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Vol. 45 No. 3
March 2020

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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Big Rig Truck Show Just Got Bigger



Double K Trucking's classic beauty was just one of the many trucks that attended the 2019 Big Rig Truck Show in Chippewa Falls, Wisconsin. Turn to pages 14 & 15 for the story and more photos. - photo courtesy of Photo Card Specialists -

Diesel Spec – North America's Leader In Truck Tuning



Diesel Spec technicians perform dyno testing.

Diesel Spec is the largest performance shop for heavy-duty trucks in North America with over 450 retailers in the USA and Canada, they perform over 5,000 truck tunings each year. The company has also done tunings in other countries.

Tuning is the process of fine mapping the software of the ECM module, with the end result of creating more power, greater response and less fuel consumption. Diesel

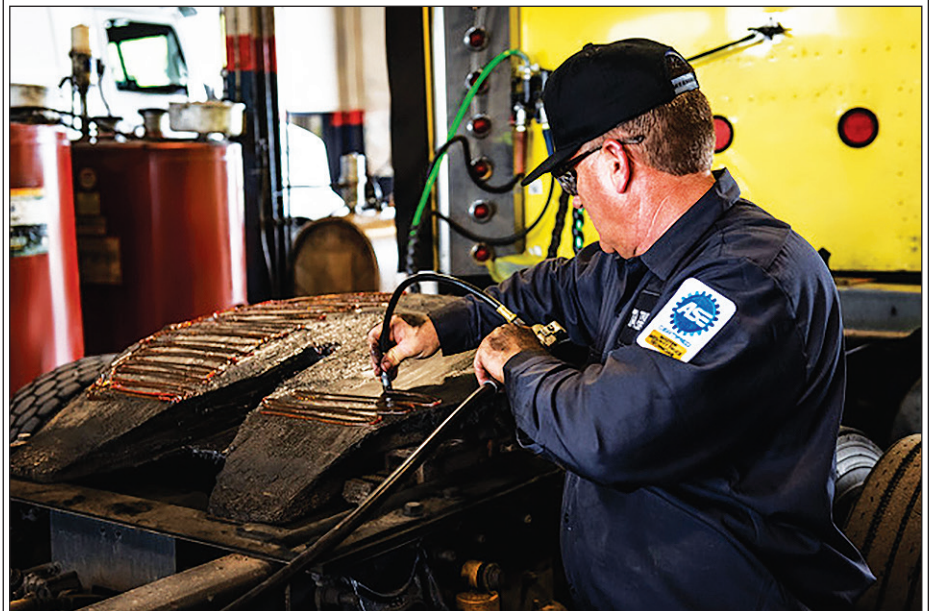
Spec offers 4 types of tunings:

- High Performance - for truck pulls and racing
- Performance - provides extra power for heavy loads and pulling mountains.
- Fuel Economy – that is self-explanatory
- Off-Highway - eliminates horsepower robbing add-ons

However, truck owners are urged to check their state laws before having an “off-road tuning” performed. The tuning itself can be done at any of

Diesel Spec's retailers in about 2 hours. The customer decides which type of tuning they would like performed, then a tuning module is plugged into the truck's ECM and the tuning is performed remotely from Diesel Spec's Montreal, Canada headquarters. Each tuning carries a 30-day satisfaction warranty and a one-year re-flash in case the ECM is reset at a dealer. Both warranties are included in the price of continued on page 19

TA Truck Service



Every day your engine is under attack. Sludge, deposits, wear, oxidation and heat work together to chip away at your engine's performance, creating dirty surfaces full of contaminants, unwanted friction and uneven oil viscosity.

Depending on where and how you drive, you could be making matters worse. Sub-

jecting your engine to severe cold or heat for hundreds of miles can thicken or thin your oil, cutting your expected oil change interval. Routes with frequent steep inclines or rough surfaces, or even just pushing your rig too hard, can affect efficiency too.

Oil is your engine's first line of defense. But how much do

you know about the liquid that's hard at work under the hood, defending your truck's powerhouse?

It might be tempting to pick the quickest, cheapest option next time you pull into the bay for a PM, but your engine – and the rest of your rig – will appreciate high quality production continued on page 2

TA Truck Service



continued from page 1

thorough lubrication and some extra inspection.

When it comes to oil, a driver's first choice is conventional or synthetic. Conventional oil is a mixture of organic compounds made of crude oil. It's been used for decades to protect critical engine parts and it gets the job done. However, it does have limitations. Conventional oil can leave sludge deposits that stress the engine, causing it to run at higher temperatures with lower performance.

Synthetic takes lubrication to the next level. It's made at chemical plants, so it has a uniform structure, which allows the oil to flow more freely through the engine than its conventional counterpart. Synthetic oils can capture and suspend sludge as it develops, and can even clean up existing

sludge left behind from years of using conventional oil.

15W40, 10W30 or 5W30. Breaking down these terms can tell you more about the oil you're planning on putting into your engine. 15W, 10W or 5W tells you the oil's viscosity or a measure of the resistance of the fluid's flow at colder temperatures. The lower the number, the thinner the oil at cold temperatures, and of course thicker oils flow more slowly. 40 or 30 tells you the oil's resistance to thinning at engine operating temperatures. Again, the lower the number, the thinner the oil. Low viscosity oils deliver better low-temperature performance, while a higher viscosity can keep oil from thinning too much in hot climates.

Don't make the mistake of thinking your PM is complete after the oil is changed. There's

grease, transmission fluids and gear oil to consider too.

Grease is made of oil, thickener and additives and provides rust protection by preventing water spray-off and wash-off on equipment like the universal joint, fifth wheel, clutch throw-out bearings and main greasing points like tie rod ends, spring pin bushings, king pin and the chassis. Although synthetic and advanced synthetic oils mean more miles between engine oil changes, greasing intervals aren't growing at the same pace. For example, a fifth wheel still needs greased every 15,000 miles or monthly.

You might not think about how transmission fluid prevents wear of gears, bearings and bushings, protects against corrosion and acts as a heat transfer fluid, but as soon as it's not doing its job you'll notice.

Misapplication of transmission fluid can mean reduced fuel economy, abrupt or hard shifts if the static friction is too high, sluggish operation at low temperatures if viscosity is too high and leaking through seals if viscosity is too low.

Clean gear oil extends gear, bearing and seal life, protects against low-speed, high-torque wear and high-speed scoring. That means not only longer equipment life and reduced maintenance costs, but also improved fuel economy and lower operating costs.

TA Truck Service shops have the products your engine needs, plus comprehensive service to go with them. Our Ultimate PM is unique in the industry, and is the only to include all of these services:

- Fill oil to Capacity
- Change all fuel and oil

filters

- Electronic checklist
- Tractor lubrication
- Check all gear boxes
- Check coolant level and freeze point
- SCA/ELC contamination checks
- Push rod stroke inspection
- Check all coolant hoses and belts
- Check steering fluid and windshield washer fluid
- Check wiper blades and air filter
- Check tires for excessive wear
- Gauge and inflate tires or lube trailer

For time and cost conscious drivers, we also offer our take on the industry standard service level, the Premium PM or the quick and affordable Rapid PM. In between intervals, our technicians are happy to keep

your equipment lubricated with our Mid-Interval Extended Maintenance package.

Your next oil change is a purchase you plan for. Why wouldn't you plan to get your PM from the best? TA Truck Service shops are proud to feature high quality Mobil Delvac synthetic-blend, synthetic and advanced synthetic oils, not to mention, our shops have the Voted Best Lubrication/PM for nine years running. But the service we provide is so much more than a statistic. Our expert technicians can protect your investment from grease to gear oil, so you can drive with confidence in between intervals.



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Off The Beaten Path

by Pam Pollock



There's No Business Like Snow Business...

That rascally little rodent, Punxsutawney Phil, made a bold prediction a couple of weeks ago that Spring was just around the corner. I found that slightly hilarious, because at the time, Winter had never really arrived here in Western Pennsylvania. In fact, the day that Phil proclaimed an early Spring, it actually snowed and then went up to 41° later that same day.

We've actually had a couple of days since then when the snow has enveloped the ground. This morning, as I write this column, the temperature was a bone chilling -1° and the trees are glittering and shimmering from the ice and snow that Mother Nature has bestowed on us.

Last week we finally had enough of the fluffy substance to pull the sleds out and make some rides down the hill. The grandkids were in their element - screeching as they whizzed down the hill and then imploring Pap Steve to pull them and the sled back up to the top. I watched and took photos and could not wait any longer, I grabbed a sled that I thought could hold me and position myself for the journey ahead. There was not a lot of snow and it was not ideal for sledding, nor for making snowmen, but I wanted the thrill of hurtling down the slope. I scooted, I chugged, I thrusted and twisted. I pawed the snow with my gloved hands and finally I had lift off! "Watch out below," I yelled, "because Large Marge is on the move!"

I got to the bottom of the hill and asked Pap Steve to pull me

back up, but he just laughed hilariously. The grandkids made snow angels and jumped on the snowy trampoline with Pap. Keeva (my American Eskimo grand dog) was in her glory as she jumped and dived through the snow. A fierce snowball battle ensued but we never quite realized who the victor was because we were all

barraged with missiles of snow. Phil, you can just turn around and burrow back in your hole for at least two more weeks because we finally have a taste of winter and we are not quite ready for the daffodils and rain puddles. Spring can wait, we kind of like this snow business...

I am 58 years old and I still have my head in the clouds and a vivid imagination. To me, these are not sticks and twigs covered in snow... I see dancers performing a Stomp show! Well - that performer at the left, behind the tall stomper is actually Jennifer Lopez on the stripper pole, performing at the Super Bowl Half-time Show...

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ISSN 1524-2684 www.movinout.com
E-Mail: movinout@zoominternet.net
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PUBLISHER: Steven M. Pollock
EDITOR: Pam Pollock
NATIONAL SALES: Autumn Kellogg, Dan Pollock, George Miller (717) 767-1523
FEATURES WRITERS: Matt Conrad, Henry Albert, Robert Conrad, Laura Hubka, Ken Hubka
CONTRIBUTING WRITERS: Rev. Robert E. Harris, Dr. Michael McGough, Fernando DeMoura, Roger Clark

FOUNDED IN 1975 BY Strickler W. Pollock

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WOMEN IN TRUCKING

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Peterbilt Selects Meritor as Primary Supplier of Integrated Battery Electric Systems for Models 579EV and 520EV



Denton, TX... Peterbilt Motors Company announced that they have entered into an agreement with Meritor to be the non-exclusive supplier of electric powertrains for their heavy duty Models 579EV and 520EV battery electric vehicles.

"Peterbilt is leading the charge when it comes to electrification and this agreement with Meritor is just another example of our commitment to battery electric vehicles. With this

announcement, we have locked in suppliers for all of our battery-electric model configurations," said Jason Skoog, PACCAR Vice President and Peterbilt General Manager.

"The opportunity to supply Peterbilt's 579EV and 520EV with Meritor electric powertrains allows us to partner with an industry leader and continue bringing advanced technologies to market," said T.J. Reed, vice president of Global Electrification for Meritor.

"We have been working with Peterbilt for several years on electric development, and are very pleased to now offer customers 579EV and 520EV vehicles with Meritor electric powertrains."

Low volume production will begin in late 2020 for the Model 579EV, followed by the Model 520EV in 2021.

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

FMCSA Announces 2-Year Delay In ELDT Implementation

Alexandria, VA... The Federal Motor Carrier Safety Administration (FMCSA) announced a full delay of the Entry-Level Driver Training (ELDT) regulation until February 2022. The regulation was originally to take effect on February 7, 2020. This decision further delays all ELDT requirements almost a full decade after Congress directed the agency to act. It deals a blow to safety advocates and the professional driver training community that has been advocating for a more comprehensive curriculum.

"While news of the full delay is not unexpected, it is very disappointing to the entire commercial vehicle training community as well as safety advocates who have seen this as a critical step towards improving highway safety," said

CVTA President, Don Lefevre. The ELDT rule applies to both interstate and intrastate commercial drivers seeking a commercial driver's license (CDL). Unlike numerous state laws on commercial driver training that provide exemptions for employers, or have lax training requirements, ELDT requires anyone seeking a CDL to receive formal training, register with the FMCSA, and teach the proper curriculum. "From large organizations to one-man trainers, ELDT will create a training standard that will positively impact every driver responsible for driving an 80,000-pound vehicle on our roadways. Put simply, the ELDT rule is in the interest of everyone's safety," added Lefevre.

The Commercial Vehicle

Training Association (CVTA) has been at the forefront of ELDT outreach and has been working with stakeholders across the industry to increase awareness of the new rule and educate state partners on their role in the process. CVTA members have been piloting various training and reporting requirements since September of 2018 in anticipation of the original compliance date to be best prepared to implement when it does come out.

"CVTA will continue to push for ELDT implementation prior to the 2-year delay. We look forward to working with the FMCSA and all interested parties to speed up implementation and lead outreach to states and industry stakeholders," added Lefevre.

ATA Signs The Department of Transportation's Transportation Leaders Against Human Trafficking Pledge

Arlington, VA... The American Trucking Associations

committed to continuing the Federation's efforts to

combat human trafficking by signing the Department of Transportation's Transportation Leaders Against Human Trafficking pledge.

"ATA has been a strong supporter of anti-trafficking measures – from our involvement in Truckers Against Trafficking to using our educational tools like America's Road Team to raise awareness of this serious crime,"

said ATA President and CEO Chris Spear. "Today, we are proud to reaffirm our commitment to the cause by taking DOT's Transportation Leaders Against Human Trafficking pledge."

As part of this commitment, made January 28, ATA will continue to educate the industry and general public about human trafficking, including member companies and employees – this includes a specific target of training 20,000 employees of member companies about how to spot and respond to suspected incidents of trafficking.

ATA, a marque partner and member of the Board of Directors of Truckers Against Trafficking, assists in the fight against human trafficking by raising awareness and educating the trucking industry on how to recognize and report situations involving human trafficking. In addition, ATA First Vice Chairman Sherri Garner Brumbaugh, president of Garner Transportation Group, served on the Department of Transportation's Advisory Committee on Human Trafficking.

"We commend Secretary Chao for her leadership on this important issue and we look forward to continuing to work with her, DOT staff and our industry partners to eradicate human trafficking," Spear said.

Can-US Medical Reciprocity Updated to Allow Insulin Using Diabetics to Operate in US

The Canadian Council of Motor Transport Administrators (CCMTA) has informed CTA of updates to the medical reciprocity agreement between Canada and the US with respect to commercial vehicle drivers who are dependent on insulin for managing diabetes.

The original agreement signed in 1998 prohibited insulin-dependent Canadian domiciled commercial drivers from operating in the United States. Similar prohibitions were in place for US-domiciled drivers not being able to operate in Canada.

Accordingly, the update of the Canada-US medical agreement, removed the prohibition on cross border operations for commercial drivers with 'insulin treated diabetes mellitus', effective September 9, 2019. The remaining provisions of the agreement are not affected by this amendment.

In response to this change, Canadian jurisdictions are currently undertaking driver licensing system queries to identify diabetes related code W licence holders to be able to advise them of the lifting of this prohibition.

CCMTA reports this task will take time to complete depending on jurisdiction. Additionally, Canadian jurisdictions are also at various implementation timelines issuing new drivers licence cards and abstracts without the code W designation.

Affected Canadian commercial vehicle operators are encouraged to contact their respective provincial and territorial jurisdictions directly on the process to remove code W from their licence to allow them to operate in the United States.

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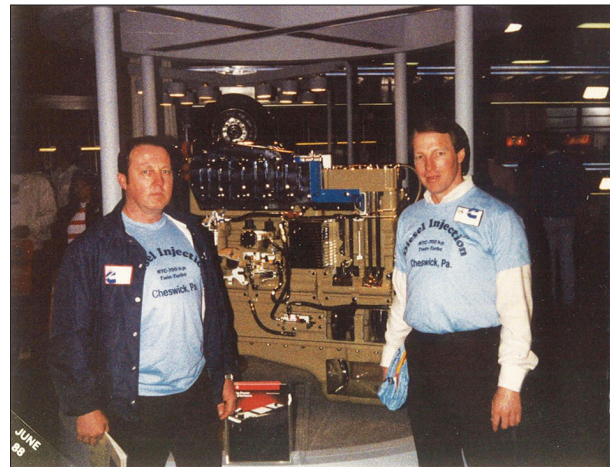
High Performance Diesels with Bruce Mallinson

When you hear Pittsburgh Power what comes to mind? Is it our service shop? Our ECM tunes? Our engine rebuilds? We recently realized we actually have 8 different businesses all wrapped up in one. We are first and foremost a diesel repair shop, but we're also an engineering and tuning shop, a manufacturer, a bottling company, a parts distributor, a brick and mortar retailer, a phone retailer, and an online retailer. Many businesses exist that are just one of these things, but we

do it all. This year we've been in business for 43 years and wanted to take the opportunity to reflect back and figure out how we got here.

The service shop was the original business. In 1977 I was given a small shop in Lawrenceville, an old neighborhood just north of downtown Pittsburgh. Today it's a trendy area with breweries and restaurants, but back then it was just a cheap place to live and work. The shop was so small you couldn't actually fit

a truck inside and so I worked on the trucks outside, even in the freezing winters. In 1979 I was able to rent a building with a garage in Harmar, PA. We taught ourselves as we went, looking at each new customer request as a challenge. We worked on all sorts of things, even tractors, until we honed in on what we were best at, which is high performance diesel truck engines. Early on I hired a few young folks to work for me, Brian (our shop foreman), Pete (general manager), Pat (still



Bruce Mallinson (right) showing a Big Cam display engine at a trade show in the 1980s.

inventory. The only solution was to bottle it ourselves. We really didn't know anything about bottling and didn't realize how much goes into it. But with some help we got it figured out and now we can easily keep up with demand. Most companies would probably contract someone to bottle for them, but not us.

We're also a parts distributor and have a vast network of dealers for both ECM tuning and parts. We have roughly 70 affiliated partner shops around the country and Canada that either are a remote tuner, catalyst dealer, parts dealer, or all of the above. Our shipping department is quite an intensive operation, handling drop shipments, freight shipments, online orders, and receiving parts and equipment for the service shop.

Our sales operation takes three forms, phone, in-store, and online. We've seen massive online sales growth within the last year as more owner-operators see the advantage to ordering 24/7 from anywhere with an internet connection. Even so, the majority of customers still prefer to call in and appreciate the knowledge and helpfulness of our sales team. Our over the counter parts sales are appreciated by many local diesel shops who take advantage of our vast inventory in parts. Our sales business has allowed us to serve owner-operators globally, selling parts from the U.K. to Australia.

We are grateful for all of our stakeholders including our partner businesses, our employees, and especially our customers. If you would like to keep updated on what we're up to, you can follow us on Facebook, Instagram, visit our website PittsburghPower.com, or listen to the Power Hour radio show on Sirius/XM 146 every Tuesday from 12-2 EST. If you are visiting the Mid-America Trucking Show in Louisville, KY, come see us at Booth #69212.

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

rebuilding injectors and fuel pumps for us), Gary (who still helps with our IT) and Aimee who works in the office. The five of them and I have built this business together over the last four decades. We gained a reputation as the place to go for high performance diesel engines, especially with Cummins due to my connection with Cummins engineers. In 2007 we moved into our new location, a building built from scratch to suit our needs and has allowed us to grow all the other parts of our business. Today we're working on all sorts of engines, but still remain the go-to shop for Big Cam Cummins parts and service.

Our Engineering Department was created out of demand from our customers. As trucks became less mechanical and more electronic, very few other shops were able to understand and fix the complex problems these new trucks had. In addition, these new electronically controlled engines offered tuning capabilities the old mechanical engines didn't. Instead of changing the button in a fuel pump, it just takes a few computer clicks to adjust a torque curve. We saw how valuable this could be and decided to add a full chassis dyno and engine dyno to our building, as well as an engineering room for repairing ECMs and other small electronics. It's surprising how many shops still aren't able to diagnose and fix electrical issues. We heard from a customer on our radio show recently who had a broken cruise control and had been to three other shops

who charged him labor but couldn't fix the problem. Ethan was able to diagnose and fix the problem in less than an hour and the customer was happy and on his way. Very recently we've been working with one of the world's most experienced engine tuners to expand our tuning program. We're now ready to start tuning Paccar, Volvo, and Mack engines. Our new advanced software will allow us much greater tuning capability to meet the needs owner-operators everywhere. Give us a call if you'd like more information on our new tuning capabilities.

Many of the products we've developed and manufactured were because we either were not satisfied with the available products, or we saw a need for something new. Pete designed our best-selling quiet performance muffler that continues to be a customer favorite. There are many other products we developed along the way from the Power Box, the oil trap, our torsional damper, mercury filled balancer, and more. We're constantly looking for new products that will help the owner-operator, whether it's making his or her truck more efficient, more reliable, or more enjoyable.

One of the successful products we've brought to market is Max Mileage Fuel Borne Catalyst. It's one of the best solutions available for those who have had issues with their aftertreatment systems. We underestimated the need for this product at the beginning and had trouble keeping enough

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Trinity Logistics, a Burris Logistics Company, Revisits History for Modern Rebrand

Seaford, DE... Trinity Logistics, a Top 20 third-party logistics company, recently unveiled its rebranding to reflect its growth into an innovative and agile company, part of Burris Logistics.

The company, acquired by Milford, Del. Burris Logistics in April 2019, wanted to update its visual brand to reflect its new identity better.

Sarah Ruffcorn, President of Trinity Logistics, said, "As we looked at the branding and go-forward strategy for Trinity Logistics, we knew we wanted a modern logo that reflected our strength and position in the marketplace. We feel as though this new visual identity sets the framework for the integration of all Burris brands."

Trinity unveiled the new logo identity to its Team Members

across the country through a video announcement from its President, Director of Marketing, and Burris Logistics' VP of Marketing.

Burris and Trinity Logistics are two long-standing family-owned companies that united to be "stronger together" as the organizations benefit from increased buying power, scale, and advancements in supply chain technology.

"Burris Logistics is entering a new decade with a renewed dedication to creating a complete suite of brands offering a comprehensive solution for shippers and retailers," said Bobby Bailey, VP of Marketing of Burris Logistics. "The Trinity rebrand is paving the way for our future brand architecture with a unique design that connects with the other Burris

Logistics brands."

Trinity's new logo identity and updated modern color scheme better appeal to the company's position in the marketplace, its offerings, Guiding Values, and legacy. The rebranding will include a complete redesign of the company's website to come Spring 2020, logo, photography style, updated collateral, and a clear representation of the company's offerings.

For further updates on the Trinity Logistics rebranding project and offerings, visit <https://trinitylogistics.com/blog/trinity-logistics-revisits-its-history-for-modern-rebrand/>.

For more information about Trinity Logistics, visit www.trinitylogistics.com.



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By Steve Pollock
CAMBY, IN.... This beautifully restored Model 523C Kenworth Bullnose Cabover belongs to Dale Jessup Trucking of Camby, Indiana. Dale Jessup purchased the Bullnose in 1965 from a Kenworth dealer in Denver, Colorado for \$2,500. The truck was sitting on blocks at a Kenworth dealership and being sold for parts. After he assembled the cabover. Dale intended to use the Bullnose on his farm, but it soon was hauling freight in the Jessup fleet, which was a refrigerated produce hauler. Dale affectionately referred to the Bullnose as “Old 33”, its fleet number.

ly has around 4 million miles on its odometer and has seen two major restorations; the last one was done in 1986 by Dale Jessup and his head mechanic Raymond Sheets in the Jessup shop. The cab is about all that is still original. Dale and Raymond installed new frame rails, setting it up as a 212” wheelbase. The truck has a NTA 420 Cummins 450 hp engine and a Fuller 10-speed transmission. A diamond tuck interior, manufactured by Gusco from Salt Lake City, Utah, was also added. The 36” sleeper came off of a Kenworth Conventional. Polished aluminum tanks and

The 1955 Kenworth current- continued on page 9

“Old 33”



Left to right: Mike Kale and Marc Jessup.

continued from page 8
 plenty of chrome were also added.

Dale started trucking at the age of 17, hauling soup beans and sugar to the West Coast and bringing produce back. At one time Jessup Trucking operated about 50 trucks. Dale's wife Tillie was the first female Chairman of the Indiana Motor Truck Association in 1987. As

Dale and Tillie Jessup aged, they eventually phased out Jessup Trucking and Dale passed away in early 2017. The Jessup family continues to own and operate some very large cattle farms in Indiana.

The 1955 523C Bullnose Kenworth is now owned by Dale's grandson Marc, who with his wife Andrea, started Jessup Logistics in Mooresville,

Indiana. Jessup Logistics is currently operating a fleet of 11 trucks.

Movin' Out would like to give a special thank-you to Dale's great-nephew, Professional Truck Driver Mike Kale and Duncan Putnam for sharing information about this classic Kenworth with us.

Photo Credit: Duncan Putnam

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BEHIND EVERYTHING GREAT IN AMERICA, THERE'S A TRUCK.



Utah Carrier Builds Breast Cancer Awareness Memorial Truck



Trinity X-Press's Breast Cancer Awareness Truck.



By Steve Pollock

LEHI, UT.... Trinity X-Press, a Lehi, Utah based flatbed and dry van carrier, has added a Breast Cancer Awareness and Memorial Truck to their 17 truck fleet.

Owners Kelly and Lisa Savage and their employees have all lost loved ones to breast cancer. The Savages decided to build a truck for their fleet that would help build awareness about breast cancer and at the same time, serve as a memorial for those lost (angels amongst us); those fighting (fighters); and the survivors.

In addition of the signature pink color and breast cancer pink ribbon, the truck has the names of those touched by breast cancer. Each name is listed 3 times on the truck: 1 time on each side of the sleeper, as well as under the exterior sun visor, so the passengers and drivers can also see the names from inside the cab. The message emblazoned on the truck is, "Supporting The Fighters, Admiring The Survivors, Honoring The Taken And Never, Ever Giving Up."

The truck is a 2020 Kenworth T680 with a Cum-

mins X15 engine; Easton 18 speed transmission; 355 Rear ends; 255 Wheelbase and a custom 2 tone VIT Diamond Tuck interior. The Kenworth, which was built on July 1, 2019, was ordered through Kenworth Truck Sales of Salt Lake City, Utah with the help of New Truck Sales Manager Cody Woods. The custom paint and striped were done by Marko in the Body Shop of Kenworth Truck Sales of Salt Lake. Lettering was done by Card Signs and their team in Salt Lake City.

The driver of the Ken-

worth T680 Breast Cancer Awareness and Memorial Truck is Alvy Kerians. The truck holds a special significance to Kerians as his wife Diana is currently in remission from breast cancer and his mother Beth lost her battle with breast cancer. Both women have their names listed on the truck and the Kenworth was christened "Beth" in memory of Alvy Kerians' mom.

Alvy Kerians and the Kenworth receive lots of attention, both on the CB and at truckstops, to the point that sometimes he

can't get rolling as quickly as he would like – but, it is "all good" to Alvy.

Trinity X-press is planning to have the truck on display at the upcoming Great Salt Lake Kidney Foundation Show in August. The truck is

also scheduled to participate in several fundraisers during the month of October 2020, including the Breast Cancer Walk held in Salt Lake City.

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Don't Be The Cheapest Option



I was a guest speaker at the Kevin Rutherford CMC seminars from 2009 to 2013. I didn't just teach while I was there, I learned. These classes were as much about business as they were about trucks. Kevin would say "Don't be the cheapest option... be the option that provides the most value." It wasn't until I had a business of my own that I fully appreciated what that simple statement really meant.

Just after I started DCS I went skydiving. Skydiving was not my idea. My wife and some of her nursing friends bought a Groupon deal online for skydiving. The deal was \$150 per couple to jump from 13,000 feet. I wouldn't be wearing a parachute... instead I'd be wearing a man and he would be wearing a parachute. I hadn't gone skydiving before and wasn't sure if \$150 was a good price or not. My wife was excited about the price but as we got in the Cessna and started our ascent, I started wondering how they were doing it so cheap. \$150 dollars to pay for fuel, aircraft and equipment maintenance, then whatever's left gets split among two skydiving



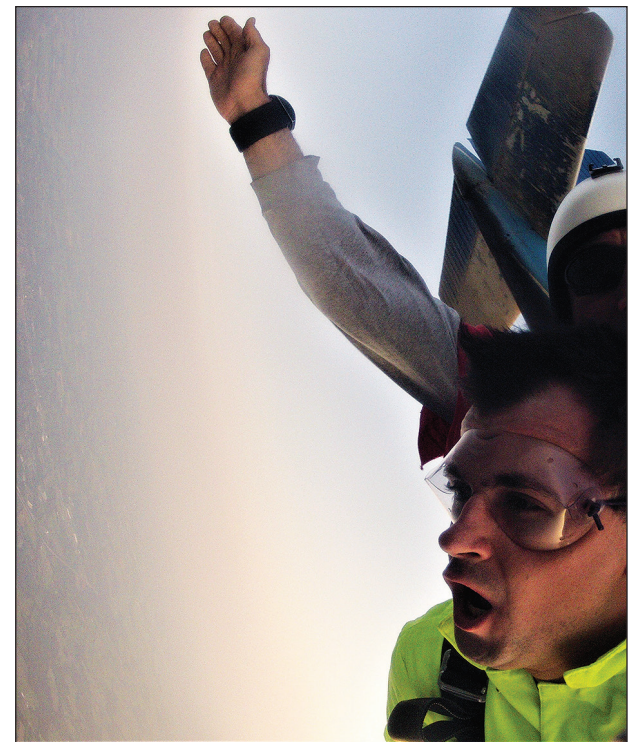
Nothing can change your perspective like hanging on a wing strut at 13,000 feet.

instructors, the pilot, and the two guys who inspect and pack the parachutes. So... the guys who packed the parachute that would save me from certain death couldn't have got much more than 15 bucks. When it was time to jump, I stepped out and stood on a small plate welded to the landing gear under the wing of the plane and looked down. At that moment I decided these guys weren't getting paid enough for the work they were doing. Once I was back on the ground, I bought some photos

of the jump. The photos weren't cheap but I wanted to give these guys a little more money for their work. I might be way off with my estimations of how much these guys are making because I'm not familiar with the skydiving business but I'm happy to pay a little more if it means they don't have to make any compromises.

When I google search DDEC ECM repair occasionally, I'll see paid advertisements for extremely cheap ECM repairs and programming. The cheap-

est options are offered by eBay guys or companies that have had fifty thousand verified 5 star reviews but have only had a website for about three months. It's not hard to become the cheapest option. You just have to be willing to cut more corners and take more shortcuts than anyone else. Damaged ECMs can take a full day or more to fix and experienced electrical technicians aren't going to repair circuit boards for minimum wage. The same thing goes for good



"I just signed 18 different liability release forms."

ECM programmers. In addition to knowing the software and electronics, ECM programmers need a mechanical background to develop better programs and those guys don't work for peanuts. Underpaid employees don't have to worry about making mistakes if a better paying job is waiting right across the street. Trying to do things too cheap in a service industry not only hurts your competition but everyone in your profession including inevitably the reputation of that profession. I've

been seeing DDEC programming that's so messed up that the owner thought the ECM was damaged. I've even seen a program that was a mix of an 11.1 and a turned up 12.7 and was half set up for a Freightliner and half set up for a Volvo. The owner of that DDEC said "Well. That guy was only \$100" Good thing he wasn't packing your parachute.

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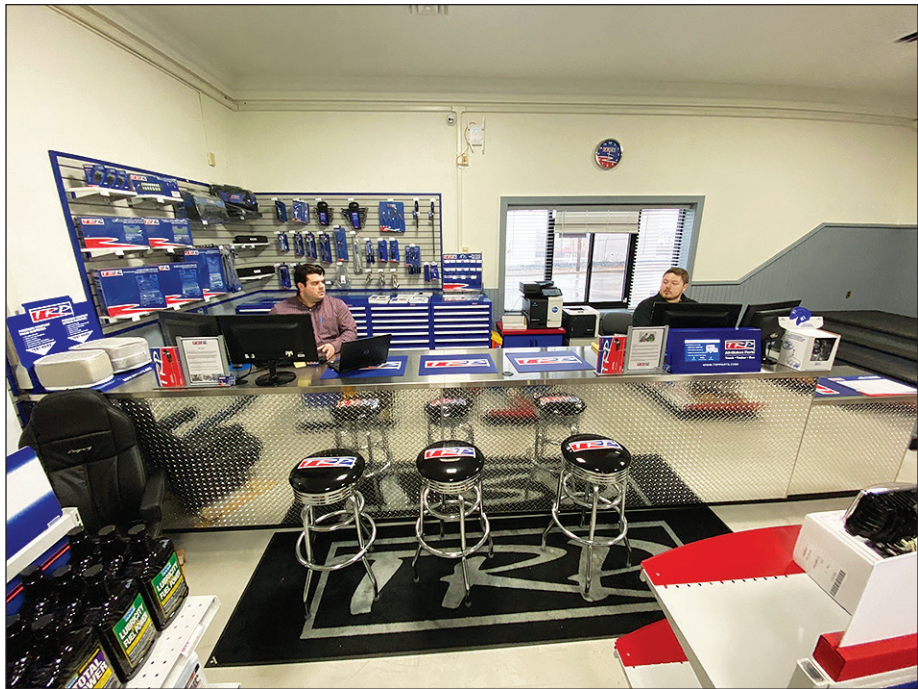
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TRP Opens In Allentown



The new TRP Store is located at 1249 North Quebec Street, Allentown, Pennsylvania about 1 1/2 miles from the Airport Road Exit off of US 22.



By Steve Pollock

Allentown, PA.... Kenworth of Pennsylvania has opened a TRP Truck and Trailer Parts Store in Allentown, Pennsylvania. The new TRP Store is located at 1249 North Quebec Street, about 1 1/2 miles from the Airport Road Exit off of US 22.

TRP-Allentown is a parts only facility, serving owner-operators, repair shops, and fleets in the Allentown, PA area and beyond. An extensive line of parts for trucks, trailers and buses of all makes and models is available at TRP Allentown, including parts for the oil and gas field industries. Lance Diehl, Director of Parts Operations for Kenworth of Pennsylvania said, "TRP-Allentown is one of ten Kenworth of Pennsylvania locations and is centrally located to serve Southeastern Pennsylvania and Western New Jersey. Not only does TRP Allentown carry the same parts inventory

as our Kenworth stores, but their parts selection goes much deeper into aftermarket parts of all makes of trucks as well as parts for Paccar, Cummins, Cat, and Detroit engines."

TRP-Allentown has a well-stocked showroom for customer's shopping convenience. They are offering free parts delivery within a 50-mile radius of Allentown with plans to expand. They will also offer free delivery to any of their Kenworth of Pennsylvania locations with their weekly transfer truck service.

Earl Mitchell founded parent company Motor Truck Equipment Company in 1933. Under the management of Gareth Mitchell, and now his son Timothy Mitchell, the company has continued to grow to include subsidiaries Kenworth of Pennsylvania, Motor Truck PaCLease and Motor Truck Thermo King. Today Motor Truck Equipment Company has 10 locations; Kenworth of

Pennsylvania has 5 parts, sales, and service Kenworth locations in Carlisle, PA; New Stanton, PA; Dunmore, PA; Clintonville, PA; and Shartlesville, PA.

Parts and service only locations include Pittsburgh, PA; York, PA; Lancaster, PA; and Muncy, PA and now a Parts only location in Allentown, PA. Executive Vice President Frank Miller stated, "We strive to exceed our Customer's expectations."

TRP Allentown Branch Manager Adam Shafer welcomes Customers to stop in at the new TRP Allentown. Their current hours are Monday thru Friday 7 am-5 pm, with plans to eventually have Saturday service. You can contact them at 484-403-4630, www.kwofpa.com and www.trpparts.com

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Latest Trucking Industry News

OOIDA To Senators: Congress Contributes To Dysfunction In Trucking - It's Time To Listen To Small-Business And Professional Truckers

Washington, DC... The Owner-Operator Independent Drivers Association delivered a blunt message at a Congressional hearing today on behalf of the nation's truck drivers: It's time to listen to the hard-working men and women that drive for a living.

OOIDA Executive Vice President Lewie Pugh voiced concerns of truckers as the only witness who has worked as a truck driver at the "Keep on Truckin': Stakeholder Perspectives on Trucking in America" hearing before the U.S. Senate Subcommittee on Transportation and Safety. Pugh was a trucker and small-business operator for nearly 23 years with roughly 2.5 million miles of safe driving before joining OOIDA staff in 2017.

"If you ask most drivers what Congress has done recently to improve the profession, the answer is nothing," said Pugh. "Washington has allowed trucking policy to be overly influenced by executives looking to maximize profits, activists who'd like to regulate truckers to oblivion, state and local governments who view truckers as rolling piggybanks and self-proclaimed 'experts' who don't even know what the inside of a truck looks like."

OOIDA's full testimony included suggestions on which policies Congress should enact and which ones they should reject if they are truly interested in improving highway safety and the working conditions for small-business truckers and professional drivers.

As Congress considers the next highway bill, OOIDA recommended several ways that the Committee could make a positive difference such as repealing the failed ELD mandate and the overtime exemption for drivers in the Fair Labor Standards Act, providing dedicated funding for new truck parking capacity and fixing the nation's crumbling infrastructure. The Association urged the Committee to abandon meaningless, unproven and unsafe proposals such as requiring speed limiters, mandating front and side underride guards, raising insurance minimums and allowing under-21 drivers to engage in interstate commerce.

OOIDA thanks Subcommittee Chair Deb Fischer (R-NE) for holding the hearing which focused on stakeholder perspectives regarding the state of the trucking industry, truck safety issues and the current regulatory environ-

ment. Senator Fischer is one of the few Members of Congress who has routinely engaged the trucking industry on policy matters. Other witnesses testifying included representatives from the American Trucking Associations, the Commercial Vehicle Safety Alliance, the Livestock Marketing Association and the Truck Safety Coalition.

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

ATA Truck Tonnage Index Increased 3.3% in 2019

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 3.3% in all of 2019, about half the annual gain in 2018 (6.7%), for the tenth straight annual increase.

The advanced SA For-Hire Truck Tonnage Index rose 4% in December after falling 3.4% in November. In December, the index equaled 118.2 (2015=100) compared with 113.6 in November.

"Last year was not a terrible year for for-hire truck tonnage, and despite the increase at the end of the year, 2019 was very uneven for the industry," said ATA Chief Economist Bob Costello. "The overall annual gain masks the very choppy freight environment throughout the year, which made the market feel worse for many fleets. In December, strong housing starts helped advance the index forward."

It is important to note that ATA's tonnage data is dominated by contract freight.

November's reading was revised down slightly compared with our December press release.

Compared with December

2018, the SA index rose 3%, which was preceded by a 2% year-over-year drop in November.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 112.7 in December, 2% below the November level (115.1). In calculating the index, 100 represents 2015.

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

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

Trucking Calls For Bold, Bipartisan Infrastructure Package - ATA Stresses Need For Viable, Cost-Effective Funding In The Near-Term

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after House Democrats released their outline for infrastructure legislation.

"We commend Speaker Pelosi and House Leaders for their commitment to revitalizing American infrastructure. Each additional day that we short our nation's roads and bridges of needed funds, more lives are at put at risk, more hours of the day are lost sitting in traffic and more damage is done to the environment.

"We look forward to working with Congress and the Administration on a robust infrastructure package that restores our roads and bridges with a cost-effective, fiscally conservative and realistic funding solution in the near-term."

ATA has proposed the Build America Fund, which would be supported with a federal fuel-usage fee built into the price of transportation fuels—diesel and gasoline—collected at the wholesale terminal rack, phased in at a nickel per year over four years. The fee would be indexed to both inflation and improvements in fuel efficiency, with a five percent annual cap. ATA estimates the Build America Fund would generate \$340 billion in new revenue over the first ten years, without adding a dime to the federal deficit or requiring any new administrative bureaucracy.

American Trucking Associations is the largest national trade association for the trucking industry. Through a federation of 50 affiliated state trucking associations and industry-related conferences and councils, ATA is the voice of the industry America depends on most to move our nation's freight. Follow ATA on Twitter or Facebook. Trucking Moves America Forward

Kenworth Offers \$1,000 Savings to OOIDA Members on Qualifying New T680, T880 and W990 Sleeper Truck Purchases

Kenworth and the Owner-Operator Independent Drivers Association (OOIDA) have again teamed up for the 18th consecutive year to provide a \$1,000 savings to OOIDA members on qualifying purchases of new Kenworth sleeper trucks during 2020.

Eligible trucks are the Kenworth T680, T880 and W990 with a 52-inch or larger factory-installed sleeper. Both new stock and special order vehicles qualify.

"Owner-operators have a passion for Kenworth trucks. This special program is our way to thank OOIDA members who purchase a qualifying Kenworth T680, T880 or W990 sleeper truck in 2020," said Laura Bloch, Kenworth assistant general manager for sales and marketing.

Buyers must show their OOIDA membership card to their Kenworth dealer at time of purchase in 2020. A copy of the bill of sale and warranty, along with the buyer's OOIDA membership number, must be mailed to: OOIDA, P.O. Box 1000, Grain Valley, MO 64029, or faxed to OOIDA at (816) 229-0518.

Limit for a single customer is three qualifying Kenworth trucks per year. Other limitations apply on the Kenworth rebate program. See your Kenworth dealer for more details.



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New Entertainment! The Big Rig Truck Show will be adding new entertainment for 2020, including some of the most popular local and regional Bands. Our Staff is working on a National Produced Firefighter Combat Challenge as well.

The 2020 Big Rig Truck Show will take place at the spacious Northern Wisconsin State Fairgrounds located in Chippewa Falls, Wisconsin on August 14th -16th. Tickets can be purchased online starting February 26, 2020.

Join our Facebook and Instagram pages to get up to date information or call us at 715-559-1708.

Online registration for drivers is now open at www.bigrigtruck-shows.com



Aerial view of the 2019 Big Rig Truck Show.



- All photos courtesy of Photo Card Specialists -

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BATON ROUGE, LA.... Sometimes you just need to get your money right now - that is why Seven Oaks Capital Associates LLC was founded in 1997. The Baton Rouge, Louisiana based company specializes in factoring for owner-operators, fleets, and brokers.

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Seven Oaks Capital is open Monday-Friday, 8:30 am to 5:00 pm Central Time. To reach them, call 225-757-7852 or visit them online at www.sevenoakscapital.com

Pacifico Reflections - Windy Days

by: Mike McGough

It was one of the windiest days in recent months. Trees that still had some leaves swayed rather briskly as the winds hit them. It was cool. The wind made it feel almost cold. Leaving his house, he headed north for a short distance. The wind was coming in intermittent gusts, and as he headed north he was heading directly into it. Each gust brought down a few more leaves that crunched under his feet as he stepped on them. At times the wind was brisk enough that he wondered if it was slowing him down just a bit.

In a short distance, a left turn headed him out along a wooded area. The sound of the wind in the trees was more than a whisper. It created a rushing sound that left no doubt that it was fall. Leaves and twigs from the trees that lined the north side of the road were strewn along the road, giving clear evidence of the force of the wind. However, as he jogged along the wooded area, it was clear to him that the force of the wind was diminished by the trees.

At the next intersection, his usual course headed south along an open area. The wind was at his back. It seemed to push him along. He had been jogging for nearly 40 years, and his miles were generally in the comfortable fourteen to fifteen minute range. Speed had never been his goal, and it was good that it wasn't, because he would never have achieved it. As he headed south, he could

feel the wind at his back. It seemed like it was pushing him along. He felt as though he was moving faster and easier with the wind at his back. At one point he stretched my arms out to exaggerate the effect of the wind. It felt good.

Along that leg of his course, there is a slight hill and then a turn to the left that heads him east. This section cuts through the center of open fields. There are no trees to interrupt or lessen the force of the wind. It is on this portion his jog that he hit the two-mile mark. At that point, he was just about 40 seconds ahead of his usual pace. Although that may not have been totally due to the wind, he reasoned that the wind did have some effect. He continued along that leg for several more minutes.

The last part of this route had him jogging almost due north again. The wind was once again in his face, just as it had been when he started. This is the longest leg of this particular, route and the effect of the wind was noticeable. He was moving slower than usual along this section of the run. During the very last piece of his jog, about a tenth of a mile, he was once again heading south and the wind was at his back.

Reentering his driveway, he looked at his watch. The forty seconds he had gained by the two-mile mark were gone. As usual, he was back in his driveway in just about 45 minutes. The total run was no faster or slower than on days when the wind was totally

calm. When he thought about it, that made perfect sense. He had jogged in a circle. The wind was a constant from the north. The demands it placed on him during some portions of the run were offset by the advantages it provided during others. In the end, it all evened out, and the net effect was negligible.

From time to time, everyone feels the force of life's winds in their faces, and at other times they feel the push of the wind at their backs. Some winds carry pressures and problems that must be confronted, dealt with, and managed. Others bring support and opportunities that can empower and move you along as they add to your momentum. Along the path of life, there will be those wooded areas, where the winds are present, but where their effect is diminished. Along other stretches, there is nothing but wide-open spaces where the wind, for good or bad, hits you full on.

As you make your way through life periodically remind yourself of this jogger's simple lesson. As he experienced during a particularly windy day on his usual course, you too will encounter winds from time to time. Sometimes they will be at your side. On others days they will be in your face, and there will also be times when they will be at your back. If taken in stride, the winds of life that buffet you one day, will support you and help to move along the next.



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International Roadcheck Set for May 5-7 with Emphasis on Driver Requirements

Greenbelt, MD... The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck will take place May 5-7. International Roadcheck is a high-volume, high-visibility three-day enforcement initiative that highlights the importance of commercial motor vehicle safety through roadside inspections. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions throughout North America will conduct inspections on commercial motor vehicles and drivers.

Each year, International Roadcheck places special emphasis on a category of violations. This year's focus is on the driver requirements category of a roadside inspection. According to the U.S. Federal Motor Carrier Safety

Administration's (FMCSA) fiscal 2019 data (as of Dec. 27, 2019), of the 3.36 million inspections conducted, 944,794 driver violations were discovered, of which 195,545 were out-of-service conditions.

With last year's federal electronic logging device full-compliance mandate in the U.S., the Alliance decided that this year's International Roadcheck would be the perfect opportunity to revisit all aspects of roadside inspection driver requirements," said CVSA President Sgt. John Samis with the Delaware State Police.

During International Roadcheck, CVSA-certified inspectors primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes two main inspection categories: an

examination of driver operating requirements and vehicle mechanical fitness. A third category, hazardous materials/dangerous goods, may also be part of a Level I Inspection. Depending on weather conditions, available resources or other factors, inspectors may opt to conduct the Level II Walk-Around Driver/Vehicle Inspection, Level III Driver/Credential/Administrative Inspection or Level V Vehicle-Only Inspection.

An inspector will start each inspection procedure by greeting, interviewing and preparing the driver. The inspector will collect and verify the driver's documents, identify the motor carrier, examine the driver's license, check record of duty status and review periodic in-

spection report(s). If applicable, the inspector will check the Medical Examiner's Certificate, Skill Performance Evaluation Certificate and the driver's daily vehicle inspection report. Inspectors will also check drivers for seat belt usage, illness, fatigue, and apparent alcohol and/or drug possession or impairment.

The vehicle inspection includes checking critical vehicle inspection items such as: brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat (missing), exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, and windshield wipers. Additional items for buses, motorcoaches, passenger vans or other passenger-carrying vehicles include emergency exits, electrical cables and systems in engine and battery compartments, and temporary and aisle seating.

If no critical vehicle inspection item violations are found during a Level I or Level V Inspection, a CVSA decal will be applied to the vehicle, indicating that the vehicle

successfully passed a decal-eligible inspection conducted by a CVSA-certified inspector. However, if a required rear impact guard is inspected during a Level I or Level V Inspection and violations are present, a CVSA decal will not be issued.

If an inspector does identify critical vehicle inspection item violations, he or she may render the vehicle out of service if the condition meets the North American Standard Out-of-Service Criteria. This means the vehicle cannot be operated until the vehicle violation(s) are corrected. A driver can also be placed out of service for driver credential-related issues or driver conditions, such as fatigue or impairment.

In the past, International Roadcheck usually took place during the first week of June. However, this year, International Roadcheck was moved up by one month, from June to May, when the weather may be more favorable for many jurisdictions.

"Announcing the dates of International Roadcheck has always been a deliberate, thoughtful and purposeful decision by the Alliance," said Sgt. Samis. "By announcing the dates in advance, we hope

to remind motor carriers of the importance of proactive vehicle maintenance and remind drivers to be prepared for inspections and to always conduct pre- and post-trip inspections. We want every vehicle and driver inspected during this initiative to pass inspection with no violations."

Sgt. Samis added, "We're aware that some drivers opt to stay off roadways during the three days of International Roadcheck. Although there is certainly an increase in the number of inspections conducted during International Roadcheck, it's important to remember that inspections are conducted every day of the year. Inspectors will be inspecting commercial motor vehicles the day before International Roadcheck starts, the day after it ends, as well as any other day of the year."

International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with approximately 17 trucks and buses inspected, on average, every minute in Canada, Mexico and the U.S. during a 72-hour period. Since its inception in 1988, more than 1.6 million roadside inspections have been conducted during International Roadcheck campaigns.

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Mack Trucks Launches Medium-Duty Trucks



Serial production of the Mack MD Series will begin in July 2020.

Mack Trucks has launched the all-new Mack MD series of medium-duty trucks, adding to its already robust product line to reach new customers and applications. Serial production of the Mack MD Series will begin in July 2020. Mack also announced a \$13 million investment to establish its Roanoke Valley Operations (RVO), a new manufacturing facility in Roanoke Valley, Virginia, for the production of the Mack MD Series. The project will result in the creation of 250 new jobs.

“Mack Trucks is very proud to make this investment and to now offer a full lineup of Class 6 to Class 8 commercial vehicles, serving virtually every segment of the market,” said Martin Weissburg, Mack Trucks president. “With this investment, Mack is well-positioned for future success, and we’re taking orders for the new truck beginning today.”

The Mack MD6, a Class 6 model, has a Gross Vehicle Weight Rating (GVWR) of 25,995 pounds, and the MD7, a Class 7 model, has a GVWR of 33,000 pounds. These new products will meet the needs of trucking applications requiring dry van/refrigerated, stake/flatbed, dump and tank truck vocations.

“Already providing our customers a full product lineup of Class 8 vehicles, the Mack MD Series expands even further the solutions available to our customers,” said Jonathan Randall, Mack Trucks senior vice president of North American sales and marketing. “Now that we have a full lineup of Class 6 to Class 8 vehicles, customers desiring Mack’s distinctive durability and reliability now have an option for lighter GVWR configurations.”

The Mack MD Series is an all-new model range built specifically for medium-duty applications. Available in 4x2 configurations, the MD6 and MD7 models feature a sharp wheel cut for enhanced maneuverability for tough urban settings. The Mack MD Series will be supported by Mack’s extensive dealer network.

Customers interested in the Mack MD Series can visit their local Mack dealer or www.macktrucks.com

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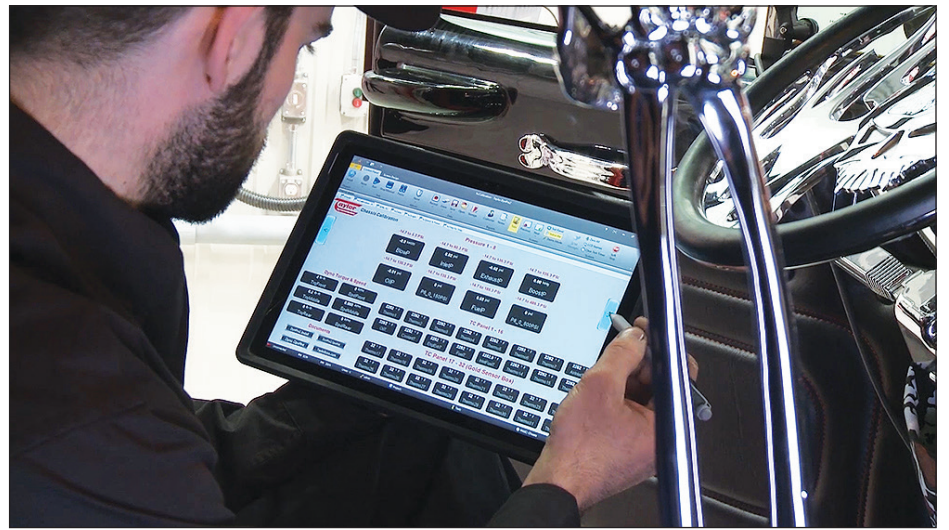
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Diesel Spec’s Montreal, Canada headquarters.

continued from page 1

in the price of the tuning. Most customers experience a 5-20% (about 1/2 mile per gallon) gain in fuel economy. Tunings are available for nearly every engine type,

including: CAT, Cummins, Detroit, Isuzu, Mercedes, PACCAR, and MaxxForce. Updates are also available for all modern engine versions. Diesel Spec also does tunings for farm tractors and off-road equipment.

Diesel Spec also sells high performance parts including turbos, exhaust manifolds, intake manifolds and crank dampers. The company has a Taylor dynamometer at their facility in Montreal to ensure more accurate results.

The following are what customers had to say about their Diesel Spec tuning:

Menick, truck owner from Quebec, Canada: “Thanks to the Diesel Spec team for the professional work! Not

only is my truck more fun to ride in since you upped its performance, but I also make fuel savings of 1 mile per gallon. I recommend all truck owners to visit Diesel Spec.”

Luis, truck driver from Quebec, Canada: “Thanks for bringing my engine back to life! 100 horsepower more and fuel savings of 10%. A tremendous investment.”

John, truck driver from Ontario, Canada: “Our fleet needs all the power we can get without sacrificing fuel economy. More than 30 trucks done, and we are very satisfied. Diesel Spec delivers big in both.”

Tyler, truck owner from Alberta, Canada: “We did a

tune on a Caterpillar bridge engine. Truck now pulls great and is good on fuel. CAT engine was lazy before. Thanks Guys!”

Doug, truck owner, Texas: “2007 Kenworth W900B with Caterpillar C-15 MXS twin turbo. I have the economy tune on my truck and right away you can see the difference. The truck pulls better, uses less fuel and seems to run a little cooler as well. I have had one truck done with Finning and one with Diesel Spec and Diesel Spec is the way to go.”

If you would like to take your truck from mild to wild, give Diesel Spec a call at 855-932-0060.

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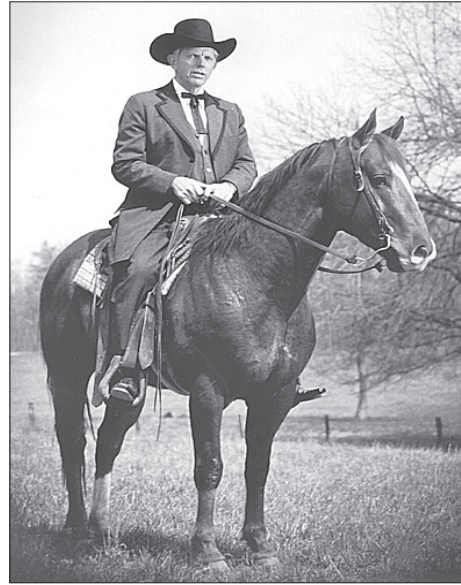






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Robert E. Harris, “The Circuit Rider” was the nation’s last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy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

It Pays To Remember That Time Moves On

It seems useless for a spider to try spinning his web on the hands of the town’s clock. Time moves on. There’s something said about the spider in the Bible, it simply says he gets into the King’s palace. He has more wisdom than to try spinning his web on something moving.

Time moves on. You’re not the person today that you were yesterday, nor are you the individual that you will be tomorrow. Time moves on – and if you’re smart, you’ll move with it. If you fail to move with time, you will never get any farther that where you are.

The second saddening thing is if you do not move, others in the process of moving will walk on you and you’ll be injured.

We must always remember that time is the stuff that life is made of. And if you waste your time, you are wasting your life. Jesus Christ recognized the importance of time and said, “I must work the works of Him that send me while it is day; for the night cometh when no man can work.”

An inspired Apostle said, “Now is the accepted time.”

So, put your faith in Jesus Christ and live for Him every day. Time will bring you into His presence and His peace will be your portion.

Wiers Acquires George’s Truck Center In Florence, KY

INDIANAPOLIS, IN... Wiers Fleet Partners announced the acquisition of George’s Truck Center at 9000 Connector Drive in Florence, KY, 15 miles south of downtown Cincinnati.

Florence is the eighth Wiers location offering 24/7 Priority Fleet Service to national and local companies requiring commercial truck maintenance and repair.

Ken Stambaugh, former co-owner, will join the Wiers Team as the Service Center Manager.

Wiers Service Centers are run by experienced teams who bring dealer capabilities to a customer-friendly and accommodating environment. Mobile Maintenance and Emergency Road Service allows Wiers to support customers where and when they needed it.

“As always, we must remain true to our core values—Will Do Attitudes, Trustworthy Actions, Master Workmanship, Growing Together, and Proactive Communication. Let’s take care of each other and our customers!” said Tom Wiers, Owner & CEO of Wiers.

Headquartered in Indianapolis, IN, Wiers Fleet Partners helps commercial truck users lower total cost and improve fleet performance. Wiers takes great pride in developing team members and being active in local communities.

Join us in welcoming Wiers Fleet Partner, Florence, KY! To find the Wiers location nearest you, visit: www.wiers.com.

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Women In Trucking Announces February Member of the Month



Plover, WI... The Women In Trucking Association (WIT) recognizes a third-generation female truck driver, Jacinda Duran, as its February 2020 Member of the Month.

Duran has been around trucking her entire life. With many family members in the industry, she says it was inevitable that she would be too. Her mother was a professional truck driver for 23 years and often took Duran with her on the job. Her father drove dump trucks and cement trucks. Her grandmother hauled produce in California for over 50 years. Her grandfather did his truck driving in the 1950s. They even have a relative who appeared on the television series, Shipping Wars.

Ten years ago, Duran started her logistics career at FedEx

Express as a courier, then transitioned into big rigs in 2014. She has experience driving limos, buses, charter buses and everything in between.

Today, Duran drives enclosed car carriers for Plycar Transportation, based in Kings Park, N.Y. The company recruited her after seeing her social media page, Jacinda Lady Truckin. They recognized that her passion for trucking was a great fit for their elite trucking team. Through Plycar's six-week training program, Duran learned to transport, load and unload unique, one-of-a-kind cars and became the company's first solo female driver.

For the past year, Duran has driven from coast to coast and in all 48 states. She says the best thing about her job is the freedom. She continues to

inspire women to reach for the stars through her social media platform. She makes every day an adventure and continues to explore this great country.

"I stay out on the road for a long period of time, living in my truck. I get to travel the country, seeing friends, making new friends and living the best life out on the road. I am blessed and thank God every day for my health, my life and my blessings," said Duran.

Duran is a proud mother of two children. Her daughter is in nursing school at Northern Arizona University and her son is a cadet in the US Air Force Academy, obtaining a degree in Aero Engineering.

For more information, visit www.womenintruckin.org or call 888-464-948

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Magnum Launches Four New Fleet Moose Bumpers

Abbotsford, BC... Magnum Trailer & Equipment Inc, a manufacturer and service provider for the heavy-duty truck and trailer industry introduces four new Moose Bumpers for their most popular fleet model trucks. Mike Eng, Truck Accessories Sales & Marketing Manager for Magnum Trailer

& Equipment said, "These new four post designs offer increased strength and protection and are fully compatible with the OEM's collision avoidance system."

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6061-T6 aluminum and offer additional protection around the headlight and fender area with improved protection in the event of an off-center impact. The

new bumpers are designed specifically for each model, complimenting the trucks unique design features, resulting in a great front-end look.

Contact your local truck dealer to find out more about Magnum bumpers or visit: www.magnumtrailer.com

Kenworth Names 2020 Dealer Council, Supports World's Best Customer Experience

KIRKLAND, WA... Kenworth Truck Company has named its 2020 Kenworth Dealer Council members. The council features

eight executives representing 426 Kenworth dealerships in the United States and Canada.

The council works in partnership with Kenworth to support The World's Best customer experience throughout the Kenworth dealer network in the United States and Canada. "Our dealer network is the best in the industry," said Kevin Baney, Kenworth general manager and PACCAR vice president. "We work closely with our dealer network to provide proactive personalized support to our customers maximizing uptime."

Bill Kozek, Wisconsin Kenworth (Madison, Wis.); Samuel Letendre, Kenworth Maskana (La Présentation, Quebec); Tim Mitchell, Kenworth of Pennsylvania (Carlisle, Pa.); Scott Nichols, Kenworth of Indianapolis (Indianapolis, Ind.); and Todd Rice, MHC Kenworth (Leawood, Kansas). In addition, Jodie Teuton of Kenworth of Louisiana (Gray, Louisiana) serves as the Kenworth line representative for the American Truck Dealers (ATD).

Kenworth is The Driver's Truck™. See what drivers are saying at www.kenworth.com/drivers.

The 2020 Kenworth Council members are: Chairman – Scott Oliphant, Kenworth of Louisiana (Gray, Louisiana); Bill Currie, Inland Kenworth (Burnaby, B.C.);

Kenworth's Internet home page is at www.kenworth.com. Kenworth is a PACCAR company.

USMCA Signing Will Pave Way to Stronger Economy, Trucking Industry - ATA Urges Countries to Quickly Implement North American Trade Deal

Arlington, VA... American Trucking Associations leaders hailed the signing of the newly ratified United States-Mexico-Canada Agreement during a ceremony at the White House, where ATA President and CEO Chris Spear and 12 professional truck drivers from ATA member companies were in attendance.

USMCA is projected to increase annual U.S. exports to Canada and Mexico by a combined \$33 billion above the current NAFTA baseline. The agreement is also expected to increase U.S. GDP by \$68 billion, stimulating broad sectors of the economy that the trucking industry serves, like agriculture and manufacturing.

The following professional truck drivers—members of America's Road Team—were in attendance, representing a combined 33.2 million safe-driving miles throughout their collective careers: Ina Daly, XPO Logistics; Steve Fields, YRC Freight; David Green, Werner Enterprises Inc.; Rhonda Hartman, Old Dominion Freight Line; John Lex, Walmart Transportation; Don Logan, FedEx Freight; Charlton Paul, UPS Freight; Dion Saiz, FedEx Freight; Russ Simpson, Holland; Dee Sova, Prime Inc.; Tony Spero, ABF Freight System; Derrick Whittle, Cargo Transporters

In 2018, trucks moved more than \$770 billion worth of goods between the U.S., Canada and Mexico, and transnational trade between the three countries supported roughly 90,000 U.S. jobs in the trucking industry—including 60,000 truck drivers. Those figures should only increase as USMCA is implemented.

"Trucks move 70% of all freight in the U.S. and 76% of the freight that moves between the U.S. and our closest neighbors, so we expect trucking will see significant benefits from USMCA as the agreement boosts exports to Canada and Mexico and generates a measurable increase in our gross domestic product in the years ahead," said ATA Chief Economist and Senior Vice President of International Trade Policy and Cross-Border Operations Bob Costello. "We look forward to working with leaders in all three countries to ensure smooth enactment of USMCA."

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Left to right: Tom Shanahan, President and Don Cox, Vice President of Specialized Services of Shanahan Transportation Systems, Inc.

PITTSBURGH, PA... Don Cox has joined Shanahan Transportation Systems, Inc. of Pittsburgh, Pennsylvania as Vice President of Specialized Services. Don brings a wealth of experience to the job, having spent many years in the trucking industry in operations, logistics, safety, recruiting, and even owning his own trucks. Shanahan Transportation Systems, located in the South Hills of Pittsburgh, was founded in 1989 by Bob and Tom Shanahan. The company is an agent for DLS Worldwide. Shanahan is a "One Stop Shop," offering expedited service from 1 pound to 100 tons or more, even air freight and virtually anything that needs to be moved. Tom Shanahan states, "We are excited that Don has joined our company. He has hit the ground running for us, I am confident that Don will be a great asset to our company, which is made up of many dedicated employees who have been with Shanahan Transportation Systems for many years." To learn more about the opportunities available at Shanahan Transportation Systems, Inc. for company drivers and owner-operators, call Don at 412-882-6000 or log onto www.shanahantrans.com

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**DIDA KNOW - A LIKELY
STORY - YOU'RE ALL HEART**



by Roger Clark

A heart attack was not on my radar but, like many people, I work too hard, walk too slow, talk too loudly, and wait too long. Folks like me spend too much time watching TV, playing the ponies, picking out donuts, and making up our mind at the Golden Arches. Then somewhere between potluck suppers and Free Pie Wednesdays we complain about chest pains, fatigue and shortness of breath. I quit smoking almost thirty years ago, never learned to drink, and wouldn't know illegal drugs if they spit in my eye. I have had more than a fair share of trips to the Emergency Room, but never been badly injured, seriously ill, or confined to a hospital. Never did it occur to me that I might be cursed with good health. Then at 5:00 AM in a Minneapolis hotel a few years ago, I was awakened by chest pains, and immediately did four things. (A) I tried to take a shower. (B) I tried to get

dressed. (C) Then I tried to walk 250 feet to the elevator, and another 100 feet across the lobby. And there (D) is where I asked the front desk to call 9-1-1. The only correct answer was (D) calling 9-1-1, and I could have—should have—done it the minute I woke up. Had I done that, paramedics from MFD Station 5 would have been at my bedside in four minutes flat. I know this, because they got to me in the lobby just two minutes after the call. Just ten minutes later, at a nearby trauma center, I was surrounded by a team of focused professionals. I know they were focused because it was a well-practiced response done many times before. I knew they were professionals because ten dollars in loose change spilled from my pockets, and nobody left for breakfast. Following a brief pit stop in the Cath lab, I was rushed upstairs in time to watch "The View" with Joy and Whoopi. I had a three day stay, at the Minneapolis Heart Institute and Time Share Resort, but my wife had it worse. She had a million-mile drive from Wichita to Minnesota. As I was being prepped for release, the attending cardiologist was going over a list of sins and omissions for me. "You'll be limited to two cups of coffee a day" she said. "Well then, just kill me now!" I responded.

Her reaction indicated humor wasn't high on her list. But then, it wasn't high on mine that day, either! It's now three years later, and I recently saw my Kansas cardiologist. He looked at my chart and said, quote, "You could live another 25 years. Or not." Unquote. I was really comforted. Or not! He could have told me to lose weight, get exercise, find a hobby, or invest in oxygen stock, but the doctor is a busy man. I would have asked him about it, but he's already in the alley taking a smoke break. Doctors are people too, by the way. Just the other day in a hospital waiting room, my wife was discussing procedures with a surgeon when my cardiologist ran by in the hallway. "There goes RC's cardiologist" she said. "Mine too!", said the surgeon. Our family doctor here in Smalltown, Kansas looks like a high school class valedictorian, but he's a card-carrying, lab coat-wearing doctor of osteopathy, (whatever that is). He's also a Medical Review Officer for the Department Of Transportation. This means (A) he's a no-nonsense practitioner of healthy living, and (B) all my drugs better be prescriptions! You can reach Roger at rog-erclark437@gmail.com

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MOVIN' OUT Calendar of Events

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March 26-28, 2020 – Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 24-26, 2020 – 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 10 – 30th Annual Make-A-Wish Mother's Day Convoy – Manheim Auto Auction, 1190 Lancaster Rd., Manheim, PA. 17545. This truck show began in 1990 with a call for at least two trucks so a Wish child could ride in a Big Truck and talk on the CB radio to his sister! 44 trucks showed up in 1990 and has grown since then to include games, food, costumed characters, an auction and HUNDREDS of Big Rigs! For more info, visit www.wishconvoy.org or phone 717-283-4868.

May 16 – 20th Annual Greater Cincinnati Chapter of ATHS Truck Show – Howard Trucking, 10955 Haddix Rd., Fairborn, OH 45324. Rain or shine! All Trucks Welcome! Door prizes all day long, 50/50 Raffle, DJ spinning your favorite trucker tunes! Full menu for both breakfast and lunch. For more info email: Howardtrk@yahoo.com or phone 937-878-3370.

June 4-7 – 17th Annual Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

June 20-21 – 9th Annual Ohio Vintage Truck Jamboree – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Dorr Prizes, Raffles, Jake Brake Competition, Country Convoy Dinner Cruise, and much more. For info, visit www.ohvinttrkjam.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

June 28 – American Truck Historical Society ATHS Nutmeg Chapter Truck Show – Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8:00 am to 3:00 pm. For more info call Don @ 860-274-4758.

July 9-11, 2020 – 41st 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 17-18, 2020 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pattimccleney@gmail.com

July 24-25, 2020 – Keystone Chapter ATCA Truck Show - East Freedom, PA. Trucks, tractors and machinery welcome. Dash Plaques while supplies last. No Judging. Friday night dinner and ice cream convoy. Food and drinks on Saturday. For more info call 814-224-2084 or visit www.keystonetrucks.org

August 7-9, 2020 - Carlisle Truck Nationals – Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 14-16 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

August 29, 2020 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 19 – Snow Shoe Fall Festival of Trucks – Snow Shoe Park, I-8 Exit 147, turn left, Snow Show, PA. Proceeds to benefit U.S. Veterans in Snow Show, PA. Bob Tail Trucks Only, Car Show, Fall Festival, Food and Vendors. For more info call JR at 814-321-1170. Facebook: www.Facebook.com/snowshoefallfestival

September 24-26 - CSM'S Guilty By Association Truck Show (GBATS) – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>.

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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ChargePoint and NATSO Launch Collaborative to Significantly Expand EV Charging Along Nation's Highways and in Rural Communities

ChargePoint, the world's largest electric vehicle (EV) charging network, and NATSO, which represents America's travel plazas and truckstops, announced a landmark partnership to create a National Highway Charging Collaborative to extend EV

charging to every corner of the nation.

This significant expansion will link America's drivers to a vast and growing charging network in all 50 states and the District of Columbia, significantly increasing access to charging as EV adoption accelerates. The

effort will not only enable long distance electric travel along major routes but will also provide vital access to charging in rural communities.

By 2040, some analysts expect that 40 percent of new vehicle sales will be electric with at least 100 new EV models expected to hit American roadways within the next five years. This collaborative will not only increase access to charging for drivers, but will help improve mobility on America's highways and connect existing Federal Highway Administration-designated FAST Act corridors.

As part of the MOU, the two organizations agreed that the National Highway Charging Collaborative will, by 2030:

- * Deploy charging infrastructure at 4,000 travel centers and fuel stops, leveraging \$1 billion in capital.

- * Provide charging infrastructure at fueling locations across the United States with a focus on connecting rural communities.

- * Expand availability of charging infrastructure and connect existing Federal Highway Administration-designated FAST Act corridors.

- * Work together to achieve policy outcomes to support each of these objectives.

For more information about the National Highway Charging Collaborative, please visit nationalhighwaychargingcollaborative.com.

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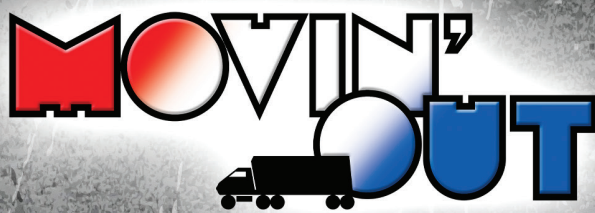
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Working Show Truck Of The Month



wife Lillian Taylor took over the day-to-day duties.

Sadly, Pop has since passed away as well, and Bob is currently running the business, which keeps five trucks busy. The 5th truck is this sharp looking 2000 Mack RD688 that Bob purchased from a NJ Mack dealer. Unfortunately, the Mack R-Models are no longer in production, but Bob Taylor is keeping this legendary old school model fresh in people's minds, by running this sharp green & yellow tri-axle every day.

The truck is driven by Dave Tarmin, who treats it as if it were his own truck. He takes a great

deal of pride in this "company truck" and he washes it almost every day after the hauls have been delivered. Dave even comes in on the weekends to polish it, keeping that shine going all week long!

The green & yellow paint combination is accented by a bright red frame, along with fully polished rims, a classic Mack bumper with grille guard, and fuel tanks that you can eat off of! The truck features an E7 460 Jake Brake. The 13 speed transmission was changed to a Mack 18 speed and the 44,000 lb. rears were swapped out to an 8:11 Fuller at 46,000 lb.

This definitely is one truck

that can haul any load it has to, and Dave Tarmin makes sure it shines along every mile. "Mom & Pop" Taylor believed in living the dream by working hard and loving what you do. They passed that philosophy on to Bob and he lives by that today. He's often asked when he's going to retire, and Bob always replies by saying not anytime soon, since he's having too much fun! He enjoys attending various truck

show during the Summer and showing off his equipment.

Movin' Out would like to salute Bob & Lillian Taylor, along with driver Dave Tarmin, for all of their hard work while they're living the dream that was started by "Mom & Pop" Taylor. This is one classic R-Model that has gotten better with age and is a true working show truck!

By Robert Conrad

Bill (Pop) and Bob Taylor founded Sundowner Inc., a dump truck service that hauls

sand, stone, blacktop, millings and dirt, in the early 80's. Bill's wife, the late Carolyn (Mom) Taylor ran the office until Bob's

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3. Filters that typically remove 85% or more of the soot.
4. Unit, a better term is force couple.
5. Adjustment or modification of the internal combustion engine or Engine Control Unit (ECU).
6. Turbine-driven forced induction device that increases an internal combustion engine's efficiency and power.
8. Works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.

Vertical

1. Unit of measurement of power.
2. Machine designed to convert one form of energy into mechanical energy.
3. Combustible or energy-generating molecules that can be harnessed to create mechanical energy.
7. Used to reduce the NOx pollutants in exhaust gases.