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"THE JOURNAL OF THE TRUCKING INDUSTRY"

The 3rd Annual Keystone Diesel Nationals Turned Up The Heat



A record number of 509 trucks filled the fields at "The Grove" for the 3rd Annual Keystone Diesel Nationals in July 2015. - photo by Robet Conrad - Turn to page 16 for story and photos.

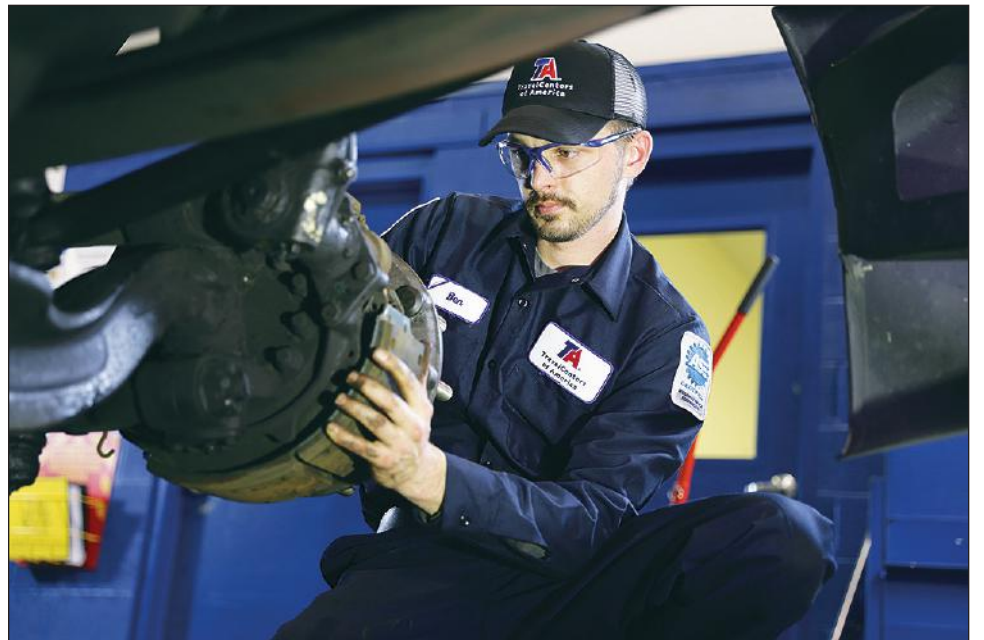
McCollister's Enclosed Auto Transport Fleet Continues To Grow



BURLINGTON, NJ... McCollister's Auto Transport Team has hit the ground running with their new Enclosed Auto Transport Division. The company has quickly established themselves as one of the premier specialists in domestic and international transportation for car enthusiasts. McCollister's hauls everything from classic and antique cars to exotic, car auctions, collectors, car shows, snowbirds and relocations. With steady continued growth, McCollister's has opportunities for Owner-Operators and Company drivers available in their Enclosed Auto Transport Fleet. McCollister's also has professional truck driving positions in other divisions including Special Commodities/Truckload, LTL Electronics, Climate Controlled,

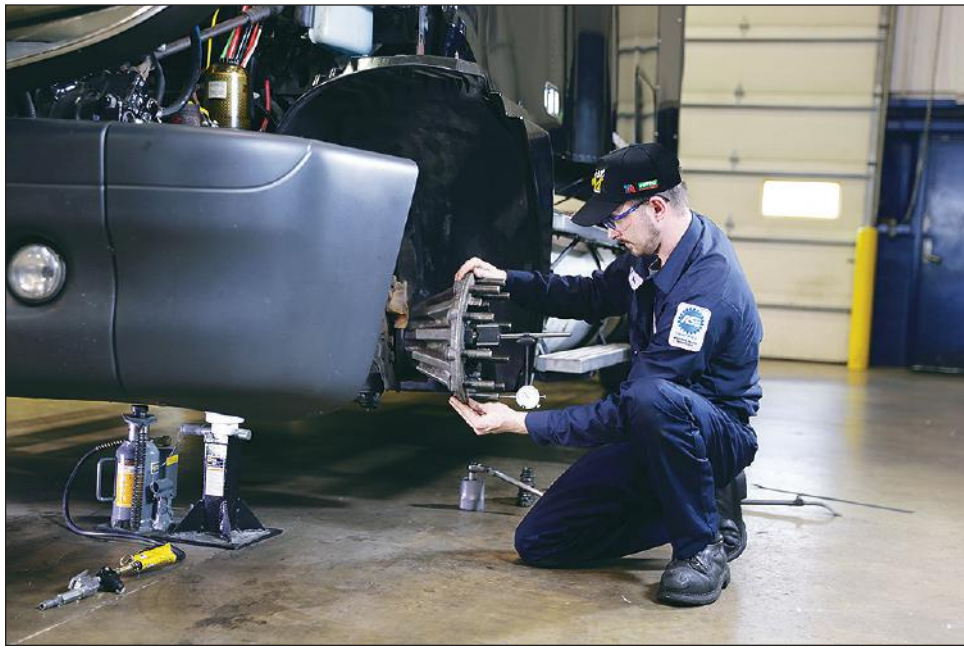
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Preventative Maintenance On Time. Every Time.



By Homer Hogg, Manager of Technical Development for TA and Petro — on time every time. Long ago, I learned the 1, 10, 100 rule. If a technician can detect a problem during a scheduled maintenance event, it will cost you \$1. Deferring the maintenance could cost you \$10. And if the problem leads to a breakdown while en route, it will cost you \$100. Remember 1-10-100 the next time you decide to visit the maintenance shop. continued on page 2

Preventative Maintenance On Time. Every Time.



continued from page 1

you can wait a bit longer than the recommended maintenance interval.

Below lists a few of the early warning signs that preventative maintenance can reveal.

The Brake System: While you may not see or feel anything off-kilter, a skilled technician knows that too much moisture in the wet tank indicates that the dryer is not performing properly and additional maintenance is required. Just detecting this problem can save thousands of dollars in the winter with freeze-ups. Additional costly problems will occur with brake valves, such as your foot valve and relay valves, leaking due to the moisture, and contamination damaging seals in

your brake valves.

The Electrical System: During your PM inspection you should have your technician inspect your batteries for loose or corroded connections, loose battery hold-down hardware, any battery that has a swollen case and be certain to check all ground connections. A trained technician can detect a potential problem and test the battery and cranking system before you wake up one morning and need to call for a jump-start, which normally turns into an expensive repair.

The Fuel System: Today's diesel engine has tight tolerances and high pressures in the fuel system. This places a premium on maintaining the quality of the fuel in your fuel system. A technician

should replace your fuel filter at the manufacturers' recommended intervals or when performance problems are noted.

Many fuels used in the market today have a fuel composition that is prone to growing microorganisms when water is present. You will notice these organisms by their black slimy appearance. These are actual living creatures that grow and multiply and wreak havoc in your fuel system. A good inspection includes looking for contamination of the fuel, treating it properly and keeping the fuel system operating smoothly.

The Wheel End System and Tires: A leaking wheel seal will not only cause your brake shoes to be oil soaked — requiring

them to be replaced — but could cause catastrophic bearing failure which could lead to your wheels separating from the vehicle in motion. No PM inspection would be complete without a comprehensive tire inspection of both the pressures and the tread condition and wear patterns. Most tire failures are due to a lack of air. A trained inspector can detect additional problems such as bearing, tie rod, ball joint, and suspension problems just by looking at the tires.

The power of discovering potential failures before they actually occur is undeniable. Take a little bit of time and invest a relatively small amount of money by sticking to the recommended maintenance schedule, or risk days of downtime and a big hit to your wallet by waiting too long.

Homer Hogg, Manager of Technical Development for TA and Petro, has worked as a truck technician for more than 30 years. He is ASE Master-certified, a Daimler Certified Trainer and a member of the Nashville Auto Diesel College Hall of Fame. Homer currently sits on the Board of Governors for ASE, multiple Tech School Advisory Councils and is an advocate in the industry for the professional development for technicians.

Homer Hogg's "Maintenance Matters" airs on the Dave Nemo Show (Road Dog Trucking, SiriusXM 146), 8 a.m. ET, the first and third Thursday of each month

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Off The Beaten Path

by Pam Pollock



Phil Got It Wrong!



*Little groundhog
down below,
Underneath the wintry snow.
Come on out and
tell us true...
Is Spring coming?
Is Winter through?*

Being from Western Pennsylvania, I put a lot of stock in what Punxsutawney Phil has to say every year on February 2nd. Yes, he is a furry little varmint, but he's been predicting when Spring will arrive since 1887 when he emerges from his burrow in Gobbler's Knob.

The Groundhog Day celebration is rooted in a Celtic tradition that says that if a hibernating animal casts a shadow on February 2, the Pagan holiday of Imbolc, winter will last another six weeks. If no shadow is seen, legend says spring will come early. This year Phil did not see his shadow and people were so excited and grabbing their shorts and flip flops and doing the Happy Dance in the streets.

I did not participate in the festivities because I conducted my own Groundhog shadow experiment with my two favorite little Groundhogs and they clearly saw their shadows. (Ok, so maybe Grandma's camera flash created that shadow.) Everyone scoffed at me when I released my prediction but I did not care. I left my winter coat hanging in the closet and my boots by the front door.

I admit it; this has been a very weird winter! It was 65° on Christmas Eve! We never really



received any snow until January and that blizzard that hit the Eastern part of the state and even Pittsburgh, only 40 miles to our South, never touched us.

Everyone was rounding up their kayaks and flower seeds and I just sat back and waited. I did not have to wait long because BAM! Old Man Winter rolled back into town a week and a half ago. The wind howled, the snow enveloped the ground and the temperature plummeted to -9°. And I sat back with a little smile on my face and said nothing. Ok, I lied. I gleefully ran around yelling, "I told you so. I told you so!" And then I grabbed my camera and rushed out to take photos of the glory of a pristine snowfall.

Sure, it warmed up again this past weekend and was in the 60's once more. But it's currently



26° and while there is not much snow on the ground, it's coming again, I tell ya. After all, my little groundhogs said there would be 6 more weeks of winter.

Hunter Peterbilt Named Peterbilt Medium Duty Dealer Of The Year



Pictured from left to right, Peyton Harrell, Director of Dealer Network Development; Hunter Peterbilt Dealer Principals David Hunter, Bill Hunter, Nancy Mycka and Jeffrey Hunter; and Robert Woodall, Peterbilt Assistant General Manager of Sales and Marketing.

DENTON, TX... Hunter Peterbilt—which operates 17 dealerships in five states—was named the 2015 Peterbilt Medium Duty Dealer of the Year. Hunter Peterbilt, headquartered in Butler, Penn., grew their year-over-year medium-duty sales and market share by more than 10 percent.

"Hunter Peterbilt is aggressive and innovative in its medium-duty strategies, achieving outstanding results in supporting the full lineup of Peterbilt's Class 5-7 conventional

and cabover models," said Darrin Siver, Peterbilt General Manager and PACCAR Vice President. "They have a knowledgeable, professional and dedicated medium-duty sales team that provides customers with unique solutions and exceptional support."

Peterbilt presented the award to Hunter Peterbilt President and Dealer Principal Jeffrey Hunter and Executive Vice Presidents Bill Hunter, David Hunter and Nancy Mycka during its annual Dealer

Meeting in San Diego. "This is a great honor for the entire Hunter Peterbilt team and we are proud to be recognized for our hard work and dedication in serving the full range of our customers' needs, including our valued customers that operate medium-duty vehicles," said Jeffrey Hunter. "In addition to sales and service, we have a strong PacLease fleet of medium-duty trucks to provide our customers with additional solutions to meet their business requirements."

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High Performance Diesels with Bruce Mallinson

"DON'T GIVE UP THE SHIP"

We have all heard this saying, and this past fall, I had the opportunity to tour the Naval Academy in Annapolis, MD. In one of the buildings, those five words are written using 3-foot-tall letters. In the trucking industry, our ships are our trucks. Many times, we want to give up on these newer trucks because of EGR-DPF and DEF. We know these systems are problematic and the failure rate is ridiculous. The engineering staff at Pittsburgh Power was recently given a challenge and that was to find a way to improve on the response, power, drivability, and emissions on the

2010 and newer ISX Cummins engine equipped with EGR-DPF and DEF. They took the challenge and not only succeeded, but also did one better: they came up with a maintenance program for the emissions systems on the Cummins and Detroit engines that just may very well eliminate most of the related problems. Time will tell on this one, and it won't take long. We'll know by the time summer rolls around if many of the problems decrease with the EGR-DPF-DEF systems on today's trucks. Remember, "Don't Give Up the Ship". My belief is that we stay with the variable geometry turbochargers and develop better means of combustion along with

air and exhaust flow. The trailer is 65% or more of the drag and a great loss of fuel mileage, going from a 96" wide van trailer to a 102" wide decreased fuel mileage by 1/2 mpg. The trucking industry has a bad habit of increasing the size of the trailer to satisfy the shipper with no regards to fuel mileage and never an increase in freight rates to haul more. That has always amazed me how we are expected to continually do MORE work for LESS money. The next time you visit with your lawyer, dentist, accountant, doctor, or anyone else who calls themselves a "Professional", see if they will do more work for less pay. Have you ever gotten a warranty out of

these so-called "Professionals"? I recently had skin cancer removed from my hand. The doctor didn't take enough out the first time, so I had to go back. I was in the doctor's room for 6 minutes, the charge was \$200.00, and the health insurance company refused to pay because it was the second time for the same spot. As a result, I had to pay the bill. There is NO WARRANTY with these people!! How many times can a dentist repair the same tooth and continue to charge you for it?? There is no warranty with "Professionals". I have been in the trucking industry for 48 years and I feel we are all professionals, so why do we continue to do more work for less money? 48 years ago, the van trailers were 38 and 40 feet long and 96 inches wide. Flatbeds were 40 feet long, and we got along just fine. Whose bright idea was it to make the trailers wider, longer, harder on fuel, pollute more and charge less to pull them? I've always been told, "We have to give the shippers what they want!" Well, if you want more you must pay more! Anyway, that is my complaint for the month that has been festering for years.

Back to the trailers, I have contacted an engineering company that is trying to get to 9 miles per gallon from a tractor-trailer with the use of aerodynamics. That is not good enough. We have many trucks that do hit 9 or more miles per gallon, however, the realistic average is 8 to 8.3. In order to consistently achieve 9 or more miles per gallon is very difficult, the wind and weather play a huge

factor along with the drag of the trailer. We at Pittsburgh Power have many ideas of how to improve the aerodynamics of the trailer however it takes money to implement the ideas. Everything we have developed for improvement of the tractor over the past 39 years has come from within, I think it's time a government funded organization or a large company that owns many trailers steps to the plate and works with us. Wal-Mart came out with a concept truck a few years ago, the goal was to get 14 miles per gallon, where is it? The problem with large organizations or companies is committees, people that have trouble making decisions, and commitments can hide in committees and the answer is "We need more Testing". Let's build it and allow a few great owner-operators test it, we'll know within 2 weeks if we have something.

Those of you reading this article that work for the government, and I know you read these, or a large company such as Wal-Mart or a large trucking company, let's get together and build the ultimate tractor trailer combination. We'll work together to increase fuel mileage and decrease pollution; and you will be amazed as to what we can do in 4 to 6 months. Great ideas and products come from people with a gifted mind, those of us who have a mind that never sleeps, right now it's 3:30 am Sunday morning, Super Bowl Sunday, February 07, 2016, and I'm pounding on the keys of the computer. If fact, most of my articles are written around this

time, my mind will only sleep 4 hours at a time, I sleep best in a two-part day, so the 14-hour rule that you owner-operators have to live by would not work for me. Thomas Edison had the same problem. His saying was "A man should be able to work when he is awake, and sleep when he is tired". Isn't it amazing that the greatest inventor the world has ever had would not be able to work as a truck driver because of the current logbook rules!?!?

Let's build some great tractor-trailer combinations and save our planet's precious fuel!
Written by: Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, PA 16056. Phone 724-360-4080. Website: www.pittsburghpower.com

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SLC Lighting: The Lighting Basics: "Incandescent or LED?" Part 2: Issues

By Warren Lantz

Last month, we discussed three benefits of both incandescent and LED lights. Today, we finish answering the question: "Incandescent or LED?" There is no perfect product, so here are three real issues you will encounter with each solution.

Incandescent Lights

1. Power-hungry. Incandescent lights draw a lot of power, limiting the number of things inside the truck that you can run. Newer trucks especially suffer from this because more is controlled by the truck board.

2. Short lifespan. By design, incandescent lights have more points of failure than LEDs. You have the filament breaking, the glass bulb shattering, the bulb socket corroding, and the extra heat diminishing electrical lifespan. All these factors add up to a shorter potential life of the unit.

3. Headlights seem dim. It is a well-known fact that if oncoming lights are brighter than your own headlights, you will not be able to see your lane for a brief period of time. This inconvenience is becoming a cemented experience because manufacturers are embracing brighter headlight options as the future.

LED Lights

1. Lens gets cold. Because LED lights have extreme power efficiency, they do not produce adequate heat on the lens in order to melt snow and ice under winter conditions. This is the biggest complaint for drivers in the Northern United States and especially up into Canada.

2. Expensive. Across the board, LEDs cost multiple times more than incandescent lights. If you are one to go overboard on your lighting system for shows, it will

cost you a pretty penny.

3. Replacement. Nothing lasts forever. When an LED unit dies, the entire unit needs replaced. Finding a unit that matches your truck is difficult, not to mention finding a LED headlight bulb in a pinch. We suggest either stocking up on replacements when you upgrade or purchasing a standard pattern that is easy to find.

No matter if you choose incandescent or LED for your truck, we carry both options. Visit our website www.slclighting.com or you can give us a call at 800-938-0120. Online, use the code MOVINOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount.

Next month, we will discuss reasons why replacement lights can be difficult to find.

Understanding Oil Contaminants



By Tom Bock

March is a great month for truckers. There is the first day of spring signaling the end of the long cold winter and The Mid-American Truck Show in Louisville 3/31 to 4/2. This yearly event showcases products and provides free seminars to help answer the eternal question; "How can I improve my bottom line?"

Over the years I have learned that there are two ways to improve profits by either increasing revenues at a rate greater than expenses or reducing expenses without losing revenues. You can control the revenue somewhat but ultimately the rates customers are willing to pay are a function of supply and demand. The carrier who can control the expense side of the equation has an advantage and can move loads for a lower rate when necessary.

The successful carriers understand that they can control the cost side and improve profits as well as allowing them to function and thrive during the lesser demand periods when rates drop. There are many seminars available that focus on improving the business side of being an owner operator from bookkeeping, to negotiation and maintenance expense control,

schedule your time to attend one. It will help you head in a positive direction.

Cutting expenses wisely will add directly to your bottom line. The expenses that offer the greatest return are fuel and maintenance, as they can be improved by utilizing some of the tools and studies that are readily available.

To lower fuel expenses driving at slower speeds will increase fuel mileage, as well as equipping the tractor and trailer with low rolling resistance tires and installing products that reduce wind resistance. Also ensuring your engine is maximizing the mileage by proper timing and fuel injection to produce a strong clean burn. Soot is unburned fuel that increases cost and reduces mpg.

Lowering maintenance expenses with preventive programs and utilizing the products and tools available that are designed to improve engine performance and increase longevity places you in control of the expenses. One of the best tools is oil sampling and keeping oil clean at all times instead of riding the normal oil quality roller coaster that continually replaces contaminated oil with new oil only to have the contamination cycle start all over again.

Oil sampling not only verifies the quality of the oil but identifies any wear metals or contaminants that indicate the engine is not functioning properly and if the defects are not corrected quickly it is likely that a costly component failure is inevitable. Sampling creates a historical record that if properly reviewed and acted upon will save

\$\$\$\$\$ in the long run and lower the overall maintenance expenses.

Products that remove contaminants from the lubricating oil as part of a maintenance program that includes oil sampling will ensure that oil expenses and engine wear will be under control resulting in lower overall expenses, improving profits and increasing engine longevity.

Take the time to research what products are available, compare initial cost of products, cost of filters, sample kits on a yearly basis etc. to find out which system will work best for your operation. A good place to start is at a Truck Show where the products will all be on display and personnel available to answer your questions. The Mid America Truck Show, March 31 to April 2nd, at The Kentucky Exposition Center Louisville KY is a great place to start. The show has everything you will ever need to run a successful operation and is well worth your time to attend.

I will be at the OPS- Oil Purification booth# 68216 throughout the show. Stop by and I will gladly help you to use your time at the show wisely.

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Daimler Trucks North America Announces Parts Distribution Center

PORTLAND, OR... Daimler Trucks North America (DTNA), through its associated brands Freightliner, Western Star, Detroit, Thomas Built Buses, Freightliner Custom Chassis and Alliance Truck Parts, has announced the opening of a new parts distribution center (PDC) in Dallas, Texas. This new facility is a major step in a multifaceted plan to improve parts availability and meet customer expectations of uptime. The 275,000 square foot facility is a critical strategic component that will allow customers to receive stock and mission critical parts in record time.

"We are excited about this new PDC, which is much more than just a building. It's part of our strategy to get closer to our customers," said Jay Johnson, general manager

of supply chain, Daimler Trucks North America. "DTNA is focused on continuous improvement and innovation."

Daimler has purposefully designed and incorporated a number of services and delivery strategies that will facilitate unmatched customer experience. The goal is to set the benchmark for parts availability.

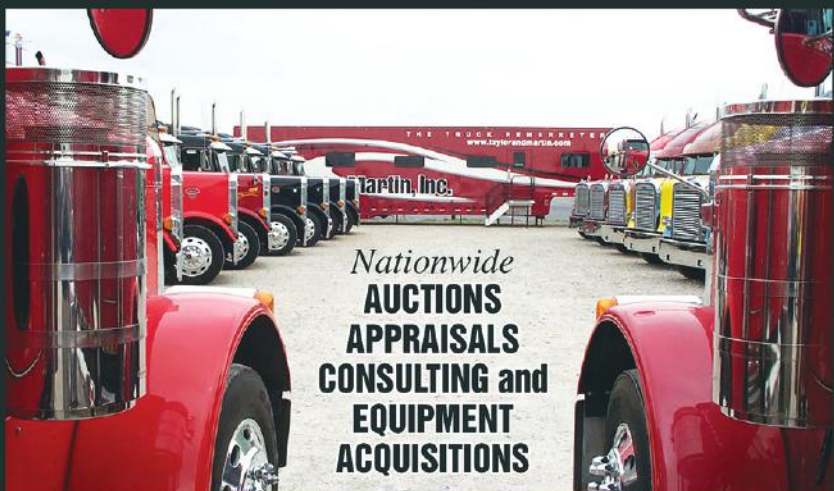
The impact of the Dallas PDC and supply chain strategy is already showing results.

"The new Dallas PDC and supporting supply chain initiatives have dramatically improved our ability to service our customers. The speed with which we receive parts has improved front counter customer satisfaction due to improved fill rates. Technician mo-

rale and efficiency has improved, as well," said Dan Stevens, chief operations officer and partner of Lonestar Truck Group.

Having the right part at the right time is paramount when servicing a truck customer. Of equal importance is operational efficiency. The ability to streamline supply chain activities has added incremental operational efficiencies to DTNA network locations and enhanced the customer service experience.

This new PDC is part of a significant investment in the DTNA supply chain. All PDC locations are a part of a network of services available to all customers of DTNA brands including Freightliner, Western Star, Detroit, Thomas Built Buses, Freightliner Custom Chassis and Alliance Truck Parts.



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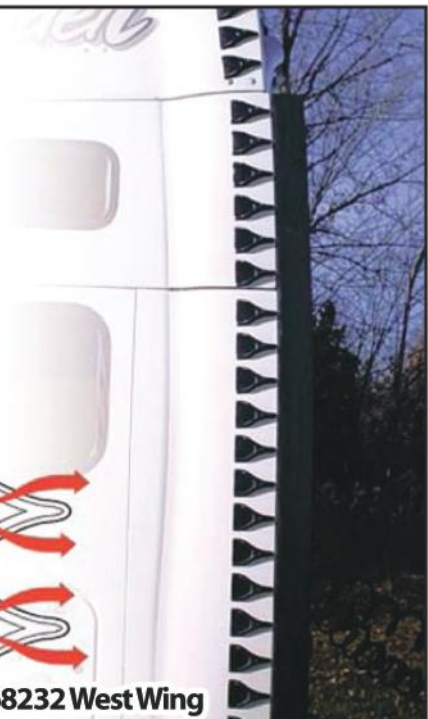
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K & L Trailer Sales Chooses Trailstar For Durability



By Steve Pollock

KNOXVILLE, TN... K&L Trailer Sales and Leasing, Inc. of Knoxville, Tennessee has many coal haulers for customers. That is why they recommend Trailstar Trailers for durability and workmanship.

Outside Sales Manager Ken Fellhoelter states, "Trailstar is our biggest seller by far. We can't keep a used Trailstar on our lot. They are built to last."

K&L sells a lot of frameless dumps to their customers for hauling coal and agricultural commodities, nearly all of which are custom spec'd. Most of the trailers haul 10-15 loads per day, so the folks at K&L usually specs 8" centers

on the cross members and a 3/8" floor to stand up to severe duty use. Many trailers that are 10-15 years old still have a floor as flat as the day they were new.

Ken notes, "When we sell a customer a Trailstar trailer, they become a Trailstar customer for life. We like the fact that Trailstar will build a trailer to exact specifications for our customers."

Marvin Fellhoelter, who had worked for Fruehauf Corp for 30 years, founded K&L Trailer Sales and Leasing, Inc. in 1996. Marvin remains active in the company. His son Kris is President and his other son Ken is Outside Sales Manager. K&L is located at 7828 Rutledge

Pike in Knoxville, Tennessee.

K&L has over 600 new and used trailers in stock, just about everything but car haulers. The company also has over 800 trailers in their rental and leasing fleet. For their customers' convenience, K&L uses 20-25 separate financing services. The company has a 9 bay full service shop with trained, experienced technicians, offering service for all makes of trailers. K&L has a full stocked parts department as well. The company serves customers from the Mississippi River to the East Coast. K&L Trailer Sales and Leasing, Inc. can be reached at 888-672-2069. Their website is www.kandltrailer.com.

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Frankenstein Series 60 Engine

One could make an argument that the 12.7 Series 60 engine is the most sought after engine in our industry right now. This engine has a reputation for having the best fuel mileage in the industry and the 12.7 has been the preferred engine for most glider kits since 2008. As demand for the 12.7 goes up, supply goes down and techs are forced to salvage 12.7 parts from the dwindling supply of blocks, heads, camshafts, injectors, and of course ECMs.

It's true that nearly all 12.7 parts are interchangeable but that doesn't make them compatible. The Series 60 engine and its parts have evolved since 1988. Most techs know that a 12.7 can have DDEC II, DDEC III, and DDEC IV controls but most don't realize that the 12.7 can also have 12 different camshafts. This is why you need to know your engine model/option. For practical purposes this boils down to knowing your build date and knowing what two letters are

in your engine model number. If you look on your valve cover you should see a tag that has the model number listed. It will say something like, "Model 6067PK60". All you really need to know is "PK". In this example the P stands for premium and the K indicates a DDEC IV. Any used parts you get for your engine should be from an engine that has the same two letters yours does. Most techs call an engine with a mix of parts from different model numbers a "Frankenstein engine". Not all combinations have obvious problems but some combinations do. When you first turn the key and look up at the stacks and wonder if that white smoke is going to clear. Sometimes it does and sometimes it doesn't and you start hating yourself. I'd know. I've learned this lesson the hard way. Lately I've been getting calls from techs that have also recently learned this lesson. When you mix these parts you are essentially making a new engine. A new engine needs a new ECM

program. Sometimes I can help. Sometimes I can't. I recently got a call from a customer who rebuilt a 1992 GU DDEC II and used a DDEC III crankshaft tone ring with 36 points of timing reference instead of the old DDEC II tone ring with only 6 points of timing reference because he wanted to upgrade to a 1997 DDEC III control system. It's a clever idea but that also put him in no man's land as far as an ECM program. The engine would start but didn't have enough power to get above 800 rpm out of gear. The DDEC II to DDEC IV conversion kit from Detroit doesn't work for DDEC IIIs. Well, I made him a special program for his DDEC III to run his Frankenstein engine, a DDEC III program with DDEC III sensors and tone ring that runs with DDEC II pistons and a DDEC II camshaft.

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



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Mercer Transportation Introduces New "Mercer Mentor Program"



Being an Owner Operator can be tough and sometimes frustrating. In an effort to assist their Owner Operators, Mercer Transportation is introducing the Mercer Mentor Program. Through this program,

new contractors have 24/7 access to Mercer Owner Operators who have volunteered to become a Mercer Mentor.

"We are very excited about the new Mercer Mentor Program and feel like it will be a huge benefit to our Owner Operators," said Gerald Garrison, Mercer Contractor Relations Team Leader. "The program was created after receiving feedback from our drivers about the Mercer experience and what we could do to make driving for Mercer even better."

Thirteen current Mercer Owner Operators have been selected to become Mercer Mentors in the pilot program. These drivers were selected based on their success at Mercer and their willingness to

work with other drivers. A Mentor Summit was held in October to bring this group together and

will help them improve their profitability," Garrison said. "Trucking is a tough business and we want our

drivers to understand that Mercer and the Mercer Mentors are behind them every mile they drive."



discuss the challenges faced by Mercer drivers and how they could use their expertise to assist them.

Among the group of Mentors are drivers that have become experts in different aspects of trucking and running their business profitably. From assistance with mechanical issues to financial and budgetary questions, the Mercer Mentors are ready to lend their assistance.

From all indications the pilot program is already proving successful. Brad Book leased on with Mercer in October 2015 and is very happy with the help he has received from the Mercer Mentors. "I hadn't been leased to a company before and for the past six years had my own authority," said Brad. "Having the ability to talk with another driver who was willing to help me learn the ropes has been awesome. I was pretty skeptical when I first started here but am quickly finding out that all the great things I heard about Mercer were true."

"We want to give our Owner Operators the tools that will not only make them successful at Mercer but

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Freightliner Trucks Announces 2016 "Hardest Working Cities"

PORTLAND, OR... Following the successful launch of the *Freightliner Trucks Hardest Working Cities* recognition program, Freightliner announced four new cities will be recognized with the award in 2016. The award winners for this year will be: New York City, Charlotte, Edmonton, and Seattle-Tacoma. Freightliner launched this initiative to honor cities spearheading community growth and innovation. The program came after an

economic data review revealed a compelling relationship between the purchase of severe duty trucks and thriving economies.

Since the launch of the program, six cities have been awarded the *Hardest Working Cities* title: Dallas, Indianapolis, Los Angeles, Nashville, Salt Lake City, and Toronto. As part of the recognition, Freightliner Trucks hosted a celebration where elected officials and business leaders accepted the award in each winning city

Additionally, Freightliner identified city work sites and coordinated surprise gift and food deliveries to thank workers for their contributions. Work sites included major road construction projects, public works garages, refuse facilities and more. To date, Freightliner Trucks has visited 12 work sites and thanked about 800 workers across six cities.

To find the *Freightliner Trucks Hardest Working Cities*, approximately 400 metropolitan census

areas in the United States and Canada in 11 different data categories were reviewed. The data categories ranged from impact on overall gross domestic product to growth in employment to the number of jobs in key industry sectors including construction, manufacturing and logistics.

To learn more about *Freightliner Trucks Hardest Working Cities*, visit HardestWorkingCities.com

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A Monkey's View Of Evolution Theory

We have two theories about the origin of man.

We have the evolution theory and we have the Biblical theory. The sincere and genuine stays with the Bible. The evolution theory is only a theory and only a thought.

Let's look at the evolution and the monkey's viewpoint. Three monkeys sat in a coconut tree discussing things as they're said to be. One said to the other, "Now listen, you two. There's a certain rumor that can't be true, that man descended from our noble race. The very idea! It's a dire disgrace."

"No monkey ever deserted his wife, starved her baby and ruined her life. And you've never known of a mother monkey to leave her baby with others to bunk or pass them on from one to another until they hardly know who is their mother."

"And another thing, you will never see a monkey build a fence around a coconut tree and let the coconuts go to waste, forbidding all other monkeys to a taste. Why if I put a fence around this tree starvation would force you to steal from me."

"Another thing a monkey won't do is go out at night and get on a stew or use a gun, club or knife to take some other monkey's life. Yes, man descended, but brother he didn't descend from us."

Man is God's creation. He lives on a high plane. The last art of God's creation is mankind. He made man in order to live within his heart. Mankind's body is the tabernacle of the Holy Spirit.

Presidential Notes - Mr. President

By Mike McGough

On the afternoon of April 30, 1789, George Washington became the first president of the United States. Everyone on hand at Federal Hall in Lower Manhattan congratulated him, but no one knew what to call him. Clearly there was no past precedence, and the Constitution did not provide for a presidential title. After much debate that focused on many suggestions, Washington settled on the simple title, "Mr. President." This unpretentious yet distinguished moniker, is one of many enduring contributions Washington made to the American presidency.

Although the presidents have shared the title "Mr. President," and several have shared surnames, their given names have been as unique as the men who have held the office.

Adding to this uniqueness is the fact that several presidents changed their given names.

The first president to make a name change was President Grant. He changed his name from Hiram Ulysses Grant to Ulysses Simpson Grant. President Grover Cleveland dropped his given first name, Stephen. Thomas Woodrow Wilson dropped the name Thomas, and Calvin Coolidge dropped his given first name, John. President Eisenhower inverted his given first and middle name to become Dwight David Eisenhower.

As a result of a divorce and a fatal car accident, two presidents made changes to their names. The 38th president was born Leslie Lynch King, Jr., in 1913. His mother divorced his father shortly after the future president was born, and she

remarried in 1916. Leslie's name was informally changed to Gerald Rudolph Ford, Jr. shortly after his mother's second marriage. She married Gerald Rudolph Ford, Sr. The younger Ford formally changed his name in 1935 when he was 22.

William Jefferson Blythe, Jr. died as a result of a car accident in 1946, months before his son William Jefferson Blythe, III was born. Young William's mother married Roger Clinton in 1950. In time William changed his name to William Jefferson Clinton.

The most common presidential first name is James (Madison, Monroe, Polk, Buchanan, Garfield and Carter) with a total of six. John (Adams, Quincy Adams, Tyler, and Kennedy) and William (Henry Harrison, McKinley, Taft and Clinton) each have four. George is third with three (Washington and both of the Bushes).

Harry Truman was the only president with a middle initial, but no middle name. John Quincy Adams was the first president to have a middle name, and George Herbert

Walker Bush is the only president to have four names. Presidents with the longest last names were Washington and Eisenhower, both had 10 letters.

Fleet Tire of Knoxville offers tires, retreads and service

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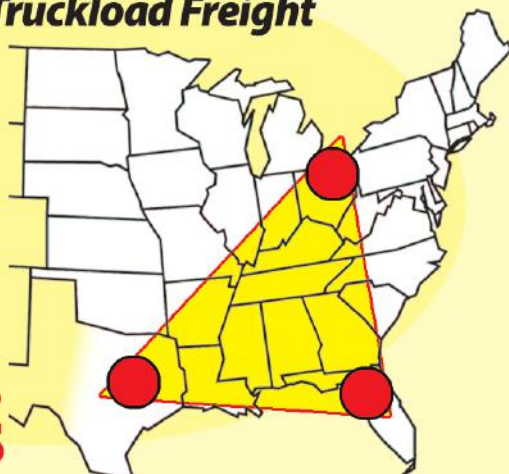
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The 3rd Annual Keystone Diesel Nationals Turned Up The Heat



The show's charity in 2015 was, once again, Help The Fight.Org. They are a breast cancer awareness charity that helps victims battle this deadly disease. Ron & Rebecca Yoder, from Elite Service out of Denver, PA had a barbeque next to their trucks in order to raise money for the Help The Fight charity. Rebecca's mom is a breast cancer survivor and they had Ron's breast cancer awareness Peterbilt on display at the show. At day's end, Ron & Rebecca presented the Help The Fight representatives with a check for \$822.00! Hats go off to Elite Service for their fine work! Drivers from the show & shine got to take a lap down the dragstrip in the parade of trucks just before the awards ceremony. The trophy presentation ended a fun-filled day at "The Grove", and while not everyone could win a trophy, all of the trucks at the show were deserving of one. If you missed the 2015 Keystone Diesel Nationals, make plans to attend the 2016 show for an action-packed day of diesel excitement. Check the Movin' Out Calendar of Events, go to www.MapleGroveRaceway.com (or call them @ 610-856-9200), or check out the show's Facebook page for details on what should be another hot show in 2016!

By Robert Conrad

It was a day of diesel-powered excitement on July 25, 2015 as the big rigs took over Maple Grove Raceway for the 3rd Annual Keystone Diesel Nationals. The "World's Fastest Dragstrip", located in Mohnton, PA hosted the 2015 edition of what's becoming one of the biggest truck shows in the country.

A record number of 509 trucks filled the fields at "The Grove", as truckers came out to compete for trophies in the show & shine competition and show off their racing skills in the diesel truck drag racing. Show organizers Randy

Kaylor, Randy Brown, John Dorff, and the entire Keystone Diesel Nationals staff put on quite a show for all of the spectators who came out to see some of the coolest semi trucks in the country!

If an action-packed day was what you were looking for, the 3rd Annual Keystone Diesel Nationals was the place to be on July 25th! A steady line of combos and bobtails rolled into "The Grove" all morning and into the early afternoon. The fans got to see some great looking trucks in the show & shine and the action really picked up once the diesel drag racing began. With

elimination runs for big rigs as well as diesel pickups, the dragstrip provided the fans with some great racing all day long. Spectators were also treated to a couple of runs from the jet-powered dragster that shook the stands when it went down the track!

Fans got to see several monster trucks at this year's show as well. While many took a monster truck ride, others just wanted to see the car crushing destruction that goes along with these pickups on steroids. Mechanical problems cut the exhibition short but fans still got their money's worth. The ven-

dor area was busy all day long with everything from truckin' t-shirts to brand new over-the-road rigs. The show's main sponsor, Denver Truck Painting had an impressive display of their custom work, including their miniature 1/2-scale Peterbilt. Show organizer and promoter Randy Kaylor had his dirt track race car on display. Randy owns Pro-Fab Associates, based in Manheim, PA, and he builds and customizes a variety of trucks in his shop. Pro-Fab's showstopping custom Peterbilt was on display and had people looking at the custom work done on it all day long.

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International Truck Launches Hx™ Series – Now Available At Cerni Motor Sales, Inc.



International Truck recently launched the International® HX™ Series, a new line of Class 8 premium vocational trucks designed to deliver the strength and endurance required for the severe service industry. This is the first all-new vehicle introduced by International Truck since 2010.

“The launch of the HX Series is an opportunity for International to recapture a leading position in the vocational market – a segment we previously led,” said Troy Clarke, President and CEO, Navistar, Inc. “The launch of the HX Series underscores our commitment to innovation, our dedication to uptime and our position as a leader within the industry.”

The new truck series, unveiled today at the World of Concrete trade show, will replace the International® PayStar® model.

“The design of our new HX Series is based on in-depth discussions with leading users of severe service applications,” said Bill Kozek, president, Truck and Parts, Navistar, Inc. “Each of the four models in the series has been engineered to deliver unmatched performance for the most punishing jobs, while making operators more productive.”

International is taking orders for this vehicle immediately. The first vehicles will be delivered this spring.

HX Series Addresses Full Range of Applications

Four HX Series models will be offered, with both set-forward and set-back front axle models in either short or long hood, depending on

the application. Three models were unveiled at World of Concrete:

•The HX515 is a 115” BBC Set-forward Axle Straight Truck with primary vocations including concrete mixer, construction dump, refuse/roll-off and crane.

•The HX615 is a 115” BBC Set-back Axle Truck or Tractor with primary vocations including construction dump, concrete mixer, platform stake/crane and refuse/roll-off.

•The HX620 is a 120” BBC Set-forward Axle Truck or Tractor with primary vocations including heavy haul tractor, construction dump and platform stake/crane.

The fourth model, the HX520, is a 120” BBC Set-forward Axle Truck or Tractor with primary vocations including heavy haul tractor, construction dump and platform stake/crane. It will be formally unveiled at Truck World in Toronto in April.

The HX515 and the HX615 models are powered by Navistar® N13 engines, while the HX520 and HX620 models offer the Cummins® ISX15 engine.

Each model in the HX Series delivers on four key principles of design: maximum strength and durability, driver productivity, bold styling and superior uptime.

“The HX Series combines aggressive styling, unstoppable capability and driver-centric features to appeal to vocational truck owners in a whole new way,” said Denny Mooney, senior vice president, Global Product Development, Navistar, Inc. “All you need to do is get behind the wheel of this truck

and you will see that this is a major step forward in design, all with the driver in mind.”

Specifics of the HX Series include:

Strength and Durability

•Each model has a huck-bolted frame and cross members, which produce superior clamping force to minimize vibration and maximize structural integrity.

•An available industry-leading 12.5” x .5” single rail delivers 3.5 million RBM at 13% less weight than a 10” rail, allowing room for a heavier load.

•The industry’s only dedicated vocational aluminum cab offers better durability than steel.

•The three-piece Metton hood is stronger and lighter than fiberglass and is designed to resist cracking.

•Doors feature stainless steel piano hinges for superior strength.

•The industry’s strongest tow pin is rated at 150,000 PSI for extreme recovery towing.

Driver Productivity

•The maneuverability and visibility of each truck in the HX Series is best-in-class.

•A 40-degree wheel cut on both right and left turns allows for improved maneuverability, while angled fenders provide greater wheel clearance to help power through challenging grounds.

•The hood’s low angle makes for the industry’s best front forward visibility, and the larger rear window compared to the company’s prior model allows for superior rear visibility.

•The HX Series is equipped with the all-new DriverFirst™ Cab Air Suspension, designed with 52” springs to produce a supremely

comfortable and quiet ride reducing driver stress and improving productivity.

•For faster and more convenient access, the HX Series hood has an assist mechanism requiring little effort to open.

Bold and Aggressive Styling

•Hoods and grilles across the entire lineup are designed to look great and stand out on the road and at the worksite.

•Customers will have options for

bright finishes.

•The interior was ergonomically designed to offer more room for driver comfort and productivity.

•The contoured door handles add hip room and storage space.

•The central console is angled for easy reach to controls.

•There is easy access to cup holders and the overhead console.

•The standard tilt/telescoping steering column adjusts to accommodate any size driver.

•Gauges are designed and positioned to deliver optimal visibility and vital information at a glance.

•LED lighting is standard throughout, as are air conditioning, power windows and power locks.

Industry-leading Uptime

•Consistent with the International mission, the HX Series has been tested and validated to provide industry-leading uptime, with the sort of durability and endurance

that customers demand.

•At the Navistar Proving Grounds in Indiana, the HX Series was subjected to accelerated life testing, which simulates 10 years of wear and tear and vibration in extreme duty cycles.

•Vehicles underwent staggered bumps testing, which generated torsional twist in the chassis, to ensure suspension components were stabilized and equalized.

•Each model was also subjected to severe duty ditch event, in which a fully loaded vehicle is run through four ditch events that are 12” in depth.

The International® HX™ Series premium vocational trucks can be ordered at the Mahoning Valley’s International Truck Dealer, Cerni Motor Sales, Inc., located at Route 46 and I-80 Exit 223, (5751 Cerni Place) in Youngstown, Ohio. Cerni Motor Sales, Inc. can be reached at 330-652-9917 or 888-252-9136.

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Holland Regional Delivers Free Water Shipments to Flint



Recently some Holland Regional truck drivers worked with concerned Kansas City citizens to get donated water to Flint, Michigan.

The drivers work for Holland at the company's Kansas City terminal. They were recently approached by a Kansas City charity looking to provide help for Flint citizens dealing with the polluted water catastrophe. The group had collected two trailer loads of bottled water but needed a way to get it to Flint. Working with terminal management, the drivers got the load out for free.

The first shipment of water arrived in Flint, on a Holland truck,

after a brief stop at the nearby Birch Run, Michigan terminal. It was unloaded in Flint on Friday, Jan 29 at Ebenezer Ministries' donation center. In total, the first shipment included 19 skids of water equaling 43,000 pounds, an estimated 48,000 bottles of water. Flint residents will use that water for everything from drinking to washing dishes.

Holland employees from the Birch Run facility not only delivered the water to Flint; they also boarded the church bus to help distribute it after unloading.

Three shipments have come in total so far. Holland also delivered 10 skids of water from Indianapolis.

So, in 3 days Holland delivered 99,233 pounds of water--over 100,000 bottles of water donated by the employees of Allegion in Indianapolis and Janice Wit/Premium Waters in Kansas City.

Keith Soyza, Birch Run Terminal Mgr. says, "Holland is a company founded in Michigan with five service centers located in the state. This crisis is right in our backyard. We all felt we needed to help out in any way possible. What better way than delivering water to the people. After all, delivering the freight is what we do."

Kansas City water donator Janice Wit said, "Good people standing to-

gether to make our world better for all of us--that's what it's all about. I can't speak highly enough about Holland. They were so amazing. Their hearts were so big."

Peterbilt Installs Its First Production Paccar Mx-11 Engine

DENTON, TX... Peterbilt's first lightweight, fuel efficient PAC-CAR MX-11 engine was installed recently in the company's newest vocational truck, the Model 567 in a set-forward front axle configuration. The historic truck-and-engine combination was presented to Knife River, who drove it off the assembly line at Peterbilt's Denton, Texas manufacturing facility.

The truck will be used in Knife River's mixer operations throughout the Northwest U.S.

Knife River was founded in 1917 and is based in Bismarck, N.D. They are a full-service civil and residential contractor operating in 19 states. In addition to its contracting services, Knife River is one of the U.S.'s largest aggregate producers and supplies high-quality asphalt, ready-mix concrete and other construction materials.

The Model 567 SFFA they were presented today is one of 200 Peterbilt trucks the company has ordered.

The 10.8-liter PACCAR MX-11 engine became available for order through Peterbilt dealerships in November and production began this week. It has an output of up to 430 horsepower and 1,550 lb.-ft. of torque.

The PACCAR MX-11 engine has six inline cylinders and a double overhead camshaft design. PAC-CAR MX engines are the only commercial diesel engines to use Compacted Graphite Iron (CGI) in both the engine block and cylinder head. CGI is approximately 20 percent lighter and 75 percent stronger than traditional gray iron. The PAC-CAR MX-11 engine is designed to achieve an industry-leading B10 life of one million miles. It also utilizes a common rail fuel system with injection pressures of 2,500 bar to optimize combustion for low fuel consumption and noise levels.

Peterbilt's Model 567 SFFA lets customers maximize payloads while helping meet state and federal bridge law requirements with a chassis that optimizes weight distribution. It is the industry's newest heavy-duty vocational truck and features modern, distinctive styling.

It is available in both 115- and 121-inch BBC lengths. The 115-inch BBC has a bumper to front axle distance of 29 inches and the 121-inch BBC has a bumper to front axle distance of 31 inches. Peterbilt also offers the Model 567 in a set-back front axle configuration, also available in a 115- or 121-inch BBC length.

For more information about Peterbilt, visit www.peterbilt.com.


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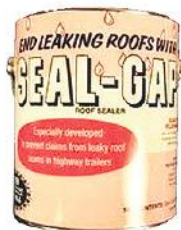
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Here's an example of how some of our drivers feel about our company...

Carl Morgan: "I've been here for over 20 years. It's been a good, decent company to work for. Always had decent people."

Donnie Stapleton: "Great atmosphere. They work with you. I don't think you can beat this company."

Verdane 'Monty' Monticue: "Family-type people in the office. You're not a number, you're a name."

Roger Crossan: "Everybody you work with has a friendly disposition and the treat you like family."

Karl Sipple: "I have worked with

Mawson and Mawson for the past two years, and can honestly say that I've found a home."

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Our equipment is some of the finest the industry has to offer, and our late model air ride Freightliner Evolution tractors are equipped with Ultra Shift Plus automated transmissions, PrePass, EZPass, and GPS. We also have Reitnouer® trailers with side kits available for rent.

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Industry News Briefs

Courtesy of PMTA



For more information on PMTA (Pennsylvania Motor Truck Association), go to www.pmta.org

Economic Outlook Shows Continued Slow Growth in 2016

The economy is expected to continue to expand at a pace slightly above trends for 2016, according to Bill Strauss, senior economist and economic advisor, Federal Reserve Bank of Chicago. Strauss talked about a number of factors affecting the economy and offered his thoughts on what we can expect for the year ahead.

Since the Great Recession, he said, the gross domestic product has expanded by 2.1%. The Federal Open Market Committee expects this slow growth to continue with predictions of 2.3% to 2.5% percent growth for 2016 and 2.0% to 2.3% growth for 2017. Longer term the committee sees GDP at 1.8% to 2.2%.

Why the Manufacturing Contraction Might Not Signal a Recession (\$)

Wall Street Journal reports that demand for manufactured products sank sharply last year, a rare occurrence outside a recession. But that doesn't necessarily mean the six-and-a-half-year-old expansion is about to end. Orders for durable goods, long-lasting products such as appliances and machinery, declined 3.5% in 2015 from a year earlier, the Commerce Department said Thursday. The drop is largest annual decline outside a recession on records back to 1992. (It's only the fifth annual decline in 24 years.)

New Safety Fitness Rule Could Affect State Laws, FMCSA Tells Governors Group

The Federal Motor Carrier Safety Administration has notified the National Governors Association that the agency's proposed new methodology it plans to use to determine the safety fitness of motor carriers may affect some existing state laws, regulations or regulatory activity. In a letter to the NGA late last month, Larry Minor, FMCSA's associate administrator for policy, said that an existing executive order requires federal agencies to consult with state and local officials when developing policies that "have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government."

The Jan. 15 proposed FMCSA safety fitness determination rule would scrap the current three-tier federal SafeStat rating system of "satisfactory, conditional or unsatisfactory" for carriers used since 1982 with a single determination of "unfit," which would require the carrier to either improve or cease operations. Turnover Rate Climbs at Large Carriers, Drops for Small Carriers

The annualized turnover rate at large truckload carriers rose 13 points to 100% in the third quarter of 2015, the highest it has been in three years, according to American Trucking Associations Chief Economist Bob Costello. However, the rate at smaller truckload carriers dipped to 68%, its lowest point since the final quarter in 2011.

For the first three quarters of 2015, the turnover rate for larger carriers — fleets with more than

\$30 million in annual revenue — has averaged 90%, down slightly from 2014's average of 95%. The small carrier rate has averaged 75% year-to-date, a significant dip from the 90% it averaged in 2014.

Global oil demand growth is slowing going into 2016

The United States was one of the biggest sources of oil demand growth in 2015 but the outlook for 2016 is much more muted, according to official forecasters. The U.S. transportation sector continues to send mixed signals about the strength of fuel demand at the end of 2015 and heading into 2016. U.S. consumers are buying a record number of new vehicles, and more of them are choosing fuel-hungry crossover utility vehicles, according to market intelligence supplier Wards Auto.

The volume of traffic on U.S.

roads has also hit a new record and is growing at the fastest rate for almost two decades, according to the Federal Highway Administration.

But the volume of freight transported by road, rail, air, barge and pipeline has been trending flat or lower since the end of 2014, according to the U.S. Bureau of Transportation Statistics.

ELD mandate's anti-harassment provisions and when they take effect

The final version of the U.S. DOT's rule to mandate the use of electronic logging devices, published in early December, maintained the major anti-harassment provisions included in FMCSA's March 2014-published ELD mandate proposal. The measures fleshed out in the rule come, at least in part, in response to a

2012 court ruling that concluded FMCSA failed to include adequate safeguards in its 2010-issued ELD mandate to protect truck operators from harassment from carriers via ELDs (then called EOBRs). The court also vacated the rule because of it, sending it back to the DOT's drawing board.

PA Senate Bill Proposes Fines if Trucks Don't Clear Off Snow of Their Rigs

Pennsylvania state Senate held a hearing Jan. 27 focused on a bill requiring truckers to "make all reasonable efforts" to remove snow and ice from their rigs before driving, but truck association officials fear the wording may be too subjective. As numerous parts of the state still recover from January's snowstorm, Sen. Lisa Boscola (D-Northampton/Lehigh) urged fellow Senate Transportation Committee members to pass her legislation, according to her news release.

New Safety Fitness Rule Could Affect State Laws, FMCSA Tells Governors Group

The Federal Motor Carrier Safety Administration has notified the National Governors Association that the agency's proposed new methodology it plans to use to determine the safety fitness of motor carriers may affect some existing state laws, regulations or

regulatory activity. In a letter to the NGA late last month, Larry Minor, FMCSA's associate administrator for policy, said that an existing executive order requires federal agencies to consult with state and local officials when developing policies that "have substantial direct effects on the states, on the relationship between the national government and the states, or on the distribution of power and responsibilities among the various levels of government."

Obama's \$98.1 bill. Budget Proposes Per-Barrel Fee on Oil

New infrastructure projects capable of withstanding severe weather events would be funded through a new tax on oil companies, according to the Obama White House's fiscal 2017 budget request unveiled Feb. 9. Specifically, the Obama administration has proposed that oil companies pay a \$10.25-per-barrel fee on oil as a way to fund resilient transportation projects. In a fact sheet about the budget, the administration explained the infrastructure programs would aim to reduce people's work commutes and time stuck in traffic for truckers and motorists.

GOP pushes to prohibit states from requiring paid trucker breaks

States would be prohibited from requiring truck drivers to receive

paid meal and rest breaks under an aviation funding bill that is scheduled to be considered by lawmakers in the House. The Hill reports, the Federal Aviation Administration measure unveiled by the House Transportation and Infrastructure Committee included language that would prohibit states from enacting or enforcing a "law, regulation, or other provision" that would require truckers to be paid for meal and rest breaks beyond what federal law currently requires.

IEA Warns Oil Prices Could Fall Further as Oversupply Worsens

Wall Street Journal reports, Crude-oil prices could fall even further as the world's vast oversupply of petroleum is only getting worse with a surge in production from OPEC, according to some of the world's top oil-market observers. The past month featured the return of Iranian oil after European sanctions were lifted and the failure of the Organization of the Petroleum Exporting Countries to agree on production levels. The cartel flooded the market with an additional 280,000 barrels a day last month, said the International Energy Agency, which tracks oil and gas data for industrialized countries.

Bridgestone Announces

Voluntary Safety Recall for Certain Firestone FS561 Commercial Truck Tires

NASHVILLE, TN... Bridgestone Americas Tire Operations (BATO) is recalling one size of its Firestone FS561 tire sold in the United States and Canada between April 2015 and January 2016. The voluntary safety recall is limited to FS561 tires in size 255/70R22.5 and only those tires that are installed in the trailer application. All products in question were manufactured between February 2015 and January 27, 2016 (DOT weeks 0515 - 0416). All other FS561 sizes and applications are not included as part of this recall.

The voluntary recall was initiated as a result of an elevated number of warranty adjustment returns for tread separation and/or detachment on tires in the severe service trailer application. The subject tires, when used in the severe service trailer application, may experience scrubbing which may result in an increased risk of a tread separation and/or detachment, which could contribute to a vehicle crash without warning. These tires do not exhibit an increased risk for this condition in any other application or service condition. There are no known accidents or injuries.

BATO and other relevant Bridgestone subsidiaries are communicating and working with regulatory agencies in the United States and Canada to recover the tires in accordance with local laws. It is estimated 36,000 FS561 tires in size 255/70R22.5 are subject to this recall. BATO will replace FS561 tires installed in the trailer application for free with the FS560 Plus or comparable Bridgestone or Firestone brand tire.

Owners of tires subject to this recall are urged to contact their authorized Bridgestone and Firestone dealer or company-owned service center to arrange verification and replacement. To find an authorized Bridgestone and Firestone dealer, visit BATO's commercial tire website: www.commercial.firestone.com.

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IMAGES & INTERESTS



by Heather Hogeland

It was a really pleasant surprise when we were in Joplin last fall to run into Jay Holsomback at the Guilty by Association Truck Show. We have known Jay for many years, since we used to show our truck with his dad Neal in the mid 90's. Neal and Barbara have a beautiful flattop Peterbilt and were very active on the show circuit at the same time we were.

Jay has always preferred Kenworths for himself, even though his dad is a diehard Peterbilt man. This has created many 'conversa-

tions' in the family, but Jay stuck to his guns when it came time to build his own 'dream truck'.

In December of 2004 this particular truck was about as far from a dream as you could get! It was, however, solid. A 1996 W900L, 272" wheelbase, equipped with a 550hp 3406E model Caterpillar backed up by an 18 speed with 3.55's. The engine had recently been rebuilt and still had 100,000 miles left on its warranty, but the 'burgundy' paint was faded and not very attractive.

Jay put the truck to work right

away (after getting it home, buffing it out and discovering the color was much more raspberry than burgundy!) and drove it, as is, for several years. All the while he was building his dream team truck in his head, picking up parts along the way.

The suspension on his truck wore out, so after much research and looking around, his friend, Ronnie King located one in Florida and Jay purchased the entire rear portion of a new, 2005, burned up truck. This suspension included the

newer 'Flex-air' air ride he'd been looking for as well as the rear ends and new, hub-piloted wheels, not to mention the 305" frame he'd also been looking for. So, he had the shop swap out the entire section, for section, and gained 33" in the process. Thus started the 'dream'.

Jay had long since decided he wanted an Aerocab flattop, he had a picture in his head of his perfect truck and had been searching the country for it for years. Since he is tall, an Aerocab flattop would allow him to stand up and get dressed

since the floor drops down in the back. It's really the only flattop that allows for that. He had been unable to find what he was looking for in an existing truck, no matter where or how hard he looked. He had even looked into a glider and was considering it, until he found out how expensive it would be! He had searched for a used sleeper but that option wasn't working out for him either, and he had all but given up on the idea of the flattop.

His wife Shelley was getting tired of the pile of parts sitting around

that Jay had been gathering for the past 8 years and told him it was time to put his money where his mouth was! It was time to either build the dream truck or get rid of the parts, so they decided to put it together. There was a wrecked truck in Lawrenceburg, Tennessee some friends had been telling Jay about that had a perfect set of daylight doors on it, which he wanted, but it also had the sleeper he had been looking for. He went up there to get the doors and the man at the shop knew he had been looking for this particular sleeper, so he made him an offer Jay just couldn't refuse! The sleeper was missing a couple of parts, but funny thing, Jay had everything he needed back at home in the pile of parts he'd been accumulating over the years!

When it was time, Jay took these parts to Kenworth in Chattanooga where they removed his sleeper and doors and replaced them with the ones he had purchased. The day he went there to pick it up and drive it to the paint shop, Jay was so excited, he was grinning from ear to ear watching it back out of the shop, he was so proud! Another guy was standing next to him and said "Boy! That is the ugliest truck I've ever seen!" Jay turned to him and said, "Buddy, I can see the vision, you come back in a couple months and we'll see how ugly it is then!"

You see, Jay had been working with Jim Higgins at 12 Gauge Customs to design a custom paint scheme for this showstopper of his. After they had agreed on all the details of the design, he took it to Matthews Paint and Body Shop in Cartersville, Ga. where Rodney Garrison did the actual painting. His friend Brent Mitchell helped out a lot with some of the stainless on his truck, he lives close by and operates a small shop 'Full Pull Customs' in Tunnel Hill, Ga.

I LOVE this truck! Y'all know I am a KW girl at heart, heck, I LOVE trucks period, but this one stands especially tall in my mind because of the story behind it! It is a true labor of love that literally took YEARS to build! The patience it required to gather and assemble all of these miscellaneous parts into something so beautiful deserves recognition. Jay relied pretty heavily on our mutual friend and Kenworth enthusiast Victor Verret throughout the entire process since Victor has a gorgeous Kenworth of his own and great taste and ideas when it comes to them. He was always there for Jay to run ideas past whenever he wanted to put something new on his truck; he was his peace of mind.

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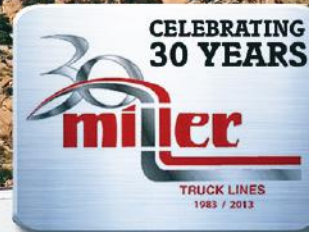
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Announces Independent Contractor of the Quarter and Company Driver of the Quarter - Q4

PGT Trucking, Inc. is pleased to announce the Independent Contractor of the Quarter for Q4 2015, Robert (Bob) Tudor. Bob has been with PGT since 2004 and operates out of the Monaca Terminal. He was nominated by his very proud Fleet Manager, Scott DeBacco. When speaking of Bob's superior service, Scott said, "Bob is willing to do anything we ask of him. Whether it's working a 14 hour day or delivering a hot load at 4 AM. He is well liked by all of the customers. I have never heard anyone say anything bad about this guy," everyone likes Bob for is professional attitude and kind demeanor.

When not at work, Bob spends time with his family including his wife, son, two grandchildren, and one great grandchild. He is also an avid Harley man. We are extremely thankful to have him on Team PGT.

Congratulations to James Head, Driver of the Quarter for Q4 2015! James is well known for holding the record of "Most Miles Driven without Speeding" at PGT. He was recently featured in the company newsletter, *The PGT Monthly*, for this reason. James has been with PGT since 2013 and operates out of the Champaign Terminal for the Vesuvius Division. He has been described by his Fleet Manager, Erin Park, as a, "model driver for our fleet."

His hobbies include antique shopping with his wife and collecting die-cast cars to add to his collection of over 5,000! James also loves spending time with his 5 children, 9 grandchildren, and 4 great grandchildren. Thank you for your hard work and dedication, James. You truly are a Proud Professional.

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PA Turnpike Releases Initial Findings of After-Action Review of Blizzard

MIDDLETOWN PA... The Pennsylvania Turnpike Commission announced that it has completed the initial phase of its After-Action Review (AAR) of January's blizzard. The first phase of the two-phase AAR began Jan. 25 and ended Feb. 8. It involved gathering information essential to formulate a clearer understanding of the sequence of events, decisions made and actions taken during Winter Storm Jonas.

One of the key Phase I findings is that there was not one but a series of incidents — coupled with historic snowfall — that ultimately contributed to the scope and duration of the emergency:

At 5:21 p.m. on Jan. 22, the PA Turnpike Traffic Operations Center (TOC) was notified of a single-vehicle accident involving a tractor trailer carrying bulk chocolate leaving the roadway and blocking lanes at milepost 155.5 westbound. It took an hour 50 minutes to clear the incident scene; during that time 5.6 miles of backlog developed.

At 7:40 p.m. on Jan. 22, the TOC was notified that two or three tractor trailers were struggling to ascend the eastern slope of the Allegheny Mountain at milepost 123 westbound; for some time, plow teams were able to keep a single lane open and traffic was getting past the scene. By 8:55 p.m. on Jan. 22, snow accumulations and gathering cars and trucks made it increasingly difficult to navigate the terrain, and about three miles of backlog formed. This backlog was made worse by the release of 5.6 miles of backlog from the milepost 155.5 incident.

At 9:07 p.m. on Jan. 22, the TOC was notified that Kegg Maintenance crews stopped traffic at milepost 132.2 westbound as part of a construction-project traffic plan to prevent additional westbound

vehicles from entering the construction zone at milepost 129, and a 7.0-mile backlog developed. This backlog was also worsened by the release of 5.6 miles of backlog from the milepost 155.5 incident.

Phase-I analysis also indicates that equipment operators from the PA Turnpike's regional maintenance forces were patrolling in plow/salt trucks beginning at 7 a.m. on Jan. 22. They began treating the roadway (spreading salt and other deicing materials) in the impacted area by 3:30 p.m. Crews began team plowing at 4 p.m. on Jan. 22 followed by running plow trains (four trucks in a staggered formation) at 7:55 p.m. on Jan. 22.

PA Turnpike CEO Mark Compton explained that the decision to not detour traffic off the Turnpike was influenced by the fact that conditions on alternative routes were also impacted by the blizzard.

The purpose of the AAR is to identify what worked and what didn't work and to improve operations and response where applicable. As part of Phase I, the AAR Team met with the three maintenance

sheds involved in the storm from start to finish, including Everett Maintenance, Kegg Maintenance and Somerset Maintenance. Altogether these maintenance locations employ more than 90 personnel. These sessions involved a thorough discussion about preparations, actions taken and a review of the timeline pertaining to the maintenance response. The AAR Team also conducted 10 fact-finding meetings with dozens of representatives from other key internal departments: Traffic Engineering and Operations; Fare Collections; the senior executive team; PA State Police Troop T; and PennDOT personnel assisting during Winter Storm Jonas.

Phase II began on Feb. 8. The AAR Team started meeting with participating federal, state and local agencies, examining the decisions made and actions taken before, during and after the event. The Commission expects to conclude the AAR in early March. A report will be made public after the AAR Team completes, and the Commission approves, the review.

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Free Resource: All drivers should know about a resource provided by the Internal Revenue Service on their website called the "Trucking Tax Center." You can find tax tips, tax publications and get important reminders and the latest news. You can also find more detailed information about the Affordable Care Act Tax provisions.

2016 Deadlines: you have a few extra days this year to file your taxes. The filing deadline is Monday, April 18, 2016, rather than the traditional April 15 date. Washington, D.C. will celebrate Emancipation Day on that Friday, which pushes the deadline to the following Monday for most of the nation. Due to Patriots Day, the deadline will be Tuesday, April 19, in Maine and Massachusetts.

I have a special offer for you during tax season. We are giving all drivers \$25 off their prepared tax return when they call Community Tax and mention the "Truck Mag" article. Even if you don't use our services, you can refer anyone you know and receive a \$25 Visa gift card when your referral uses our services, and they will still get \$25 off their prepared return! Call us today at 1-844-346-3386 for more information. Remember, if you are attending the Mid-America Trucking

show in Louisville, Kentucky stop by our booth (#74241 in the Pavilion, South Wall) and say hi! We have awesome raffle prizes and free giveaways.

About the Author: Nick Charveron, is a licensed tax practitioner & Co-Founder of Big Rig Tax Relief LLC, a Tax Company focused on Tax Debt Resolution Services. Nick was a motor transport operator (88M) while enlisted in the Illinois National Guard, US Army. Email him at Nick@BigRigTaxRelief.com. Website: www.communitytax.com

I hope you all enjoyed our February cover story on Big Rig Tax Relief. I am proud to have had the opportunity to formally introduce our company to the "Movin'Out" audience.

Obviously, we are super busy right now helping many drivers across the country prepare and file their 2015 return. The strongest advice I can offer, is to always seek a professional to help you with the preparation and filing of your return. I am a licensed tax practitioner, I can represent you before the United States Tax Court, and I personally heed this advice! There are far too many exemptions, laws, credits, and deductions changing every year, and you may miss or be entitled to some of them. Why would you risk it?

Now, speaking of deductions, I thought you might get a kick out of these deductions people have tried to use that are not legitimate. Many Americans view their pets as their children, and yes, many have tried to use Fido or Kitty as their dependent comes tax time- unfortunately, the IRS doesn't feel the same way. I have seen some use their tattoos as a medical expense or try to roll their child's wedding into a business entertainment expense, but it won't

CRST International, Inc. Named as Top 10 Company for Leadership Development

CEDAR RAPIDS, IA... For the first time CRST International Inc., a privately-held transportation company, has been heralded as a Top 10 Best Private Company for Leaders according to *Chief Executive Magazine*. Recently, the magazine announced its top 10 list for public and private companies who exemplify nurturing leaders at various management levels.

CRST International, Inc. began implementing a leadership program nearly five years ago and has seen tremendous success. The program is designed to challenge each participant individually to put his or her best skills to work. This program is offered to office employees and identifies professional goals, assesses skills and directs participants on a path to improvement and upward mobility within the company.



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We travel to Truck Shows across the country, come say hello at our Big Rig Tax Relief Tent!



Small-Business Truckers Victorious Over New York's Unconstitutional Truck Decal Fee

Grain Valley, MO... Out-of-state trucking businesses that go into New York can thank small-business truckers for standing up to an unconstitutional tax and decal fee. The Owner-Operator Independent Drivers Association has won a class-action lawsuit against the state and the fee will no longer be enforced.

The Association challenged

the taxes as unconstitutional and discriminatory against out-of-state truckers who have paid the taxes in order to do business or travel in New York. The state's Supreme Court agreed and declared the fees invalid and unenforceable.

OOIDA had argued that the fees constituted an undue burden on interstate commerce in violation of the Commerce Clause of the

U.S. Constitution. The taxes were imposed not only on New York-based trucks, which are driven proportionately higher miles in New York, but also on trucks based outside of New York, which are driven mostly in states other than New York.

The Association held that trucks owned and/or operated outside of New York travel fewer miles on

New York highways than trucks owned and/or operated in New York. The imposition of the challenged taxes results in a higher per mile tax rate being imposed on out-of-state trucks.

OOIDA's action also asked for refunds and other appropriate relief on behalf of the plaintiffs.

OOIDA President and CEO Jim Johnston said the next step is to

submit a memorandum to the court regarding damages, class administration and attorney's fees. Johnston said the award could be "up to \$20 million or so."

"A number of similar tax cases were fought against states back in the 80s and 90s and the states lost every one of them," said Johnston. "Given that history, we were shocked that New York even

thought they could get away with this unconstitutional tax. The amount for the New York HUT/decal is \$19, which is not huge, but if other states were to implement this tax, it would be huge - collectively and in administrative costs."

OOIDA's legal action represents a class of all interstate motor carriers who reside and operate trucking equipment primarily outside New York who have paid or will pay the taxes.

Read an article about the case by OOIDA's Land Line magazine here: http://www.landlinemag.com/Story.aspx?StoryID=30533#_rCnTU881D8

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 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

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March 19 - Mid-eastern Chrome Stop Cruise - I-26 Exit 125, Gaston, SC. For more information call 803-737-3381 or go to www.mideasterntruckwash.com/mideasterncolumnbia.html

March 31 - April 2 - Mid-America Trucking Show - Kentucky Exposition Center, Louisville, KY. For more info, <http://www.truckingshow.com/>

April 16 - 13th Annual Wheat State Antique Truck Show - Newell's Truck Stop, I-35/US 50, Newton, KS. From 9-3. Trucks, cars, tractors, military, fire, 4 WD, original, restored, modified, whatever. Free entry/admission. Call Scott at 316-288-3443 or email: dmarkshifflett@gmail.com or www.athskansas.org

April 22-24 - 18th Annual 75 Chrome Shop Truck Show - 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

April 22-24 - Gulf Coast Big Rig Truck Show - Houston, TX. For more info log onto www.gulfcoastbigrigtruckshow.com

June 3-5 - Wheel Jam - South Dakota State Fairgrounds, Huron, SD. For more info go to www.wheeljam.com

June 9-11 - 34th Annual Shell Rotella SuperRigs® Competition Truck Show - Joplin Convention and Trade Center, Joplin, MO. The Shell Rotella SuperRigs® competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete each year for cash and prizes. Additionally, 12 lucky drivers will be selected to have their trucks featured in the Shell Rotella SuperRigs® calendar. Trucks are judged by industry professionals who score the rigs on exterior appearance, design, detail/finish, originality, and workmanship. In total, 18 working trucks receive awards for categories such as Best of Show, Tractor, Tractor/Trailer Combination and Classic categories.

June 10-11 - Western PA Pride and Shine Truck Show and Drag Race - Stoneboro Fairgrounds, Stoneboro, PA. For information contact Jason at 724-944-6468. For more info visit www.paprideandshine.com

June 18 - Down Home Truck Show - Humboldt, Nebraska. Truck Show for working trucks, antique farm tractors. Vendors, Kiddie Pedal Pull, Food. Free admission. For more info call Susie at 402-414-7021 or email jimshupp@hotmail.com

June 18-19 - 5th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. 9 am to 5 pm both days. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Light Show, Jake-Off, Slow Race, Hook & Drop, Country Convoy and Truck Pull. In lieu of registration and admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund are appreciated. Contact Bill Peters at 330-682-1717 or email: wep55@gmail.com

July 14-16 - 37th 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 15-16 - Expedite Expo - Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry will be at the Lexington Center for 2016 on July 15 & 16. 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 17 - 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 information contact Clarence Ritchie at 518-642-9437 or Andy Hill at 518-753-2169.

August 6 - 12th Annual Iowa-Nebraska Classic Truck Show plus the Nebraska Trucking Association Working Truck Show - Sapp Bros. Truck Show - I-80 Exit 440, Omaha, Nebraska (Northwest Parking Lot). Food, Fun, Vendors, Trucking Memorabilia and Music. Contact Rusell Spawn, Jr. at 402-680-6121.

August 12-13 - The 27th 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

September 17 - 40th Annual US Diesel Truckin' Nationals & Motorsports Spectacular - Raceway Park, 230 Pension Rd., Englishtown, NJ. For more info visit www.usdieselnationals.com or www.racewaypark.com

September 17-18 - Smicksburg Antique Tractor and Truck Show - Dayton Fairgrounds, Dayton, PA. For more info call Kevin Bash at 814-257-9880 or Kevin McIntire at 724-525-4855.

September 23-24 - Guilty By Association Truck Show (GBATS) - 4 State Trucks/-Chrome Shop Mafia, Joplin, MO. Family Friendly fun-filled weekend with the crew! Make sure to participate in this year's 1st annual SWAP MEET for truckers to buy, sell & trade big rig parts for great deals! Weekend is jam-packed with storewide discounts, big rig burn outs, shop tours, a LUCAS OIL truck & tractor pull and a record holding 400+ truck convoy benefiting Special Olympics, followed by a Street Party & Concert in downtown Joplin! No Entry Fee-Everyone Welcome! Call 888-875-7787 Ext 161 or email: gbatsinfo@4statetrucks.com

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

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Working Show Truck Of The Month - R.M. Pacella/ Kevin R. Tomes II



years and Kevin proudly upholds their tradition by always keeping their Peterbilt looking its best. Polishing the flowboy dump trailer after a number of loads of asphalt was no easy task either but Kevin was up to the challenge!

The truck is still relatively new but already has close to 30,000 miles on it. Power comes from a 550 ISX Cummins engine that's paired with an 18-speed Eaton Fuller transmission and a set of 46k lb. 3:91 rears. Kevin and Richard have added a number of custom features to the truck including an 18" lighted bumper, full stainless fenders, a 52" strobe light bar, LED lights on the breathers, and tinted windows. The interior is cleaner than most living rooms and features a chrome dash kit. Kevin says that even more custom changes are planned for this work truck that already turns heads no matter where it goes!

Kevin has been trucking for 7 years and said that his most memorable experience came on the first day he had his Class A CDL license. He got sent into downtown Boston with a 48' flatbed loaded with bags of cement on pallets. As he got ready to leave, the word was, "So you want to be a big truck driver, well good luck!" Kevin said that he

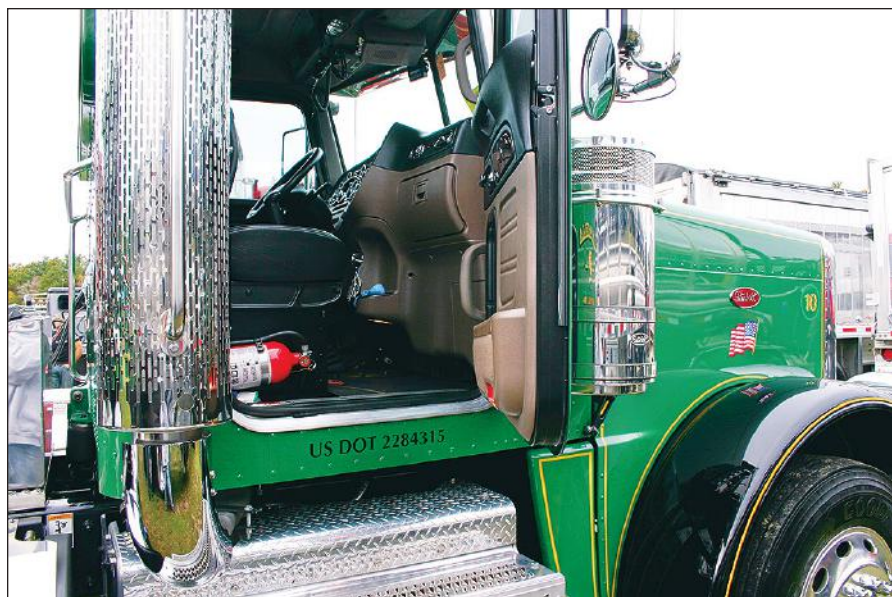
was confident in himself and managed to make the delivery down a tight alley in the heart of the city without any problems. When he returned, everyone at the shop was surprised he did so well on his first trip. Since then, it's been one load after the next, no matter how tight the roads might be. Kevin's dad knew he could do it right from the start and Kevin proved him right! Kevin wanted to thank the entire Pacella family for giving him such a nice truck to drive every day. He also sends a big thanks out to his wife and kids for all of their love & support and being patient with the long work days. Finally, Kevin wanted to thank all his fellow drivers who have helped him become the good driver he is today. One thing's for sure, Richard Pacella and R.M. Pacella take a great deal of pride in their equipment and do each job with class. Lead driver Kevin Tomes goes out of the yard each day looking like he just left the wash bay and he takes pride in keeping his "company truck" looking top notch.

Movin' Out salutes R.M. Pacella and Kevin Tomes for all of their hard work. This is one green Peterbilt that's a fitting choice for the month of March and our Working Show Truck of the month.

By Robert Conrad

The month of March brings with it the end of another long Winter season. As we move towards Spring, the trees and grass will begin to look green again and a number of construction and building projects will move forward. A number of roads may even get a fresh coat of asphalt to repair the potholes that were created by Winter. R.M. Pacella, based in Plainville, MA, has been a fixture in the construction and paving industry in New England for decades and their fleet of polished, green trucks are a familiar sight on the roads as well as jobsites.

This month we are featuring R.M. Pacella's 2016 Peterbilt 389 and 2015 TrailKing flowboy asphalt dump trailer. This sparkling combo is owned by Richard Pacella and driven by Kevin R. Tomes II. Kevin is the lead driver for R.M. Pacella and has been driving for 7 years. He usually hauls equipment with one of the company's lowbed trailers but he also hauls asphalt with the dump trailer you see in our feature. R.M. Pacella has always taken a great deal of pride in their equipment thru the



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