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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Over \$115,000 Raised for Special Olympics at The 2017 Guilty By Association Truck Show



This truly stunning and unique ride was just one of the hundreds of big rigs at the 2017 Guilty By Association Truck Show! - photo courtesy of 4 State Trucks/Chrome Shop Mafia - Turn to pages 14 & 15 for story and photos.

Schuster Company – Delivering Family Values and Respect



by Steve Pollock

LeMars, IA... “Treat people the way you would want to be treated” states Schuster Company President and CEO Steve Schuster. Sage advice that Schuster Company has been practicing since it was founded by Steve’s father Orville in 1956. The company’s

mission statement also reflects the same principle; “Schuster delivers their customer’s products with dedicated efficiency and steadfast stability. We work to balance a positive work environment, solid home life, strong customer affiliations, and respected peer relations.” Steve Schuster began greasing

trailers at Schuster Company in 1970 at the tender age of 12. He drove truck for the company for a while and has done nearly every job at Schuster Company. Steve says, “I wouldn’t ask anyone here to do anything I wouldn’t do myself... except for maybe our IT guy.” continued on page 13

For Every Fuel Problem, FPPF Has A Solution



by Steve Pollock

BUFFALO, NY... Water and diesel fuel are like water and oil, they don’t mix. In fact the water will separate from the fuel, dropping and collecting in the bottom of the tank. This water

can also encourage the growth of bacterial algae. These conditions can cause some serious problems if left untreated, especially in the cold winter months in northern climates. That is why it is wise to do some preventative maintenance on your fuel tank.

FPPF Chemical Company has solutions for these and every fuel problem you may encounter. First, begin treating your fuel now before colder weather sets in – begin by adding FPPF’s Killem® Biocide along with a dose of Fuel Power® to kill any algae growth and disperse water that has collected in your fuel tank. Continue to use Fuel Power each fill-up until the weather gets colder, at which point it would be prudent to switch to Polar Power® or Total Power®, both of which contain water dispersants along with anti-gelling agents. All of these products, except Killem®, contain lubricity agents and detergents that will clean the carbon from

the injector tips. The Killem® biocide should be used twice a year to keep the fuel tank clean of algae growth. Keeping the water dispersed year round will also be a great help in eliminating algae growth as well.

When putting the fuel additives in the fuel tank it is very important to run the fuel level down, put the additives in and then refill the tank. This allows the fuel treatment to mix thoroughly with the fuel. Simply dumping them into the tank will cause the additives to sit on top of the fuel and not effectively reach the separated water in the bottom of the tank. By using this simple fuel treatment regimen, a lot of the cold weather problems will be eliminated. You will also go through less fuel filters. FPPF recommends following the dosing amount on the bottle and an adequate amount of fuel treatment will be used continued on page 11

Western PA Drivers Haul Hay To Montana For Farm Aid



John Sutton, owner of J.D. Sutton Trucking, was part of the Hay Convoy to Montana. - All photos by Steve Pollock, Movin' Out -

by Steve Pollock

EMLENTON, PA... Five Professional Truck Drivers donated their time to haul loads of much needed hay to Montana farmers who were victims of the recent wildfires. Perry Altmire, Jr. and two of his drivers, David Campbell and Rob Metz drove trucks owned by Perry Altmire Trucking. Tim Birkbigler drove a truck provided by Wayne Sell Trucking and John Sutton; owner of J.D. Sutton Trucking drove his own truck.

The "Hay Convoy" was the collective effort of many people, including local farmers Don Angert of Chicora, Smith Farms and Rasp Farms of North Washington and Bruce Walker of Saxonburg who donated hay. The hay was loaded by Jamie Stocker of Parker, PA. The convoy left Altmire Trucking in Emlenton, PA on Saturday morning, September 23rd and arrived in Miles City, Montana on September 25th.

Arrangements were made in Montana by Chad Carmichael of Montana Outdoor Addicts for local farms to receive the hay. Brooke Fair, Teri Miller and Sharon Altmire, employees at Altmire Trucking, planned the trip logistics, including return loads.

To defray the fuel costs and expenses and provide a small amount of compensation to the drivers, individuals and companies, including Movin' Out, gave donations. Many thanks to the Professional Truck Drivers who took time from work and home to help the farmers of Montana feed their cattle during the upcoming winter. The whole project was a testament to the "can do" spirit of hard-working, everyday people who wanted to help their fellow Americans in a time of need.



The drivers who made the trip to Montana.



Some of the generous folks who made donations to make the trip possible.

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Off The Beaten Path



by Pam Pollock

Kiss The Cook (And Then Order Takeout)...

It's fall and people are slowly backing away from their outdoor grills (well, most people are done with throwing burgers and steaks on the open fire but there's always some renegades, including my spouse, who are standing outside in -4° weather flipping a t-bone). Now is the time for pots of soup to be simmering on the stove. Cookbooks are being pulled from the shelves in preparation for Thanksgiving feasts.

And then there's me. I am not doing any thing different because I LOATHE cooking. Nay, let me change that to HATE. I am actually scared of the kitchen and avoid it like the plague! Thankfully, my sweet hubby does over 98% of the cooking, in addition to planting a garden and doing all of the canning himself. He's a keeper!

My Mom and I were talking the other day and she mentioned that, after being married for 62 years, it's like a person in on autopilot and even though she's 80 in a month, she goes out to the kitchen and just starts to cook. I will admit it; I was confused by this thought. Obviously I am lacking the culinary autopilot button. I blame my lacking of cooking skills on my Mom. (Sorry to throw you under the bus, Mom!) She is a fabulous cook and I grew up with homemade buns and cinnamon rolls, homemade noodles, donut muffins, the best sugar cookies in the world – and on and on and on. My Mom is also very neat and tidy. Again, I am lacking that gene. On the very rare occasion that I would actually venture into the kitchen realm, she would hustle me out of their so fast because she didn't like my messes.

I got married when I was 21 years old and I did not know how to use a can opener! I called my Mom early in the days of my marriage to ask how to make a hamburger patty! I burned just about everything that I attempted to cook. At the time, there was a little store across the road from our house and the

running joke with the clerks was, "Ruh, roh, she tried to cook again" when Steve would run over for an Augustine's frozen pizza. We ate a lot of those pizzas. And that's pretty much when Steve just took over the cooking duties.

Nowadays, Pinterest boards are all the rage. I love Pinterest! Most people have boards devoted to personal style, house decorating and yes, cooking. I have boards created for party, costume and photography ideas. Well, I did make a board called, "Food, Glorious Food!" It contains links on how to make Magical Unicorn Poop, biscuit pizzas, Smores dip and cooking corn on the cob in the microwave...

Another confession, I freak out whenever I am invited to a party and I have to bring a covered dish. It literally throws me into a tailspin! I mean, you guys, I am supposed to actually put food in that dish? Food that I should make? Noooooo! Confession time, I usually find something from the grocery store and take it. I used to take the food out of the store container and put it one of the my dishes, but that's too much work so now I just plopp that puppy down on the counter and with my glaring eyes, I dare anyone to say something. Usually they don't because I have my camera and I took photos of the day.

In a few short weeks, families will be gathering around dining room tables, holding hands and giving thanks for the bountiful feast before their eyes. And me? I will be secretly be wishing that I was being served a Chef Boyardee Pizza! Bon Appetit! And don't forget to thank the chef!

Study Shows High Cost Of Truckers Not Having Enough Places To Park And Rest

By Steve Lundeberg,

Source: Salvador Hernandez, CORVALLIS, Ore. – A pilot study by Oregon State University illustrates the high economic cost of having too few safe places for commercial truck drivers to park and rest.

Over a seven-year period on one 290-mile stretch of highway alone, at-fault truck crashes resulted in approximately \$75 million of "crash harm," research conducted by the OSU College of Engineering for the Oregon Department of Transportation shows.

"Current crash data collection forms don't have an explicit section for truck-parking-related crashes, but we can operate under the assumption that specific types of at-fault truck crashes, such as those due to fatigue, may be the result of inadequate parking," said the study's lead author, Salvador Hernandez, a transportation safety and logistics researcher at Oregon State.

Hernandez and graduate research assistant Jason Anderson analyzed Oregon's portion of U.S. Highway 97, which runs the entire north-south distance of the state along the eastern slope of the Cascade Range.

Highway 97 was chosen, Hernandez said, because the idea for the study originated from ODOT's office in Bend, which is near the highway's Oregon midpoint. An impetus for the research was the 2012 passage of "Jason's Law," which prioritized federal funding to address a national shortage of truck parking.

Jason's Law is named for truck driver Jason Rivenburg, who was robbed and fatally shot in South Carolina in 2009 after pulling off to rest at an abandoned gas station.

For "property-carrying drivers," as opposed to bus operators, federal rules require drivers to get off the road after 11 hours and to park and rest for at least 10 hours before driving again.

"Around the country, commercial drivers are often unable to find safe and adequate parking to meet hours-of-service regulations," Hernandez said. "This holds true in Oregon, where rest areas and truck stops in high-use corridors have a demand for truck parking that exceeds capacity. That means an inherent safety concern for all highway users, primarily due to trucks parking in undesignated areas or drivers exceeding the rules to find a place to park."

of the year follow the time periods drivers stated having trouble finding places to park," Hernandez said. "In Oregon, if we do nothing to address the problem and freight-related traffic continues to grow, we'll face greater truck parking shortages. We need truck drivers and safe and adequate places for the drivers to park and rest."

Researchers looked at what other states were doing in response to the parking issue, surveyed more than 200 truck drivers, assessed current and future parking demand on Highway 97, and used historical crash data to identify trends and hot spots and to estimate crash harm.

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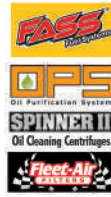
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GLIDER PRODUCTION LOOKING STRONG FOR 2018

EPA to Revisit Phase 2 Rule's Glider Provisions After "Legitimate Questions" Raised

On August 17, 2017, the U.S. Environmental Protection Agency announced that it would revisit certain provisions of the Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles – Phase 2 (Phase 2 Rule) after stakeholders in the glider industry raised concerns about their legal and factual bases. In a letter penned on the same day, EPA Administrator Scott Pruitt said that the stakeholders had raised “legitimate questions regarding the EPA’s authority under the Clean Air Act to regulate gliders as well as the soundness of the EPA’s technical analysis used to support the requirements.”



Fitzgerald Glider Kits, Byrdstown, TN

Congressman Diane Black (R-TN-06) has led efforts on Capitol Hill to combat the adverse impact of the Phase 2 Rule on gliders. In 2015, Congressman Black introduced legislation to prohibit the EPA from extending the Phase 2 Rule to gliders because they were incorrectly classified as “new motor vehicles” to which the Phase 2 Rule applies. That legislation passed by voice vote, but the Phase 2 Rule, including its glider-related provisions, was nevertheless finalized on October 25, 2016, and began limiting glider assembly effective January 1, 2017. The EPA’s announcement last month appears to confirm what Congressman

Black and those in the glider industry have been arguing all along—that the Phase 2 Rule’s glider-related provisions rest on shaky ground.

Congressman Black issued a press release expressing strong support for the EPA’s latest move:

“The Obama administration’s rule not only ignores the benefits of gliders, it destroys an entire industry. To say that I am grateful for the hard work of Administrator Pruitt and his team is an understatement. Tennesseans deeply value the work ethic that those in this industry exemplify, and it is with great pride that we can count this as a victory for communities across our state. I applaud the Administrator for recognizing the harmful effects this overreaching regulation would have on thousands of families dependent on this trade as a way of life.”

Tommy Fitzgerald Sr., co-founder of North America’s largest glider assembler, Fitzgerald Glider Kits, issued his own statement backing the EPA’s decision to revisit the Phase 2 Rule. “On behalf of my family and the terrific employees at Fitzgerald Glider Kits, I want to thank Congressman Black and Administrator Pruitt for their leadership on this issue and genuinely caring for the concerns of small businesses like ours,” said Fitzgerald Sr. “There is a way to strike a rational balance between environmental concerns and jobs, but this rule is not it. The EPA’s announcement should inspire small businesses everywhere.”

The Phase 2 Rule’s standards apply to “new motor vehicles,” and the Obama-era EPA classified gliders as “new motor vehicles” to bring them within the purview of the Phase 2 Rule. That classification was controversial and ill-informed, to put it mildly. Glider kits, which are not self-propelled, hardly constitute “motor vehicles.” In addition, gliders are not “new,” as any buyer paying less than the retail price of a comparable, new truck can confirm. Gliders are titled in most states as “used,” “remanufactured,” or “glider” so as not to confuse consumers or otherwise disguise their true nature.

The EPA’s decision to limit glider assembly under the Phase 2 Rule was also based on outdated and misleading data. The Obama-era EPA determined that worn or wrecked trucks rebuilt with glider kits using pre-2010 engines would have NOx and PM emissions twenty to forty times higher than current engines. But the EPA made that determination



not by conducting any scientific testing or studies but by simply comparing 2010 standards to pre-2002 standards and making assumptions based on that comparison.

The Obama-era EPA’s conclusions ignored its own standards and testing data on ultra-low sulfur diesel fuel. The EPA’s ultra-low sulfur diesel fuel standards, which required that all diesel fuel used by trucks and other equipment be ultra-low; sulfur, was fully phased in at the end of 2010. According to the EPA’s website, these diesel standards reduce harmful emissions from highway vehicles and nonroad engines and equipment by more than ninety (90) percent. The Phase 2 Rule ignored the impact of these standards on glider emissions. Comparing engine data collected before the use of ultra-low sulfur diesel and engine data collected after the ultra-low sulfur diesel fuel requirements went into effect is like comparing apples to oranges.

Further underscoring the shortcomings of the Phase 2 Rule’s glider-related provisions is a 2016 study performed by Tennessee Technological University. That study showed that rebuilt engines in gliders assembled by Fitzgerald Glider Kits had 6H6 emissions equal to or lower than those of OEM engines. The study also demonstrated that the gliders had twenty (20) percent better fuel economy, and a smaller carbon footprint, than OEM engines due to the reuse and recycling of 4,000 pounds of cast steel in the components of the glider. Tommy Fitzgerald Jr., who works alongside his father in the family business, explained that Fitzgerald Glider Kits has expended significant time and effort on research and development into making its products efficient and clean, including light-weighting engines by almost thirty (30) pounds of rotating mass. Fitzgerald Glider Kits also has its own proprietary engine set-up, with parts and technology to make the engine clean, efficient and reliable.

So why did the Phase 2 Rule go awry? Fitzgerald Jr. believes that the Obama-era EPA’s erroneous assumptions were the result of a lobbying campaign by a certain foreign OEM truck manufacturer (which does not produce glider kits) to gain an undue competitive advantage. “We will not stand by idly while a company and dealers in its network utilize inaccurate or false information in an effort to harm our business,” said Fitzgerald Jr. “We care about our community and our employees and we will not allow people to put American jobs in jeopardy with half-truths and disinformation.”



Tommy Fitzgerald Sr. & Tommy Fitzgerald Jr.

High Performance Diesels

with Bruce Mallinson

Every now and then a great deal comes along, this one is almost too good to be true. If I didn't know the person in charge of this piece of equipment and saw the pictures, I would not have believed it also. Many of our owner-operators that live on the islands such as Puerto Rico, the US and British Virgin Islands, Hawaii, or even small towns that need backup electricity, hear is a deal for YOU! It's a KTA Cummins (19 liter) 1150 cubic inches, 560 horsepower, GS456KVA generator that that only has 380 total hours of running time. This engine was started every Monday and run for 15 minutes, the service was performed

by a Cummins distributor. This is truly a turn key generator that comes with Cummins touch pad controls, Cutler Hammer 800-amp main disconnect, automatic transfer switch, updated controls with automatic start up, and a double wall late model 250-gallon fuel tank. This 19-liter KTA Cummins engine can be converted to run in a truck and easily puts out 800 to 950 horsepower. Being this generator is in like new condition, I thought someone just might want to keep it in its current configuration. To purchase this generator new today the cost is about \$155,000, however I did mention this deal was too good

to be true, the price for all the above-mentioned equipment is \$42,000. This is NOT a home power plant; this is to power up a small town or manufacturing facility.

Another great item we have for sale is a C-15 single turbo Caterpillar engine with only 500,000 since the last rebuild. This engine just came out of the truck, the owner-operator has moved to the south and is pulling light loads and is installing a DD4 Detroit in his 379 Pete to try to obtain better fuel mileage. I have worked with he and his father for the past 40 years and I did see and hear this engine run last week. If you're in need of



removes all of the dirt and paint so the parts can be magnafluxed, which makes visible any cracks. If the parts are cracked free, the engine block then has the line bore where the crankshaft rides on the main bearings checked for straightness. If it's not perfectly straight the line bore is honed until it's perfectly straight. Next the block is checked for the distance from the center of the crankshaft bore to the top of the deck surface, this lets the machinist know if there is enough cast iron remaining on the block to be resurfaced and if number one cylinder is the same height as number six cylinder. If the height of the front and rear cylinders is off, the block is then squared by resurfacing. The next process is cutting the upper counter bores so the liner protrusion is correct.

a great used engine that doesn't burn oil and runs great, and we can make it run greater, this could be your engine.

Variable Geometry Turbochargers - all diesel engine equipped with EGR have this type of turbocharger. They are great turbochargers in design, however expensive and the failure rate is high because of the amount of sooty environment they operate in. The variable geometry vanes eventually accumulate the soot from the burned diesel fuel and the soot in the EGR gasses. Once the soot accumulates on the vanes and the actuator can no longer move the vanes, the ECM will put the engine into a de-rate mode or even a limp home mode. The repair for this problem up until now was to replace the turbo, at a price of \$2100 to \$3500 plus labor, which makes for an expensive break down. We have been rebuilding turbochargers at our shop for the past 40 years, and so for the past couple of years have taken several of the variable geometry turbos apart to see just why they quit working. The compressor wheel, turbine wheel and shaft are still free and spinning in the exhaust flow and the bearing are still in good shape. However, most of the failures are the variable geometry

actuator that moves the fins has failed. If you are somewhat mechanically inclined you can remove the turbocharger from the engine, remove the clamp that holds the turbine housing (exhaust housing) to the bearing housing and clean the soot from the fins. I was able to talk an owner-operator through this process on the telephone, and he also replaced the actuator on the turbocharger as well and saved himself several thousand dollars. I think what I'm going to do is have a class on this subject and teach the owner-operators that are in our drivers lounge how to do this cleaning of the variable geometry fins.

Back to the basics on engine rebuilding - last month we talked about liner protrusion and how to set it. We should have started with the crankshaft and machining of the block. These two engine components are the foundation of all engines and it's critical that a reputable shop perform the work, with qualified employees and great equipment. The machine shop we utilize was started in 1962, and the founder is now 78 years old and comes to work every day. His two sons handle the day-to-day operations of the business.

They start with hot tanking the crank and the engine block; this

The crankshaft is now spun in a set of V blocks with a dial indicator on number four main bearing journal to see how many thousands the crank is out of round. We have seen crankshafts as many as .028 out of round, so to have long engine bearing life the crank must be straightened. A huge hook is mounted to a hydraulic ram and pulls the crank until it's straight. Being the line bore or crankshaft journal has been machined until it's perfectly straight and the crankshaft is straight, once you install the crank in the engine block you will be able to spin the crank with one hand. Keep in mind that the average 12-liter to 16-liter crank weighs about 400 pounds, so to be able to spin that mass with one hand is remarkable. If you can't spin it, either the line bore or the crankshaft is not perfectly straight. This is the foundation of building a Signature Engine.

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

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NATSO Disappointed EPA Preparing To Lower Renewable Fuel Mandates

ALEXANDRIA, VA... David Fialkov, NATSO's Vice President of Government Affairs, issued the following statement in response to the Environmental Protection Agency's "Notice of Data Availability" indicating that the Agency is considering lowering renewable fuel mandates:

"EPA appears to be laying the groundwork to substantially lower the renewable volume obligations far below the levels it proposed just several weeks ago. Those levels were perfectly attainable and if finalized would result in greater consumption of renewable fuels in the United States and lower prices for consumers. It is unfortunate that EPA seems inclined to rely on

flawed legal arguments to justify undercutting what has thus far been a largely successful policy.

"Although this is undesirable, it is also the entirely predictable consequence of a flawed advocacy strategy that domestic biodiesel producers have been pursuing for years. Rather than accept a guaranteed demand for their product, and a tax credit for their customers who purchase and sell their product, domestic biodiesel producers got greedy. They have been urging policymakers to keep foreign biodiesel out of the country, to eliminate the credit for their customers and keep it for themselves.

"Today the EPA indicated that it is inclined to base RVOs solely on

domestically produced renewable fuels. This is precisely what domestic producers have been advocating, but not exactly the result they were hoping for.

"Now more than ever it is clear that it is in the entire biodiesel supply chain's interest for Congress to extend and phase out the biodiesel blenders' tax credit. This would provide the policy certainty that EPA is clearly looking for to ensure the long-term viability of biodiesel in the United States. NATSO hopes to be able to work with its suppliers and its customers in order to pursue this and other policy objectives that at the end of the day are mutually compatible."

Understanding Oil Contaminants



By Tom Bock

Diesel fuel combusts spontaneously from the high pressure of the cylinder instead of igniting from a spark plug like gasoline engines. Therefore, diesel engines produce soot at a much higher rate than gasoline engines due to: incorrect fuel to air ratios causing incomplete fuel combustion, improper mixing of fuel and air that causes a uneven burn, or blow-by that decreases the pressure required for complete combustion.

Soot is usually smaller than 1 micron. Dispersant additives formulated in motor oil to keep the soot in suspension and from clumping together are often added to protect engines from soot build up, to protect the engine from damage. As the levels of soot increase, the dispersant additive is overwhelmed and clumps form impeding the flow of oil, increasing viscosity, attaching soot to parts that cause wear. The additional soot also retains heat and does not allow the oil to cool properly in the oil pan.

There are some simple steps that can be taking to lower the soot production of diesel engines.

- Keep air filters clean. Blocked air flow will affect the fuel/air ratio
- Check air induction system for leaks loose clamps, holes in ductwork etc.

- Change fuel filters in a timely manner. A clogged fuel filter will restrict flow and affect fuel/air ratio

- Keep injectors clean and operating correctly. Injectors that do not spray the fuel in cylinder properly do not allow the fuel to mix with air effectively

- Ensure injector and valve timing is correct. If fuel is injected too late in cycle or valves are not closed etc., fuel will not burn properly

- Check fuel tank for "BUGS" greenish black bacteria that contaminates fuel reducing the fuels ability to burn clean by clogging fuel filter reducing flow. Check the fuel filter frequently in hotter months if slimy greenish black dots appear install biocide in tank.

- Check fuel tank or fuel filter with black tar like substances (asphaltene) that will block fuel filter and reduce fuel flow. Asphaltene is cause by heat and oxidation of fuel and are difficult to remove from fuel system.

- Watch fuel mileage. If there is a drastic drop, chances are it is due to unburned fuel that may be due to above or loss of compression in cylinders due to blow-by, valve seating, etc.

- Improper or clogged muffler could also cause back pressure that could affect air flow. The DPF may

require regeneration etc.

- Keep lubricating oil clean to prevent excessive ring wear that reduces compression to levels that effect optimal combustion.

There may be other causes for soot increase but if you know that it is occurring based on your oil sample results you can react and take corrective measures. It's your \$\$\$\$. Why waste it running with an engine that does not burn the fuel you pay for.

A comprehensive oil sample is usually \$25 or less and the value of the information you receive will far exceed the cost. Sample your oil regularly whether you use an extended oil drain filtration system or dump your oil at set intervals.

If you have any questions pertaining to oil or oil sampling please send them to tbock@horizoncp.biz with the subject line: MOVIN' OUT Question

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Truckload Turnover Surges in Second Quarter

Arlington, VA... The turnover rate at truckload carriers surged in the second quarter of the year, a sign that the market for drivers is quickly tightening, according to American Trucking Associations Chief Economist Bob Costello.

"We saw double digit gains in the annualized turnover rate for both small and large truckload fleets," Costello said. "After a period of relatively low turnover, it appears the driver market is tightening again, which coupled with increased demand for freight movement, could rapidly exacerbate the driver shortage."

According to ATA's quarterly report, the turnover rate at large truckload carriers jumped 16 percentage points to 90% - the highest it has been since the final quarter of 2015. The 16-point increase is the largest quarterly jump since the fourth quarter of 2010.

At smaller carriers, fleets with less than \$30 million in annual revenue, the turnover rate swelled by 19 percentage points to 85%, the highest it has been since the first quarter of 2016.

The turnover picture at less-than-truckload fleets was more muddled, with over-the-road LTL

turnover dipping one point to 9%, but the rate for local LTL drivers was 14%, up two percentage points from the previous quarter and the highest rate in three years.

"We predicted that last year's period of relatively low and stable turnover could be short-lived if the freight economy recovered from 2016's freight recession," Costello said. "It appears those predictions were correct and we may be seeing the beginnings of a significant tightening of the driver market and acceleration of the driver shortage."

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Ridin' With Deez Wheelz



Pictured above: Bobbie List, Courtney List, Officer Pam Deguffroy, Danielle List, Joe Mancino, Pittsburgh Police Chief Scott Schubert, Jeff List

by Steve Pollock

Danielle "Dee" List is a very special girl. Dee lives with a rare condition (about 1,000 people worldwide have the disease) called Glycosylation (Type 1A CDG), which affects her central nervous system. Although she uses a wheelchair, Dee doesn't let her condition stop her from enjoying swimming, bowling, bike riding and even walking.

Her dad Jeff had modified a special bike for her to ride. Dee had outgrown her bike and her family was saving money to purchase another one but it was quite expensive. The adaptive bike was set up as a tricycle for stability with a bench seat for two riders and two sets of pedals. Dee's feet are strapped into the pedals, with both sets working at independent speeds. The custom bike is also motorized for hill assists

and folds for transport.

At a meeting for an upcoming Special Olympics event, Pittsburgh Police Chief Scott Schubert, Dee and her dad Jeff met Joe Mancino, owner of Tri-State Trailers. Upon learning about Dee growing out of her previous bike, Joe immediately offered to purchase the new bike for her. Jeff offered to split the cost but Joe insisted that he wanted to buy the bike for Dee. Jeff said, "Our family will never forget what Joe has done for Dee!"

As the date for the event approached, Dee was on pins and needles waiting for her new bike to arrive. The bike had been shipped but for some reason had not arrived on the anticipated delivery date. Joe stepped in, making some phone calls and on September 9th, one day before Dee's event, the bike was delivered. Dee was very excited

to be able to ride her new bike in the "Ridin' With Deez Wheelz Bike Festival" with her new friend Joe Mancino. It was a very special fun-filled afternoon for everyone involved, especially Dee.

Deez Wheelz Bicycle Festival was founded in 2016 by City of Police Chief Scott Schubert and Officer Pamela DeGuffroy and named in honor of Dee List. The event, like the well-known "Law Enforcement Torch Run" has a special partnership with Special Olympics Pennsylvania, which it directly benefits. It is held in Pittsburgh's Highland Park Bike Track. Everyone is welcome to ride their bike in the event. Deez Wheelz Bicycle Festival includes a bike raffle, unicycle performance and a Bike Rodeo by Pittsburgh Police Officers. All proceeds benefit the Pennsylvania Special Olympics.



Danielle List and Joe Mancino try out Danielle's new "wheelz" in the "Ridin' With Deez Wheelz Bike Festival".



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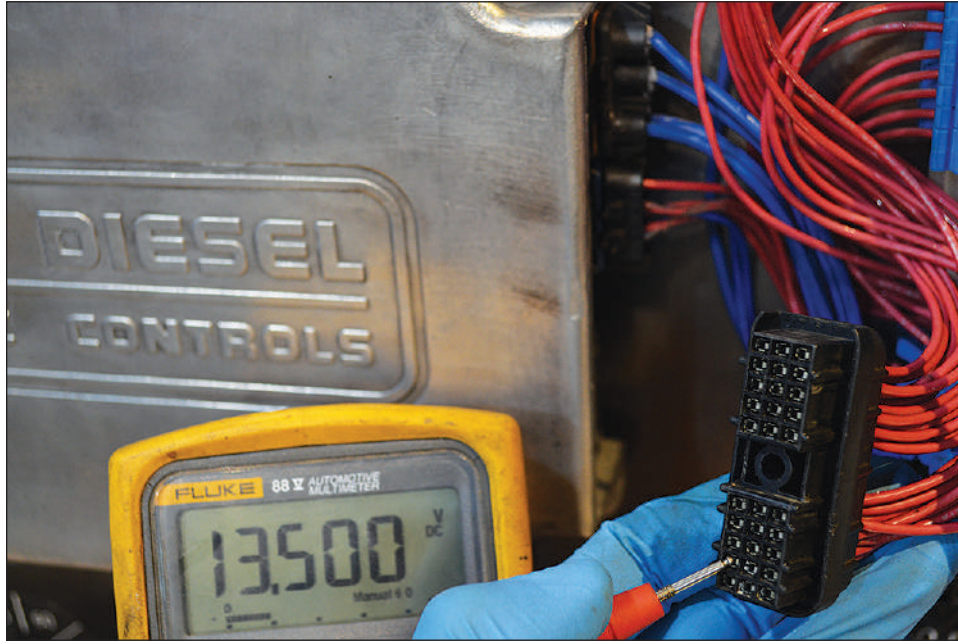
No Start Problems After Installing A DDEC ECM



About a third of the calls I get are from owner operators or technicians who can't get their Series 60 started and they're usually not in the best mood when I talk to them. It's not a good feeling to be heading out to work on a cold morning and realize your truck doesn't start. As of October 2017 the newest vehicle I have is a 1999 F350 powered by a 2002 7.3. Believe me when I tell you I'm familiar with that feeling on a professional and personal level.

If we're starting up an electronic engine of any kind the first thing we need to look for is the check engine light. Not because we are looking for a diagnostic code but because we want to verify that the ECM is turning on with the ignition. DDEC controlled engines will turn on both the check engine and stop engine light for about 5 seconds and then turn them off again anytime the ignition is switched on from an off position. If no active diagnostic codes are present the lights will stay off after this sequence. When you see this happen the ECM is armed and ready to fire the fuel injectors. From here all that's required is a valid timing signal and the ECM will attempt to start the engine.

If you see the check engine light flash, stop flashing, then flash again when you crank with the same 5 second routine this means your ignition or unswitched supply voltage is dropping too low while cranking. Batteries are the usual problem in this case. Even if your voltmeter says things are ok when your cranking your starter is spiking your truck voltage down and your DDEC is shutting off or at best not able to provide enough voltage



12 volt ignition



An easy way to blow a fuse.

to fire the injectors. As soon as you release the starter voltage comes back up and turns the DDEC back on. If this is happening don't bother continuing to try to start the engine unless you're jumping it, have it

on a charger, or are about the use starting fluid. For now let's talk about what happens if you don't see the check engine light come on when you cycle the key. Unless you've got bad

bulbs no check engine light when the ignition is switched on means your DDEC is not powering up. It is very easy for the unswitched power connector to make contact with the aluminum case of the ECM while it's unplugged. Check the fuses in the trucks battery box. Also check and see if you're getting at least 12 volts to the unswitched power supply harness. Connect the negative probe of your meter to a clean ground. Next check the grounds though the unswitched supply harness. DDECs do not run a grounding strap so these grounds are important and vulnerable to damage. The ignition must also read appropriate voltage. Also verify the ignition reads 12 volts while in the cranking.

Next month I'll cover a few more checks.

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

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Got Milk? Thank A Trucker

FedEx Freight's McLean Wins Unprecedented Third TMC SuperTech Crown



Orlando, FL... The American Trucking Associations' Technology and Maintenance Council announced that Mark McLean, a FedEx Freight technician from Montgomery, New York, had won his third Grand Champion title at the National Technicians Skills Competitions.

McLean led FedEx Freight to its fifth straight victory in the team competition alongside Doug Nickels. FedEx remains the only fleet to ever win the team competition since its inception five years ago.

Darrell Duggan, Wal-Mart Transportation LLC, won the TMC-SuperTech Trailer Technician Competition, besting 20 other competitors.

In another history making win, Bonnie Greenwood, a student from WyoTech in Laramie, Wyoming, became the first woman to win the TMC FutureTech National Student Technician Competition.

"TMC has been raising awareness about the trucking industry's need for technicians," said TMC Executive Director Robert Braswell, "the skills demonstrated by Mark and Darrell and their fellow TMC SuperTech competitors show the talent that already exists in our industry and the proficiency Bonnie and her fellow students displayed that our industry is in good hands in the future. On behalf of the entire TMC membership, I want to congratulate them and all our participants on a tremendous competition."

by Steve Pollock

VOLANT, PA... While we of course must thank farmers for raising the cattle that give us our milk, sometimes we forget about the fact that a Professional Truck Driver must transport it from the farm to the processor and then to the retailer.

Don Rice has been a farmer all of his life and a Professional Truck Driver for 30 years. Don has been driving a milk truck for the past 15 years, picking up at local dairy farms and transporting the milk to Marburger Dairy in Evans City, PA. Don really enjoys hauling milk; not only because of the beautiful

Peterbilt he drives, but also because of the people he gets to see at local farms, most of whom he has known all of his life.

Recently Brian McConnell, owner of McConnell Trucking in Volant, PA, had a 2017 Peterbilt 389 EXD Glider built for Don to drive on his milk run. The glider was purchased from Hunter Truck Sales and has a 550 6NZ CAT engine with an 18 speed transmission. The Pete has a 46,000-pound fully locking differential to aid in challenging situations. The truck is equipped with a 60,000-gallon milk tank. Don has immense pride in his ride, keeping his Peterbilt

sparkling clean.

So the next time you pour some milk over your cereal, thank the cows, thank a farmer and thank a truck driver (or two). There is not much in this world that we use that isn't at some point hauled by a truck.

[Publisher's Note: Don Rice and I attended the Vocational Agriculture Program together at the Grove City High School in the 1970s and have remained friends ever since. Vo-Ag was a great experience where we met many nice people, including our instructor, Mr. David Boyer.]

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A few years ago a good friend of mine had a very serious fuel problem in his steel hull sailboat. The two fuel tanks were built into the steel hull and the fuel had been badly contaminated from growth, etc. There was no access to enable easy removal of the fuel and cleaning.

The problem was so severe that the primary fuel filter had to be changed at every boat use. This was a major inconvenience and also a serious safety matter. We were at the Toronto Boat Show and talked to the Racor filter people about this problem. They had no suggestion other than to try your Killlem®. To our delight, this product solved his problem of clogged filters and allowed the poor contaminated fuel to be burned - junk and all. The engine ran fine after that and I know he now continues to use Killlem®.

I, too, use Killlem® in my diesel engine sailboat and have traveled twice to the Bahamas and back from Toronto. I actually stopped changing filters often because after examining the filters while Killlem® is use, they are quite clean and seem fine. So my filter change interval is now very extended. I have never had a single issue with fuel problems while using Killlem®.

Regarding my 1999 E300 TD Mercedes - I've owned the car for about 8 years. After I bought it, I noticed the engine seemed a bit noisy. After having a few mechanics list, n they all said it was normal. A fuel injector specialist also said it was normal but suggested I use an

additive which he sold!- I did - a performance additive. I was told it improves needed lubricity. After several years of using the additive I decided to try your lubricity plus fuel power product after speaking on the phone to your office. The other additive was costing me about \$32 per small bottle and was not too readily available. A local supplier, Multi Play, had several of your products including Lubricity Plus Fuel Power.- I bought a 32 o.z container and added as per recommended amount. To my great surprise, my MB diesel engine went quiet like I always thought it should be. It sounds like a diesel, of course, but it is truly very quiet compared to before putting Lubricity Plus in the tank. I can hardly believe the difference. When pulled up near a cement wall when the engine sound can bounce back - quiet and sweet running. Even my wife notices the difference - consistent excellent for about 4 tanks of fuel now. I haven't been able to test fuel economy but I'm confident it will be some better as the engine is running very smooth and strong. Last thing - Lubricity Plus is used at half the amount called for compared to my previous additive - so the cost is very, very reasonable compared to the other product, which is of dubious value anyway as far as I'm concerned now.

I can't wait to put Lubricity Plus Fuel Power in my boat tank too very soon to see if the old boat diesel is happy with it as well.

I've recommended your Killlem® to several cruising sailors and have given more away than I've used myself, as a little goes a long way!

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continued from page 1

will be used to thoroughly disperse water, however multiple treatments are recommended.

It is also a good idea to treat your air lines with FPPF's ABC® Air Brake Conditioner. This product will disperse any water in the lines, while at the same time lubricating the air lines. Keep in mind that if

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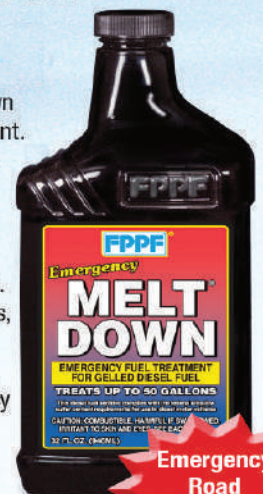
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DIDJA KNOW - THANKS FOR NOTHING



by Roger Clark

Professional drivers know it's a drag, to be working through the holidays. One of the worst is Thanksgiving, often characterized by heavy traffic, slow service, and diminishing gratitude. It can also be hours and hours of tedious boredom, punctuated by occasional moments of holy terror.

Mine was in 1990, near Kalamazoo, Michigan, and it was just after dark, just ahead of a storm. It was cold that night, no different than you'd expect in the Wolverine state, and my truck was stopped at a traffic light. The red signal seemed to be glaring at me, as I waited impatiently for the green one, and I remember thinking, "Thanks for noth'n, Lord!"

Suddenly and without warning, an older Ford Mustang rocketed out of a nearby Burger King, skidded across the roadway,

and buried its hood under the Peterbilt's front bumper. Elapsed time, about two seconds. As steam instantly swirled up around my windshield, and the whole truck shuddered from the impact, I didn't have time to react, or even think.

Jumping from the truck in a single step, partly from fear, and partly out of concern for the car's driver, I ran around the Mustang, then yanked open the driver's door. Still enveloped in a cloud of acrid smoke from the airbag, the wide-eyed female driver wore a look of bewilderment that must have mirrored my own. Climbing from the car unassisted, she was dazed but unhurt.

One bystander brought her a blanket. Another brought us both a hot drink. Still another called 911, from a nearby payphone, and one more made a very telling observation.

"Her headlights were never on", he noted casually, as if I already knew. I didn't, but made sure to point that out to the first-arriving officer. Sure enough, the cop almost immediately confirmed, they had not been switched on.

Within minutes, they administered a field sobriety test, which she passed. Then they checked her driving record, and it was clean. They even searched her car, still wedged under my bumper, for evidence of drugs or alcohol. There was none. More

and more, it appeared, it was a

case of distracted driving, like talking or texting on a cell phone. But here too was a problem; it was 1990, and texting hadn't been invented yet.

It was then that one of the officers noticed a shiny round object in the Mustang's rear window. There, frozen in a perfect halo of mayonnaise, was a Burger King fish sandwich. Then, almost as quickly as the accident happened, investigators were able to piece together what happened.

Leaving the brightly lit parking lot of the fast food giant, a greasy dead fish in her right hand, the young woman drove onto a highway illuminated only by the traffic lights. Suddenly aware of her predicament, she took her left hand off the steering wheel to grab the headlight switch. Before she could even reach for it, her car drilled my truck. The airbag drilled her, and catapulted the fish against the back window.

Sitting in the climate controlled comfort of my cabover Peterbilt, I came back to the original conclusion, but from a different perspective. There I was, with a logbook woefully out of compliance, but with a bumper that was easily bent back into shape. There was no other damage. There was no fire, despite the proximity of leaking gasoline, and there were no injuries to anyone.

So Lord, let me say it again, "Thanks for noth'n!"

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continued from page 1

Understanding what each of your employee's job entails provides great insight into what they must deal with on a daily basis, which is why employees at Schuster Company have respect for one another and the job each person performs, especially the company's drivers. Everyone at Schuster Company understands that the company's drivers are the most vital link in the supply chain, supplying everything that we use on a daily basis. That is why Schuster Company drivers are treated with the respect they deserve. The company strives to create a good working environment for them as well. It must be working, because Schuster Company enjoys a driver turnover rate of 40-45% annually, well below industry averages. Employees and drivers treat each other with mutual respect and the company takes the time and expense to make the drivers jobs just a little bit easier.

Recently, Schuster Company was featured on the Reality TV Show, "World's Greatest", where they were named as the "World's Greatest Trucking Company" because of their Wellness Program, surpassing many companies much larger than themselves to earn the title. Schuster's "Driving Wellness" is a voluntary company sponsored Wellness Program in which 87% of the employees and drivers participate. Schuster Company pays for annual biometric screenings (blood tests) for all employees who want to participate. Their goal is to promote a healthy lifestyle and catch any health issues with their employees before they become a major problem. The screening includes cholesterol, blood

pressure, LDL, HDL, and A1C for diabetes. Employees can then be proactive rather than reactive to their health. Schuster promotes Wellness events like "Walking Wednesday" for Schuster Company employees where prizes are given to those who have walked a certain distance. The company also offers health coaching to help employees address their personal health needs and live a healthier lifestyle. One driver at the company has lost nearly 300 pounds with help from the Wellness Program and implementing lifestyle changes.

Schuster Company also strives to make the driver's workday a little easier. The company runs all late model power units and trailers, reducing downtime, as well as out of service violations. They have just added 100 new 2018 International LT tractors, all equipped with APU units. Most tractors and trailers are spec'd with disc brakes and the fleet is 100% Cummins engines. Presently the power units are 50% auto shift and 50% manual shift. The trucks have 72" high-rise sleepers and space for the driver's appliances. Each truck has onboard scanning for the driver's convenience in uploading paperwork, and Schuster Company has been ELD compliant since 2011. Another great feature are the Thermo King President Refrigerated Units with direct telecommunications to Schuster's shop. Many problems are diagnosed before the driver gets to a repair facility.

Schuster Company utilizes central dispatch from their LeMars, Iowa headquarters. The company's fleet consists of 400 power units and about 800 trailers made up of 650

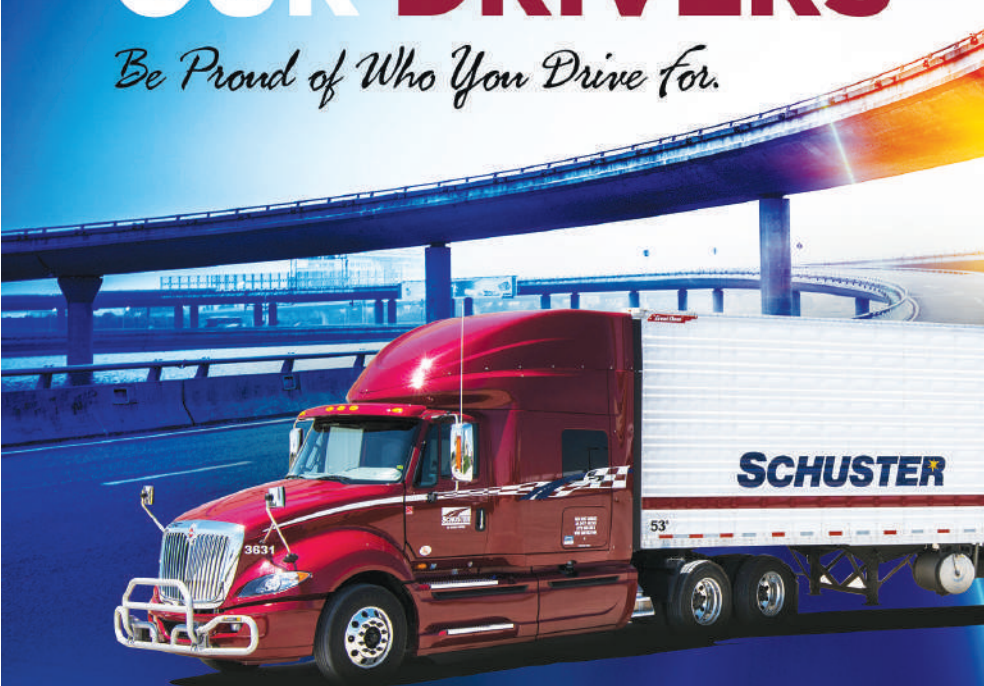
reefers and 150 dry vans. Schuster hauls frozen food and general commodities. The company is the house carrier for LeMars based Wells Enterprises, makers of Blue Bunny Ice Cream. They also haul ice cream cones, frozen boxed meats and dry goods. Pickups and deliveries are made in all 48 states and Canada. The primary lanes are I-35 from Minnesota to Texas and I-80 from coast to coast. Drivers located along these routes will get the best hometime, but the company is hiring throughout all 48 states.

Schuster drivers, on average, receive one day at home for each week they spend on the road, a ratio that is negotiable with dispatch. To apply, drivers must have at least 1 year of verifiable driving experience and no HazMat is required. The average length of haul is 650 miles and solo drivers can expect to run 2,500-3,000 miles per week.

Currently Schuster Company employs 350 company drivers and leases 60 owner-operators. With new initiatives developing, Schuster Company is looking to grow their fleet, creating additional driver employment opportunities. Schuster offers industry leading pay and a comprehensive benefit package with a company matched 401K program. They also offer additional compensation for verifiable experience as well as quarterly bonuses. For more information, contact the recruiting department at 888-546-5124.

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Over \$115,000 Raised for Special Olympics at The 2017 Guilty By Association Truck Show



Joplin, MO... 4 State Trucks, home of the Chrome Shop Mafia, hosted their 9th annual Guilty By Association Truck Show (GBATS) and Customer Xpo on September 22-23, 2017 at their corporate headquarters just off I-44 at exit 4 in Joplin, Missouri. The two-day, family-friendly event attracted in excess of 10,000 attendees and featured over 500 working show trucks, Lumberjack Competitions by Timberworks, a kid's zone, food vendors, contests, a world-class truck and tractor pull, fireworks, big rig burnouts, as well as discounted sale pricing on all parts and merchandise. The 2nd annual GBATS Swap Meet both Friday & Saturday made a splash at the show with many steals & deals all weekend! The show culminated with the world's largest truck convoy making its way to downtown Joplin on Saturday, September 23rd at 6pm for a massive street party and celebration. This year's event set new records for number of trucks in a Special Olympics Convoy in the US with a total of 420 trucks and the amount of money raised for Special Olympics of SW Missouri with this year's total being over \$115,000. The crew at 4 State Trucks couldn't be more pleased with everyone who came out to spend the weekend with us and all who helped make this another record-breaking year ... we can't wait to see what the 10th annual GBATS has in store for 2018!



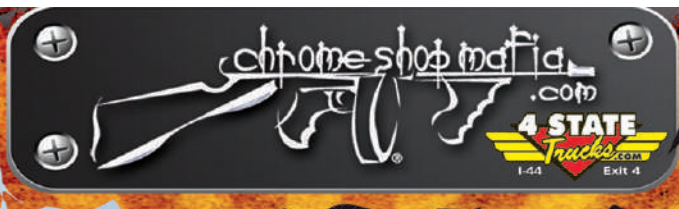
"WOW! We are SO thankful and grateful to all the GBATS 2017 Trucker and attendees who made it to Joplin for the show!" says Bryan Martin, owner of 4 State Trucks. "It 'did our heart good' to see so many folks choose to spend the weekend with us here at 4 State Trucks! Brice and I also want to give praise to our great staff as they worked their tails off not only during the weekend, but for several weeks leading up to Sept 22-Great Job Team! We are humbled by everyone's willingness to come together as a trucking community to support the athletes and their families in the Southwest Missouri area thru Special Olympics! We know truckers have 'big hearts,' and we truly saw that during the show! Our customers and friends are absolutely the BEST! Thank you to everyone for your participation and support, and make sure to mark your calendars Sept 28-29, 2018 for GBATS 2018!" says Martin.



About 4 State Trucks, Inc.: 4 State Trucks, started in 1979, is a family owned and operated heavy-duty truck parts and accessory dealer in Joplin, Missouri. They have over 30 years experience in providing customers with the parts and service they need at prices they can afford. Chrome Shop Mafia was introduced in 2003 as a truckers' club for our customers. CSM is famous for their cutting edge customization & fabrication when it comes to big rig trucks. They set the trend for excitement in the trucking industry.

For more information about 2018 GBATS, visit www.chrome-shopmafia.com. Information about the World's Largest Truck Convoy for Special Olympics is at www.somo.org/co

- All photos courtesy of 4 State Trucks/Chrome Shop Mafia -



2017 GUILTY By Association Truck Show



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Industry News Briefs

ATA Applauds White House Announcement on Association Health Plans

Arlington, Virginia... The American Trucking Associations praised President Trump for signing an executive order allowing individuals to purchase health insurance through association health plans.

"After laying out the case for how tax reform benefits our industry, today President Trump is taking substantive action to improve the lives of millions of Americans, including the 7.5 million employed in trucking-related jobs," said ATA President and CEO Chris Spear. "By allowing people to pool together to purchase health insurance plans that are sponsored by larger associations and groups, the administration is helping to lower health care costs and improve access."

Spear, along with ATA Chairman Kevin Burch, president of Jet Express Inc., Dayton, Ohio; ATA member Harold Summerford Jr., CEO of J&M Tank Lines Inc., Birmingham, Alabama; and professional truck driver Danny Smith, Big G Express, Shelbyville, Tennessee, represented the trucking industry at the White House signing ceremony.

"Most trucking companies are small businesses, with nine in ten carriers having fewer than six trucks. The types of plans the President announced today will allow those companies to pool resources and offer affordable health care options that meet the needs of their employees," Spear said.

"One of the primary things I'm responsible for as a fleet executive is the welfare of my employees," Burch said. "Today's announcement will make it easier for employers across the country to provide good, affordable health plans to their employees and that is a good thing."

"The trucking industry is a path to a middle class salary and benefits like health insurance. This announcement will make providing insurance to my drivers and for millions of other Americans," said Summerford.

"Being a safe, professional truck driver has not only been a tremendous career for me, it has allowed me to see the country and to provide for my family – including providing health insurance," Smith said. "Reducing the cost of that insurance is very important so I'm happy President Trump is taking steps to do that."

Pride Transport Rolls Out New Pay Program

Salt Lake City, UT... Pride Transport, a family-owned and operated Utah-based carrier, recently announced its innovative and unique Point-to-Point Program for OTR company solo and team drivers. Pay under the new program comes out to a higher pay per mile for drivers – up to 55 cents per mile. This pay program includes pay for deadhead miles at up to 20 cents more per mile than the base pay. Company drivers at Pride Transport can earn a \$2,000 sign-on bonus, opportunities for safety and MPG bonuses, in-cab DirecTV, affordable healthcare plans and paid orientation. Pride Transport also has 100% no-touch refrigerated freight, state-of-the-art equipment, paid holidays, paid vacation after a year, and pet and rider programs. For more information about a career with Pride Transport, visit www.driveforpride.com.

Diverse, Growing Coalition Asks For Delay Of ELD Mandate

Grain Valley, MO... A diverse group of industries have formed a coalition that is growing in membership while making an appeal to delay a federal regulation requiring trucks to be equipped with electronic logging devices.

The Owner-Operator Independent Drivers Association is just one member of the group of 31 organizations in the coalition (listed below). Industries represented include agriculture, pyrotechnics, utility contractors, livestock and several others that will be negatively impacted by the mandate.

"The electronic logging device mandate is written so broadly that it has far reaching implications well beyond the traditional trucking industry," said Todd Spencer, executive vice president of OOIDA.

The group supports a bill proposed by U.S. Representative Brian Babin (R-TX-36) that would delay the ELD mandate for two years. Babin's bill, H.R. 3282, the ELD Extension Act of 2017, would extend the current implementation date from December 2017 to December 2019.

The coalition says the mandate

should be delayed until the Federal Motor Carrier Safety Administration (FMCSA) addresses numerous unresolved issues identified by impacted stakeholders.

There are significant technological and real-world concerns that have not been addressed by FMCSA. These concerns include the certification of devices (or lack thereof), connectivity problems in remote areas of the country, cybersecurity vulnerabilities, and the ability of law enforcement to access data. The FMCSA's inability or refusal to resolve these issues makes the enactment of H.R. 3282 unquestionably necessary.

The ELD mandate is estimated to cost impacted stakeholders more than \$2 billion, making it one of the most expensive federal transportation rulemakings over the last decade. This is a massive unfunded mandate that provides no safety, economic, or productivity benefits for most ensnared by the mandate. Notwithstanding the significant costs associated with the rule, it simply will not be ready for implementation on December 18, 2017.

H.R. 3282 will provide FMCSA

and impacted stakeholders more time to work out fundamental problems associated with the rule.

Commercial truck drivers are restricted to a limited number of working and driving hours under current regulations. The FMCSA's mandate requires that truck drivers use ELDs to track their driving and non-driving activities even though such devices can only track movement and location of a vehicle. OOIDA contends that requiring electronic monitoring devices on commercial vehicles does not advance safety since they are no more reliable than paper logbooks for recording compliance with hours-of-service regulations.

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.

LIST OF COALITION MEMBER- Agricultural Retailers Association, American Pipeline Contractors As-

sociation, American Pyrotechnics Association, Associated Equipment Distributors, Distribution Contractors Association, Livestock Exporters Association of the USA, Lucas Oil Products, Mid-West Truckers Association, National Association of Chemical Distributors, National Association of Small Trucking Companies, National Aquaculture Association, National Corn Growers Association, National Cotton Council, National Electrical Contractors Association, National Federation of Independent Business, National Grain and Feed Association, National Ground Water Association, National Hay Association, National Motorists Association, National Precast Concrete Association, National Ready Mixed Concrete Association, National Stone, Sand & Gravel Association, New England Fuel Institute, North American Wood Pole Council, Owner-Operator Independent Drivers Association, Petroleum Marketers Association of America, Power & Communication Contractors Association, Precast/Prestressed Concrete Institute, SikhsPAC, Southern Pressure Treaters' Association, United States Cattlemen's Association

Become a Rolling Ambassador for Wreaths Across America

COLUMBIA FALLS, ME... National nonprofit Wreaths Across America announces a new sponsorship opportunity—*Rolling Ambassadors*—available to professional truck drivers, bikers, police officers, first responders and all those whose living finds them traveling our nation's highways.

For a sponsorship of \$125, a Wreaths Across America's Rolling Ambassador will sponsor two Remembrance Wreaths and receive a special package valued at over \$160. This package includes a Wreaths Across America sweatshirt, window cling, embroidered patch, baseball cap and pin. In addition, as a sponsor of this important group of volunteers, your name will be added to a social media graphic highlighting this year's Rolling Ambassadors during the week of the convoy of wreaths and you'll receive a \$25 coupon good toward the purchase of a [Trucking Patriot Pair](#). Most important, you become part of Wreaths Across America and the Rolling Ambassador's mission to ensure no veterans are forgotten.

To sign up for a Rolling Ambassador sponsorship, please visit www.rollingambassadors.com.

Each holiday season an *Honor Fleet* made up of volunteer drivers and donated equipment carry hundreds of "truckloads of respect." These loads are filled with more than a million Remembrance Wreaths to be placed on veterans' graves all over the country to thank them for their service and sacrifices made to protect our freedoms. By signing up to be a Rolling Ambassador sponsor, individuals who drive our nation's roads each day for a living, can now help fill those trucks with Remembrance Wreaths.

"Every year we have so many professional drivers, bikers, police officers and other first responders, asking us how they can get involved, even if they can't transport wreaths," said Karen Worcester, executive director, Wreaths Across America. "This program is designed for these dedicated men and women. By becoming a Rolling Ambassador sponsor, Wreaths Across America is entrusting drivers to proudly wear the logo and share the importance of the mission to **Remember** the Fallen, **Honor** those that serve, and **Teach** our children about the true cost of freedom."

Follow Wreaths Across America on [Facebook](#), on [Twitter](#) and [Instagram](#) to stay up to date with news and information about National Wreaths Across America Day.

Wreaths Across America is a 501(c)(3) nonprofit organization founded to continue and expand the annual wreath-laying ceremony at Arlington National Cemetery begun by Maine businessman Morrill Worcester in 1992. The organization's mission – Remember, Honor, Teach – is carried out in part each year by coordinating wreath-laying ceremonies in December at Arlington, as well as at thousands of veterans' cemeteries and other locations in all 50 states and beyond. For more information, to sponsor wreaths or to sign up to volunteer, please visit www.WreathsAcrossAmerica.org.

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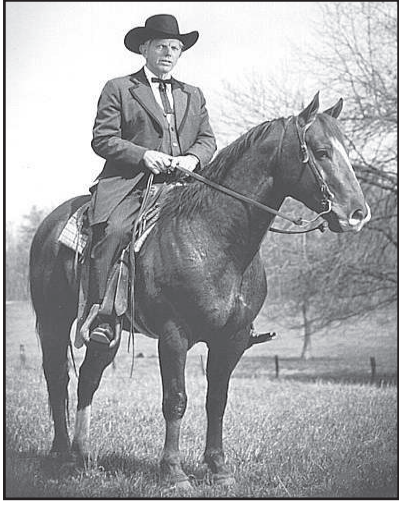
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Fire Warms Even Coldest Of Hearts

I read of a man who was in a wheat field that was on fire. The wind was blowing and it seemed his case was one of complete destruction. As he saw the flames coming, he wondered how he would save his life. So he simply bent down, took his cigarette lighter and started a fire near his feet. And as the wind swept the fire in front of his feet, he stepped into a clearing left behind the fire and when the approaching fire reached him, rather than burning him, the fire went around him.

It is another way of saying, "Sometimes you have to fight fire with fire."

John the Baptist said of Jesus, "There stands among you One whom you know not. I indeed have baptized you with water, but He shall baptize you with fire and the Holy Ghost."

Fire does two things: One is that it consumes and the other is that it refines gold.

We have the world on fire today. We have the fires of hate burning. The world is burning up with sin, which is abounding on every hand, but aren't you glad there is a holy fire that can burn within the heart and cause the life to be influential and cause the individual to have courage to face the future?

Sometimes ice gets into the Church. If you feel an icicle when you go to Church, maybe there's a polar bear in the pulpit. What should you do? Run him away? NO! You should pray that God would send the fires of the Holy Spirit to warm the heart and melt the ice and give a seal for doing that which is good.

When we get on fire with the Spirit of God, our lives count and the world is warmed for God dwells within us.

Epes Transport System Invests Over \$1 Million In New Compensation Programs

Epes Transport System, Inc. of Greensboro, N.C., is pleased to announce new compensation plans for both company drivers and independent contractors representing an investment of more than \$1 million in its driving force.

"This spring, we improved our independent contractor pay package which has led to sustained growth," says Phil Peck, vice president of

operations for Epes. "In the summer, we increased the hourly pay for local drivers, as well as mileage pay for all company drivers, including regional operations."

For company drivers, Epes has raised its per-mile pay an additional 2¢, which will boost earnings dramatically. Independent Contractors have all been changed to percentage based pay.

Epes Transport is headquartered in Greensboro N.C., with additional terminals located in Charlotte N.C.; Rockwall, Texas; Chester, Va.; Morristown, Tenn.; and, Valdosta, Ga., in addition to several drop yard locations. The dry van regional division operates in the southeast, southwest, Midwest, northeast and Texas. Epes also has a very robust dedicated division

with over 50 operations located in several Southeast and Gulf Coast states providing dedicated services including switching/shuttling, store deliveries, yard services and other dedicated offerings.

For more information on the opportunities at Epes Transport System, please visit www.epestransport.com or call 888-293-3232.



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Pacifico Reflections - Professional Jealousy



by: Mike McGough

The challenge that came to the firm was a big one. It would provide them with an opportunity to demonstrate their capabilities and their potential in the field of contemporary architecture in a very real and enduring manner. The design team had been reviewing proposals for the project for several months. The proposals submitted by the various architects of the firm ranged from the positively brilliant to the absurdly ridiculous. Some were practical and doable yet lacked the creative genius and

visionary ingenuity needed to meet the challenges and make the most of the opportunities this project afforded the firm. Others lacked even a hint of practicality, but showed an outside the box, enthusiastic creativity. Somewhere in the midst of all this there was an inspired yet workable solution. Finding it was going to be the challenge, for the team that was put together to make the final decision.

As the youngest, newest, and least experienced member of the team that would make the final decision, she did a lot more listening than talking at the team's weekly meetings. Because she was the newest member of the team, she felt a need to read, research, analyze, and then reconsider each and every proposal. She was very pleased, both personally and professionally that she was asked to be a member of this team. It demonstrated the firm's appreciation for and recognition of her development as an architect, and she wanted to make certain that she fulfilled the

responsibility they had given her. She was careful and methodical as she worked through each and every proposal, doing some of them several times. Her diligence and effort paid off. After a great deal of work, she realized that no single proposal had it all, but combining the best of a few of them rendered the answer for which the team was so diligently searching. There was an answer and she had it. She was right and she was certain of it. However, she was not certain that being right was worth the price she may have to pay. That thought made her a bit hesitant to move ahead and share what she had found.

During her first year with the firm, in a somewhat similar situation, another young architect assumed a leadership role based on a clear and very correct view of a difficult and complex design problem. When he shared his proposal, his reputation was firmly planted. In no time it began to grow. His status as a promising architect was confirmed and reinforced by his su-

periors. He was seen as an architect who could contribute significantly to the firm's long-term success. He became the fair-haired child of the firm, much to the satisfaction of the senior architects, but much to the chagrin of his younger and also aspiring peers.

His relationship with several of his peers suffered. Showoff, arrogant, and obnoxious were but a few of the labels attached to him and his work. Of course there was more than a little teasing. To his face it was offered as good-natured ribbing. Behind his back there was far less good nature in the comments that were made. Clearly, those jabbing at him were jealous, and they were reacting to their feelings. And even though their sentiments and their comments may well have been unjustified, they were nonetheless real. From her observations he was purposeful, talented, and willing to share, and that's how she saw herself. She wanted to contribute to her team's deliberations and their progress,

and she was ready to do so. At the same time, she was not so sure that she wanted to take the backlash that her peers may offer.

At the next team meeting she shared her thinking because she knew it was the right thing to do. The team was unanimous; it was indeed the solution for which they had been looking. After the meeting the senior design architect on the project thanked her for her input and offered some advice. He told her that professional envy and jealousy are powerful motivations that often prompt unkind and untrue comments in the wake of one's success. He said, "You're developing a great standing as an architect. Do your best to guard against letting it go to your head. On the other hand never hold back because of something someone may say. Success is an interesting commodity in life. It is seldom easy and often it has some hidden costs attached to it."

The senior architect's kind words of advice were going to permit her to better solve a dilemma that would arise time and again during a brilliant career. She was an architect with vision, genius, and great professional integrity, and now she had some insight into professional jealousy.

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At Mawson & Mawson We Appreciate Our Drivers



Vice President of Operations Sean Durbin and Jeff Shutt working the new grill.



"Bear" Reier and Fleet Mgr. Steve Ebersole prepare to dig in.

At Mawson and Mawson, we appreciate our experienced fleet of drivers. We understand that we would not be in business for as long as we have without them — *it's that simple.*

As a small gesture of our appreciation, we celebrate **'DRIVERS APPRECIATION WEEK'** three times a year. One week is simply not enough to say "Thanks for all you do." During *Drivers week*, we get out the grill, share a few stories, along with lots of laughs, all while enjoying a good meal.

Last month, we had the chance to sit down with a few of our Company drivers and asked them what they liked most about working at Mawson and Mawson. Here's what they had to say:

"I've been driving for 32 years, after a 4-yr stint in the USMC. As a relatively new guy with Mawson (one month), I love staying busy." George says "They have great freight lanes, and have made it a very easy transition after being a local driver for so long. Mawson has a fantastic work environment." - *George H. Campbell, Company Driver*

"Well, I've been driving for 43 years, the past 13 with Mawson. I've just about seen it all over that period of time. What I like most about Mawson is the people. The family environment makes you feel like you're at home." Bear roars "It's a good company. I recommend it to anyone." - *Dwight 'Bear' Reiter, Company Driver*

"I love my job at Mawson. After 45 years on the road (the past 5 here at Mawson), I can honestly say it's the best place I've ever worked." - *Gary Sumner, Company Driver*

"I've been with Mawson for 12 years. The freight pays well; you can make a good living and it's a friendly atmosphere." - *Gerald Moss, Independent Contractor*

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See you at our next **DRIVERS APPRECIATION WEEK!** Bring your appetite.

OTA Endorses Road Safety Proposal on Marijuana & Alcohol Impairment

Toronto... The Ontario Trucking Association (OTA) applauds the recent announcement by Minister of Transportation, Steven Del Duca, outlining stricter new penalties for impaired driving — including drug and alcohol use for commercial vehicle operators — along with new and young drivers.

"For the last 20 years it has been an industry standard for companies to take proactive steps to ensure drivers are fit for duty and not operating under the influence of alcohol or other drugs," said OTA president Stephen Laskowski.

Laskowski pointed to the Ontario Road Safety Annual Report (ORSAR) which states "[large truck operators] are less likely [compared to other drivers involved in the same crashes] to have been drinking or impaired by alcohol or drugs."

The announcement is a positive first step in helping to improve safety, says OTA. However, the association and other employer groups are eager to work with the province to do even more.

"With the legalization of marijuana, we believe governments need to send employers a clear message of what is expected in the transportation sector when it comes to safety sensitive positions," adds Laskowski.

OTA and other employer groups have been calling on the provincial and federal government to ensure employers of workers in safety sensitive positions can operate comprehensive drug testing programs.

"If we are going to have zero-tolerance policies for roadside enforcement of carriers, we need to ensure they have the necessary tools to enforce those policies in their workplaces," says Laskowski.

OTA will also look forward to working with MTO regarding the development and clarification of enforcement policies for this proposal.

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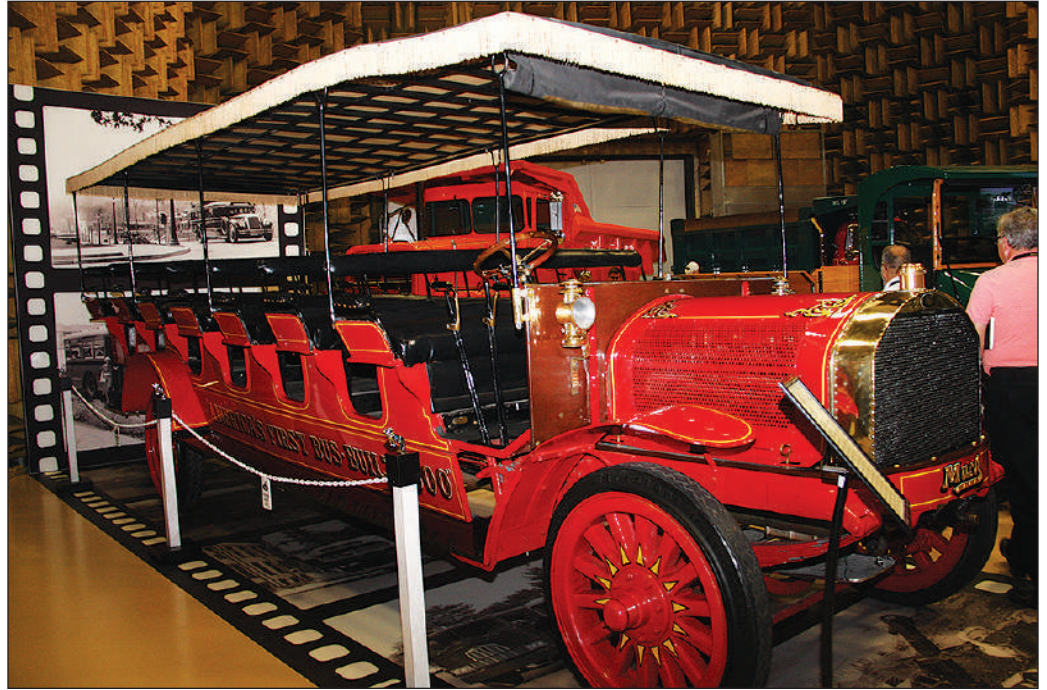


Pictured directly above: This 1933 AB stake body is the very first Mack to sport the iconic Bulldog. In those days it was a radiator cap.



Pictured top right: In World War I, the Brits nicknamed the dependable Mack 1927 Model AC, "The Bulldog", a name that has endured through the ages. It was a 4 cylinder gas chain drive.

Pictured bottom right: The oldest Mack bus in existence, Chassis #9.



by Steve Pollock
 During the introduction of the new Mack Anthem, members of the press had the opportunity to tour the Mack Visitor's Center and Mack Museum in Lehigh Valley, Pennsylvania. There were some very interesting Macks on display, a testament to Mack's rich transportation history.

- All photos by Steve Pollock -

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Smith Transport Holds Driver Appreciation Event



Smith Transport's Roaring Springs, PA Corporate Office.

by Steve Pollock

ROARING SPRING, PA... Smith Transport held a Driver Appreciation Event this past September 13th at their Roaring Spring, Pennsylvania headquarters. The event coincided with the National Truck Driver Appreciation Week.

It was a great opportunity for the employees and management of Smith Transport to show their appreciation for the many hard-working Professional Truck Drivers who work for Smith Transport. Smith drivers enjoyed a catered lunch with handouts and door prizes while having the opportunity to "break bread" with some of the people they work with everyday. Barry Smith, President and CEO of Smith Transport, took time from his busy day to visit with "his drivers."

Barry Smith, President and CEO of Smith Transport visits with "his drivers" during the Driver Appreciation Event.



September 13th was the official day for Smith Transport's Driver Appreciation Event.



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they are often over looked, and not thanked enough for the tough work they do to keep our country moving. We have seen much in our 25 years in the industry, but one thing is constant, and that is the importance of quality drivers that take pride in the work they do. We at JK Hackl wanted to take a moment to thank not just our drivers, but all drivers. From all of us at JK Hackl.

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Enerburn® & Diesel Fuel Additives For Preventive Maintenance



by Jane Gates, Ph.D., owner of JKG Fuel Solutions

EnerBurn® is at the right place at the right time as a great fit in the vast array of readily available after-market fuel additives. It is growing increasingly common for diesel fleet managers, independent transport owner operators and diesel engine mechanics to turn to one or more fuel additive products as a preventive maintenance strategy. Business owners understand that savings on repairs and reducing downtime leads to sustainable profits. The judicious choice of fuel additives to prevent operational losses makes good business sense. But where do you start?

The key is in understanding the differences among fuel additives and how different types of additive ingredients can be used to address different problems. Fortunately, good information can be found on the internet; so you don't have to be a chemist or a fuel expert. I always advise truck and fleet owners to conduct their own due diligence. For instance, product claims on the label should be substantiated by independent third party test data. If "proof of performance"

data is not posted on the company website then try contacting them directly for more information – they should be willing to share any test reports or certificates that supports additive product claims. The vast majority of fuel additive products come from two sources, either manufacturers who either sell directly to businesses and/or consumers or 2nd-tier companies who buy from fuel additive manufacturers and distribute as their own brand under a private label. Regardless of the source fuel additive vendors are generally not required by law to prove the product claims so the expression "buyer beware" definitely applies.

In any case it is useful to arm yourself with knowledge of some fuel additive basics. I limit this to discussion of the three types of fuel additives that are generally recommended to keep diesel engines in good working order, call it engine preventive maintenance "best practices". In my opinion these are: 1) combustion improvers and/or fuel combustion catalysts, 2) fuel lubricants, and 3) fuel stabilizers. These three types of fuel additive ingredients make up a "common-sense" foundation of preventive maintenance for any diesel engine. The goal being to help extend the life of engine components and reduce downtime. These three additive types should be used more or less continuously – that is, with every tank of fuel on each and every fill-up. This is distinct from those additive types that can help out on those occasions when

the situation requires, for example the use of "anti-gel" and/or "anti-freeze" additives in extreme cold weather.

Fuel lubricant additives have become universally recommended by OEM's since the introduction of ULSD (Ultra-Low Sulfur Diesel) in 2006; there are many different brands to choose from. Even though there is a fuel specification for lubricity that must be met by suppliers of no. 2-D & no. 1-D ULSD, this is not stringent enough to ensure the fuel has adequate lubricity for protecting diesel engines. This fuel lubricity specification is in accordance with D 975 and the specified maximum value is 520 microns. The standard test method for evaluating the lubricity of fuels is ASTM D 6079 in which a wear scar is produced on a metal sample by what is known as a High Frequency Rotating Rig (HFRR). A straightforward interpretation of the test is that the lower the number the smaller the wear scar and thus the better the lubricating property of the fuel. However, as stated in the ASTM literature, "it is not known that this test method will predict the performance of all additive/fuel combinations." Nonetheless, a good strategy would be to select a fuel lubricant additive that has undergone testing of this type and produced results that were less than the minimum fuel specification of 520 microns by at least 10%-20%. The next step in the product evaluation would be to assess the cost per treated gallon of the

additive as product pricing varies across brands. This is a simple preventive strategy that should help reduce friction and prevent wear and premature failure of fuel pump and fuel injectors.

OEM engine manufacturers have adopted high-pressure common rail fuel systems to more precisely control injector timing and create more uniform fuel injection profiles. At the same time fuel injector nozzle tips are machined with smaller holes that produce finer spray patterns. This is for the purpose of producing extremely fine fuel droplets (the technical term is "atomization") that can better mix with air in the cylinder to maximize combustion efficiency. Under these conditions of high-localized temperatures and pressures (up to 30,000 psi) diesel fuel can react with itself to form gummy deposits that will clog the nozzles and disrupt the fuel spray pattern. This is also referred to as "coking" of the fuel and it can be worse for biodiesel blends that have inherently lower stability against oxidation. The formation of injector nozzle deposits, often referred to as Internal Injector Deposits (IID), can result in loss of engine power and higher diesel particulate emissions. Use of a fuel stabilizer additive will help prevent fuel injector nozzle fouling. Not only will a good fuel stabilizer additive prevent formation of IID it also will prevent stored fuel from degrading under most conditions.

If injector fouling is suspected then there are plenty of detergent-

based "Fuel Injector Cleaner" type additives available. Periodic use of a good fuel injector cleaning product might also be a good preventive maintenance practice in addition to routine use of a fuel additive that has a fuel stabilizer will help prevent new deposits from forming.

The use of a good fuel borne catalyst (FBC) additive for diesel applications represents the 3rd plank in an engine owner's platform of preventive maintenance. The diesel fuel treatment product EnerBurn® has a proprietary formula that includes both the FBC and fuel stabilizer additives. EnerBurn® has been proven to increase the burn rate of diesel thus directly improving the thermal efficiency of diesel engines by 5% - 12%. The benefit is substantially lowered soot levels and a correspondingly lower risk for maintenance issues caused by the accumulation of carbon deposits and soot. Tests performed by independent third parties both in the laboratory and field are conclusive in supporting the manufacturer's claim of up to 70% reduced soot levels for in-service diesel engines. These results have been duplicated across various engine makes, models, and hours of service. Results can vary between 30% - 70% reduced particulate matter depending on conditions of engine load and rpm as can be expected. Summaries of some of these single engine tests are summarized on JKG Fuel Solutions website at <http://betterdiesel.com/the-enerburn-experience/>.

The direct benefits of improved fuel combustion that result from the consistent use of EnerBurn will more than pay for the added cost per treated gallon incurred. A big plus for owners of 2007 or newer diesel engines with DPF /DEF systems are extended intervals between active regenerations, fewer active regenerations and shorter active regeneration times.

When used according to instructions EnerBurn will substantially reduce the soot production on ALL diesel engines, both with and without DPF/DEF emissions control systems. Soot elimination is critical to extending the life of engine components (pistons, valves, rings, & cylinder). Eliminate soot from these moving parts and you have just eliminated the biggest contribution to engine wear caused by abrasion.

The FBC also lowers the burnout temperature of soot thus providing a cleaning and restoration effect for any in-service engine. This benefit for keeping "exhaust-side" components clean cannot be overstated. As any owner of a retrofitted DPF or 2007 or newer diesel engine can attest the EGR, EGR coolers, DPF, DOC, sensors, and turbo-chargers are all prone to fail pre-maturely due to excessive soot build-up. Regular use of EnerBurn is a proven strategy and saves thousands of dollars per vehicle per year for these expensive repairs.

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Premium Endurance - Goodyear Rolls Out Its Best Long-Haul Tire For Miles To Removal



AKRON, OH... Long-haul fleets that want long miles to removal have a new "go-to" tire in the Goodyear Endurance LHD.

Displayed during the inaugural North American Commercial Vehicle Show in Atlanta, Ga., the Endurance LHD is The Goodyear Tire & Rubber Company's best long-haul tire for miles to removal.

"In today's ultra-competitive freight hauling environment, no truck tire performance benefit is probably more important than long miles to removal," said Dustin Lancy, marketing manager, Goodyear. "Enhanced mileage is an attribute that can positively impact a long-haul fleet's bottom line."

Available now, the SmartWay-verified Endurance LHD drive tire is the latest addition to Goodyear's Endurance line, which also includes the Endurance WHA, Goodyear's longest-lasting waste haul tire, and the Endurance RSA, a regional/long-haul tire.

"Our Endurance family is an important element of Goodyear's Total Solution of trusted products, a nationwide network, reliable services and fleet management

tools – all designed to help fleets lower their operating costs," said Lancy.

The Goodyear Endurance LHD contains a wide range of features, including:

- A new cap base tread combination to help promote longer miles to removal and lower rolling resistance

- A new sidewall compound to help lower rolling resistance and promote fuel efficiency

- A steel belt package to help provide enhanced casing toughness

- A shoulder wedge, which was developed to help stabilize the tire's belt package while improving its longevity

- Goodyear Tredlock Technology to help stabilize the tire's tread area for long miles to removal and resistance to irregular wear

The tire is now available in size 295/75R22.5 (Load Range G) and 11R22.5 (Load

Ranges G and H.) Another size, 11R24.5 (Load Range G), will be available in December. Sizes 11R24.5 (Load Range H) and 285/75R24.5 (Load Range G) will

be available in January 2018.

In addition, for long-haul fleets that want to extend the lifecycle of the Endurance LHD, Goodyear currently plans to introduce a matching retread in 2018.

The Endurance LHD retread will feature Goodyear UniCircle Technology. "The spliceless design of our UniCircle treads matches the shape of the tire's casing," said Lancy.

The Goodyear Endurance LHD is available through the Goodyear Commercial Tire & Service Network, which encompasses more than 2,300 locations throughout the United States and Canada.

"Our goal is to help fleets reduce their total cost of ownership," said Lancy. "We are confident these products will help accomplish that."

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

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"Shell ROTELLA® DEF provides the operators of diesel-powered trucks and equipment with the working performance

you expect from Shell Rotella products," said Chris Guerrero, global heavy-duty diesel engine oil brand and marketing manager. "This expands the Shell ROTELLA® line of products that consumers know and trust, and it is a natural complement to our diesel engine oils."

Meeting the stringent chemical requirements of ISO 22241 (AUS 32), Shell ROTELLA® DEF conforms to manufacturing standards and certification requirements for API Certified Diesel Exhaust Fluid. This high quality is required by equipment manufacturers to support the performance of

their emission systems requiring diesel exhaust fluid.

Shell ROTELLA® DEF is available in 2.5 gallon (9.46 L) containers. This size provides the optimal level for top up of many smaller DEF tanks and "emergency" filling of larger DEF tanks. Diesel exhaust fluid is suitable for vehicles and equipment including:

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

Channing Tatum Visits Mack Trucks World Headquarters



Actor Channing Tatum visited Mack Trucks World Headquarters in Greensboro, North Carolina as part of Jimmy Logan's Run, a promotional tour for his new film, Logan Lucky. A Mack B model truck briefly shares the screen with Tatum in the film, which recently premiered in theaters.

Tatum surprised employees by dropping into offices for photos and conversation. He also had a chance to ride along in a Mack Pinnacle Axle Forward model and drive the truck on a test track.

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Top Brake Manufacturers Design for NVH Control

By Ron Sherman of GRI Engineering & Development, Inc.

Brake technology is one of the greatest contributors to the presence of noise, vibration, and harshness (NVH) in vehicles; however, top-quality brake technology can successfully control NVH to give a safer, more comfortable ride. Friction formulations and shim technology are particularly critical to automotive NVH control, as is getting a complete brake job, including rotor replacement or resurfacing, each time pads or other brake components are replaced.

Noise, Vibration and Harshness in Brake Technology

The term NVH came into popular use in the automotive brake industry about 20 years ago. At that time, friction formulations and other aspects of brake design were changing in response to issues of rotor pulsation and significant premature rotor wear. Older friction materials caused rotors to wear out prematurely, which in turn caused vibration that could be felt by drivers. Around this time, OE brake manufacturers also decided

to make rotors thinner to save on material costs.

Rotors feature fins in between inner and outer plate layers. The plates on the outside of the fins get worn down little by little while braking, and the fins expand and contract based on the heat generated by braking friction. As a result, the plates wear evenly at the high temperatures caused by braking, but once the brakes cool back down and the fins contract, the rotor surface becomes uneven, with small peaks and valleys apparent at ambient temperatures. When brakes are still cold – for instance, when a driver has just started up the car, before the brakes have generated enough friction to warm up – the uneven surface of the rotors comes into contact with the flat brake pads, which can cause the front end, steering, and/or brake pedal to vibrate and sometimes generate noise. This accounts for brake noise that is primarily noticeable when first starting a car. A visual inspection of rotors worn in this way that are causing vibration will often show scoring.

Once rotor design was changed

to be thinner, friction formulations needed to be changed as well, as the highly abrasive formulations of the past would cause even more vibration with thinner rotors that wear out more quickly. New friction materials were developed that are softer and work in conjunction with rotor design to minimize vibration and noise. NVH control is at the forefront of modern automotive brake design, as brake manufacturers strive to provide customers with the quiet, comfortable ride performance they expect.

Though heavy vibration can affect brake safety, as it can affect steering stability particularly while turning, noise elimination is of greatest concern for automotive brake manufacturers. Drivers expect brakes to operate quietly, and can be distracted or frustrated by noisy, vibration-prone brakes.

Top brake manufacturers design for NVH control

Two components aid in the control of NVH for braking: the friction material and the shims, which are small rubber or adhesive components that fit between other brake components (notably, the

pads and rotors) to reduce noise and vibration. Friction materials work in conjunction with rotor design to minimize vibration and noise by damping vibration and noise harmonics. Shims also aid in noise and vibration damping, and their design and formulation can be as advanced as that of the friction materials. Friction formulations are proprietary and unique to each brake manufacturer, and so it is important to purchase brake products from industry-leading manufacturers if NVH control is a priority.

Take, for example, Bendix Brakes. Unlike most automotive brake manufacturers, GRI Engineering & Development, Inc. (GRI) manufactures all of the components for the Bendix Brakes brand of automotive brakes, including shims. While other companies are driven by cost and availability in the marketplace when purchasing shim technology, GRI is able to focus primarily on designing and manufacturing shims that utilize industry-leading shim materials to eliminate the noise and vibration frequencies generated by braking.

Additionally, the company delivers friction technology that is state-of-the-art and is proven to meet or exceed OEM specifications and therefore customer expectations.

Ultimately, every part of the braking system works together to eliminate NVH effects: calipers, caliper hardware, backing plates, rotors, shims, and friction formulations. Automotive brake manufacturers like GRI, which has a long history of working with all of these components together rather than manufacturing just a single component of the system, are more able to ensure that all of the parts of the brake system work together to eliminate noise and vibration from braking.

Just as manufacturers who work with every part of the brake system are more capable of managing NVH, performing a complete brake job is also key to controlling noise and vibration. Even if you are replacing your brake pads with pads that have been expertly engineered for quiet performance, if your rotors or shims are worn down, noise and vibration can occur.

This means that when changing brake pads, rotors should either be

replaced as well, or, if the rotors are still within specifications, should be thoroughly cleaned and resurfaced. The caliper and caliper hardware, piston, seals, and other components should be checked to ensure that they are all working properly and are adequately lubricated. Opting for a complete brake job when it is time to service your brakes is the best way to ensure that all components will work together for noise-free braking. Attempting to cut costs by not replacing or resurfacing rotors will almost certainly lead to noisy, uncomfortable braking.

To conclude, automotive brake technology has come a long way over the past two decades in the control of NVH. Industry-leading manufacturers create top-of-the-line friction formulations and shim technology that work together to damp the frequencies of sound and vibration caused by braking. Relying on these top-quality manufacturers, as well as ensuring that your comprehensive brake service includes a complete brake job, will help to virtually eliminate noise, vibration, and harshness from your braking experience.

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MOVIN' OUT Calendar of Events

March 22-24, 2018 – Mid-America Truck Show – Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 27-29 – 20th Annual 75 Chrome Shop 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 13, 2018 - Mother's Day Truck Convoy – Burle Industries, 1000 New Holland Ave. (Rt. 23), Lancaster, PA. Raising awareness and funds for make-A-Wish® Philadelphia, Northern Delaware & Susquehanna Valley. Fun filled day for the entire family. 500+ trucks, food, games, live bands. For more info call 717-283-4880

May 31-June 3, 2018 – 15th Annual Wheel Jam – South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

May 31-June 2, 2018 – ATHS National Convention – Kentucky Horse Park, 4089 Iron Works Parkway, Lexington, KY 40511. For more info visit www.aths.org

June 16-17 - 7th Annual Ohio Vintage Truck Jamboree - Ashland County Fairgrounds, 2042 Claremont Avenue, Ashland, OH 44805 Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Truck Show both days, Huge Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups available. Slow Race, Jake-Off, Light Show, Diorama Display, Truck Swap Meet, Country Convoy, 50-50 Door Prizes Raffle Swap Meet Food T Shirts and More! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciated. Presented By: ATHS Ohio Chapters Proceeds to: Ashland Food Bank & Shriner's Transportation Fund. Contact: Bill Peters wep515@gmail.com 330-682-1707 www.ohvintkjam.com

June 23, 2018 – Fire Truck Show - NC Transportation Museum, 411 S Salisbury Ave, Spencer, NC 28159. This event showcases Antique, Custom, and Working Trucks. For more info, visit <http://www.nctrans.org>

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

July 20-21 – Expedite Expo – Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

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

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

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

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

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

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

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

October 28-31, 2019 – North American Commercial Vehicle Show (NACVS) – Georgia World Congress Center, Atlanta, GA. For more info visit <http://nacvsshow.com>

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

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Small Business Truckers Eager To See Top Priorities Addressed In Autonomous Vehicle Legislation

Grain Valley, MO... The Owner-Operator Independent Drivers Association, the nation's only organization that represents small business and professional truckers, looks forward to working with elected officials to address its top priorities for upcoming autonomous truck legislation.

Earlier, the U.S. Senate Committee on Commerce, Science & Transportation advanced legislation specific to passenger vehicles. A similar bill covering autonomous truck technology is also expected to be developed.

"We will work closely with members of the Commerce Committee to craft legislation that takes into account the impact autonomous technology will have on professional drivers, small businesses and most importantly, highway safety," said Todd Spencer, executive vice president of OOIDA.

"We have provided Senators a list of items we feel must be included in an independent autonomous truck bill and are eager to work together on ensuring these priorities are properly addressed in future legislation," said Spencer.

OOIDA's list of priorities for a truck-specific bill include studies analyzing certain impacts changing technology would have across the trucking industry, such as job displacement and costs versus benefits for small businesses.

"We also want to make sure that several safety and security issues are appropriately addressed specific to the needs of large trucks," added Spencer.

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

Congressman Adam Smith Introduces Proposal to Fund Freight Network Improvements

WASHINGTON, DC... Congressman Adam Smith (D-WA) recently reintroduced legislation to create a freight infrastructure improvement program that would provide competitive grants to boost efficiency and capacity of the U.S. freight network. The Coalition for America's Gateways and Trade Corridors (CAGTC) has advocated for a multimodal, freight-focused competitive grant program since its inception and applauds Congressman Smith for his thought leadership in providing potential solutions to the critical need for freight infrastructure funding in the United States.

"I applaud Congressman Smith's dedication to identifying solutions to meet the growing needs of our nation's multimodal goods movement network," said Tim Lovain, CAGTC Chairman and Executive Vice President of Crossroads Strategies. "Freight movement across all modes is expected to grow nearly 42 percent by 2040 – without a strategic campaign of investment, this opportunity has potential to overburden infrastructure and create a drag on our national economy. Freight infrastructure funding and investment solutions, such as Congressman Smith's Freight Infrastructure Reinvestment Act of 2017, are needed to address these challenges head-on."

H.R. 3769 calls for the creation of a new freight fee – a 1 percent tax assessed on the cost of ground transportation within the United States. Collected funds will be dedicated to a new National Freight Mobility Infrastructure Fund and invested in the nation's freight system through a merit-based competitive grant program.

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Working Show Truck of the Month - Ryan Rissler/Paul Rissler Trucking



vans, tankers, curtainside trailers, and even containers. He says he finally found his "home" in trucking at Paul Rissler Trucking and he now hauls refrigerated LTL freight from PA to Kansas on a weekly basis.

He makes his runs in a decked - out Peterbilt 389 that they've nicknamed "risslerbilt389", since the crew at Paul Rissler Truck Builders did a complete makeover on the truck in their shop. The RCDC boys (Rissler Can Do Crew) stretched the frame to 317", added Talladega Fiberglass front & rear custom fenders, a slammed visor, and painted everything to match the factory green color on the truck. Power comes from a Cummins ISX engine, that puts out 600 hp to the ground, and is paired with an 18-speed transmission and a set of 3:55 rears. Ryan's Peterbilt is a real head turner and has plenty of "go" to compliment the "show" aspect of the truck!

The Risslerbilt team also did some work on Ryan's 2015 stainless side Wabash 53" sliding spread refer trailer, painting the frame rails and reefer unit to match the truck. Ryan said he's planning on having some custom work done on the interior this winter, since he'd

like to attend more truck shows in 2018 when time allows.

Ryan Rissler has seen and done a lot in his trucking career thus far and wanted to thank his dad for teaching him how to drive - and his mom for letting him do it!! He also thanks his daughter for being understanding about his passion for his job and the fact that it keeps him out on the road quite a bit. Ryan says her love gets him across the miles and he always makes it home for important things like her birthdays and dance recitals. Lastly, he credits and thanks the RCDC crew for all of their hard work customizing his Peterbilt and also for keeping it up and running. Look up their shop on Facebook if you need any custom work done, you'll definitely be smiling when you see the finished product!

Movin' Out credits Ryan Rissler for all of his hard work and for representing the trucking industry with style & class in his custom Peterbilt. A deserving choice for our Working Show truck of the Month and our November pick - "Keep On Truckin' Ryan!"

by Robert Conrad

Young boys are usually influenced by their fathers and quite often tend to follow in their father's footsteps as far as their careers go. This is especially true for boys whose fathers are truck drivers. Ryan Rissler is no exception, as in his own words; he'll tell you that trucking has been in his blood since he was born. Ryan's dad was an owner-operator until Ryan's 2nd birthday and a company driver up until last year. His dad owned a variety of trucks including a Diamond Reo, a Peterbilt, an International,

and a Marmon. When Ryan wasn't in school as a young boy, his dad would take him trucking and Ryan says that he loved going to all of the new and interesting places with him. He was officially hooked on trucking but he didn't get his CDL until his late 20's, after some training and lessons from his dad.

Ryan began his trucking career hauling fresh pork to Chicago and bringing swinging veal and beef back into New York City. Since then he has hauled just about everything - running dry



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