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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Cool Breezes And Hot Trucks At The 2017 Carlisle Truck Nationals!



Mark Hollen's 2013 Peterbilt 389 won Best of Show at Carlisle Truck Nationals. For more photos and story on the truck show, turn to pages 14 & 15. - Photo by Pam Pollock -

Smith Transport Drivers Have Something Great To Smile About



Smith Transport driver and Army Veteran Roy South is smiling a lot these days. Turn to page 3 to find out why.

Mack Trucks Stakes Highway Claim with All-New Mack Anthem™



ALLENTOWN, PA... Mack Trucks introduced its new, next-generation highway hero, the Mack Anthem™, during the Mack Global Dealer Summit in Allentown, Pennsylvania. The Mack Anthem is a re-engineered, redesigned and reimaged interpretation of what today's highway truck should be—aerodynamic, comfortable and connected, all with a distinctively continued on page 21

Vietnam Veteran Honors the Fallen at the 2017 Carlisle Truck Nationals

The Wall Includes Names of Those Lost Since 2001 in Iraq and Afghanistan



CARLISLE, PA ... The Vietnam War stands out in our country's history due to how its service members were looked at upon their return stateside. In some cases, those who served are still trying to find their place. The difficulties that come with serving, especially on the front lines can only be known by those who have been there, but one local central Pennsylvania man is hoping that those who have been lost in the current Iraq and

Afghanistan conflicts will never been forgotten. Tim Wright is a retired Army veteran who lives in nearby Shipensburg, Pennsylvania and served in Vietnam. He vividly recalls how he was treated when he came home from Vietnam and has built the Mid-Atlantic Wall of Fallen Heroes so that today's heroes are never forgotten. This idea came in part from a similar creation by a man named Fred Nunemacher of Millersburg,

Pennsylvania. Fred's wall includes just the names of Pennsylvania's fallen from Iraq and is called the Wall of Fallen Heroes.

What makes Tim Wright's wall different is that it covers the Mid-Atlantic region (Maryland, Virginia, West Virginia, Delaware, Pennsylvania, New Jersey) as well as Washington D.C. and currently includes 827 names. This wall has made its rounds in all seven locations, including a big bike rally, Rolling Thunder, which takes place

in Washington, DC.

Given that the Carlisle Truck Nationals, which was held this past August 4-6 at the Carlisle PA Fairgrounds, celebrates all things truck, family and even the military, having Tim Wright at Carlisle with this amazing wall on the back of his truck was a no-brainer. In addition to this wall, Tim Wright also has notes and information on every service member deemed K.I.A. in south Asia. This information was gleaned from media outlets

A Veteran salutes the American Flag while the National Anthem is performed at the Mid-Atlantic Wall of Fallen Heroes during the Carlisle Truck Nationals. - photos by Pam Pollock -

including the Military Times and Associated Press.

Event Manager Ed Scholly noted that "when this opportunity presented itself for our event, I didn't think twice about having Tim at Carlisle." Scholly continued by saying, "I'm a veteran, I have friends and family that are veterans so honoring those who gave more by showcasing Tim Wright's truck and wall at this year's Carlisle Truck Nationals was a welcome addition to this event."

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Coronados and Cascadias are chromed out and APU equipped.



There are still plenty of classic Peterbilt 379s in the Smith Transport fleet.

By Steve Pollock

ROARING SPRING, PA... If you see a Smith Transport driver with a big smile on his/her face, there is a very good reason! Roaring Spring, Pennsylvania based Smith Transport has implemented a pay raise for its drivers! Smith Transport drivers can now earn up to 52¢ per mile or \$57,000-\$77,000 per year. CEO/President Barry Smith states, "Being a Professional Driver is difficult job and we want to compensate our drivers for their dedication to excellence, which enables us to provide the highest level of service in the trucking industry to our customers."

The pay raise offers drivers in Smith's Northeast Gold Division a guaranteed salary base of .50 per mile with achievable 2¢ per mile bonuses. Gold Division drivers are home every weekend. OTR Division drivers now earn .42 per mile plus bonuses and are home every other weekend. Regional driver are home every weekend and now earn .40 per mile plus bonuses. Smith also pays a \$1,500 Driver Referral Bonus.

The new pay package also includes an adjusted pay scale for short haul miles and an increase for gas well division drivers. The new pay increase took effect on September 8, 2017 for all drivers. All miles are paid – loaded and empty – and it is 100% no touch freight; 70% drop and hook.

With over 1,000 power units in the fleet, Smith Transport has plenty of opportunities for Professional Drivers, whether they have one year of driving experience or are seasoned veterans who have been driving for years. Smith Transport provides truckload services, expedited and dedicated services, logistics, brokerage, and warehousing, as well as service to the oil and gas well industries. Smith operates in the Northeast, Southeast and Midwest with terminals in Roaring Spring, PA; Atlanta, GA; and Remington, IN. There is no forced NYC, no Hazmat and no Canadian freight.

Heads will turn when you are driving down the highway in your signature Smith Transport black Peterbilt, LoneStar, Cascadia or Coronado tractor dressed with chrome and APU equipped.

Having started as a driver himself, Smith Transport Founder/CEO Barry Smith understands that Professional Drivers must not only be proud of what they do, but also proud of what they drive, which is why Smith Transport is meticulous in spec'ing their trucks with the latest technologies and amenities to make driving time more productive and enjoyable for their drivers. Smith has recently converted from Trip Pak Services to Transflo Express, streamlining document transfers.

Another reason Smith Transport drivers are smiling these days is because they own the company! Smith Transport is now an Employee Owned Company (ESOP), owned by the many dedicated employees who work there. If you are not walking around with a smile on your face, call a Smith Transport Recruiter today at 888-219-8042.

Off The Beaten Path

by Pam Pollock

Turn Around
Bright Eyes...
(It's A Total
Eclipse
Of The Sun!)



- Eclipse photos by
Dan Pollock -
- photo of Pam by
Joanna Fassinger



There's always 1 kid in the bunch who won't follow the pack! Turn around bright eyes, don't look at the sun!



Unless you've been living under a rock, you are probably aware that there was a solar eclipse of the sun this past August 21st. A total solar eclipse occurs when the moon passes between the sun and the Earth. The moon appears to completely cover the disk of the sun and blocks its light. The moon casts a shadow, causing an eerie twilight on plant earth.

As always, we were behind the eight ball in getting our act together for eclipse viewing, although the grandkids did have adorable Solar Eclipse shirts to wear. I had ordered glasses back in June but never gave a thought as to taking photographs until a week before. At that point, all of the special camera solar lenses required for taking photos had long been sold out. I did find some solar lens filter paper, which was backordered and would not arrive until after the eclipse. I decided to go ahead and order the special paper. Lo and behold, the paper arrived at noon on the day of the eclipse! My son, who has MacGyver talents, rigged up a solar filter for his camera utilizing the solar lens paper, a plastic food container, cardboard and duct tape! He captured some

amazing photos! We were not fortunate enough to live in the path of totality, but it was still a very exciting couple of hours as we donned our "official eclipse viewing glasses" and watched the moon cover the sun. My oldest granddaughter was mesmerized by this rare occurrence while the younger granddaughter was more interested in visiting the cows in their pens (we watched the eclipse at my son-in-law's family farm). Our baby grandson enjoyed "eating" his glasses. I spent most of the time admonishing everyone, "Don't look into the sun without your special glasses."

I don't remember much about prior solar eclipses; I suspect that

because there was no internet and mass media coverage back then, this just was not something that captured our attention. I do know that over twenty years ago there was some kind of sun activity, although it wasn't an eclipse because our neighbor was gazing up at the sky wearing a welder's mask and invited my son to peer as well.

Needless to say, we are hooked on solar eclipses. The next total eclipse for North America will come on April 8, 2024 and our area is in the path of totality and I am hoping that I will still be alive and kicking to watch - and - take photos.

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High Performance Diesels

with Bruce Mallinson

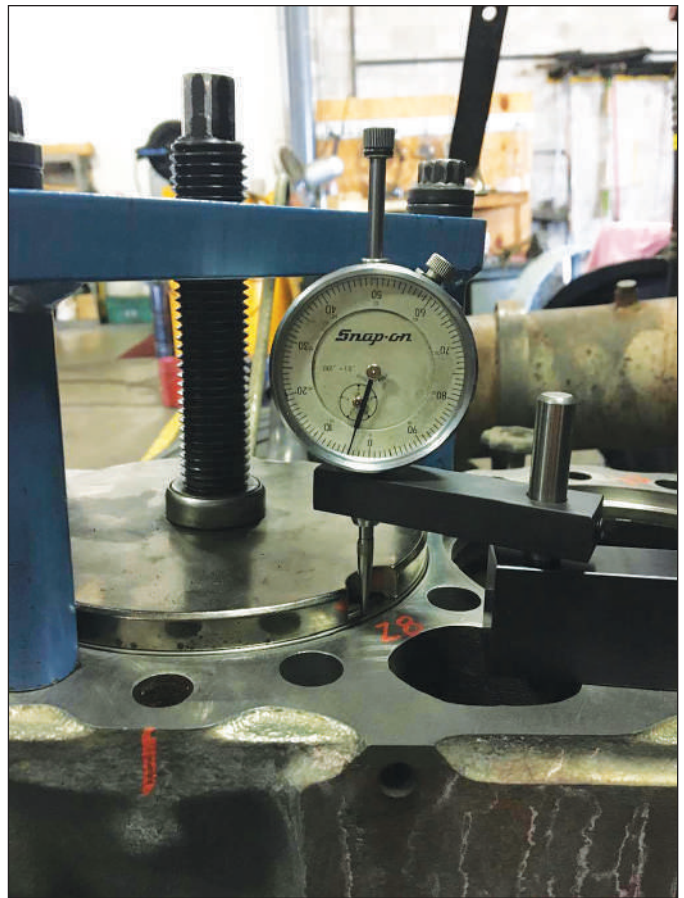
This article is going to be about the basics of engine building, liner protrusion, upper and lower counter bores, and what we are seeing with the 60 Series 12.7 and 3406 Caterpillar blocks that are 18 to 23 years old. Many of these engines could have in excess of 2 million miles and it's time for the engine block to be reconditioned at a good reliable machine shop that is capable of making lower counter bore repair sleeves. The lower counter bore repair sleeves for the Big Cam Cummins, and the 3406 and C-15

series of Caterpillar engines are available from the engine manufacturer. The lower counter bore is the section of the block where the liner O-rings or liner packing seals the cylinder liner to the engine block to keep the antifreeze from entering the oil pan. This is a very critical part of engine rebuilding and often overlooked by mechanics performing an in-chassis rebuild. The 60 Series Detroit engine block has 2 lower counter bores per cylinder with a coolant passage between the two sealing areas.

Detroit does NOT manufacture the repair sleeve for this repair; my understanding is they scrap the engine block. The machine shop that Pittsburgh Power has been working with for the past 40 years will make and install the two repair sleeves to salvage the engine block. It's never welcomed news to an owner-operator when he gets the phone call that his in-chassis rebuild will now be an out-of-chassis and the price is about \$10,000 more because of the lower counter bores. When money is an object, and so

is the time it takes to perform the out of chassis rebuild a quick fix for the lower counter bore if the corrosion isn't too bad and is JB Weld or Liquid Steel. Clean the cavitation with a wire wheel, blow out the dust with an air gun, and wipe the area with lacquer thinner or brake clean. With your fingertip fill the cavitation with the JB Weld or Liquid Steel, allow to dry overnight, and sand it to the contour of the counter bore. THIS IS NOT a permanent repair; and should only be performed if the cavitation is smaller than the size of a dime. However, this will get the engine back together at minimal expense and the owner can get back to work. If the engine block needs to be resurfaced and line bored, then by all means repair the lower counter bores the proper way with new inserts.

Upper counter bores and liner protrusion; we have talked about this many times over the past years and to this day we keep getting phone calls from owner-operators with blown head gaskets shortly after an in-frame rebuild. We ask the question, "What was the liner protrusion set to when the engine was rebuilt?" The answer we always get is "I don't know or it's with-in spec." I'm sorry to say the factory specs are too low to hold a head gasket for 500,000 miles. You want your liner protrusion to be .001 higher than what the book calls for. So, if the spec is .003 to .006, you should have the protrusion set for .007, some of the engine manufactures will say zero to .003, then the protrusion should be at .004. If you are having your engine rebuilt by someone and they do not know the spec, it's up to the rebuilding mechanic to look it up in the engine manual or online. You, as the owner of the truck, should tell the mechanic you want to know the liner protrusion of each cylinder and it should be written down as the mechanic is cutting and installing the liner shim and checking the protrusion. It's more time consuming on a Caterpillar because of the deck plate. The gasket under the deck plate must be installed under the plate and the plate must be torqued down to 70-foot pounds. The same goes for all engines. The liners have to be torqued down to 100-foot pounds to obtain a true measurement. If the engine has 400,000 miles since



continued on page 7

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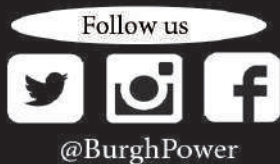
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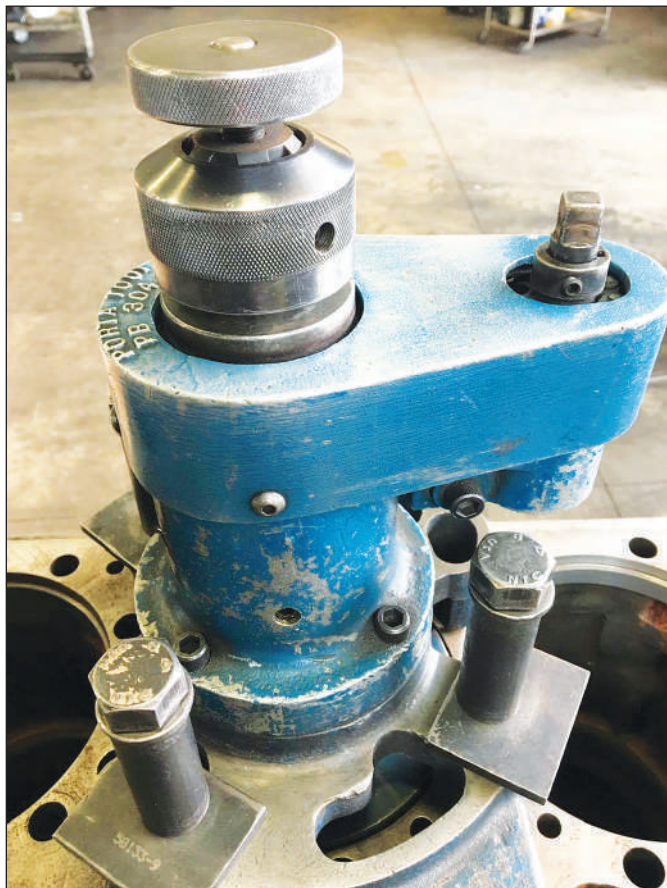
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protrusion is off by .003 from side to side, this is because he DID NOT install the proper liner hold down bolts and torque the liners down to 100 foot-pounds. Always ask the mechanic the right questions when he gives you the spec, if he can give you the spec. The proper dial indicator tool used for checking liner protrusion has a base that is about 10 inches long so it takes irregularities along the block into account. A standard magnetic dial indicator base will NOT give you the proper reading.

The tool for cutting the upper counter bores is several thousand dollars and most mechanics will NOT have the tool or the cutting plate for all the engines he has to work on. You should ask him if he has the proper tools to perform the task before he starts rebuilding your engine.

Written by Bruce Mallinson, Pittsburgh Power Inc., 3600 South Noah Dr. Saxonburg, Pa. 16056 Phone 724-360-4080

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continued from page 6 the head and gasket, clean the block the last rebuild and the head gasket and check the liner protrusion blows, some mechanics will remove with a dial indicator, and say the

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Understanding Oil Contaminants



By Tom Bock

Usually this column addresses motor oil sampling. But with winter and colder weather fast approaching this may be a good time to discuss coolant sampling, transmission and differential oil sampling. Most people disregard the need to periodically analyze the other fluids that protect the engine and critical systems of a vehicle and usually don't think about it until some major component fails.

While the motor oil will protect your engine from wear and provide lower end cooling, it is the coolant protects engine from freezing and overheating. When you take into consideration over 40% of premature engine failures are due to a coolant system problem, sampling the coolant should be part of your preventive maintenance program, especially prior to the winter.

The coolant system is typically the most neglected component of the modern diesel engines. Most people think that as long as they maintain the proper coolant levels the system will function properly. They fail to realize that chemical reactions degrade the coolant and cause metal corrosion and

chemical breakdown, making the coolant ineffective and decreasing useful engine life. Coolants are formulated to prevent problems improperly maintained poor quality coolant will result in corrosion, pitting, cavitation, erosion and electrolysis, leading to premature engine failure.

A comprehensive coolant sample analysis will detect contamination, combustion gases, metal corrosion, chemical breakdown and overheating issues. Identifying these issues within the cooling system will enable you to make the necessary repairs to prevent premature engine failure. It is recommended that the coolant be sampled twice per year in April and October, to ensure proper coolant properties for protection from the elements.

The over the counter tests you can purchase at most auto stores will give you the percentage of water vs. coolant. The percentage while important will not tell you the levels of contaminants, acids, inorganic inhibitors, hardness etc. A comprehensive coolant sample analysis usually costs \$65 - \$125, a relatively small amount to ensure your engine does not fail prematurely and will identify potential problems the contaminants cause, allowing you to make an informed maintenance decision.

Most of the motor oil sampling kits will also provide analysis of transmission and differential oil, usually for the same cost as motor oil sample. The oils used in both the transmission and differentials are not changed as frequently as

motor oil and do not undergo the same type of filtration to remove contaminants. These parts undergo heavy loads that cause wear to gears, bearings and bushings that left unchecked could result in failure of component. It is always better to utilize proactive, preventive maintenance then it is to breakdown on the side of the road somewhere.

Remember to review the analysis results and recommendations carefully before authorizing any major repairs or contact the lab to discuss further before finalizing your plan. A quick check with the experts is always a good idea before spending big bucks.

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

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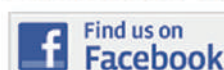
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Flood-Damaged Tractors And Trailers: Bendix Outlines Recommended Procedures For Air Brake Systems And Components

ELYRIA, OH... In countless ways, this hurricane season's extensive and severe flooding has been devastating for people and property. With truck drivers and the trucking industry so vital to the recovery and rebuilding efforts in these areas, it's important to keep tractors and trailers in safe operating condition and help avoid future issues if they've been exposed to floodwaters. Bendix offers the following insights on inspecting and – where possible – reconditioning air brake and wheel-end components that have been submerged in flood waters.

"At the top of the list is the

question of whether the floodwater was salt water," noted Jim Szudy, Bendix engineering manager for advanced systems engineering. "If the answer is yes, then you should immediately begin replacing parts. Pneumatic air brake valves that have been submerged have likely lost their lubrication, for example. Couple that with the extremely corrosive nature of salt water, and these valves would be at much higher risk for sudden and premature malfunction. Any brake system valve that's been submerged in sea water should be replaced, along with air compressors, air reservoirs, antilock brake system

(ABS) relay modulators, and brake actuators."

Salt water also heightens the possibility of corrosion at the wheel-ends, leading to increased chances of rust-jacking and damage to other components. Again, Bendix recommends complete replacement to prevent future failure.

If the vehicle was in a coastal area, and it's not clear whether the water submergence was by fresh water or salt water, it's best to play things safe and follow the above guidelines. Additionally, during the replacement of any pneumatic system components that have been subjected to flood conditions, all

contaminated air hoses should be disconnected, flushed with clean water, and blown out with air pressure to remove contaminants.

Fresh Water Damage

If it's certain the vehicle or trailer was submerged in fresh water, power wash the vehicle and trailer, including the foundation brakes, to assist in determining the condition of components. Then take the following steps to properly check the air brake control systems:

Vehicle valving

- To check for evidence of water or contamination, mark and remove the connectors at the first valve in the system from the front.

- Inspect the valve for water and contaminants, and carefully use air pressure to blow air through the hoses and watch for evidence of water or contamination.

- Continue to inspect all the valves in the air brake system, removing one service and control hose from each to inspect. Replace any non-functioning valves.

The charging system

- When fresh water has entered the air compressor or dryer through the air system intakes, do not attempt to start the vehicle.

- Use dry compressed air from a stationary (or suitable portable unit) air compressor to drain the service tanks of any residual water. Air dryers remove moisture in compressed air, but they won't remove moisture that's present after the service tanks.

- After pneumatic lines are reconnected, install a new or properly serviced air dryer to aid in removing any residual moisture from the air inlet.

Wheel-ends

- Examine wheel-ends for water, which increases the possibility of rust-jacking (corrosion between lining material and the shoe table) on drum brakes, and can also pool in drums when left standing, leading to corrosion.

- Ensure the integrity of the friction coupling between the friction and disc or drum.

- Verify no water has entered the chamber through the airlines by removing fittings and mounting stud nuts and orient ports down. If present, drain and reinstall. Follow the appropriate wheel-end relubrication procedures, including regreasing slack adjusters.

Electronics system

- Conduct a diagnostic download on the system using a tool such as Bendix® ACom® Diagnostics software for both the ABS and stability (if equipped) controllers.

- In most cases, electronics will validate through self-check. If the electronic control unit (ECU) is operable, it will check the necessary solenoids, sensor, harnesses, etc.

- Inspect the seven-pin electrical connector interface between the tractor and trailer.

- Inspect tractor and trailer glad hands and the supply and control hoses, since water and contaminants can pass into the air brake system through unprotected glad hands.

"Unfortunately, once water or contamination has entered into any of the air brake components – through the exhaust valves, for instance – it's not possible to completely clear the system without total disassembly," Szudy said. "Given the importance of a fully functioning system and clean

air, it's necessary to replace all pneumatic air brake components if you find signs of moisture or other contamination, just as you would in the case of salt water submersion."

If no evidence of water or contamination is found, thoroughly test the air brake system and ABS before returning the vehicle or trailer to service. Also, where the ABS is concerned, the action of floodwaters and power washing may move the ABS wheel speed sensors from their normal position. By hand, push the wheel speed sensors back into contact with the exciter ring, and normal wheel bearing play will adjust the sensor position when the wheel turns.

Bendix recommends retesting – including diagnostic checks of electronic systems such as ABS, full stability (ESP/ESC), collision mitigation systems, and Automatic Traction Control (ATC) – 30 days after the vehicle or trailer has been returned to service.

Bendix also helps trucking professionals stay connected through updates on the latest information in truck operation and maintenance at the Knowledge Dock™ (knowledge-dock.com), which features an archive of the Bendix Tech Tips series, as well as videos, blog posts, podcasts, and white papers. Szudy noted that a podcast on how to inspect and help return power vehicles and trailers back into service following exposure to floodwater is available as a part of that series.

For more information about Bendix air brake systems and technologies, call 1-800-AIR-BRAKE (1-800-247-2725) or visit safertrucks.com/solutions.



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Daimler Trucks North America Hosts Groundbreaking for New Logistics Center at Cleveland, North Carolina Facility



Stefan Pies, Henning O. Bruns, Bob Riley, and Joel Demelza break ground on a new logistics center at the Cleveland, N.C. Truck Plant.

CLEVELAND, NC... As part of an ongoing initiative to improve their manufacturing targets of quality, efficiency and being a Great Place to Work, Daimler Trucks North America (DTNA) broke ground today, paving the way for a modern logistics center at its Cleveland, N.C. truck manufacturing plant.

The new center, expected to be completed early in 2019, represents a \$27 million investment, and will create multiple new jobs in Cleveland. During a town hall meeting, plant management and over 1,400 employees gathered to commemorate this significant investment into the future development of the Cleveland Truck

Manufacturing Plant. The Cleveland facility produces Freightliner and Western Star Class 8 models for sale in North America, along with the Freightliner Columbia® and Argosy® cab-over-engine models for the export market.

"DTNA is committed long-term to doing business in Cleveland, and this is our next step toward continued manufacturing excellence involving end-to-end logistics," said Henning Bruns, Cleveland truck manufacturing plant manager. "This is an important investment that helps further our commitment to efficiency in all our processes, which benefits both our employees and

our customers." When the new center opens, it will consolidate multiple existing warehouses and allow for more efficient conveyance of parts to the assembly lines, implementing advanced lean logistics concepts.

An additional benefit of the new logistics center is the ability to convert forklifts to tuggers and automated guided vehicles (AGVs). This will create safer and more efficient traffic patterns throughout the plant, boosting DTNA's reputation for manufacturing excellence.

For more information, visit www.freightliner.com.



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Pacifico Reflections - Mirror



By Mike McGough

It was a garage—nothing more and nothing less. But it was his garage, so he decided to personal-

ize it. Over the past half century he had accumulated a great deal of stuff. He had a sense of history and he was a bit of a sentimentalist, so discarding mementoes was a bit difficult. Everything was neat and in its place. Each piece had a story, and he could easily recount each every one of them.

Having downsized from a much larger house several years ago, there was just not enough room in the new house to hang everything he thought deserved some wall space. As a result many items were boxed to be stored at the new house. Relegated to the attic put them out of sight and presumably out of mind

for several years. Fortunately, they were not forgotten and neither were the stories and memories associated with them.

When he added some additional garage space, there were a number of blank walls. As he moved some of his boxes from the house attic to the attic above the new garage, he examined the content of each box. Rather than re-boxing many of the items, he began hanging them in the new garage. He liked the idea of being able to see a number of items that still had meaning to him.

There were pictures of family, relatives, and friends that each brought back some pleasant

memories and their own stories. There were old baseball bats, timeworn tin signs, a number of rather commonplace historical artifacts, a forty-eight star flag, some diplomas, several certificates, some advertisements, a few original photographs, an art poster or two, a child's BB gun, some sports memorabilia, a couple of old newspapers, a map or two, and a host of other unrelated items.

There was no real rhyme or reason for how it was organized. He hung items as he found them, creating a most eclectic visual presentation. The only thing that seemed to connect all of the pieces

was that they belonged to him. The net cash value of all of it could easily have been covered by a Franklin, and there would have been enough left to buy a good meal. The esthetic value would also have been low—very low in fact. Any beauty would be in the eye of the beholder, and possibly in his eyes alone. He convinced himself that he wasn't a hoarder, but was instead the creator, curator, and caretaker of his own personal, visual archive.

Periodically someone wandered in. If they showed any interest whatsoever, he would very accommodatingly provide some personal

story seasoned with a little broader historical perspective for any item that caught a visitor's eye. There were no pretensions in his stories, and few made him look like anything more or less than a guy who appreciated where he had been, what he had done, and the people who had thus far shared in his life. If someone passed through and showed no interest, he was good with that too.

After he had a lot of items hung, he came across an old mirror. It had no particular or special story. It was relatively small, and unless you were looking for it, it could easily have gone unnoticed, but he hung it nonetheless. He hung it just about eye level for the average-sized person. One visitor did notice it and asked him why it was there. His explanation seemed to sum up the purpose and intent of the entire collection.

He said the mirror gave anyone who came through his garage an opportunity to see himself in the midst of his collection of miscellaneous mementoes. For that period of time, even if he just met them, they were part of his life and part of his story. He said as such he was happy to grant them a bit of his wall space as a way of saying "Thanks" for dropping by and taking a look around. "After all," he commented, "they're kind enough to take a minute and look at these things that have meaning to me, so they deserve to be part of my little montage even if only for a short time."

He was in a number of the picture he had hung. They covered a wide range of years in his life, and in each one his face was frozen in time. He said, "My picture in the mirror changes every time I look at it. I get to see myself age in real time, and that's a pleasant and timely reminder that every day is a gift to be appreciated and used. Besides if I don't use my days well, I may not find more things to hang on my walls!"

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SelecTrucks Launches All-Star LineUp Promotion



PORTLAND, OR... SelecTrucks announces All-Star LineUp, an exciting new promotion that provides used truck customers with maximum flexibility to select the discount that works best for their business.

When purchasing an eligible vehicle, customers can choose one of the following options:

- Down Payment Match
- Upgraded Warranty
- Tire Upgrade

SelecTrucks knows every used truck customer is unique, and is proud to offer discounts that can be catered to each customer's needs. Both owner-operators and fleet customers can see a significant benefit by selecting one of three attractive discounts when they

purchase an eligible used truck from any SelecTrucks Center in America:

1. Down Payment Match

SelecTrucks will match 100% of your down payment up to \$3,000.

2. Upgraded Warranty

SelecTrucks will upgrade your warranty to 12/100 Select Extra Limited Warranty. This coverage adds even more protection to the best warranty in the used truck industry, including additional components like the fuel pump, fuel injectors, turbocharger, EGR valve, and more. This option is available on only Freightliner and Western Star trucks.

Whether you choose the Warranty Upgrade or not, most trucks sold at SelecTrucks Centers come

equipped with our industry-leading base warranty. Eligible Freightliner and Western Star trucks will automatically include Select Limited Warranty 12/100 and 60 Day Buyer's Assurance. Eligible non-DTNA model trucks will automatically include 12/100 FAVOR Limited Warranty and 60 Day Buyer's Assurance.

3. Tire Upgrade

SelecTrucks will provide up to \$3,000 towards the purchase of new tires for your truck.

To get started, visit your nearest SelecTrucks Center. All-Star LineUp runs through December 31, 2017 and is offered at SelecTrucks Centers across the United States. For more information, go to www.SelecTrucks.com.

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ATA Applauds Rejection of Effort to Delay ELD Implementation

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Arlington, VA... The American Trucking Associations thanked the House of Representatives for rejecting an 11th hour effort to delay implementation of the electronic logging device mandate, slated for December of this year.

"ATA has supported, and will support, this important regulation," said ATA President and CEO Chris Spear. "Congress has now voted a fourth time to move forward with electronic logging of the exist-

ing hours of service information required for decades. Make no mistake, the time for debate about electronic logging is over, and we're pleased that Congress has rejected this ill-conceived effort to delay their implementation.

"For a decade, the Federal Motor Carrier Safety Administration has repeatedly spoken, the Courts have spoken, law enforcement has spoken, the industry has spoken and Congress has spoken in favor of the benefits of electronic logging devices," he said, "all the while, opponents of electronic logging have delayed, dissembled and deceived

about this technology. Tonight's vote should end what is left of this debate so our industry can carry on with the business of complying with this regulation."

ATA has been active in defending ELD technology, including drafting a letter to FMCSA in support of its regulation. Today, FMCSA answered that letter with even more support for implementing the rule as planned in December.

"Tonight's vote is a testament, not just to the broad and common sense support for ELDs, but to ATA's members, allies and staff who pressed Congress to preserve this

important safety rule," said ATA Executive Vice President of Advocacy Bill Sullivan. "This vote is important. Complying with existing laws will make all who share the roads safer, and ATA will continue to work with FMCSA, carriers, drivers, and law enforcement to ensure smooth implementation of this bipartisan effort on schedule in December. We commend the leadership of Representative Rick Crawford and bipartisan champions in the House who support compliance with existing laws and rules."



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Industry News Briefs

Trucking Industry Sees Pros And Cons From House Appropriations Bill

Grain Valley, MO... The Owner-Operator Independent Drivers Association thanks those members of the U.S. House of Representatives that showed support for certain trucking-related amendments to H.R. 3354, the *Make America Secure and Prosperous Appropriations Act*.

There were three amendments passed by voice vote that the Association supported, however, to our great disappointment, an amendment to delay the electronic logging device mandate did not pass.

Two of the three amendments that passed would prevent federal funding being used to toll certain interstates in Washington, Oregon and Pennsylvania. The Association contends that tolling decreases overall highway safety by diverting traffic and is not the solution to infrastructure needs.

The third amendment passed would prevent the use of federal funds to finalize a notice of proposed rulemaking to require speed limiting devices on trucks. OOIDA strongly opposes efforts to mandate speed limiters.

"We thank Representatives Jaime Herrera-Beutler, Glenn Thompson and Mike Kelly for their efforts in getting the tolling related amendments passed," said Todd Spencer, executive vice president of OOIDA.

"We also want to thank Representatives Scott Perry, Doug LaMalfa and Mark Meadows for their work on the speed limiter issue."

Regarding the ELD mandate delay, OOIDA thanks Representative Brian Babin for his support of professional truck drivers.

"The concerns raised by us, by Congress and industry stakeholders have not changed. There are too many unanswered questions about the technical specifications and enforcement guidelines of the mandate," said Spencer. "This includes issues related to enforcement, connectivity, data transfers, cybersecurity vulnerabilities, and many other legitimate real world concerns."

"The agency refuses to certify any ELD as compliant with the rule, thus leaving consumers with no idea if a device they purchase is indeed compliant," said Spencer.

Spencer said that the Association encourages OOIDA members to get involved in its "Knock Out Bad Regs" campaign and will continue to communicate with Congress and the Administration about these and other issues. Concerned truckers can contact their lawmakers about ELDs by clicking here.

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.

ATA Urges Congress to Support Automated Vehicle Development

Arlington, VA... American Trucking Associations President and CEO Chris Spear testified before the Senate Committee on Commerce, Science, and Transportation about the importance of including commercial vehicles in the discussion around automated vehicles and urged the Federal government not to stifle innovation around the technology.

"I hope my testimony will help unwind some of the myths about automation and our industry," Spear said in his opening remarks, "and will demonstrate why trucking needs to be at the table as the roadmap for automated vehicles is being written."

Spear told the Committee that today, the nation depends on more than 3.5 million professional drivers to move more than 70% of goods that are delivered by truck annually – a fact that increased automation is not likely to change.

"While some people use the terms 'autonomous' and 'driverless' interchangeably, ATA believes the world of automated vehicles will still have an important role for drivers," he said. "Just as pilots play a key role in our airline industry, truck drivers will do the same on the ground by leveraging the benefits of automated technology

while navigating the cityscapes and handling the customer pickups and deliveries."

Because of trucking's key role in the supply chain, Spear told the panel that as the framework for how automated vehicles will be overseen, commercial vehicles must be included along with passenger vehicles.

"We are at a critical moment in the development of autonomous technology," he said. "There are many questions to be answered – including those about cybersecurity, about the impact on trucking operations and how vehicles will interact with one another, and about infrastructure. What is clear is that those questions should be answered for commercial and passenger vehicles at the same time."

Among several recommendations, Spear also urged the government to set uniform national rules of the road for automated vehicles, but at the same time not to suppress innovation.

"Federal agencies and state governments must commit to supporting innovation for both commercial and passenger vehicles, using existing regulatory exemptions to allow manufacturers and technology companies to test and develop new systems," he said.

Truckers Welcome Extra Capacity at North America's Busiest Border Crossing

The Canadian Trucking Alliance welcomed news the Government of Canada will permit the Detroit International Bridge Company to build a six-lane crossing to eventually replace the current Ambassador Bridge.

Along with the planned Gordie Howe International Bridge set for construction a few kilometers away, the new span to be built next to the original Ambassador will significantly increase commercial truck crossing capacity at North America's busiest border crossing.

The 87-year-old, four-lane Ambassador will be dismantled once the new bridge has opened.

The Ontario-Michigan gateway sees over 4.2 million trucks cross between the two existing Michigan and Ontario bridges (Ambassador and the Blue Water bridge in Sarnia-Port Huron) carrying \$210 billion CDN worth of trade between Canada and the United States.

"With this development, the Canadian trucking industry and supply chains on both sides of the border – which depend on fast, efficient trade – should be welcoming not just one, but two contemporary new bridges capable of supporting international trade demands in a modern economy," said CTA President Stephen Laszkowski. "The additions of these two new modern structures – as well as significant investments recently made at the Blue Water Bridge – bodes well for the future of trade by truck between Canada and our largest trading partner."

Federal Transport Minister Marc Garneau stated the construction of the replacement Ambassador Bridge, together with the Gordie Howe International Bridge project, will ensure that Canadians continue to benefit from the efficient movement of people and goods.

Oregon Can Issue Limited-Term Commercial Driving Privileges

Authority to issue limited-term commercial driving privileges was restored with the passage of Senate Bill 36 by the 2017 Oregon Legislature. On this basis, Oregon will once again issue and renew limited-term Commercial Driver Licenses and Commercial Learner Permits to otherwise eligible persons who provide proof they are lawfully present in the United States on a temporary basis.

Oregon already issues limited-term driver licenses and permits authorizing operation of non-commercial motor vehicles to drivers who prove temporary lawful presence in the United States. Oregon previously issued and renewed limited-term commercial driver licenses, but legislation passed in 2013 ended the authority to do so on July 8, 2015. Licenses issued prior to that date remain valid until their expiration.

Oregon DMV expected to make limited-term Commercial Driver Licenses and Commercial Learner Permits available starting Monday, Sept. 11. However, applicants from Canada and Mexico with temporary work authorization in the U.S. are not eligible because the Federal Motor Carrier Safety Administration (FMCSA) has determined that commercial licenses issued by Canadian provinces and territories, and the United Mexican States, meet the standards established by FMCSA regulations. Therefore, under 49 CFR 383.21 and the Federal Motor Carrier Safety Administration's determination described in 49 CFR 383.23, a Mexican or Canadian driver must have a CDL from their home country to legally operate a CMV in the United States.

Any time you need to visit a DMV office, first check OregonDMV.com to find office hours and locations, and to make sure you have everything you need before your visit. You also can do some DMV business from home at OregonDMV.com. You can renew your vehicle registration, file a change of address or file notice of the sale of your vehicle online without getting in line at an office.

Truck Turnaround Plan for Major ACI AMPS Penalties Extended

The Canadian Trucking Alliance was informed that CBSA will be extending the 90-day truck turnaround option for major ACI AMPS penalties, until midnight on Dec 31, 2017 in the highway mode.

CTA proposed several solutions which would help carriers avoid major monetary penalties, including giving drivers the option to return their truck to the U.S. for certain violations, such as failure to submit ACI data. CBSA agreed to implement the option if compliance rates continued to improve and not regress.

Based on feedback from CBSA, ACI compliance has been very stable over the course of the last 90 days, and carriers showed strong progress to ensure compliance is being met.

CTA and CBSA have formed a working group with representation from carriers across the country to address industry concerns, such as AMPS penalty levels. The first AMPS working group meeting took place earlier this week, with additional meetings scheduled over the next few months.

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Cool Breezes And Hot Trucks At The 2017 Carlisle Truck Nationals!



by Pam Pollock

There's no doubt that the Carlisle Truck Nationals is one of the hottest truck shows around! Over the years, that has literally been the truth, as the August heat and humidity have been known to warm up the show. This year, after a stormy start with a torrential downpour on Friday evening, the weekend brightened up with sunny skies with delightful breezes and cooler temperatures, making for a perfect truck show.

Hundreds of stunning Big Rigs were on display at the Carlisle Fairgrounds, including car haulers, tow trucks, and antique trucks. When the sun went down on Saturday night, the fairground was awash with the illuminating shine of the big rigs' Glow Show.

The Carlisle Truck Nationals is family-oriented with monster truck shows featuring Snakebite, Big Foot. The Virginia Giant was giving rides throughout the show. Optimus Prime also made an appearance and was very popular with both kids and adults. The world-champion Disc-Connected K9 Frisbee dog team offered eight shows. Speranza Animal Rescue brought some adorable furry friends, who were available for adoption. And as always, the popular Phantom Fun Zone provided nonstop fun for kids of all ages.

Tim Wright, a Vietnam Veteran had his Mid-Atlantic Wall of Fallen Heroes at the truck show. This was truly such a powerful display to view. Delicious food and a Vendor Midway, along with hundreds and hundreds of 4 wheel trucks made for a great show.

The 2018 Carlisle Truck Nationals is slated for August 3-5.

- all photos by
Pam Pollock -

CARLISLE TRUCK NATIONALS BIG RIG WINNERS

Name	Vehicle
B100 CONVENTIONAL CAB OVER TRACTOR-SLEEPER	
VASSALLO, RON	2013 PETERBILT 389
DAVID F BICEK JR	2016 KENWORTH 900L
GEORGE MIELKE / TRENTON MILL FARMS	1995 PETERBILT 379
B102 CONVENTIONAL CAB OVER TRACTOR-DAY CAB	
CHAD WORDWARD / LENNY'S TRANSPORT	1973 KENWORTH W900
RHODA MEILKE/TRENTON MILL FARMS	2000 PETERBILT 379
B104 DUMP TRUCK - TRIPLE AXLE & UP	
BRYANT MANN	1998 PETERBILT 379
SHAUN FLEMING / FLEMING TRUCKING	2017 PETERBILT 389
JIMMY SHYNE,	2005 PETERBILT 379
B105 DUMP TRUCK - SINGLE AXLE & UP	
CHARLIE BRAKE / CHARLES E BRAKE TRANSPORT	2008 FORD F-750
JESSE TOMS / J TOMS TRUCKING	2002 KENWORTH DUMP TRUCK
B108 SMALL ROLL BACK	
JUSTIN TUFFY / LARICK'S TOWING	2017 KENWORTH FLATBED
RON GILL / LARICK'S TOWING	2014 FREIGHTLINER
PAUL IRRGANG	2004 CHEVY KODIAC
B110 MEDIUM ROLL BACK	
FLASH BACK F-100S	2008 FORD F-650 CREW CAB
JAMES ELLERMAN / RIVER DRIVE SERVICE CENTER	2016 FORD F650
CLAY HERMAN / JOHN'S MOBILE REPAIR SERVICE	2015 INTERNATIONAL 4300
B114 SMALL WRECKER	
DARRELL GRESS	1973 PETERBILT 352
B118 LARGE WRECKER	
PETE TRIMBLE / JOHNS MOBILE REPAIR SVC	2016 KENWORTH #15 T880
RONNIE WOLFF / JOHNS MOBILE REPAIR SVC	2015 KENWORTH #30 T800
JAKE RICHCREEK / HJ TOWING & RECOVERY	2016 KENWORTH #80 T880
B120 STRAIGHT, BOX & FLATBED TRUCK	
MIKE SANTARO / LARICK'S TOWING	2016 PETERBILT 348
MITCH BEWLEY	2005 PETERBILT 379
B122 CONSTRUCTION & SERVICE TRUCK	
ROBERT JETT / LIEBHERR	2015 KENWORTH T-270
JASON AXT/AXT WELDING & FAB	2006 PETERBILT PETE HOOKLIFT
COLIN OCKER/JOHNS MOBILE REPAIR	2016 KENWORTH #67 T300
B124 SPECIAL INTEREST	
MARK HOLLEN	2003 PETERBILT MINI
FULLINGTON TRAILWAYS	2017 MOTORCOACH IND. J4500
ALAN HULSIZER/MACK TRUCKS	2015 MACK GRANITE
B126 TRACTOR TRAILER COMBO	
JOHN & KIM JAIKES/PRECISION TRANSPORT	1999 KENWORTH W900L
CRAIG ROSENBERGER,/NOLAT TRANSPORT LLC	2009 KENWORTH W900L
KEVIN HUNTER/HUNTER CONTRACTING LLC	2002 KENWORTH W900L
B128 ANTIQUE 25YEARS & OLDER	
1ST DAMIEN MINTER	1955 KENWORTH NEEDLE NOSE
2ND CHRISTOPHER LEE	1985 MACK MAGNUM
3RD BOB BEATTY	1985 PETERBILT CLASSI SLEEPER 359
B130 MILITARY	
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B132 CAR CARRIER	
1ST ANDREW SCOTT/SCOTT TRANSPORTATION	2018 PETERBILT 389
2ND ANDREW SCOTT/SCOTT TRANSPORTATION	2018 PETERBILT 389
3RD ANDY VASQUEZ	2015 PETERBILT 389
BEST INTERIOR	
ANDREW SCOTT/SCOTT TRANSPORTATION	2018 PETERBILT 389
BEST CUSTOM CHROME	
SHAUN FLEMING/FLEMING TRUCKING	2017 PETERBILT 389
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PAUL IRRGANG	2004 KODIAC
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HERB GREGG	2000 KENWORTH W900L
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McClymonds Supply And Transit Build Breast Cancer Awareness Truck



by Steve Pollock

PORTERSVILLE, PA... Cancer affects many families in America and the employees of McClymonds Supply and Transit in Portersville, PA are no exception. Among the families of the company's employees are several Breast Cancer Survivors. So while the company was building a heavy haul Peterbilt glider for driver Kenny Blatt, he suggested that the company dedicate the truck to Breast Cancer Awareness. It wasn't long until everyone was on board with the idea.

The 2017 Peterbilt 389 glider was purchased from Hunter Truck Sales and sent to Sean Hetrick for engine, transmission and driveline installation. Once installed, the truck went back to the McClymonds shop to be completed by their in-house mechanics, who installed the fenders, lift axle, hydraulic system, and a head ache rack. Since it is intended for use in heavy haul applications, the Pete was ordered with a double frame. The Peterbilt is powered by a C15 CAT and has an 18-speed transmission, 46,000-pound rear axle and 16,000-pound front axle. Because

some of the O.D. loads that will be pulled are regional, the tractor was spec'd with a sleeper. Other custom features include a T.L. Woods full height headache rack with emergency lights and full stainless fenders from the Iowa 80 Chrome Shop.

The glider arrived painted white and, after careful consideration regarding a paint scheme, was sent to the McClymonds body shop where Nate Miller and his sons painted and decaled the truck. The truck sports the Breast Cancer Awareness logo with striping that is perfectly matched to the pink roof and fenders.

So far, the McClymonds Breast Cancer Awareness Truck has made the rounds at local fairs, truck shows and parades and was slated to be going over the road beginning in September. Thanks to all of the dedicated employees of McClymonds Supply and Transit for "Making A Difference".

McClymonds Supply and Transit, located near Portersville, PA, has been a bulk hauler for over 70 years. The company operates over 500 trucks - a combination of triaxles, semi tractors and roll-offs.



Jan and Mark McClymonds, 3rd and 4th from the right with several McClymonds Supply and Transit employees and their family, including some Breast Cancer Survivors. - photo by Pam Pollock -



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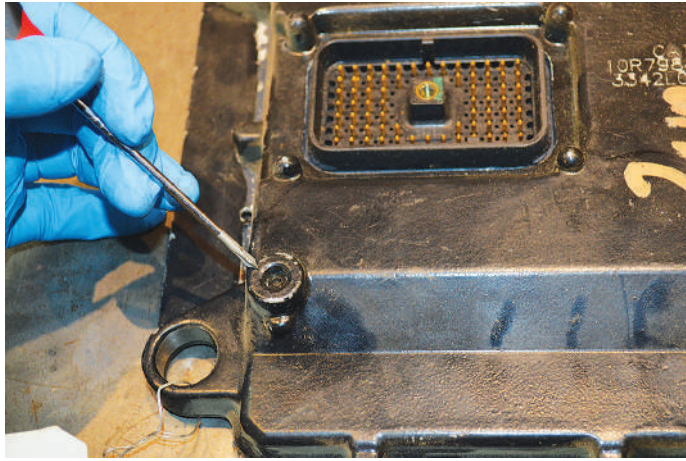
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Operating An Electronic Engine On Flooded Roads



I can't say I've ever been in a hurricane but as far as flooding I'll say I've seen my fair share. The lakeside community I lived in as a kid was used to dealing with flooding. When the waves of lake Saint Clair started coming over the sea wall it was time to start laying sandbags. At night, I'd fall asleep to the sound of a dozen trash pumps running wide-open all around the neighborhood keeping the water level in check. As I write this article the news continues their coverage of Hurricane Irma and the flooding from Hurricane Harvey. I'm no civil engineer but it doesn't look like that kind of flooding can be mitigated with sandbags. One video shown repeatedly by my local news broadcast was showing someone driving a 379 through flooded sections of Houston. He had water above his frame rails but his external air cleaners were still above the surface. Hopefully he had a 3406B or another mechanically governed engine because if he had a Series 60, or an electronic Cat then his ECM was underwater. Cummins mounts their Electronics up high on the block so I'll give it to Cummins on this one. If I had to drive an electronic engine through 4 to 5 feet of water I'd pick the Cummins. Deeper than that Cummins ECMs are just as vulnerable to water intrusion as the rest when submerged.

This vulnerability is shared between Detroit, Cat, and Cummins

because they all have a hole in the case known as a pressure equalization vent. This vent prevents the ECM case from blowing up like a balloon and pushing out its gaskets when heated or taken to high altitude. You don't want to cover this vent. The only exception I can think of is if you were about to drive into enough water to submerge your ECM. These vents are designed to let air pass but block everything else but these vents can't hold back much pressure and if the ECM is submerged odds are some water is going to get in. Just so I'm clear though, I strongly discourage operating your electronic engine submerged or partially submerged but if you had to in an emergency you would want to cover this vent on your ECM and even then, you are taking a risk. Many ECMs that are over 14 years old have a seal that's deteriorated and isn't keeping contaminants out anymore. Salt water conducts electricity, can bridge circuits, and transform the pins on a microprocessor control unit into green dust in minutes. Salt water can also bridge circuits



not only inside your ECM but between sensor supply, return, and signal wires in your wiring harness especially if you have cracks in the wiring jacket. This could cause your timing sensor circuits to fowl up and stop reading RPM. That'll stall the engine and result in a no start condition. Also make sure your fan clutch doesn't engage. I'd hate to see what breaks first if that engages and bites into water. If your trucks wiring harness does get exposed to salt water I suggest washing off all the salt with fresh water then drying everything out with compressed air.

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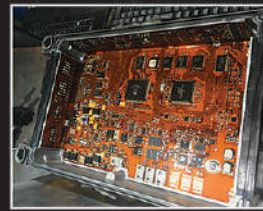
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Be Kind To Each Other

Every person who has lived long in this world has heard the descriptive term "black sheep".

Perhaps it is a reference to the sheep that left the fold and wandered into the desert that the shepherd had to leave the ninety and nine and go out and search diligently for before bringing it back to the fold with great rejoicing.

The term "black sheep" is not good to apply to a human being because it reflects on him and may result in his becoming discouraged. Just because a man makes a mistake does not mean he's beyond hope. Christ came to seek and to save that which is lost. The angel announced, "His name shall be called Jesus for He shall save His people from their sins."

While on the cross and before he went back to heaven, Jesus said to a thief, "This day shalt thou be with me in paradise." The wool of a black sheep is just as warm as the wool of a white sheep. We must remember the man who had been redeemed has a story to tell. He has an experience to share and he has a testimony that will bring glory to God. So be tenderhearted, forgiving one another, even as God for Christ's sake hath forgiven you.

Mack Trucks and Country Music Artist Steve Moakler are 'Born Ready'



Mack Trucks and country music artist Steve Moakler celebrated the debut both of the truck maker's new Mack Anthem™ highway model and the country artist's new song, "Born Ready," which also is Mack's tagline during a launch event at the PPL Center in Allentown, Pennsylvania.

ALLENTOWN, PA... Mack Trucks and country music artist Steve Moakler both sing the same tune: "Born Ready."

Mack and Moakler celebrated the debut both of the truck maker's new Mack Anthem™ highway model and the country artist's new song, "Born Ready," which also is Mack's tagline, in front of more than 800 attendees during a launch event at the PPL Center in Allentown, Pennsylvania.

Inspired by what the Mack Trucks brand stands for, Moakler wrote the song "Born Ready" because it embodies the American values of hard work, commitment and passion – the same attributes Mack and Moakler hold dear to their hearts. Mack also created a promotional video for "Born Ready," which can be viewed here: https://www.youtube.com/watch?v=O_7Q5vwQFjU.

"We appreciate that Steve was inspired by Mack to write his new song, 'Born Ready,' and we are pleased that he chose the Mack Anthem launch event to debut it," said John Walsh, vice president of marketing and global brand for Mack Trucks. " 'Born Ready' highlights what it means to be American and the standards that Mack holds true – work hard, never give up and, whatever you do, don't rest on your laurels."

The Mack Anthem, launched today, is a completely reengineered, redesigned and reimagined interpretation of what today's highway truck should be – aerodynamic, comfortable and connected, all with a distinctively bold Mack look.

Originally from Western Pennsylvania, Moakler now calls Nashville, Tennessee home. He's written songs for other artists, including Dierks Bentley's "Riser," and has released four albums, the most recent one called "Steel Town" released in March 2017. "Steel Town" features songs that pay homage to his hometown of Pittsburgh, Pennsylvania, as well as the hard-working, proud people he met there while growing up.

Representatives from Mack met with Moakler earlier this year to get to know each other and explore the possibility of a partnership. During the meeting, it quickly became clear that they shared the same values, and shortly thereafter, Moakler began writing the lyrics and music for "Born Ready." By July, the first cut of the song was completed.

" 'Born Ready' is about getting the job done, no matter how big the challenge," Moakler said. "It pays homage to the professional truck drivers out there every day keeping America moving. My grandfather owned a concrete trucking company running Mack trucks, so I've always had a special affection for the brand. 'Born Ready' celebrates the value of hard work, commemorates my grandfather, and connects it all to Mack Trucks, which was a significant part of his life."

debut both of the truck maker's new Mack Anthem™ highway model and the country artist's new song, "Born Ready," which also is Mack's tagline during a launch event at the PPL Center in Allentown, Pennsylvania.

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HEY! HEY! YA-HOOO!!!
 Longtime Central Langhorne Dispatcher Frank Flynn is retiring after 39 wonderful years at Mawson and Mawson. Frank has seen his share of changes in the trucking industry: from contacting drivers through pay phones, pagers, beepers and cellphones, to Qualcomm, emails, texting and ELD's. He has survived all the hazards of the job one would expect over that period of time: numerous trucking and customer strikes, recessions, blizzards, snowstorms, hurricanes and even an earthquake for good measure.

Frank's had the pleasure of working with three generations of the Durbin family. From the early days of peddling his bike to work, to many years of travel with his trusty Buick, the man simply never missed a day of work. He's truly the epitome of a dedicated employee, working with thousands of union drivers,

company drivers, independent contractors, brokers and agents during his tenure.

Starting with hippie-long brown hair on June 14, 1978, and retiring with a short-cropped head of white hair, Frank says he'll miss the drivers and customers the most. He could not have done it without dedicated Mawson drivers like Freddie Haas. "It was truly a cast of characters with every type of personality imaginable." Frank says. "I still don't know the front end of the truck from the back, just let me know when you were ready to go." The man knows everything there is to know about dispatching.

Mawson and Mawson President Mike Fonzi says "I've had the pleasure of working with Frank for over 27 years, on many occasions asking him to pull off the impossible. His response was always "we'll get it done, Boss." He defines reliability and exemplary customer service. No matter what

the circumstances, good or bad, he did his job well and with a smile. Frank will be sorely missed within our Mawson family, as well as customers he served on a daily basis."

Frank plans on spending more time with his family, watching his favorite Philadelphia sports teams, and much less time on the phone. Ever the optimist, he truly believes the Phillies are just a

starting pitcher away from being in playoff contention.

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Paccar Transmission Available For Order On Peterbilt Models 579 And 567



DENTON, TX... The advanced PACCAR Automated Transmission is available for order immediately on Peterbilt Models 579 and 567, the company announced. The 12-speed automated transmission is the latest addition to the proprietary PACCAR Powertrain and introduces game-changing gains in efficiency, drive-ability and durability for the successful Peterbilt on-highway models.

"The PACCAR Transmission offers best-in-class performance, reliability and low cost of operation," said Kyle Quinn, Peterbilt General Manager and PACCAR Senior Vice President. "With the availability of this innovative PACCAR Transmission, the proven PACCAR MX-13 engine and the efficient PACCAR Axle, the Peterbilt Models 579 and 567 can now be spec'd with the industry's most advanced proprietary drivetrain."

The PACCAR Transmission was purpose developed as an automated transmission for heavy-duty linehaul applications. The seamless integration with the PACCAR MX-13 allows the Peterbilt Models 579 and 567 to offer a new level of driver friendly performance, with class-leading low speed maneuverability and smooth, intuitive shifting. The PACCAR Transmission is able to select the starting gear and make shift decisions based on grade, vehicle weight, engine torque and throttle position.

The PACCAR Transmission was designed to maximize uptime

and reduce the overall cost of ownership: an industry-exclusive fluid pressure sensor provides advance warning of low oil situations while an oil-coalescing air filter protects the transmission from contamination. The PACCAR Transmission boasts a cooler-less design and extended maintenance intervals and is backed by a comprehensive five-year / 750,000 mile warranty.

The PACCAR Transmission is available for order immediately on MX-13 equipped Models 579 and 567 scheduled for production after October 16. Availability of the PACCAR Transmission with the 10.9-liter PACCAR MX-11 Engine is scheduled for early 2018.

Peterbilt provides a comprehensive array of aftermarket support programs through its 350-plus North American dealer locations that complement its full lineup of on-highway, vocational and medium duty products, including alternative fuel vehicles. Peterbilt offers industry leading service and support, including SmartLINQ remote diagnostics, preventive maintenance plans, expedited Rapid Check diagnostic services, automated parts inventory replenishment and 24/7 complimentary Customer Assistance through 1-800-4-Peterbilt. Peterbilt also offers certified pre-owned trucks through the Red Oval Certified Pre-Owned program. For more information about Peterbilt, visit www.peterbilt.com.

"9-11 - We Will Never Forget..."



The Slippery Rock Fire Department and Rescue Team had a moving tribute on display in their parking lot on September 11th to honor all of those who lost their lives in the 9-11 Terrorist Attacks in 2001. The wind was gently blowing the American Flag, while the sun was radiated its beams through Old Glory's folds. - photo by Pam Pollock -

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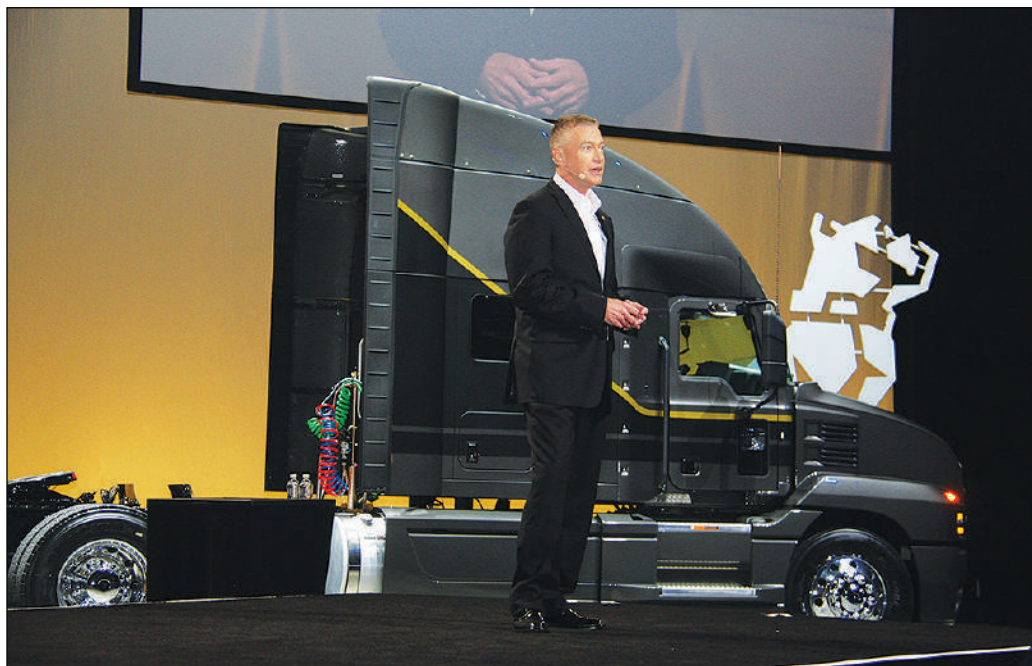
Mack Trucks Stakes Highway Claim with All-New Mack Anthem™



The new Mack Anthem - Photo by Steve Pollock -



The Anthem's luxurious interior boasts substantial storage capacity.



John Walsh, Vice President of Global Marketing and Brand Management for Mack Trucks introduces the new "Anthem." - photo by Steve Pollock -



The redesigned dash includes a flat-bottomed steering wheel for easier egress to the driver's seat.

continued from page 1

bold Mack look.

The Mack Anthem gives drivers and businesses the tools they need to command the road. The Anthem is available in several configurations, including a Day

Cab, an all-new 48-inch Flat Top Sleeper, and an all-new 70-inch Stand-Up Sleeper.

With its chiseled, muscular looks, the Mack Anthem makes a clear statement. Yet despite its chiseled appearance, the Mack Anthem's new aerodynamic en-

hancements improve fuel efficiency by up to 3 percent. In addition to a new hood and grille, Mack engineers redesigned the roof and chassis fairings, mirror covers, and front bumper and air dam to more easily cut through the wind.

"Looking at the new Anthem

for the first time, most people are struck by its strong, distinctively Mack design," said John Walsh, Mack vice president of global marketing and brand management. "But it's also incredibly aerodynamic. Using advanced computer modeling together with coast-down testing at Kennedy Space Center, our designers and engineers developed an extremely efficient design that cuts drag and saves fuel, helping boost customers' bottom lines."

The Anthem's redesigned hood and bumper not only improve aerodynamics, they also help cut service time. A new hood latch and release system also saves drivers' time during pre-trip inspections. The hood also requires 50 percent less effort to raise than before.

All exterior lighting on the Anthem is now exclusively LED, meaning brighter, longer-lasting lights that draw less energy. The change to LED is most noticeable on the Anthem's headlights, which are 66 percent brighter than today's bulb.

The Mack Anthem features an all-new driving environment that incorporates driver feedback for improved functionality, ergonomics and convenience. Gauges on the instrument panel have been positioned higher for better driver visibility, while HVAC controls and the Mack *mDRIVE*™ automated manual transmission (AMT) shift pad have been relocated closer to the driver's fingertips. All switches for additional truck functions like cruise control, PTOs and traction control now feature laser etching to help maintain markings over the long life of the vehicle.

Inspired by racecar controls, a new flat-bottom steering wheel is a Class 8 trucking industry first, providing improved dash visibility, as well as easier ingress and egress. The new steering wheel also contains illuminated controls for cruise control, Bluetooth and the audio system.

Behind the steering wheel, Mack's Co-Pilot™ display has been updated with a new 5-inch, full-color screen for improved visibility and more intuitive navigation. A

Pre-Trip Assistant guides drivers through inspection points and includes a single person exterior light inspection mode.

Anthem models are available with a new information and entertainment option featuring a 7-inch touchscreen display giving drivers safe access to Apple CarPlay, satellite radio, weather band radio and TomTom truck navigation. The display is also compatible with third-party back-up camera systems.

New Mack-exclusive seats are available, providing all-day comfort for drivers. Designed in partnership with Sears Seating, more than 30 feature and fabric combinations are available, including an optional swivel base.

The Mack design team's attention to detail is also reflected in the Anthem's sleeper, resulting in a spacious, comfortable environment for drivers. The all-new 70-inch sleeper now features stand-up height for even tall drivers to easily walk-through the cab into the living environment. The interior volume of the new sleeper is 35 percent larger than previous models. Anthem's 70-inch Stand-Up Sleeper models are available in single or double bunk configuration.

Redesigned back wall and side cabinets provide unparalleled storage space. Multiple configurations are available, providing up to 27 cubic feet of storage space for drivers, the most in the industry. A Mack-exclusive under-bunk storage system offers three additional illuminated storage trays which lift for access to a luggage compartment. Optional comfort features include a television prep kit that can accommodate up to a 24-inch flat screen and a drawer-style refrigerator mounted on the passenger side.

Windows in the sleeper feature aircraft-inspired shades for superior light control, while integrated screens keep insects out. A new sleeper environment control module centralizes controls for HVAC and auxiliary power units, while also offering a convenient 120-volt outlet and USB power. New high-power premium sound packages are available as well and include a powered subwoofer.

As with the exterior, all lighting inside the Anthem is LED-based for long life and brighter light.

Mack's legendary integrated powertrain gives the Anthem the performance drivers need to accomplish any over-the-road task. Proven, efficient power from Mack's 2017 MP® series engines combines with industry-leading Mack *mDRIVE*™ automated manual transmissions and Mack axles to deliver power and efficiency without compromises.

The Anthem is available with the 13-liter Mack MP8 engine producing up to 505 horsepower and 1,860 lb.-ft. of torque depending on spec.

Several enhancements to improve efficiency and productivity are included, such as a patented wave piston design that enables more complete fuel combustion and a common-rail fuel system to more accurately control fuel injection.

The 11-liter Mack MP7 is also available as an option on the Anthem. With up to 425 horsepower and 1,560 lb.-ft. of torque, the MP7 gives customers a powerful choice for weight-conscious applications.

Mack's SuperEconodyne downsizing packages are available with both Mack MP7 and MP8 engines. Thanks to the complete integration of Mack's engines with the *mDRIVE* AMT, SuperEconodyne enables a lower cruise rpm to help save fuel.

Available exclusively with SuperEconodyne is the Mack MP8-TC engine. Featuring turbo compounding, the Mack MP8-TC captures and converts waste energy from the exhaust into mechanical energy that is fed back to the engine. The turbo compounding system feeds up to 50 additional horsepower back to the crankshaft, enabling additional performance while improving fuel efficiency. Combined with the Anthem's aerodynamic improvements, the Mack MP8-TC engines provide up to an 11.8 percent improvement in fuel efficiency compared with a baseline from previous Mack models equipped with GHG2014 engines.

Mack's 12-speed *mDRIVE* AMT is standard on all Anthem models. Fully integrated with Mack MP engines, the *mDRIVE* uses sensors to detect speed, load, grade and more to ensure the right gear and shift points are selected for conditions. The *mDRIVE* also eliminates traditional shifting, helping reduce driver fatigue and allowing the driver to remain focused on the road. It also helps with driver recruitment and retention because of its ease of use.

Mack's reinforced and ruggedized *mDRIVE* HD AMTs are available as an option on all Anthem models. Additionally, *mDRIVE* HD 13- and 14-speed variants are available, which add one or two low-ratio creeper gears.

Bendix Wingman Fusion, a camera- and radar-based driver assistance solution, comes standard on all Anthem models. Mack also introduced Mack Connect. Mack Connect will serve as the reference for Mack's growing connectivity and uptime service offers.


The Mack Anthem is available for order now, with full production beginning in Q1 2018. For more information, please visit www.macktrucks.com or your local Mack dealer.

Truck-Lite Adds Led Fog And Scene Lighting To Heavy-Duty Aftermarket

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heavy-duty lighting, wire to combat shock and housing. “These versatile lamps Both the SAE Fog Light and Scene Light produce a light output closer to the color temperature of daylight, dramatically improving overall visibility, are rated for over 50,000 hours and come with a limited lifetime warranty.

harness, mirror, telematics vibration. The kit includes mounting brackets from Rigid Industries Light and Scene Light are now available for heavy-duty applications,” said Errico Paolucci, aftermarket sales director for Truck-Lite. “Adapted for heavy-duty use by the leader in off-road lighting, these Truck-Lite by Rigid lamps combine the rugged

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PA Turnpike Removes Call Boxes

HARRISBURG, PA...The PA Turnpike Commission (PTC) began mothballing and removing the bright yellow emergency call boxes that are positioned at one-mile intervals along the shoulder of the 550-mile toll-road system.

PTC maintenance crews started to pull out the boxes on Sept. 11, and they expected to complete the task by Sept. 29. During the three-week process, any call box still in place will remain functional. Because of the change, Turnpike officials are reminding travelers to dial *11 on a mobile phone to report an accident or other emergency occurring on the PA Turnpike system.

The boxes, which have been icons along the PA Turnpike since 1988, have become obsolete as cellphone and smartphone use has surged. Today, most Americans (95 percent) own a cellphone of some kind, according to a recent Pew Research Center survey. Moreover,

77 percent of Americans now own smartphones.

"A majority of the emergency calls we receive at our Traffic Operations Center in Highspire come in via mobile phone, while call box counts continue to come in at record lows," said PA Turnpike Chief Operating Officer Craig Shuey. "A decade ago, we saw call box activations of almost 6,000, while total usage came in under 800 last year. In the first eight months of 2017, we've seen around 400 activations."

Besides plummeting use, Shuey said another reason the commission is removing call boxes is the increased risks pedestrians face today due to factors including record traffic volumes, higher allowable speed limits on state highways and the prevalence of driver distraction.

"We have all witnessed chilling instances involving people standing

or walking along the highway mere feet from cars and trucks zipping past at 70 miles per hour," Shuey said. "Pedestrians pose a major highway safety hazard; drivers need to recognize that, after a breakdown or fender bender, being buckled up inside a disabled or stopped vehicle is usually a much safer choice."

Shuey reminded motorists that it's imperative to maintain situational awareness regarding your position and direction of travel so you can accurately report your location to dispatchers if necessary.

"The Turnpike has invested in a system-wide installation of milepost markings, usually at the tenth of a mile, and motorists in need of assistance should use them to effectively identify their location on the roadway," he said. "In addition to this, knowing your direction of travel can significantly reduce the time for assistance to arrive at your location."

A Simple Tip For Cleaning Electronic Screens

A dirty touchscreen is difficult to view and read, especially in bright light. Fingers leave greasy marks, particularly if motor oil or hand lotion is present. Even if unused, road dust settles and plastics off-gas into a hazy film. Shurhold Industries, the global leader in automotive care and maintenance products, offers a Clean-N-Simple Tip for keeping dash electronics looking their best.

To begin, turn off or lock the screen to avoid inadvertently changing any settings. Apply a quick spray of Shurhold's Serious Shine and wipe with a clean microfiber towel. Because the combination is so effective, it can't get any simpler. Even the occasional road trip PBJ stain disappears with ease,

leaving the device looking like the day it was unboxed. A video is at bit.ly/2wuda00.

Serious Shine cleans, polishes and protects solid surfaces in one easy step. It leaves a water-repellent high gloss finish that also protects from UV damage, all without any greasy residue. Aside from electronic screens, it's perfect for glass, mirrors, dash lenses and interior plastic moldings. Outside, it's just as useful on clearcoat, chrome, plastic and rubber.

Unlike cotton that smears more contaminants than it removes, Shurhold's Microfiber Towels are a step above. Soft, plush and lint-free, they lift and trap dirt, moisture, grease and oils. The company's three-pack contains one

for washing and cleaning, another for polishing and shining, and a third for cleaning and wiping glass and mirrors.

A 14 oz. aerosol can of Shurhold's Serious Shine costs \$17.98; the Microfiber Towels Variety 3-Pack is \$18.98.

Shurhold is dedicated to educating car and truck owners on vehicle value preservation. Inventor of the One Handle Does It All system, Shurhold manufactures specialty care items and accessories to clean, polish and detail.

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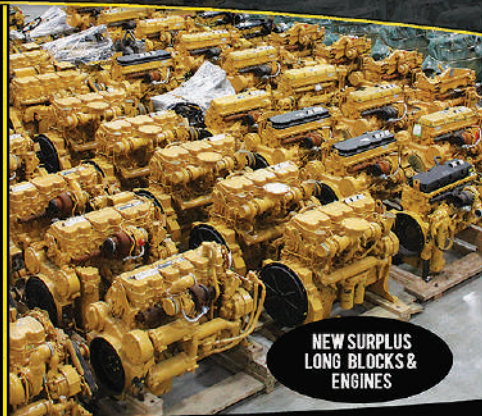
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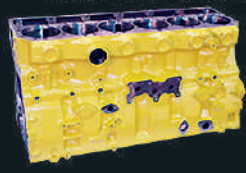
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DIDJA KNOW - Country Music The Way It Used To Be



by Roger Clark

Some people driving American streets and highways see trucks as lumbering roadblocks. Others see them as a necessary evil. Still others believe they should be banned from the freeways.

It's true: trucks are getting bigger, drivers are getting younger, and loads are getting heavier. It's also true that lines are getting longer, tempers are growing shorter, and patience is ebbing quicker. But it's also accurate to say that if you wear a truck almost certainly brought it to your table, your closet, your yard, or your garage.

What I often think about, in the shadows of passing big rigs, are the characters of trucking music history. A rookie trucker in 1978, I was already a veteran of the

midnight radio show called "The Road Gang". They played country music "the way it used to be", as host Charlie Douglas described it, from the studios of AM 870, WWL radio in New Orleans.

WWL had 50,000 watts of power, in the days before XM radio, and we could hear "The Road Gang" from coast to coast, some nights. The show catered to truckers, for the most part, but was also a favorite on riverboats, drilling rigs, and police car stereos. From midnight to 5:00 AM, every night, it brought country music and homespun humor to the highways and byways of greater America.

It had national weather forecasts, twice an hour, and border-to-border road reports just as often. There was also the "comedy corner", 29 minutes after every hour, where we were introduced to Justin Wilson, Jerry Jordan, Lewis Grizzard, and Wendy Bagwell. Douglas rarely did 'remotes', broadcasting from off-site locations, but always made the listener feel like a friend, and companion. He was always on time, yet never in a hurry, and told excruciatingly long stories, but with unforgettable endings.

Charlie's success spawned other trucking radio shows including "The Bozo" Dale Somers on 700 WLW in Cincinnati, Eric Harley's "Midnight Radio", as well

as Dave Nemo of XM's Road Dog Channel, but Douglas's only real competition was Bill Mack on WBAP in Dallas. Mack, who must be 150 years old by now, talked slower than a democrat in Austin, but did write the song "Blue" for country superstar Leann Rimes. Oh, and just for the record, Bill Mack is 85 years of age, as of this writing.

It was Douglas, however, who created the landscape of trucking radio. A story teller, not just a broadcaster, much of Charlie Douglas's humor and personality came from growing up in Ludowici, Georgia with his best friend, "Dammit" Ray Ferguson.

Douglas, whose real name was Doug China, was inducted into the Country Music DJ Hall of Fame in 1994. He died 17 years later, at age 78, in his Picayune, Mississippi home. Colorful, opinionated, patriotic, and sometimes daring, Charlie Douglas used "The Road Gang" to spread a message of safety, sanity, humor, and respect to—and for—the American trucker. Better late than never, Charlie, let me thank you!

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Professionally Installed Window Film May Reduce The Risk Of Skin Cancer

Washington, DC... Driving long haul routes from sun up to sun-down to deliver America's goods is business as usual for the country's 3.5 million truck drivers. In fact, America's professional men and women truckers log close to 724 billion miles annually, and, according to the TruckingTruth.com industry website, truckers can spend up to 11 consecutive hours on the road exposed to harmful UV rays through their cab windows.

The nonprofit International Window Film Association (IWFA), encourages trucking companies and independent truckers to have professionally installed window film applied to their truck windows to block these invisible, but dangerous UV rays.

Harmful ultraviolet (UVA) rays contribute to premature aging and skin cancer, and can penetrate through unprotected glass—whether it's a sunny day or not. In fact, there have been numerous reports of higher than average rates of skin cancer in the U.S. on the left side of the face and arm. This is according to an article published by the Journal of the American Academy of Dermatology that pointed to driver-side UVA exposure as a likely contributor to the disease.

"Truckers take breaks and stay hydrated in order to keep safe while on the road, but many don't realize the long-term, cumulative effect of UV rays coming through their cab windows," said Darrell Smith, Executive Director of the IWFA. "A professional installation of window film can block up to 99 percent of UV rays from coming

through the glass, reduce the risk of skin cancer, and protect trucker's eyes as well."

In fact, according to the IWFA, the Department of Transportation's (DOT) Federal Motor Carrier Safety Administration's (FMCSA) clarification to safety regulations relating to a truck's window visibility now allows the use of compliant 'clear' window films with a minimum 70 percent visibility rating to be installed on the front side windows on big rigs.

Window film that is professionally installed can be done in a few hours and is budget friendly. Additional benefits include a reduction in glare, more even interior temperatures inside the vehicle, and a margin of safety in that window film helps to hold glass together if it is impacted.

In recognition of the hard work that they do each day delivering essential goods and keeping our economy going, please join the IWFA in encouraging the professional installation of window film as an easy safeguard to help protect the truckers who keep this country moving forward.

To learn more about how to better protect yourself from the sun's UV rays while on the road or at home, be sure to download and read the IWFA's Consumer Guide to Automotive Window Film e-Booklet and Beauty Inside & Out e-Booklet. To find professionally accredited window film installers near you, visit the IWFA website at [Find An Installer](http://FindAnInstaller.com).

Learn more at www.iwfa.com, and on Facebook and Twitter.

Professional Truck Driver-David Miller Helps to Save Unresponsive Driver

ALEXANDRIA, VA... David Miller, of Palatka, Florida, a professional truck driver for Celadon Trucking of Indianapolis, Indiana, has been named a Highway Angel by the Truckload Carriers Association (TCA). He is being recognized for performing CPR on an unresponsive driver.

On January 25, David was at a Pilot Travel Center in Kingston Springs, Tennessee, when he saw a man fall to the floor, unresponsive. He quickly raced over and performed a sternum rub to see if the man would respond. After receiving no response, David began performing CPR until emergency medical services arrived, helping to save the man's life.

For his willingness to assist his fellow driver, TCA has presented David with a certificate, patches, a lapel pin, and truck decals. Celadon Trucking also received a certificate acknowledging David Miller as a Highway Angel.

Since the program's inception in August 1997, hundreds of drivers have been recognized as Highway Angels for the exemplary kindness, courtesy, and courage they have displayed while on the job.

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Boyd Bros. Transportation Announces 4 Cpm Pay Increase For Company Drivers

Clayton, AL... Boyd Bros. Transportation has recently announced a 4 cent per mile pay increase for company drivers that will go into effect September 5, 2017. The new pay package will also include a \$900 weekly pay guarantee for the fleet.

The 4 cents per mile increase is available to company drivers across the board, and will apply to all loads picked up on and after September 5, 2017. "I feel like I won the lottery," said seventeen-year Boyd Bros. veteran driver, Ricco Ponce-Antonetty. "Boyd has been good to my family. I wouldn't work for any other company."

Additionally, all company drivers are eligible for the \$900 weekly guaranteed pay. The weekly guaranteed pay is offered to students who graduate from the Boyd Bros. training program, as well as all current company drivers. "Our drivers make much more than \$900 per week," stated Boyd Bros. CFO, Dwight Bassett. "We just wanted to take away financial concerns so that drivers can focus on what they do best, drive. We are also, eliminating the perceived risk that typically accompanies the start of a job with a new company."

"Boyd is pleased to offer such an exciting and progressive pay package to our drivers. We see this as an opportunity to reward them for all they have done to support and grow our company," says Boyd Bros. CEO and president, Chris Cooper. "This pay increase coupled with our \$4,000 stock grant expresses how we value our drivers. They get up every morning, deal with road congestion, shipper delays, regulations, and still deliver the nation's goods safely and in a timely manner. They deserve this increase."

The new pay increase has been put in place by Boyd Bros. to reward drivers and provide a solution to their growing financial needs. In addition to retaining current and valued drivers, Boyd also expects that the new pay package will attract better-qualified candidates to join their growing fleet. For more information on the services and career opportunities at Boyd Bros., as well as their new pay package, visit www.driveforboyd.com or call (888) 485-8717.

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Calendar of Events

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

October 22 – Bowles Farms Cornfield Cadillacs Truck Show – Bowles Farms, 22880 Budds Creek Rd., Clements, MD 20624. show Truck Entry Gates open at 9:00 am. Family Event – corn maze, petting zoo and much more. Admission includes all attractions. Rain date – October 29th. For more info call 301-672-3221.

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

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Working Show Truck Of The Month - Mike Gaffin/ A. Cardillo & Sons, Inc



to the old days of New England trucking with their black & red color combination, custom pin striping, and hand painted lettering. The truck has been outfitted with a custom, square front bumper, a polished visor, extra roof lights on top of the cab, polished lower cab panels, and ribbed full fenders over the rear tandems. Power comes from a 565 Cummins ISX engine that's paired with an 18-speed transmission and a set of 46 gears. Mike is a true example of truckers who still take pride in their job and he represents the entire industry with class every time he gets behind the wheel. He enjoys social media and he's known as "The Original Boston Trucker" on both Facebook & Instagram. If you get a chance, check out some of his posts and you'll feel like you're riding along with him in the Kenworth! Mike Gaffin and A. Cardillo & Sons, Inc. are definitely a winning combination - combining trucking with family values in the process. Movin' Out applauds their efforts, and is proud to present them to our readers as the October Working Show Truck of the Month.

by Robert Conrad

Life as a long haul truck driver certainly comes with it pluses and minuses, as the freedom of being your own boss out on the road is mixed with long periods of time away from home. As truckers start having families, some tough career decisions can come up that have to be dealt with.

Mike Gaffin followed his father's footsteps and began his trucking career at age 18. Mike's dad drove for over 50 years and Mike delivered to 48 states for over 20 years as a long haul trucker. When Mike and his wife had their first child he decided to shift gears a bit, and he gave up those cross country trips for local work hauling sand & gravel, along with heavy equipment. This driving change has allowed him to keep following his passion of truck driving and spend time on nights and weekends with his family. Mike found the perfect company to work for when he joined A. Cardillo & Sons, Inc. Founded over 70 years

ago by Anthony "Red" Cardillo, Sr., they've evolved and grown with several generations of family members moving the company forward. Thru it all they've stressed the importance of family, and they treat all of their employees like members of their own family.

Red started with one piece of equipment, a military Clarke Airborne bulldozer, and slowly added pieces of equipment, becoming an equipment rental company until his son Tony came on board in the 70's. Tony wanted to change the company's focus to general contracting with the emphasis being on excavation. He did just that and A. Cardillo & Sons, Inc. has continued to grow ever since. Mike Gaffin is the primary driver of the company's 2007 KW W-900L and he never leaves the yard unless it's shining! Both the cab and the MAC steel dump trailer take us back



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Qty 100 - 2018 Vanguard VXP (Plate Trailer) Dry Vans 53'x102" x13'6" Swing Doors, Alum Roof, Hendrickson Air Ride Sliding Suspension.



Qty 5 Transcraft TL-2000 42'/45'/48'X102" Air Ride Sliding Tandems with 5'2" inside height Quick Draw systems. Trailers are like New!



Qty 7 New Landoll Models 440A-50CA and 440A-53 WITH Wireless Remotes and 20k Winches - Available in Black, Red and All Galvanized.



New Heil Dry Bulk Tanks in stock! Cementers and Sanders call for specs and pricing

We are now an Eager Beaver Dealer!!!



New 20 and 25 ton Tags in Stock Call for Specs and Pricing



New Transcraft Dropdeck 53'x102 Tridems, with 8 5/8" Live Tail Roller, Pin Pockets, round pipe at transition, sliding winches.

Ancra & Kinedyne
4"x30' Flat Hook Strap
Part # KINE423021



\$11.00

RANGER 3030 BRAKE CHAMBER
Part # 1010460
12.5" push-rod 24mo. warranty
\$36.95 ea.



COMBINATION BAR, PAINTED, 39.5" LONG
\$11.78 Part #10032



3/8X20FT GR70 CHAIN W/GRAB HOOKS
Part # 54320

\$44.50

5/16X20FT GR70 CHAIN W/GRAB HOOKS
Part # 54317

\$33.00



HOLLAND LANDING GEAR
51k 4.5" shoe 17" travel
\$298.00



SALE PRICE \$495.00

(50) IN STOCK



MORE: EXPERTISE.

AVOID AIR DRYER FREEZE-UPS!

MAINTENANCE TIP WITH Homer Hogg

*A few tips from Homer Hogg,
Manager of Technical Development:*

- ▶ *Replace dryer cartridge every 300,000 miles.**
- ▶ *Ensure air dryer heater is operable.*
- ▶ *Check for alterations to the air compressor discharge line.*

*For vehicles equipped with an oil-coalescing air dryer desiccant cartridge, replace the cartridge once a year, regardless of mileage.



Proper maintenance can help reduce operating costs.

TA TRUCK SERVICE

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