs I build and if you know what you want to build in terms of horsepower as rpm climbs I can get it done.

I apologize for not always being available to answer the phone. Business growth has been overwhelming and I am grateful for that. I enjoy conversations with likeminded owner operators and technicians in the industry but sometimes I have to choose between having those conversations or doing DDEC repairs and programming. When I have your DDEC on my bench I dedicate blocks of time so I can focus on your problem. While I focus on your problem frequent phone calls can break my focus so sometimes I have to let it ring. I am looking into solutions to this problem so I appreciate your patience.

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



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Three Midwest Truck Dealers Combine to Form TriVista

Des Moines, IA... Cerni Motor Sales (Ohio), O'Halloran International (Iowa) and Uhl Truck Sales (Indiana and Kentucky) announce that they are joining forces to better serve customers and employees as TriVista, a partnership that will become official on June 1, 2017. Each dealership currently sells and services International® Trucks, Navistar's flagship brand, offers maintenance services for International Buses, leases and rents trucks as affiliates of Idealease, Inc., and offers a number of other

complimentary commercial truck products and services. The three family-owned companies will maintain their individual brands, but use a shared logo design incorporating the TriVista name. The partnership grew out of a meeting of the three dealer principals when they recognized the opportunity to combine their dealership capabilities to grow and better serve their markets. "We have all spent decades building trust within our regions and with our respective customers," said Jim

O'Halloran, TriVista CEO and President of O'Halloran International. "We view TriVista as an expansion of resources, while maintaining our identities and values." With three multi-generational companies coming together, from day one there has been a focus on company history, culture, customer and employee relationships, and keeping a strong sense of community. "We were excited by this opportunity because we keep our name and keep our family

presence, but we can be a part of something bigger that can benefit our employees and customers," said third-generation Cerni Motors partner, Vince Cerni. The merger allows each company access to more cost-effective opportunities to benefit customers, such as volume purchasing, the ability to redistribute large fleet trade-ins for faster inventory turnover rates and more. In addition, employees will have opportunities for advancement throughout the company and will be able to apply to any location as positions become available.

"I see a very bright future with TriVista," said John Shireman, President of Uhl Truck Sales. "You can tell when the three dealerships are in a room together — we're all just firing on the same cylinders. It's exciting."

About Cerni Motor Sales, Inc.

Cerni Motors began fulfilling the needs of the Ohio-based trucking industry in 1961 when the Cerni brothers opened for business. Over the years Cerni Motors used their family-oriented and customer-focused values to expand their service area to two dealerships in Painesville and Youngstown, Ohio, covering six counties in the Northeast Ohio region. Cerni Motors also serves as a dealership for Benson trailers.

About O'Halloran International

In 1981, O'Halloran Interna-



Pictured from left to right: John Shireman, John Cerni, Vince Cerni and Jim O'Halloran

tional was founded in Altoona, Iowa. With a focus on the customer and core values in integrity, fairness and quality service the company successfully expanded to three additional Iowa locations in Carroll, Fort Dodge and Cherokee. O'Halloran International also sells and services Isuzu commercial vehicles.

About Uhl Truck Sales

In 1953 Bernard Uhl purchased an International Harvester franchise in Palmyra,

Indiana. Since that time two additional full service dealerships have been introduced. The family-owned company is now in its third-generation of ownership. With each change of hands, Uhl Truck has seen the value of responsive, professional service and long-term relationships passed to each generation. Uhl now has three locations in Louisville, Kentucky, Palmyra, Indiana and New Albany, Indiana. Uhl Truck Sales also serves as a Mitsubishi Fuso dealership.

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Tire Safety and Maintenance Matter Every Day for Truck Drivers

by Gary Schroeder, Director of Cooper's truck and bus tire business

National Tire Safety Week is May 28-June 3 which corresponds with Memorial Day weekend and the traditional beginning of summer, when the busy summer driving season starts. Tire safety and maintenance is just as important for drivers of trucks and fleets as it is for consumers. For truck drivers who put many more miles on their tires on all types of roads and weather conditions, tire maintenance and safety are extremely important. Maintaining the tires on your truck is a daily occurrence, but something that doesn't have to be time consuming or complicated.

Regular Tire Maintenance

Maintaining proper inflation pressure in tires is the single most important factor in extending the life of any tire and in helping to keep you safe on the road. Both over and under inflation have negative effects on the tire by changing its footprint, which is the area contacting the road. Under inflation can cause excessive heat buildup and can potentially cause internal structural damage. Over inflation can make tires more vulnerable to cutting, punctures or damage from sudden impacts. When the tire is not contacting the road as the tire design intended, the tread area will also wear irregularly and therefore more rapidly. Correct inflation pressure is determined by the load carried for each tire.

Routinely rotating tires directly contributes to longer tire life, especially in areas of irregular tread wear. This also lets you or your service provider see the condition of your tires and make repairs or replace worn or damaged tires if necessary. Roadmaster recommends rotating tires when they are 50 percent worn, or even earlier if they show signs of irregular wear.

While rotating tires can help even out irregular wear, you still need to investigate what is causing the issue. Irregular wear conditions will lead to premature tire removals and can cause vibration and ride disturbances.

Tread Depth: How Low is Too Low

When should you replace the tires on your truck? Department of Transportation (DOT) regulations say that the tread depth for any tire on the front wheels of a bus, truck or truck tractor must be at least 4/32nds of an inch when measured at any point on a major tread groove. All other tires on the vehicle must have a tread depth of at least 2/32nds of an inch when measured at any point on a major tread groove. If any measurements are at or below these depth requirements in any part of the tread, the tire should be removed from service immediately.

Steer and drive position tires can be pulled early to help maintain traction and they can be rotated back to the trailer to run out the remaining tread life. If a truck

tends to experience penetrations from nails or other road debris, then it's probably best to pull the tires early and retread them to help preserve the casing integrity. Roadmaster has a strong heritage of innovative engineering and quality products that are optimized for performance, durability and retreadability. Roadmaster brand tires offer a warranty of two retreads within six years.

Tire Maintenance and Evaluation Tips

There are a number of things drivers and fleets can set up to ensure that their tire maintenance is easy to manage. Implement a comprehensive maintenance program that includes regular inspections to check for proper tire pressure, tread depth, and irregular wear. Properly maintained, serviced and inflated tires last longer which helps your bottom line. Inspect tires prior to each trip to ensure the tractor and trailer tires are in good condition.

Considering fleet management software to track tire wear. This can help identify any abnormal wear situations and facilitate timely removal of worn tires. Tire pressure monitoring systems (TPMS) on trucks and continuous tire inflation systems (CTIS) on trailers will simplify and improve tire pressure maintenance. Improved tire pressure maintenance will help improve fuel economy and tire wear.

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Carlisle Events and the MotorCrush Mobile App Team Up for Car Show Season - Built for Modern Performance Car Enthusiasts, Download Today



CARLISLE, PA – Carlisle Events isn't just taking baby steps into the tech world for 2017, its sprinting into an all-new world of opportunities. One such opportunity is partnering with a mobile app called MotorCrush. MotorCrush is built for modern performance car enthusiasts, providing an insider view of trending mods, enhancements, restorations and tuning. It's all happening LIVE, in real-time and offering all the car content you

love, sourced from real drivers (not editors). Downloading MotorCrush for Android or iOS devices offers nothing but the best for its users. Once downloaded, users can show the car community their stuff. Spare no detail because there's room for it all! The app allows users to check-in to identify where their car is and share it with others nearby, again, doing this is possible live and in real time. Car owners, lovers and those

that are proud of the work they've done on cars will love MotorCrush. MotorCrush also allows users to list every modification, tune and part associated with their ride so they can build up some clout and credibility within the community. Better yet, if the MotorCrush user loves showing at car shows or showing off at car meets, the app allows users to connect and spontaneously create a get together. Finally, since gear is gold when it comes

to cars, MotorCrush lets users share their wares and find others who are looking for exactly what powers the rides of fellow app users.

"Coming from a tech background, I'd create websites and consult companies about search engine optimization all the time," said Carlisle Events co-owner Lance Miller. "I was always intrigued by the unique ways to combine my technology passion with my automotive passion," continued Miller. "MotorCrush is such an amazing app. I believe it'll revolutionize the automotive way of life. It helps connect like-minded individuals within a wonderful hobby. More so, it's a fun way to showcase cars, look at cars, learn what modifications are neat for your car and meet new people! Do yourself a favor, download the MotorCrush app on your mobile phone and play with it. Tell your friends and family, it'll be neat once it becomes a known automotive go-to app. Carlisle Events is proud to be on the leading edge and feel this is a nice start. There's more to come, much more," concluded Miller.

Download the app today and see what MotorCrush is all about and get involved with Carlisle Events for an event this year too. Register for the showfield or buy a single day ticket by visiting www.CarlisleEvents.com or by calling 717-243-7855. Either way, get involved today!

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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.

God's Protection Is Often Disguised

I read once of a circuit riding preacher who divided his time between working and preaching. He finally decided he would go into the store business. He clerked in the store until the person who was writing of him said, "He experienced a successful failure," and then went into a full-time ministry.

Often we curse the hedge of thorns, detours, blocks, and barricades because they are in our way and delay what we think is our progress, which in most cases, is not progress at all but only our stubborn will whipped up into an almost insane hurry.

Most of what we count to be obstacles in the way are God's provided protection to keep us on track and out of the rut of going over the cliff. All things work together for good to those who love God, to those who are the called of God, according to his purpose.

Sometimes what we see is the backside and it looks tattered and ragged, but when we see the other side, it is a beautiful carpet with a design that is pleasing and enjoyable.

So it is in the practices of life. Man's way is a low way. God's way is as high as the heaven is above the earth.

We must always remember that heaven is His throne and the earth is His footstool.

EPA Announces Grants to Reduce Emissions from Diesel Engines

WASHINGTON... The U.S. Environmental Protection Agency (EPA) has announced the availability of grant funding to modernize the nation's diesel fleet by retrofitting vehicles with cleaner, more efficient diesel engines. EPA anticipates awarding at least \$11 million in Diesel Emission Reduction Program (DERA) grant funding to eligible applicants, subject to the availability of funds.

EPA is soliciting proposals nationwide for projects that significantly reduce diesel emissions and exposure. The agency encourages applications from fleets in areas designated as having poor air quality. Priority will be given to projects that engage local communities and applicants that demonstrate their ability to continue efforts to reduce emissions after the project has ended.

Eligible applicants include regional, state, local and tribal agencies, and port authorities with jurisdiction over transportation or air quality. Nonprofit organizations may apply if they provide pollution reduction or educational services to diesel fleet owners, or if their principal purpose is promoting transportation or air quality. The application deadline is June 20, 2017.

EPA anticipates awarding between 20 and 80 assistance agreements under this competition. Applicants must request funding from their EPA regional office. The maximum grant funding for individual applications varies by region. EPA anticipates releasing a separate RFP for Tribal applicants during 2017.

For more information and to access the Request for Proposals, visit www.epa.gov/cleandiesel/clean-diesel-national-grants.

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continued from page 1

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reduction in payload over a year's time can cost the operator as much as \$1,000 in lost revenue.

Truckweight has been on the market for 10 years and continues to evolve with changes within the trucking industry. The company's Mission Statement reads, "Constantly looking to improve and add value to the trucking industry."

Truckweight was incorporated in 2004 and introduced the first mechanical version of the Truckweight onboard weight scale. In 2010 the electronic version was introduced. Today, wireless products are available for both air and mechanical suspensions. For additional information call 877-757-7888 or visit www.truckweight.com



FLW (ICD)

Daimler Trucks North America Celebrates the Opening of its Madras, Oregon High Desert Proving Grounds



PORTLAND, OR... Daimler Trucks North America (DTNA) celebrated the completion and official opening of its new High Desert Proving Grounds in Madras, Oregon.

The total High Desert Proving Grounds project required an \$18.7 million investment by DTNA. Work began in June 2015 to clear the land with construction commencing in May 2016 by general contractor Kirby Nagelhout. The new proving grounds provide two distinct functions: firstly to merge real-world validation of DTNA's research and development and engineering initiatives and secondly to help bring new technologies to market faster than ever before.

The 87 acre High Desert Proving Grounds is critical for assurance of reliability, durability and fuel efficiency for Freightliner, Western Star, Thomas Built Buses and Freightliner Custom Chassis vehicles. The track will serve as a key component in the company's ongoing testing in the areas of truck platooning and autonomous vehicles.

"Daimler Trucks North America is the undisputed leader of the North American commercial vehicle market. That doesn't happen by accident; it takes countless hours of research and development, testing, and validation to engineer and deliver products that pace the industry in safety and fuel economy," said Roger Nielsen, president and CEO, Daimler Trucks North America. "The opening of this facility will ensure the future reliability of our products, as well as expedite of future technologies that enhance our customers' bottom line."

Attending the facility's grand opening celebration were Roger Nielsen, president and CEO, Daim-

ler Trucks North America; Wilfried Achenbach, senior vice president of engineering; and Madras Mayor, Royce Embanks.

The High Desert Proving Grounds is located approximately 120 miles southeast of DTNA's Portland Headquarters, allowing the engineering team easy access to the testing facility. The proximity to the engineering team and variable climate options were vital pieces of the location selection. The route from Portland to Madras also provides vehicles real world validation by including portions on the interstate, rural roads, and mountainous terrain through the Mount Hood pass. Most recently the route has been used to validate potential gains of truck platooning, just one technology that DTNA is exploring for the future benefit of our long-haul fleet customers.

"The new High Desert Proving Grounds give our engineers the resources to rapidly and accurately evaluate advances in the areas of safety, fuel efficiency, and connectivity," said Wilfried Achenbach, senior vice president of engineering, Daimler Trucks North America. "Together with our full scale wind tunnel other state of the art engineering test facilities in Portland, the proving grounds will help us stay ahead of the competition."

The test track is 3.5 miles of highly engineered surfaces that allow engineers to simulate a typical vehicle's full service life in approximately six months. The 32,000 square foot office building will be home to up to 40 employees, the majority of which will be hired locally, with responsibility for both driving and test engineering. Additionally, there are 14 service bays for technicians to work on and inspect the fleet of durability test vehicles.



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Shell ROTELLA® Road Show Rolling into Canada in July



The Canadian tour of the Shell ROTELLA® Road Show will be held from July 2 through August 2 with a total of 14 stops across the country. The tour kicks off at Bluewave Energy in Taber, Alberta and then has seven additional stops in Alberta before rolling into Sparlings in Blyth, Ontario on July 21. The tour will then visit five more locations in Ontario with the final stop scheduled for WestPier in Port Colborne.

The Shell ROTELLA® Road Show features a 53-foot double bump-out trailer with more than 3,000 square feet of displays that includes interactive areas to engage and further educate truckers, technicians and others. The trailer demonstrates how Shell Lubricants developed its portfolio of API CK-4 and FA-4 Shell ROTELLA® heavy duty diesel engine oils.

The Shell ROTELLA® Road

Show contains information about the future of heavy duty engine oils which includes prototype Shell Lubricants engine oils along with engine parts taken from Shell Lubricants engine tear-downs after 500,000-800,000 miles of testing. The trailer also highlights Shell ROTELLA® coolants such as Shell ROTELLA® ELC NF and greases including Shell Gadus and Shell Spirax.

There are opportunities to win prizes at the Test Your Knowledge touch screen quiz. Visitors can also check out the list of Shell ROTELLA® Million Mile Haul of Fame inductee drivers and their vehicles. The Million Mile Haul of Fame is an exclusive recognition reserved for those professional drivers who have driven a single vehicle for 1,000,000 miles under the protection of Shell ROTELLA® heavy-duty engine oil.

Visitors can view the videos of Shell ROTELLA® Unsung Heroes. The "Unsung" series are dynamic short-form films which capture the often-overlooked heroes who are working behind-the-scenes of almost every industry. Canadian truckers, Billy and Tommy Baker, are among the hardworking heroes recognized by the Unsung series.

Shell ROTELLA® Portfolio of Heavy Duty Engine Oils

The Shell ROTELLA® portfolio of oils has been developed by the makers of the No. 1 selling diesel engine oil to meet the new API CK-4 and FA-4 performance categories for diesel engine oil which were first licensable on December 1, 2016. API CK-4 oils replaced API CJ-4 oils and are completely backwards compatible with all engines built before the 2017 model year. They are designed with improved high temperature oxidation resis-

tance, shear stability and aeration control compared to previous API categories.

For more information about the new Shell ROTELLA® engine oils visit ROTELLA.com. To stay up-to-date on the latest news from Shell ROTELLA®, 'Like' Shell ROTELLA® on Facebook ([Facebook.com/ShellRotella](https://www.facebook.com/ShellRotella)) and follow Shell ROTELLA® on Twitter ([Twitter.com/ShellRotella](https://twitter.com/ShellRotella)) and Instagram at [ShellRotellaT](https://www.instagram.com/ShellRotella).

Canadian Shell ROTELLA® Road Show Schedule:

- July 2, 2017 - Bluewave Energy - Taber, Alberta
- July 4, 2017 - Fleet Brake - Calgary, Alberta
- July 5, 2017 - Glover International - Calgary, Alberta
- July 7, 2017 - UFA - Barrhead, Alberta
- July 8, 2017 - UFA - Morinville, Alberta
- July 10, 2017 - Western Star - Acheson/Edmonton, Alberta
- July 11, 2017 - UFA - Edmonton, Alberta
- July 14, 2017 - Bluewave Energy - Lloydminster, Alberta
- July 21, 2017 - Sparlings - Blyth, Ontario
- July 24, 2017 - WestPier - Windsor, Ontario
- July 26, 2017 - OPW - Cambridge, Ontario
- July 28, 2017 - RigLube - Toronto, Ontario
- July 31, 2017 - WestPier - Toronto, Ontario
- August 2, 2017 - WestPier - Port Colborne, Ontario

Note: Schedule subject to change; always check times and dates in advance.

Workplace/Public Safety Key Consideration for Truckers as Feds Introduce Legislation to Legalize Marijuana

Toronto... The Federal Liberal government introduced its long-awaited legislation which lays out the parameters for ending the century-old prohibition on cannabis and regulates it for recreational use.

The bill checks off a major Liberal campaign promise. In introducing the legislation, the government said it is committed to developing a roadside testing protocol to combat impaired driving - the details of which have yet to be worked out but which could involve an administrative sanctioning system until the science catches up with the need for an impairment by marijuana cut/off level.

The Canadian Trucking Alliance has been engaging with employers of safety-sensitive occupations in various industries to ensure that safeguards and regulations are in place before marijuana becomes legal so that workplace and public safety is not impaired and employer and employee responsibilities and rights are clearly defined.

"Employers in industries like trucking have a paramount responsibility for the safety of our employees and of the motoring public with whom we share the road," says David Bradley, CEO of CTA. "We are asking for a per cut off limit for impairment like .08 for alcohol; a practical and lest evasive roadside test; and the regulatory framework for employers to conduct workplace testing of employees in safety-sensitive occupations, including random testing."

There has been discussion of an interim proposed cut-off for roadside testing that would allow for only a trace amount in the bloodstream or basically zero tolerance.

"If that's the case, it's imperative there be an accompanying workplace testing regime aligned with the US alcohol and drug testing program that has existed for over 20 years in the transportation sector," Bradley says.

Bradley said the legislation introduced today is "enabling" legislation, meaning it gives the government the authority to make regulations.

"This is where the real work will be," he says. "All these things - such as roadside and workplace testing - should be in place before legalization takes place in a practical sense."

Bradley said he believes the federal government is sensitive to the issues raised by CTA and other employers, "but there is still a lot to do."

The legislation also proposes to set the national legal age of consumption at 18 years and the possession limit at 30 grams of dried cannabis per person. Consumers can grow up to four plants at home or buy from a licensed retailer. The legislation provides for ticketing for possession that exceeds the personal limit, or up to 14 years in jail for an illegal distribution or sale or for giving or selling marijuana to minors.

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Cooper Tire Makes Roadmaster RM180+(EM) Steer Tire Available in New Load Range for Heavier Steer Axles



The RM180+(EM) is an ideal steer tire for long haul applications. The tire features a highway tread pattern and optimized footprint to promote even wear. This, combined with high tensile strength four-belt construction, is designed to deliver the long tread mileage, durability and retreadability that fleet owners expect, while also providing excellent low rolling resistance for improved fuel economy.

"Heavier steer axles are becoming increasingly more common in the market, and the addition of load range H to the Roadmaster RM180+(EM) aligns this product's offerings with the needs of our customers," said Gary Schroeder, Director of Cooper's truck and bus tire business, which includes the Roadmaster brand. "The Roadmaster RM180+(EM) is a premium product that's been verified by the U.S. Environmental Protection Agency's SmartWay Transport Partnership as a low rolling resistance tire, meaning it can help fleets continue to be more cost efficient. It's also backed by a strong warranty and the quality that's behind the Roadmaster name, making it a

popular choice for long haul applications," he concluded.

Cooper Tire & Rubber Company (NYSE: CTB) is the parent company of a global family of companies that specializes in the design, manufacture, marketing and sale of passenger car, light truck, medium truck, motorcycle and racing tires. Cooper's headquarters is in Findlay, Ohio, with manufacturing, sales, distribution, technical and design operations within its family of companies located in more than one dozen countries around the world. For more information on Cooper, visit www.coopertire.com, www.facebook.com/coopertire or www.twitter.com/coopertire.

Cummins Guidanz™ Mobile App Improves Customer Uptime

COLUMBUS, IN... Without having to enter a service bay or wait for a technician to come on site, Cummins customers are now able to read prioritized engine fault codes and other key engine information within minutes wherever they are operating with the new Cummins Guidanz mobile app.

Available as a free download now on the Apple® App Store or the Google® Play Store™, the Guidanz mobile app arms customers with critical information about their Cummins engines (2007 and later on-highway engines and Tier 3 and later off-highway engines) that they can email to their operations managers, service providers or a Cummins Care representative directly from the app to initiate the service process. To operate, the Guidanz mobile app must be paired with an INLINE™ mini Bluetooth® adapter or INLINE 7 and requires either an iOS® or an Android® operating system. At launch, the Guidanz mobile app and INLINE products will be available to customers in the United States, Canada, Australia and Europe. The INLINE mini and the Immediate Assessment feature are available through authorized Cummins channels. Contact Cummins Sales and Service for additional information, or call Cummins Care at 1-800-CUMMINS™ (1-800-286-6467).

Though the Guidanz mobile app requires a smartphone or tablet to operate, it will still function when the device is offline. Customers are provided a list of fault codes regardless of connectivity, so even when operating in remote locations, such as a mine or temporary job site, customers are still empowered with enough information to call their operations managers, service providers or Cummins Care with information to initiate the service process.

FINDLAY, OH... Cooper Tire & Rubber Company has added a new load range to its popular Roadmaster RM180+(EM) SmartWay verified steer tire line to accommodate increasingly heavier steer axles. The RM180+(EM) is now available in load range H for tire sizes 11R22.5 and 11R24.5.

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Are You Ready For The CVSA International Roadcheck?

Goodyear Commercial Tire & Service Centers Provide Preventive Tire Maintenance Services, Trailer-Readiness Inspections and More

AKRON, OH... With the Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck truck and bus enforcement program coming up, there has never been a better time for fleets and owner-operators to schedule tire and truck inspections.

With nearly 200 locations – including 45 conveniently located, on-highway facilities – throughout the United States, Goodyear Commercial Tire & Service Centers (CTSC) offer yard checks, Goodyear Trailer-

Readiness inspections and other services to help ensure that tires and trucks are in optimal working order.

Goodyear CTSC locations are part of the Goodyear Commercial Tire & Service Network, which also includes independently owned Goodyear commercial tire dealerships. (In total, the Goodyear Commercial Tire & Service Network has more than 2,300 locations throughout the United States.)

Nearly 63,000 inspections were conducted during last summer's

CVSA International Roadcheck event. Tire and wheel violations accounted for 18.5% of all out-of-service violations that were identified during the three-day program, said CVSA officials.

"This underscores the importance of proactive tire inspection and maintenance – and with hundreds of locations, Goodyear's CTSC facilities stand ready to help fleets and owner-operators ensure the safety of their commercial trucks," said Frank Payne, director, CTSC.

This year's CVSA International

Roadcheck, which takes place June 6-8, will focus on cargo securement. However, CVSA inspectors also will examine tire pressure, tread depth and overall tire condition during the event.

"Goodyear offers a variety of proactive tire services, including yard checks, through its CTSC locations," said Payne. "Our tire professionals can help identify and correct existing conditions and often bring to light other items of concern that could develop into bigger issues, if left unchecked."

Goodyear CTSC locations also offer Goodyear Trailer-Readiness inspections, during which trained tire professionals inspect trailer lights, wheel seals, reflective tape, mud flaps and other items. Findings are then made available to fleets and owner-operators through a secure online portal.

"Like our yard checks, Goodyear Trailer-Readiness inspections can help identify issues that drivers might miss during their daily inspections," said Payne.

In addition, Goodyear CTSC locations offer transmission, brake, shock, bearing, coolant, U-joint and windshield wiper inspections, among other truck-related preventive maintenance services.

"These offerings are part of the Goodyear Total Solution of trusted products, a nationwide network, reliable services and fleet



management tools, all designed to help fleets lower their costs." said Payne.

Goodyear offers The Total Solution of trusted products, a nationwide network, reliable services, and fleet management tools to help commercial trucking fleets lower their total cost of ownership. To learn more, visit www.goodyeartrucktires.com.

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Pacifico Reflections - Caveat Emptor



by: Mike McGough

There were other restaurants in town, but none served breakfast. Folks who frequented the place had fallen into a rather predictable pattern. There were the early folks who had to be to work at 7:00. They showed up at six sharp right when Mae turn on the lights and unlock the door. The second group was the newly retired and those whose workday started a little later. The recently retired were still in the habit of rising early, but they wanted to take advantage of their newly found freedom to sleep in just a bit.

The last of the breakfast bunch were those who had been retired for some time, and they relished the luxury of sleeping until Mother Nature woke them up. There were also some folks in there whose day started really early and by 9:30 they were ready for a break. George was in that group.

George ran a general store that he boasted sold everything from apples to zippers and most everything in between. In addition to the storefront, there was a backroom that actually held more merchandise than was on display. There was a sign over the counter that read: "It you don't see something that you need, ask me. We probably have two or three of them

in the backroom."

His grandfather opened the store on April 7, 1917, the day the United States entered World War I. George's grandmother, Blanche gave everyone who came in that day a small American flag. It cost them two cents each, and that was no small amount in 1917. They thought it was the right thing to do. There was still one stuck securely in the molding above the front window of the store. It had 48 stars.

George had a group that he usually sat with at Mae's. They enjoyed the daily company and the conversation that ensued. On a particular morning their conversation turned to those annoying nuisance phone calls from telemarketers and robocalls. They all agreed that they are annoying, but that there was little anyone could do about them.

George laughed to himself, shook his head a bit, then laughed out loud. "About a month ago, one of the supply firms that I deal with tried to sell me dog whistles. Each week they feature certain items. Sometimes its seasonal items, or a special deal I can pass along to my customers. I ignored the dog whistles. The next week they were still pushing dog whistles, and this time my wholesaler explained why. He said that if you blow a dog whistle into the phone when you get a robocall or a telemarketing call, it will end the call and erase your number. Now I'm no Alexander Graham Bell, but that sounded far fetched to me."

Then George continued. "It did seem far fetched, but over the past month, I've sold sixteen dog whistles, and that's more than I've sold in the last thirty years, so I did some checking. Came to find out that a rather clever marketing firm touts itself as a company that

can help you sell most anything. Through the use of annoying phone calls, the internet, well-placed advertising, and good old fashioned word of mouth, they promise to increase the sales of any item you've got. They do it by creating both an interest and a perceived need. And in the case of the dog whistles it seemed to work, at least in my store."

"And that's just it," Matt, another member of the group added. "When you get sucked in by one of those jokers, you're too embarrassed to do anything about it, so you just move on and they get away with it."

"Well, not in my store. The whistles I sold were around for decades, so I sold them for two bucks. There'll be an ad in the paper tomorrow that anyone who bought one can bring it back for a full refund, no questions asked. We've been in business for more than 100 years, and that's a small price to pay to protect the integrity my Grandparents established a century ago!"

The lesson in this story is clear. The power of suggestion is great, and the means for sharing suggestions, both good and bad, seems to expand daily. Advertising is everywhere. Those seeking your attention cover the range from data-driven honesty to deceitful deception. They play on your fears and vanity with impunity and reckless abandon. The need to be a thoughtful and careful consumer is essential. Patronize those that market with integrity, avoid those that don't. You have the power to send a loud and clear message to both.

There is an ever-increasing need to pay heed to the old warning, *caveat emptor*—let the buyer beware!

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Calendar of Events

May 7 – 2nd Annual Harrison Career Center FFA Truck & Tractor Show – Harrison Career Center, 82500 Cadiz-Jewett Road (Ohio Route 9), Cadiz, OH. For more info phone 330-440-5578.

May 14 – Mother's Day Truck Convoy – Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880

May 18-20 – 35th Anniversary Shell ROTELLA SuperRigs – Exchange Center at Expo Square, off Route I-44 Highway 51 and Highway 244, Tulsa, OK. Competition Truck Show, fun and entertaining events for drivers and their families, Rotella Road Show, Rotella T6 BBQ Pitt. Judging will take place between 7:30 am and 6 pm on Thursday and Friday, May 18 & 19 and between 7:30 am and 10 am on at., May 20. For info and updates, visit Rotella.com or [Facebook.com/ShellRotella](https://www.facebook.com/ShellRotella)

May 25-27 – AHS National Convention & Truck Show – Iowa State Fairgrounds, Des Moines, IA For more info phone 816-891-9900 or visit www.AHS.org

June 2-4 – Wheel Jam – South Dakota State Fairgrounds, Huron, SD. For more info go to <http://www.wheeljamtruckshow.com/>

June 3 – Paul Riggle & Sons Truck Show – Riggle's Shop, 601 Marco Road, Apollo, PA 15613. Non-Judged – Bring What You're Proud Of! Light Show at dusk. Various Sponsors & Vendors, Music, Plenty of Food, Fun for the entire family! For more info call Pat Riggle @ 724-448-7809, Matt Riggle @ 724-994-9115 or Chris Riggle @ 412-418-2091.

June 10 – 3rd Annual Trucks For Smiles – Jennerstown Speedway near Somerset, PA. Make-A-Wish® Fundraiser. Truck Convoy, Auction, Food, Games. Race at night at Jennerstown Speedway. For more info contact Mark Friedline at 814-445-2193, email: mark@wwf101.com or www.TrucksForSmiles.com

June 17-18 - 6th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805 Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Truck Show both days, Huge Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups available. Slow Race, Jake-Off, Light Show, Diorama Display, Truck Swap Meet, Country Convoy, 50-50 Door Prizes Raffle Swap Meet Food T Shirts and More! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Presented By: AHS Ohio Chapters Proceeds to: Ashland Food Bank & Shriner's Transportation Fund

June 23-25 - Texas Trucking Show – Humboldt, Nebraska. For more info call Susie Shupp at 402-414-7021 or follow us on Facebook @Down Home Truck Show

June 24 – Down Home Truck Show – NRG Center, 1 NRG Park, Houston, TX 77054. Over 150 companies offering trucks, trailers, parts and services. Job fair with over 30 companies looking for truck drivers. FREE ADMISSION. Get your free tickets at www.texastruckshow.com or phone 832-323-2900.

June 24 - The Jane Harting Cancer Benefit Truck Show Picnic - Elite Services Inc., 905 Stone Hill Road, Denver, PA. Delicious Food, Entertainment provided by DJ Boots. All proceeds go to families affected by cancer and help the fight.

June 24-25 - Transport For Christ Truck Rally – Lebanon Valley Expo, 80 Rocherty Rd., Lebanon, PA 17042. Parade of Trucks, Vendors, Children's Activities, Benefit Auction, Food, Gospel Music, Worship Service. For more info contact Doris High at tlcner@dejazzd.com

July 9 – Spencer's Chrome Truck Show – Spencer's Chrome Parts & Service, 12975 State Rt. 405, Watsonstown, PA. For more info email: kevinspencerchrome@gmail.com

July 13-15 – 38th Annual Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 14-15 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

July 15 – 18th Annual AHS Steel Valley Chapter Antique Truck Show – Kenworth of Pennsylvania, 530 North enter Ave., New Stanton, PA 15672. Free registration, food, DJ, Dash Plaques, Door Prizes. ALL Trucks Welcome! For more info contact Dale Campalongo 412-670-7492

July 16 – 14th Annual Uncle Sam Chapter Antique Truck Show – Washington County Fair, Rt. 29, Greenwich, NY. Rain or shine, no registration fee, \$2.00 entry fee. Vendors welcome. For more info contact Clarence Ritchie at 518-642-9437 or Andy Hill at 518-753-2169.

July 22 - 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 22 – Class 8 On The Lake – Indian Creek Campground, 4710 Lake Rd., East Geneva-On-The-Lake, Ohio. All trucks and show vehicles welcome! Parade of Lights down the Geneva-On-The-Lake Strip. Proceeds benefit the Ashtabula Co. Special Olympics. For more info contact Brian Sabo at 440-339-1871.

July 28-30 – 10th Annual Top Gun Largecar Shootout – Rantoul National Aviator Center, Rantoul, IL – Live music, beer garden, good. For more info call Tom at 217-202-1473 Email: topgunshootout@yahoo.com or visit www.topgunlargecarshootout.com

August 5 – 13th Annual Iowa-Nebraska Classic Truck Show – SAPP BROS. Truck Stop, I-80 Exit 440 (northwest parking lot), Omaha, Nebraska. Food, Fun, Vendors, Trucking memorabilia, music. For more info call Jim Ernst 402-895-8040 or Russell Spawn, Jr. 402-680-6121

August 11-12 - The 28th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9985 · Fax: 920-324-0353

August 12 – Penn-Ohio ATCA Truck, Car & Motorcycle Show – Cerni Motors, 5751 Cerni Pkce, Youngstown, OH. 8 am to 4 pm. Benefits the Second Harvest Food Bank of the Mahoning Valley - in lieu of registration or entry fees, please make a monetary or non-persishable food donation.. donations will be collected at the gate.

August 18-20 – 8th 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 19-20 – Chi-Town Large Cars "Lucky 13" Truck Show & Benefit – Porter County Fairgrounds, Valparaiso, IN. Raising awareness to Veteran Suicide. All proceeds will go to a Military Officer/Family in need. Chrome vendors, food, beer garden, live entertainment, jump house for the kids, fun for the whole family! For more info visit www.Chi-TownLargeCars.org

August 26th - Kenworth of PA. and /Susquehanna Valley Chapter of AHS Antique Truck Show - Route 11, 198 Kost Road (near Carlisle) Rain or Shine from 10 A.M. to 3:00 P.M./For details write Ken George, 75 S. 36th Street, Camp Hill, PA 17011 or call 717 737-8897.

September 9 – 2nd Annual Cable Truck Show – CTI Shop, 2876 Route 286, Saltsburg, PA. Featuring Trucks, Hot Rods, Bikes and Anything you're proud of! DJ, Food Vendors, Various Sponsors, American Legion Post 18 will be selling beer. For info call 724-639-9073 and ask for JJ or Jeff.

September 16 – 2nd Annual Country Roads Truck Show – Jane Lew Truck Stop, directly off Interstate 79, exit 105, Jane Lew, WV. Truck Show - Over \$1,000 in cash and prizes. Trophies for Top 3 in Classes. Music & Food, Vendors, Games, Raffles Awards Ceremony – FUN FOR ALL! Free Admission. For more info call 304-884-7219. Email: Contact@wvtruckshow.com or visit www.jltruckstop.com

September 16 – 41st Annual TBG / ETC / XDP sponsored U.S. DIESEL TRUCKIN NATIONALS & MOTORSPORTS SPECTACULAR - RACEWAY PARK, ENGLISH-TOWN NJ. The largest single day all diesel truck show & race in the USA. Over 2,000 participants, 200 exhibitors & vendors and the biggest evening diesel thrill show. Fast family fun for all. Now in it's 41st year. For more info go to: www.usdieselnationals.com or www.racewaypark.com. Phone: (732)-446-7800. For further e-mail: info@racewaypark.com

September 23-24 - Guilty by Association Truck Show & Customer Expo - 4 State Trucks, Joplin, MO. Family Friendly fun-filled weekend with the crew at 4 State Trucks and Chrome Shop Mafia for the Guilty By Association Truck Show (GBATS) in Joplin, MO. For more info phone 888-875-7787 Ext 161 or email: gbatsinfo@4state-trucks.com

September 25-29 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

September 30 - 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 14 – LCM Southern Classic 2017 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecar-mag.com or 717-806-8907.

If you would like to list an upcoming show or event, send all the details including a telephone contact number to
Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314,

email: movinout@zoominternet.net. Visit us on the web at www.movinout.com

Working Show Truck Of The Month – Kuhnle Bros./Brad Sweet



50 years ago by Tom & Kim Kuhnle and they specialize in all types of tanker loads from dry bulk to liquid, railcar transfer loads, water transport to hospitals, and acid to water treatment plants. Tom's son Kim runs the company today. Kuhnle Bros. has employed Brad for several years.

Trucking is definitely in Brad's blood and at 35; he's been driving since he was 18. Kim Kuhnle knew all about Brad's love for customizing the trucks he drives, so he gave Brad permission to basically tear apart a brand new truck and customize it to the max. The results would make anyone say, "How Sweet It Is", after seeing the truck in person, and Brad has put the phrase (also based on his last name) on the rear sleeper window of the truck.

The truck's striking emerald

green paint is accented by just the right amount of chrome and stainless. Brad has added 8" Dynaflex stacks, a 20" American Eagle bumper, a set of Bad-Ass Customs full fenders, and a full package of custom interior pieces by Rockwood. MAC Trailers did the custom deck plate and Cody at 4 State Trucks did the airline electric box. 12 Gauge Customs, out of Guelph, Ontario, Canada supplied the custom air cleaners, rear light bumper, and helped Brad convert the C-15 Acert CAT engine into a single turbo with one of their PDI kits. Brad is proud to say that all of the custom parts were installed in house at Kuhnle by himself and Murl Nolder. Bill Woodall did the paint and it sparkles both day and night. Other custom features on this "Sweet Pete" include a drop

visor, painted grille surround with custom insert, painted tanks with polished straps, and custom battery boxes,

Brad turns heads both on the highway and also at the various truck shows he attends. He wanted to thank his wife Amy for all of her love and support, Brad said she puts up with his long days and is always eager to attend the shows with him. The reason Brad works so hard is for his wife and his children, Lucy Mae and Carter Joseph. He also works hard getting the truck show ready and it paid off at this year's PKY Championship at the Mid-America Trucking Show, earning him a 3rd

place trophy in the Limited Mileage Combo class among some tough competition.

Brad wanted to thank everyone at Kuhnle Bros., especially Kim Kuhnle, for creating such a great work environment for him and his fellow drivers. This is one combo that epitomizes the famous phrase, "How Sweet It Is", and Movin' Out would like to applaud Brad Sweet and everyone that had a hand in turning this company truck into a real showstopper!

by Robert Conrad

"How Sweet It Is" was the popular catchphrase of comedian/actor Jackie Gleason during his long career. If Jackie had gotten to see our June Working Show Truck, he most certainly would have uttered

his famous line to describe just how awesome this 2007 Peterbilt 379 & 2016 MAC Pneumatic tanker combo is! The truck is owned by Kuhnle Bros. based in Newbury, OH and is driven by Brad Sweet.

Kuhnle Bros. was founded over



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