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"THE JOURNAL OF THE TRUCKING INDUSTRY"

37th Annual Shell Rotella® SuperRigs®



The 37th Annual Shell Rotella® SuperRigs® competition was held July 25-27 at Trail's Travel Center in Albert Lea, Minnesota. This sleek beauty was just one of the trucks at the show. Turn to pages 14 & 15 for the story and more photos. - Photo by Kenny Hubka/High Gear Photography -

Winter Is Coming – Is Your Truck Prepared?



Contributor: Homer Hogg, Director of Technical Service, TravelCenters of America
Winter is just around the corner. Not only can snow, ice and freezing temperatures make the roads hazardous for hauling freight, they can contribute to equipment damage and system failures, too. Roadside assistance can help in the event of an emergency, but routine preventive maintenance checks can identify underlying issues before you

hit the road, as well as minimize downtime and control those winter maintenance and repair costs.
Test Your Starting and Charging Systems Ahead of Time
Dead batteries are one of the most common causes of winter breakdowns. While an emergency roadside jump start can help get you through your route, you can avoid sacrificing that uptime with a little extra attention on your starting and

charging systems before the snow falls.
Have your batteries tested by a certified technician. Long winter nights and shorter days mean more demanding engine starts and longer usage of your truck's headlights. Testing your batteries will indicate whether or not they can keep up with this high demand through the colder months. When you have your batteries tested, check the alternator
continued on page 2

McCollister's Transportation Group, Inc. Settles Into New Corporate Offices



McCollister's Transportation Group, Inc.'s new corporate office in Burlington, NJ.

By Steve Pollock
BURLINGTON, NJ... McCollister's Transportation Group, Inc. moved to a new location at 8 Terri Lane in Burlington, New Jersey in July of 2018. The new corporate office and warehouse was built to accommodate McCollister's growth. The new facility is 90,000 square feet: 45,000 for offices and driver services and 45,000 square feet of warehouse space.

Additionally, McCollister's has an 84,000 square foot warehouse at another location. It is an eco-friendly environment with upgraded driver amenities including a cafeteria, men and women's showers, patio, TV lounge, gym/workout room, and training and orientation areas. The original stonework on the building at McCollister's previous location was painstakingly removed and used in

the construction of their new corporate offices. Drivers have 24-hour access to all of the amenities.
McCollister's operates seven different fleets nationwide: Enclosed Auto Transport, Climate Control, Electronics, Truckload Telecommunications, LTL, Household Goods, and Fitness Equipment Installation, which utilizes Class
continued on page 18

Winter Is Coming – Is Your Truck Prepared?



Issues

When water and moisture build in your air brake system in the dead of winter, it will almost certainly freeze and turn to ice. This can damage valves, air dryers and other air system components, not to mention your productivity and bottom line.

Check for any air leaks and to confirm your air brake system is receiving a clean air supply during your daily inspections to help prevent damage to your air system. Check and drain your air tanks daily to help keep water, contaminants and corrosion at bay. Be sure to also check your air dryer in particular, and make sure you are replacing your dryer desiccant cartridge before winter and as needed.

Proper Tire Pressure is Crucial

Underinflation is a leading cause of tire failures during winter, because when the temperature drops, so does the air pressure in your tires. Check your tire pressure before every trip to ensure they're properly inflated and to get the best footprint and traction on the roads.

Conduct daily visual tire inspections to make sure you haven't picked up any harmful debris on the road that could cause a tire to fail later on. Also, ensure your tires have adequate tread depth to help improve traction and safety.

Get your rig ready now before the winter weather puts you out-of-service. In the event you need a jump start, a new fuel filter, a tire replaced or your air brake system repaired, call 1-800-824-SHOP and RoadSquad will be there whenever, wherever you break down.

continued from page 1

sufficient amperage and voltage output as well.

The TA Truck Service RoadSquad team can take care of you if you do need a jump start. RoadSquad technicians can also perform an electrical system test to ensure your dead battery isn't a symptom of a larger underlying issue that could put you out-of-service again down the

road. RoadSquad call center agents work with you or your fleet dispatcher to ensure the technician arrives equipped to address the repair in the safest, most efficient manner.

Maintaining Modern Fuel Systems

Cold weather is not kind to diesel fuel. When temperatures fall, the paraffin wax in diesel fuel can thicken so much it

clogs fuel filters or solidifies to the point where it will no longer flow. Invest in a new fuel filter now and consider adding a winter fuel additive to your winterization routine to help prevent fuel gelling.

Water contamination is another enemy of diesel-fueled equipment. Whether it enters through poorly fitting fuel caps or condensation in stor-

age tanks, any extra moisture will promote bacteria growth, which can corrode injectors and clog your filters.

Now is also a great time to get your fuel tanks cleaned by a fuel tank sweeper, which will help prevent contamination in the bottom of the tanks from reaching the engine and/or clogging your fuel filters. If your fuel system includes a

water separator, be sure to check and drain your water separator daily.

Whether you need a fuel filter replacement because of fuel gelling, water contamination in your fuel tanks or your filter is simply past its recommended replacement date, the RoadSquad team can take care of that, too.

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Women In Trucking Announces Its 2019 September Member of the Month

ATA Tells Congress to Put Brakes on Spread of Tolls



Regan Shane Morton

person. After five years, the court overturned my conviction and expunged my records. They gave me a second chance in life. I went on doing contract work and running my own business for 10 years," Morton explained.

By the age of 36, she could no longer ignore the call of the road. She attended driving school and went to work for a trucking company. She spent the next nine years driving and learning what she liked best. Knowing that she had an interest in LTL and Teamsters, she met with a YRC recruiter at the Mid-America Trucking Show. "That was the beginning of my dream job," she remembers.

But that's not the end of Morton's story. Something had troubled her all her life. In 2010, she started to understand that there were other people like her. The stories she heard and what she felt on the inside

woke her up to who she really was. Over the next seven years, she started to understand herself better.

"In 2017, I sought out professional help and went on hormone replacement therapy. What I was doing couldn't be hidden from my employer, so I knew I had to tell my boss," Morton explained. "At that time, I thought my job and career was over. As I grew into the new person I was going to be, I knew that the company would have to grow with me. Fortunately, I was blessed with probably the best boss I could have had. She did everything she could for me. As I grew as a person, she worked with the company and human resources to make YRC more inclusive."

In March 2019, Morton joined WIT. "I joined Women In Trucking to support other transgender people and hopefully get more LGBTQ people into the

trucking industry. Then, I found myself joining the gender diversity task force," she said.

The gender diversity task force was recently formed by WIT to better understand the needs of the LGBTQ community. WIT realizes there is a growing number of lesbian, gay, bisexual, transgender and queer professional drivers and other transportation workers. As the voice of gender diversity, the association wants to ensure they are inclusive and to create an awareness within the trucking industry.

"We call ourselves the voice of gender diversity, and we're stepping up to ensure we represent ALL of our members by including the LGBTQ community in our efforts to attract and retain both drivers and management in this traditionally male-dominated industry," said Ellen Voie, WIT president and CEO.

Arlington, VA... The American Trucking Associations told a House subcommittee that the use of tolls to finance infrastructure construction and maintenance was inefficient, unsafe and damaging to the trucking industry.

"While the trucking industry is willing to pay its fair share for infrastructure improvement, we believe that tolls are not the right solution, and in fact can be very harmful to our industry, our customers and ultimately, to consumers," YRC Worldwide Inc. CEO Darren Hawkins told the House Transportation and Infrastructure Committee's Subcommittee on Highways & Transit on behalf of ATA.

In his testimony, Hawkins cited inefficiencies in toll collection, traffic diversion and misdirection of toll funds as significant problems with tolling when compared to other financing methods.

"Tolling has very high collection costs relative to other highway user fees," he said. "While the cost of collection has come down with the introduction of transponders, costs can still exceed 10 percent. On some major toll facilities, these costs are much higher. On the Ohio Turnpike, for example, 19 cents out of every dollar is spent collecting tolls, while the Pennsylvania Turnpike's collection costs exceed 20 percent. Contrast this with the 0.2 percent cost of collecting federal fuel taxes.

"Clearly, the waste that goes into collecting a toll is simply unacceptable when far more efficient alternatives are available. Our user fees should be used to build roads, not toll road bureaucracies," he said.

Hawkins also warned that because of federal funding shortfalls, states are abusing tolls to fund other projects at the expense of tollpayers, particularly the trucking industry.

"Federal law allows states to shift excess toll revenue to any Title 23 eligible purpose. This results in toll payers bankrolling projects that they may not benefit from," he said. "In addition, because the vast majority of roads can't support tolls, a small minority of motorists can be saddled with the subsidization of a state's surface transportation system, regardless of whether the toll payers benefit."

Because tolls are only even a potential solution for a handful of projects, Hawkins urged Congress to do more to fund infrastructure so states aren't forced to look to tolling or other riskier financing schemes.

"It is important to note that tolls will not solve the most important challenge facing this subcommittee—the impending bankruptcy of the Highway Trust Fund. Failure to address the shortfall will continue to induce states to consider bad options like tolls," he said. "ATA and nearly every organization that cares about surface transportation efficiency has proposed an increase in the fuel tax to address these needs, and we urge your support."

Plover, WI... Women In Trucking (WIT) has announced Regan Morton as its 2019 September Member of the Month. Morton is a professional driver with 13 years of experience. She has been a line haul driver for YRC Freight for the past four years.

Regan Shane Morton is a transgender woman. She started out in life as Shane Regan Morton, a son to parents Sam and Shirley Morton. In 2017, she came out as transgender. A year later, she changed her name and gender.

Morton grew up in the trucking industry. Her dad drove for over 50 years. "When I was a child, he would take us kids with him, let us flash the lights and talk on the CB radio. Out of the four of the kids he raised, I was the one that wanted to go the most! I was driving his truck before I even had a driver's license. I knew then what I wanted to be," said Morton.

After high school, her troubled youth caught up with her. She spent a year in jail. Once she got out, she was discharged from the National Guard. "I had to start life from the bottom of the barrel," she said.

With nothing to lose, Morton decided to go after her dream. She contacted a local trucking company, only to learn she needed to be 23 years old and have two years of experience. So, she spent her younger years working as a volunteer and part-time firefighter.

"I had to show my community that I was a good

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Off The Beaten Path



by Pam Pollock

Take Another Piece Of My Heart...

In all of our piles of "stuff" at our house (and trust me, there are piles and piles) is a huge assortment of sports jerseys. These jerseys pay homage to our Pittsburgh Pirates, Steelers and Penguins.

We aren't true devoted fans as we don't have season tickets to any of the teams because, well, quite frankly, that's out of our price range. But we do watch all of the Steelers and Penguins games at home on our TV. We haven't been to a Pirates game in two years because I got worked up into a snit when the Bucs traded my man Andrew McCutchen and declared that I was really mad, and the Bucs could stick it where the sun don't shine. I am sure the Pirates organization were really upset [sic] with my decision.

So, in the piles of jerseys are THREE Andrew McCutchen jerseys, including one that is autographed. They look very forlorn sitting in that heap. I feel just as forlorn. Dang it, Andrew was my dude. I loved seeing his smile when he was on the field at PNC Park. I loved watching him hit homeruns. And then the big wig jerks had to ruin everything and trade him. Jagoffs...

I guess I have to discuss our collection of former Steelers jerseys next, these cover many years of football: Joey Porter, Troy Polamalu, Mike Wallace, James Harrison, Brett Keisel, Heath Miller and I am aghast to admit that my husband has an Antonio Brown jersey. I told my spouse two years ago not to pick *that* jersey because even then AB was showing signs of being an ass, and that JuJu Smith-Schuster was a much better choice. But nope, the #84 jersey was chosen. After the antics of AB for the past year, I think we should just throw it onto the burn pile and toss a lighted match and watch it go up in flames, but I don't want to pollute the earth with its toxicity. (Yeah, I'm pretty bitter right now about the entire AB situation, as well as Le'veon Bell.)

It's no secret that hockey is my jam. I LOVE my Pittsburgh Penguins and even when management screws up and gets rid of my favorite players (and they do this A LOT), I still refuse to boycott them. Our Pens jersey pile of former players includes Pascal Dupuis (oh how I miss Pascal), Sergei Gonchar, James Neal, and the jerseys of my 2 absolute favorite players—Marc Andre Fleury and Carl Hagelin. Confession time, the trading of Fleury and Hagelin have just about sent me over the edge.

My son-in-law and I have

long talks about our sports teams. He is a logical thinker and rationales that sometimes these trades are best for the team, although he agrees that this is not always the case. I, on the other hand, am all emotional and become attached to these players. I don't want them to leave our "family." I still follow their careers, even after they are traded. I check social media to see how my retired guys are doing.

Every trade is like taking another piece of my heart. Oh, dang you, jagoff sports teams management, just dang you.



Yeah dude, it's a good thing that AB jersey is partially covered up....

A.A.C.T. – “We Go The Distance To Get You Back On The Road”



Tom Connelly, founder of A.A.C.T. Mobile Trailer Service

By Steve Pollock

HUBBARD, OH.... A.A.C.T. Mobile Trailer Service offers trailer service for Northeast Ohio and Western Pennsylvania. The company will come to you, whether are alongside the road, in your yard or at a truckstop, providing service from bumper to kingpin. Whether you own a flatbed, stepdeck, van, tanker, dump, pneumatic or even a car hauler or camper, A.A.C.T. can help you out – all year round. The company services owner-operators as well as small and large fleets, including Schneider National and JB Hunt with drop yard services.

A.A.C.T. is equipped to do mobile welding (steel and aluminum), ABS brake diagnostics, wheel seals, alignments on empty trailers, floor and roof repair, in addition to electrical and air line repairs.

The company was founded in 2016 by Tom Connelly. Tom previously worked as a lead mechanic and foreman at Tri-State Trailer in Hubbard, Ohio for eleven years before starting A.A.C.T. Trailer Repair. The name A.A.C.T. stands for Tom's family's initials: Amy, Alyssa, Cailey and Tom. Tom is based in Hubbard, Ohio, near Truckworld at I-80 Exit 234, just a couple of miles west of the Ohio/

PA stateline. A.A.C.T. provides mobile service in approximately a 100-mile radius of Hubbard, Ohio. The company has 2 mobile service trucks and two trailer technicians. A.A.C.T. accepts most major money and credit services. A.A.C.T. Mobile Trailer Service's motto is "No driver left behind." For more information, call 330-610-2320.



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Chevron Kicks off their "Engineered with Purpose" Campaign with the Launch of the Delo Traveling Technology Lab

SAN RAMON, CA... Chevron Products Company, a division of Chevron U.S.A. Inc., maker of technologically advanced engine oils, lubricants and coolants announced at the Great American Trucking Show (GATS) their new customer-focused campaign "Engineered with Purpose," re-affirming their commitment to moving their customers' business forward through application of the most advanced technology. As part of the announcement at GATS, Chevron unveiled a new take on its mobile education center, the Delo Traveling Technology Lab, with interactive technologies, including virtual (VR) and augmented (AR) reality exhibits.

"Our new campaign is a recognition of our customers' need for better education and solutions to drive their business forward," said James Booth, Commercial Sector Manager at Chevron. "The Delo Traveling Technology Lab is the latest step in our commitment to excellence for our customers; the type of commitment that has made Chevron Delo the #1 choice for fleets and on-highway OEM factory fill."

Protection with Purpose

A major milestone in Chevron strengthening its commitment to its customers is the expansion of their fully re-formulated Delo 400 product line re-engineered in 2016 to meet API CK-4 and FA-4 specs. Chevron continues to look to solve specific customer

challenges in the ongoing development of Delo 400 product line - with a goal to not only exceed API requirements, but solve customer issues not currently being addressed in the market. Three years later, Delo is the #1 engine oil choice with small, medium and large fleets according to MacKay 2017 report. By the end of 2019, Delo will be the factory fill oil for 85% of North American OEMs.

Solving Problems to Move Business Forward

Chevron has solidified its commitment to its customers, engineering products with purpose by building solutions that further their customers' businesses through innovation and advanced technology. Just this year, Chevron has launched a number of products including:

- Greatest number of heavy duty engine oil products with API SN PLUS - protecting both heavy duty vehicles and modern gasoline pick-up truck engines

- Delo 400 XSP-FA 5W-30 - delivering the best engine oil life and fuel efficiency in the Delo product line

- Delo ELC Advanced Coolants - solving recent issues with nitrated coolants and new aluminum radiators

As part of Chevron's broader campaign, by year-end, they will be introducing a major breakthrough in oil technology engineered to solve after-treatment issues brought to light by its OEM partners and customers.

Designed with Purpose - Delo Traveling Technology Lab

Launched in 1999, the Delo Truck was the first-of-its-kind, a mobile educational center bringing information to their customers. During the last 20 years, it has traveled nearly three-quarters of a million miles in the United States and Canada, visiting thousands of people in the process. The Delo Truck has had a direct impact on customer business, and development of their operations, and maintenance professionals.

Chevron has been a pioneer of using digital technology to help the trucking industry understand the latest trends and delivering business insights in a timely manner. Today's launch of the travelling technology lab is a further leap in understanding and addressing customers' needs.

Following 15 months of work with top agencies, Chevron's Delo Traveling Technology Lab includes: Eleven exhibits including state-of-the-art VR and AR equipment to allow customers an interactive experience to learn more about Chevron's offerings from engine maintenance to proper lubrication practices

For more information go to: www.ChevronLubricants.com

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PERFORMANCE

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Do you think all radiators are created equal and built to the same specifications? Please don't ever think that. Original equipment radiators are built to the minimum requirements because the average grade in the USA is 3 percent. Can you believe that? The OEM engineers told me back in 1992 they only have to spec a radiator to control coolant temperature for a 3 percent grade. I asked him if he has ever traveled outside the state of Texas and I got a cold

stare from him. Even though he was older than me, I knew more about cooling diesel engines in a semi-trucks than he did. We learned a lot about cooling at Pittsburgh Power back in the days of the Cummins Big Cam 4 low flow cooling disaster. We learned how to convert the engine to high flow cooling, or if the existing radiator was in good shape, we would install an air tank along the frame rail and run a 1" hose to and from it and add 5 to 6 gallons

of coolant to the system and the problem was solved. On Prevost motorhomes to this day we add the additional coolant tank to resolve overheating problems. Here are the radiator specifications on a 379 Peterbilt: if the truck came with a 60 Series Detroit there were 177 tubes, if the Pete came with a 550 CAT there were 234 tubes straight through with 14 fins per inch. The Pittsburgh Power Radiator has 4 rows of tubes with 100 tubes per row or 400 dimpled





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tubes. The dimple increases the surface area for coolant touching the sides of the tube thus transferring more heat to the fin. And we have 16 fins per inch to carry away the heat. Yes, it's twice the radiator of the stock unit, and the price is about \$1,000 more. It's your decision, do you want to be sitting on the side of the mountain waiting for your coolant temperature to drop, or do you want to pull effortlessly over the mountain. The bitterness of poor quality remains long after the sweetness of a low price is forgotten.

Liner protrusion, when you are getting your engine rebuilt at a shop you need to talk to the mechanic about the liner protrusion. If he says they don't have the equipment to cut the upper counter bores, you need to see to it that they get someone to come to their shop that knows how to do the job and set the protrusion .001 over the factory spec. If another shop is doing the work, please ask them for the spec. It's not fair to call us unless we are supplying some of the parts, such as manifolds, turbos, torsional dampers, mercury filled engine balancers, or ECM tuning. We realize most of you never get East, however, consider giving us the opportunity to sell you great parts that will allow the truck to run free, pull stronger, and gain fuel mileage, keep us in business and you more profitable. We have many remote

tuners across the country and Canada, and they can plug into your data port and we can tune your ECM or trouble shoot it from our engineering center in Saxonburg, PA.

Max Mileage Fuel Born Catalyst, if you are NOT using this catalyst in your diesel fuel and gasoline powered vehicles, you are missing out on a wonder experience and your engines are suffering from soot and carbon buildup. I have talked in previous articles about why we at Pittsburgh Power have been testing our products with owner operators over the past 42 years, and the reason is they tell the truth about the product. If the product makes a positive or negative difference to their engine or truck, they will let you know. Many of you reading this article also listen to the Power Hour every Tuesday on the Kevin Rutherford's show (channel 146 Sirius XM from noon to 2 pm EST) and have heard many testimonials of how the Max Mileage has improved their engines and eliminated problems with the emissions system.

Byron Stoll from New London, Wisconsin, is one of our newest Max Mileage dealers. He travelled 100 miles south to Sheboygan in his 2015 1500 Ram Hemi pickup with the Max Mileage Catalyst in the tank on Sunday the first of September. He made this trip to treat Matteo Vaughn-Rupp's Cummins

ISX powered International Pro Star that had severe regen problems. According to Matteo, his engine would regen 3 times a day and the third re-gen of that day was 1 hour and 40 minutes long. Byron put 10 ounces of the catalyst in his fuel and gave him another 10 ounces to take with him on Monday. He did have 1 parked regen on Monday and on Tuesday Matteo added the second 10 ounces to his tank while purchasing fuel. For the rest of the week there were NO parked regens. There were some rolling regens, however, this was the first week of the Max Mileage Catalyst in his fuel. Matteo did purchase 1 gallon of the catalyst and will be keeping us informed as to how the ISX emission system is performing. Byron Stoll has seen significant fuel savings and performance gains in his Ramp pickup. He has the catalyst in stock, his phone number is 920-202-6001. Byron also noticed the ISX in his Volvo was getting quieter during the first week of using the catalyst, his normal volume setting on is Sirius XM radio 34 and now it's turned down to 20. Byron is going to put the catalyst in an aerobatic airplane. This will be the first time Max Mileage takes to the sky!

Pete, the Vice President of Pittsburgh Power on his first trip with our 1996 Dodge power-

continued on page 7



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High Performance Diesels

continued from page 6

ered by the 12 valve Cummins to the Iowa Truck Jamboree turned down the radio 3 times because the engine keeps getting quieter.

We now have 2 dealers on the I-95 corridor, Kenly 95 Petro Truck Stop in Kenly, N.C. exit 106. We also have a dealer in Bowie, MD, Bayard Construction and his phone number is 240-417-0898. He will deliver the catalyst to surrounding areas such as Upper Marlboro and Annapolis. Today he put the catalyst in 2-12V71 Detroit Diesels in a marine application, and this is the first Max Mileage going into 2 stroke diesel engines for marine use. It will be interesting to see if the engines start better in cold weather and if the 2 stroke smoke clears up. We know the carbon and soot buildup in the engines will diminish.

Here is what the Max Mileage Catalyst does in diesel fuel:

1. Burns 60% of the soot and carbon in the combustion chamber.

2. It takes 15 degrees of crankshaft rotation to ignite fuel, this is lowered to 10 degrees with the catalyst. So, there is a 33 percent faster burn and the engineers at Cummins will tell you the faster you can get the fuel into the combustion and ignite the better the power and cleaner exhaust.

3. The Variable Geometry vanes in the turbine housing of the turbocharger will stay much cleaner and eliminate turbo failures saving you \$5100 with an ISX.

4. The EGR valve, EGR cool-

er, Doser, DOC, and the DPF filter will all stay cleaner and the amount or re-gens will be greatly reduced.

5. Within the first week the consumption of DEF (diesel exhaust fluid) will decrease significantly.

6. The engine will run quieter, pull stronger, run smoother, and sometimes obtain better fuel mileage, especially the MX 13 Paccar engine.

7. If you wash your stacks after 3 weeks of running the catalyst, the stacks will stay clean.

8. Emissions systems shouldn't give you nearly as much trouble, possibly for the life of the truck.

9. Piston rings will stay carbon and soot free; this will eliminate liner bore polishing which causes the engine to consume oil.

10. If the engine oil is kept clean, the air filters working properly, especially using the Fleet Air filters, these engines should run 1,500,000 miles between rebuilds and may be even further.

The Max Mileage is expensive, 1 gallon will treat 3200 gallons of diesel fuel, you will need a gallon every 6 to 8 weeks and the cost is \$220 per gallon plus shipping. Our dealers are charging \$230 per gallon and that includes freight. This is NOT the Canadian price, there it's about \$310 Canadian. Yes, it's expensive, however the savings alone on the DEF fluid will pay for the catalyst. No emissions problems, no VG turbo problems, quieter

engine and more torque, why would you not use Max Mileage? Plus, Harley Davidsons get an increase of 7 miles per gallon and can lug to 1200 RPM and still accelerate, no more coughing from the Harley engine.

For 42 years I have been helping owner-operators to have a better performing truck, and I have been very successful at what I do. Of course, I have critics, negative thinking and speaking people in this industry. What amazes me, most of these people have never been to my shop or have done business with me. If you feel this way, do me a favor, don't read my articles and please don't listen to my radio show. I have 51 years in the trucking industry and will be 71 years old this February. My days of being in this industry are coming to an end. The critics will have to find someone else to be critical about. But I will say this, I have always done my best to serve the hard working owner-operator. Whether it's providing a reliable shop for repairs or improving their truck to make their drive more enjoyable and their business more profitable, the success of the owner-operator was always my main concern. Pittsburgh Power has served tens of thousands of owner-operators over the past 42 years and will continue to do so in the future.

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

Understanding Oil

Contaminants



by Tom Bock

When you sample your oil do the results you receive show all the historical sample results or just the single sample results? Is it really necessary to have previous results to review or will the latest results be sufficient? If you want to understand how your engine is wearing and have a record to show a potential buyer or your service provider than the history is very important. If you only want to see if you have a fuel, soot, high wear item issue than the single results are adequate. But why would you pay for sample and not want the historical trends and record of any issues from all reports? The historical data is extremely important to review so you can identify trends for the wear metals and other contaminant levels. Almost all accredited labs will provide reports with all data as long as you provide the lab with the proper information: Account Name Unit Number and if available Account Number on the sample processing form. Remember you may know you only have one truck, but the lab doesn't. Therefore, you will receive a single report as they

will not know that it belongs with previous sample results. Yes, you can keep numerous copies of each sample (which you usually need to do with desktop sample labs) but why not keep every result on one page.

When reviewing wear results remember every engine will have some wear which is normal. Most reports record the wear in parts per million (PPM) and wear will vary over the life of an engine. Different engine manufacturers will allow for ranges of "normal" iron wear. For example, a reading of up to 50ppm for a 15,000 mile oil cycle is normal for most engines during the life of the engine. An engine during its break-in period could have well over 100ppm of iron wear for a 15,000 mi. cycle which is still rated normal. But if you have a variance of 100ppm of iron for 15,000 mi. cycle on an engine with 200,000- 500,000 miles this may be an indication of an impending problem. This does not mean you need to panic and overhaul the engine, but you should look for potential causes of increase. If the iron wear is accompanied by a spike in lead copper and/or aluminum, then you may have a main or rod bearing issue. If you just replaced an internal part, i.e. bull gear or replaced the air compressor, then it may be that this part is breaking in causing the increase. The key is to always look at the trend

for your engine to determine what is normal for your engine and react to any excessive wear results logically.

If you have installed filtration products that allow you to increase oil drain intervals, the wear metal results may accumulate over the extended drain period. This may result in higher wear metal results, but you should look at the increases between your sample results. For example, historical results every 25,000 miles are increased 40ppm with a plus or minus 20ppm variance this would be normal. But if suddenly there is an increase of 100ppm or more over the 25,000 mile interval then you may require additional investigation.

Knowledge is power. Having the knowledge of how your engine is wearing by periodically sampling your oil provides you with valuable information that will save you \$\$\$ in the long run. If you drain oil every 15,000 miles or so and don't sample, you will not know you have an issue until it becomes a big issue. If you extend oil drains, then it is imperative that you sample religiously to ensure not only that the engine is wearing normally but that the oil quality is within guidelines to properly protect engine.

If you have any questions or suggestions for this column, please email me at: tbock@horizoncp.biz

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Mawson and Mawson Adds New Tractors To Its Fleet



Mawson and Mawson's headquarters is located in Langhorne, Pennsylvania.

By Steve Pollock

LANGHORNE, PA... Mawson and Mawson has upgraded their fleet this year with the addition of 25 new 2019 Freightliners. The trucks are a variety of colors and come equipped with DD15 engines and automatic transmissions. The interiors come in a variety of colors and are set up with driver's amenities. The Cascadias are equipped with Freightliner Part SmartAC and heater systems as well as Espar Bunk Heaters.

Mawson specs both trucks and trailers with chrome aluminum rims for weight savings and appearance. Senior Mawson drivers get their choice of truck colors each time the company orders new trucks.

Mawson and Mawson, established in 1895, is America's oldest Class 1 Carrier with an ICC number of 76. The company is a 100% flatbed carrier, offering regional and local hauls, but no NYC. They offer 1st in, 1st out central dispatch for owner-operators and company drivers.

Mawson has over 200 owner-operators leased to them and 42 company drivers. Owner-operators are paid 76% of the gross, plus a 2% monthly safety bonus. Company drivers receive a full low-cost benefit package with 401K, company contribution and average \$1,100-\$1,400 per week. All settlements are paid weekly, and direct deposit is available.

Mawson and Mawson operates covered wagons, so no tarping is necessary. They will also train drivers for flatbed work. They offer a \$1,000 sign on bonus for both owner-operators and company drivers.

For additional information, visit their website at www.mawsonandmawson.com or call Bill at 215-208-1544.

NATSO Releases Industry Guide Addressing Top Industry Questions

Alexandria, VA... NATSO, representing America's travel plazas and truckstops, released a detailed industry guide answering the top questions about the travel center industry.

Industry knowledge can improve business performance and help operators drive targeted results. But finding answers isn't always easy. This is why Darren Schulte, NATSO's vice president, membership, dug into the more frequently asked questions about the truckstop and travel center industry, in this new industry guide.

With the report in hand, operators can gain greater insight into the average sales at a full-service restaurant or a garage or service center, how much a professional truck driver spends on fuel at a truckstop, average staffing costs at a location, and specific sales and costs within a location.

The downloadable ANSWERS to the Top 18 QUESTIONS About the Travel Center Industry is available for free to NATSO members and non-members for \$250.

Truckstop and travel center operators looking for help building or growing their business should contact Don Quinn, NATSO Services vice president, at (703) 739-8572 or dquinn@natso.com to discuss how the NATSO team can help.

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How OLDCART Can Help You And Your Tech Find Problems



In last month's article I mentioned that communication between the operator and the technician can be beneficial to diagnostics and ultimately fixing the problem but sometimes it can drop the efficiency of the job and end up making the job more expensive. This month I'll expand on what information the tech needs to have the best chance at finding the problem efficiently.

The most challenging problems to find are problems with intermittent come and go symptoms. If the problem is always observable or easy to replicate, then it's just a matter of time before the tech zeros in on the problem. If your truck isn't showing any symptoms of the problem when you bring your truck in to the shop, then the tech has nothing to track. He might say there's nothing wrong or worse he'll guess and throw parts at it leaving you to assume your problem is gone even though it was never actually found. Its jobs like this when communication between the operator and the technician can make the difference between you leaving that shop with a successful repair

and you leaving the shop with the same problem you came in with. Unfortunately, most shops don't let you talk directly to the tech who'll be looking for your problem. Instead you talk to a service writer who will hopefully ask you the right questions and pass that information on to the tech through the work order. So...what are the right questions? I like to look at examples of diagnostic processes in the medical field because they are without a doubt the most developed and efficient problem finding processes we have. Physicians use the acronym O.L.D.C.A.R.T. as the framework for the questions that are asked of Patents that are useful in diagnostics. I use my own version of O.L.D.C.A.R.T. when I ask an operator about the symptoms he observed. Here's an example.

O: Onset of symptom: When did the symptom start? Was the truck recently in the shop?

L: Location of symptom: What RPM and load range does the symptom occur?

D: Duration of symptom: How long did it last? Did it happen more than once?

C: Characteristics of symptom: What did you see and hear? Smoke from the stack? Low power?

A: Aggravating factors: Is it more likely to act up in the rain? On cold start?

R: Relieving factors: Does the symptom go away when you shut down and restarted the engine?

T: Treatment tried and timing of symptoms: Did you try changing the engine wiring harness?

These questions will change a little depending on the symptom but providing the answers to these questions can save you time and money as long as the tech is willing to look over your notes. If you're sending in an ECM for diagnostics the first question, I'm going to ask is how the tech determined the problem was in the ECM.

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

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Drivewyze Releases eBook: "Secrets Behind the Weigh Station"



DALLAS, TX... Drivewyze, a leader in connected truck solutions and provider of PreClear weigh station bypass service, recently released "Secrets Behind the Weigh Station," an online eBook that provides fleet managers with a better understanding of how weigh stations operate. The 19-page booklet also provides information on how fleets can become better prepared when working with law enforcement. The booklet is available for download off the Drivewyze website: <https://fleet.drivewyze.com/ebook-secrets-behind-the-weigh-station-dl/>

"Secrets Behind the Weigh Station" provides details on the latest weigh station technolo-

gies, such as thermal imaging, automated readers, Weigh in Motion (WIM) sensors, among other tools, and how they help law enforcement officers determine the level of inspection necessary.

Another section, "Myths Busted and Questions Answered" helps dispel myths surrounding weigh stations and answers frequently asked questions, such as "how do officers choose which vehicles are inspected?" And, "Do officers have quotas?"

"Secrets Behind the Weigh Station" also offers "Tips and Tricks" to help drivers avoid unnecessary detentions and inspections through establishing good relationships with

law enforcement officers. "The booklet helps 'bridge the gap' between law enforcement officers and fleet managers and their drivers," said Brian Mofford, Drivewyze vice president of government experience. "Our goal is to instill a deeper understanding of what really takes place at weigh stations, provide insight and transparency while also providing tips on how to work with law enforcement to ensure a good working relationship. We feel the eBook is a great tutorial, which can help lift the fog as to how weigh stations operate."

To learn more about Drivewyze, visit www.drivewyze.com.



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Latest Trucking Industry News

ATA Truck Tonnage Index Surged 6.6% in July - Index 7.3% Higher than July 2018

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 6.6% in July after falling 1.2% in June. In July, the index equaled 122.7 (2015=100) compared with 115.1 in June.

"Tonnage in 2019 has been on a rollercoaster ride, plagued with large monthly swings, which continued in July as tonnage surged after falling significantly in May and June," said ATA Chief Economist Bob Costello. "However, take out the month-to-month noise, and you see that truck tonnage is still on a nice upward path. It is important to note that ATA's tonnage data is dominated

by contract freight, which is performing significantly better than the plunge in spot market freight this year."

June's reading was revised down compared with our July press release.

Compared with July 2018, the SA index surged 7.3%, the largest year-over-year gain since April.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 122.8 in July, 4.5% above June level (117.5). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage

carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.77 billion tons of freight in 2017. Motor carriers collected \$700.1 billion, or 79.3% of total revenue earned by all transport modes.

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

Cummins Expands Its X15 Portfolio With New Efficiency And Productivity Series For 2020

COLUMBUS, IN... Cummins Inc. is expanding its 2020 X15 portfolio with a new X15 Efficiency Series engine and the X15 Productivity Series offering operational efficiency without compromising the performance and drivability that drivers demand.

The 2020 X15 Efficiency Series engine delivers up to 5% better fuel economy than the prior X15 Efficiency Series engine and is designed for increased uptime and improved driver satisfaction. It has an industry-leading maintenance schedule, including an oil-drain interval of up to 75,000 miles. The new X15 Productivity Series offering has the broadest range of ratings in the industry which means it can serve even more markets.

Greater Efficiency and Total Cost of Ownership – the X15 Efficiency Series

The 2020 X15 Efficiency Series brings customers unparalleled reliability and efficiency in the heavy-duty trucking market.

Engine hardware enhancements to the Efficiency Series provide better air handling and lower friction,

delivering up to 3.5% fuel economy improvements to the base engine offering. Lower oil consumption is expected with modified liner geometry in the power cylinder. Valve adjustments have been made for increased durability.

With a customer's total cost of ownership in mind, Cummins has an industry-leading oil drain interval (ODI) of up to 75,000 for the X15 in 2020. An ODI of up to 80,000 miles is available to customers using Valvoline Premium Blue 15W-40. For added value, customers participating in Cummins OilGuard program have the potential to increase to a 100,000-mile ODI. These extensions will decrease maintenance costs and improve vehicle uptime for customers, all while protecting their coverage under warranty should they need it.

With a comprehensive set of ratings in the X15 Efficiency Series, customers have the power of choice to select what is right for their operations.

EX Ratings: The New Integrated Power Offering with the X15 Efficiency Series

The new EX ratings offered in the X15 Efficiency Series

deliver expanded powertrain capabilities that can deliver up to an additional 1.5% fuel efficiency increase on top of the improvements gained through base engine hardware and feature enhancements. These ratings contain the full suite of powertrain features, including not only all prior ADEPT features, but new capabilities such as predictive gear shifting, predictive braking, on-ramp boost and dynamic power, delivering powertrain performance and driver satisfaction across an entire fleet.

Powertrain features in the EX ratings are available exclusively with the X15 Efficiency Series engine when paired with the Endurant transmission from the Eaton Cummins Automated Transmission Technologies joint venture. For more information about the X15 Efficiency Series ratings visit cummins.tech/efficiency-series.

Response When it Counts – the X15 Productivity Series

The X15 Productivity Series ratings are designed for multi-purpose, vocational and heavy-haul customers who look not only for efficiency in their powertrain, but also response and performance needed to get the job done thanks to a wider engine speed range.

The introduction of the Productivity Series brings even more ratings to give customers the power of choice. With six new ratings available in 2020 and the inclusion of four former Performance Series ratings, customers can find the right solution for their application.

The Productivity Series offering is comprised of two different engine hardware sets, common with either the 2020 X15 Efficiency Series or the X15 Performance Series. For more information about the X15 Productivity Series ratings visit cummins.tech/productivity-series.

Unprecedented Power to Round Out the Portfolio – the X15 Performance Series

In 2020, Cummins is offering the same X15 Performance Series engine customers have come to trust. With no changes to the product in 2020 the X15 Performance Series still dominates the big-bore industry with exceptional transient response and the most powerful engine brake.

The 2020 X15 Performance Series contains seven ratings, with four former Performance Series ratings moving to the Productivity Series offering. For more information about the X15 Productivity Series ratings visit cummins.tech/performance-series.

Support for the Road Ahead

With the broadest support network in the industry and comprehensive warranty and extended coverage options, Cummins is prepared to back its product in the field. With a suite of Connected Solutions, Cummins expertise is with customers no matter what their needs are – remote calibration updates with Connected Software Updates, insights into fleet health with Connected Diagnostics, or solution-based reporting and intelligent service scheduling with Connected Advisor – because customer support goes beyond delivering the right hardware.

Latest Freight Forecast Projects 25.6% Increase in Tonnage by 2030 - Freight and Logistics Revenues to Top \$1.6 Trillion Annually in a Decade

Arlington, VA... The American Trucking Associations released its latest ATA Freight Transportation Forecast: 2019 to 2030, an annual projection of the state of the freight economy, showing continued growth in the industry.

"America's trucking industry, and the overall freight transportation industry, are poised to experience strong growth over the next decade as the country's economy and population grow," said ATA Chief Economist Bob Costello. "Our annual Freight Forecast is a valuable look at where we are headed so leaders in business and government can make important decisions about investments and policy."

Among the findings in this year's Forecast:

* Overall freight tonnage will grow to 20.6 billion tons in 2030, up 25.6% from 2019's projection of 16.4 billion tons.

* Freight industry revenues will increase 53.8% to \$1.601 trillion over the next decade.

* Trucking's share of total freight tonnage will dip to 68.8% in 2030 from 71.1% this year, even as tonnage grows to 14.2 billion tons in 2030 from 11.7 billion tons.

* Trucking and total rail transportation will lose relative marketshare, even as revenues and tonnage grows, while intermodal rail, air and domestic waterborne transportation will show modest growth and pipeline transportation will experience explosive growth – surging 17.1% in tonnage and 8.6% in revenue over the next decade.

"Freight Forecast clearly lays out why meeting challenges like infrastructure and workforce development are so critical to our industry's success," said ATA President and CEO Chris Spear. "It belongs on the desk of every decision maker in our industry and in the supply chain."

ATA Freight Transportation Forecast: 2019 to 2030 is available for sale now at ATA Business Solutions.

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Didja Know - Don't Answer That



by Roger Clark

Lawyers learn never to ask a question unless they already know the answer. Husbands learn just as quickly not to answer, unless they already know the question on. Interrogators often hit pay dirt, not from what they ask, but what people volunteer. Particularly in marriage, I've learned the best response is often no answer at all.

Wives have steel trap memories. They can remember in vivid detail not only what we said, five years ago, but what we were wearing. Their uncanny recall is as much a gift to them as it is a curse to us. So here from my battered file of forgotten favorites are these pearls of wisdom.

Does this dress make me look fat? This is the moment a smart dude will suddenly wave at a friend, even if said friend is in another state. If there are employees in the store, seek them out for praise, even if they're shooting worried glances towards the fitting

room.

Have you stopped beating the children? If ripping off clothes and running down the aisle isn't your strong suit, it might be a good time to intently study price tags or nutrition labels. And remember, just because a can is marked 'low fat' doesn't mean it isn't heavy enough to render you unconscious.

Do you always drive like that? Men in particular do not hear these words as constructive criticism, but rather, as admonishment for childish behavior. This will often result in a testy, and yes, even juvenile response, thereby affirming she's illegally married to a four-year-old. Better, it seems to me, that I would keep my mouth shut and look stupid, then to open it and remove all doubt.

Are you really going to wear that? For years, I wore western wear, and for years I've heard this question on. Then I was struck by lightning, or maybe I married Susan. Either way, my wardrobe was changed in a flash. Now I look like we belong to the club, and there aren't even dues to pay.

She knows not only about fabrics, colors, care, and storage, my wife recognizes egg on a shirt, not just my face. That gal can tell, even on the rack, what will tuck in, fall out, wrinkle fast, and dry slow. As a bonus, there are no more questions about how much cattle I own.

When will you be home? As an Over-The-Road driver in the heavy haul bidness, this is one of the toughest questions I get. She does need to know,

and trusts me to be honest, but neither of us knows how many things get in the way. I have to stop at all weigh stations, break off for rush hour, park before dark, and pay cash for the donuts.

What's this expense on the bank statement for? I try to be careful, but sometimes I forget what I paid for that entree salad, floral bouquet, or extra six-pack of bottled water. As for the pastry receipt stuffed under the jump seat, I'm pleading the 5th Amendment.

Why..... is a question uttered out loud by wimmen almost as often as it crosses their mind. Why did you do that? Why would you wave a finger, take that bite, drive so fast, or show up early? Why were you looking, why were you staring, why do you care, and why would you leave?

If I answer, my wife assures me, I'll get a reward. The right to remain silent, however, should never be taken lightly, especially with a bakery so close to the county courthouse.

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Smith Transport Donates Tractor-Trailer To CPI



Smith Transport Founder and Chairman of the Board Barry Smith drove the donated truck to the CPI Campus.



Participants in the presentation included Staff Members of Smith Transport, the Central Pennsylvania Institute of Science and Technology and Cleveland Brothers Caterpillar.

By Steve Pollock

PLEASANT GAP, PA.... Smith Transport donated a tractor-trailer to the Cen-

tral Pennsylvania Institute of Science and Technology in a presentation held on August 23rd at their Pleasant Gap, Pennsylvania training facility. Smith Transport Founder and Chairman of the Board Barry Smith drove the tractor-trailer

from Smith's Roaring Spring, PA headquarters to the CPI Campus. Participants in the presentation also included:

Cleveland Brothers Caterpillar Corporate Technical Recruiter Randy Fetterolf and Regional Manager Ryan Altemus. Cleveland Brothers partners with CPI, hiring diesel and natural gas compression technicians from the technical school. Smith Transport has been hauling just-in-time freight to all of Cleveland Brothers locations since 2007.

The donated truck and trailer will be used by the Central Pennsylvania Institute of Science and Technology to train their CDL students. The tractor is a 2015 Freightliner Cascadia with a DD15 engine with an odometer reading of 675,000 miles and has pulled approximately 1,400 loads. The 2005 Wabash Duraplate trailer has hauled over 1,000 loads. CPI Vice President Todd Taylor said, "We have had a long-standing partnership with Cleveland Brothers and are excited to form a new partnership with Smith Transport. We appreciate the generosity of Barry Smith and Smith Transport in donating this tractor and trailer to us. It will allow our students to experience current technologies employed in modern transportation with the type of equipment they will be driving when they enter the trucking industry."

CPI trains diesel technicians, natural gas compression technicians, and CDL drivers as well as many other career fields. The

training center is an authorized third party CDL testing center and also a training center for firefighters and an EVOC course (Emergency Vehicle Operations Course) for police.

Additionally, CPI serves as a third party CDL testing center for Penn DOT. CPI offers training programs for students and adults.

Cleveland Brothers Randy Fetterhoff stated, "We partner with CPI as a source for us to hire quality trained diesel and natural gas compression technicians to work for our company. We share the same core values with CPI and Smith Transport and are proud to partner with both companies."

"We are pleased to be able to be a part of helping future CDL drivers learn to drive modern equipment, helping them prepare for a career in the trucking industry," responded Mike Donovan of Smith Transport.

Cleveland Brothers is a Caterpillar distributor with 28 parts, sales and service facilities throughout the state of Pennsylvania and West Virginia. They service over-the-road trucks as well as heavy equipment.

Roaring Spring, PA based Smith Transport operates over 1,000 power units and 2,000 trailers as well as a fleet of 118 well service drivers and trucks. In 2018, Professional Truck Drivers in the Smith Transport fleet drove 75 million safe miles.

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Boyle Transportation – We Deliver Security



Patty Navarro and Ruben Ramirez

By Steve Pollock

BILLERICA, MA... Boyle Transportation from Billerica, Massachusetts is in the business of delivering security for both their customers and Professional Truck Drivers. The company provides high security transportation of critical material for the military and Department of Defense contractors. They also haul lifesaving medicines.

When it comes to their Professional Truck Drivers, Boyle Transportation provides security by removing financial volatility from the driver. Each Professional Truck Driver is paid a hefty guaranteed amount per week, enjoys a comprehensive benefit package, and is

home about 100 days per year. Because Professional Truck Drivers are entrusted with precious, cargo, the emphasis is on doing things right, not running a lot of miles.

The Boyle Transportation fleet is all company trucks, driven by driver teams. The company hires in about 25 states mostly in the Eastern USA - to run regional and long-haul freight that is 99% no touch. Boyle provides its Professional Truck drivers with cell phones that include a Boyle app and their own email address. They operate late model Freightliner Cascadia tractors equipped with power inverters, CB radios and company paid XM radios. The company also pays for motels.

Andrew Boyle, Co-Owner stated, "Our Professional Truck Drivers take a lot of pride in their mission. We attract high achievers and welcome Professional Truck Drivers with a year or two of experience. We invest in our most important asset, our people. We have taken the economic risk away from our Professional Truck Drivers by giving them a guaranteed weekly salary. We pay them for their brains, not their backs."

Boyle has been among the Truckload Carriers Association's "Top 20 Fleets To Drive For" for the past 5 years. Boyle's low turnover rate provides better performance for their customers. 36% of Boyle's Professional Truck Drivers are

women.

Here's what some of Boyle's Professional Truck Drivers had to say about working for Boyle Transportation:

Torey: "Boyle supports veterans and is a small company and I like working for small companies. I am not just an entity; they know my name."

Michael: "Boyle has higher standards. The way they act and the way they talk to you is much different than most trucking companies. The benefits and home time are great, and they compensate you for everything you do."

Sherrell: "Boyle will take care of you."

Stephen: "Boyle values my military experience; they sup-



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port me being in the Air Force Reserve."

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Theresa S. DeSantis Wins Best of Show at 37th Annual Shell Rotella® SuperRigs®



Theresa S. DeSantis captured Best of Show honors at the 37th Shell Rotella SuperRigs with her 1985 Peterbilt 359 EXHD with a 2016 East trailer.



Theresa S. DeSantis (L) accepts the Best of Show trophy at the 37th Shell Rotella SuperRigs awards presentation from Annie Peter, North American marketing manager, Shell Rotella.

Theresa S. DeSantis of Apache Junction, Ariz. captured Best of Show honors with her 1985 Peterbilt 359 EXHD with a 2016 East trailer at the 37th Annual Shell Rotella® SuperRigs® competition held July 25-27 at Trail's Travel Center in Albert Lea, Minn. She was awarded \$10,000 from Shell Rotella®, DeSantis also won Best Theme and Best Engine.

JR. Schlegler from Britt, Iowa won Best of Show first runner-up, \$4,000 from Shell Rotella® for his 1980 Kenworth W900A. Ryan Mahens of Ellenwood, Ga. was awarded Best of Show second runner-up for his 2006 International 9900.

Weekend highlights included the lights contest

and fireworks and a concert by country music artist Casi Joy. There was entertainment and events throughout the three-day event.

First place winners also included:

- Jonathan Eilen from Hampton, Minn. in the Tractor/Trailer Division for his 2007 Peterbilt 379 and 2017 MAC dump.
- Kaleb Hammett of Dodd City, Texas. in the Tractor Division with a 2017 Peterbilt 389
- Tod Job from Everest, Kan. won in the Classic Division with his 1996 Peterbilt 379.
- The Most Hard-Working Trucker award was presented to David Gramberg of New Richmond, Wis. for his 2019 Kenworth W900

and fireworks and a concert by country music artist Casi Joy. There was entertainment and events throughout the three-day event.

•Todd Brenny of Saint Joseph, Minn. won the People's Choice Award for his 1977 Peterbit 352. The winner is selected by competitors and attendees. •All winners also received a case of Shell Rotella® T4 15W-40 heavy duty diesel engine oil and MyMilesMatter reward points. The Shell Rotella® SuperRigs® competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete for cash and prizes valued at approximately \$25,000. Twelve drivers were also selected to have their truck featured in the 2020 Shell Rotella® SuperRigs® calendar.

Complete 2019 Shell Rotella® SuperRigs® Results

•Best of Show: Theresa S. DeSantis, Apache Junction, Ariz., 1985 Peterbilt 359 EXHD - \$10,000 from Shell Rotella®, 50,000 My Miles Matter Reward Points, Place in the 2020 Shell Rotella® SuperRigs® Calendar

Best of Show 1st Runner Up: JRSchlegler, Britt, Iowa, 1980 Kenworth W900A - \$4,000 from Shell Rotella®, 40,000 My Miles Matter Reward Points

Best of Show 2nd Runner Up: Ryan Mahens, Ellenwood, Ga., 2006 International 9900 - \$2,000 from Shell Rotella®, 30,000 My Miles Matter Reward Points

1st Place Working Truck - Limited Mileage: Ron Brubaker, Sigourney, Iowa, 1993

Peterbilt 379 - \$1,500 and 10,000 My Miles Matter Reward Points

2nd Place Working Truck - Limited Mileage: Dan Brubaker, Sigourney, Iowa, 2003 Peterbilt 379 - \$1,000 and 8,000 My Miles Matter Reward Points

3rd Place Working Truck - Limited Mileage: David Gramberg, New Richmond, Wis. 2019 Kenworth W900 - \$750 and 7,000 My Miles Matter Reward Points

4th Place Working Truck - Limited Mileage: Bill Rethwisch, Tomah, Wis. 2019 Peterbilt 389 - \$500 and 6,000 My Miles Matter Reward Points

5th Place Working Truck - Limited Mileage: Jerry Linander, Winona, Minn. 2007 Kenworth 900L - \$250 and 5,000 My Miles Matter Reward Points

Most Hard-Working Trucker: David Gramberg, New Richmond, Wis. 2019 Kenworth W900 - \$500 and 10,000 My Miles Matter Reward Points

Peoples Choice: Brenny Specialized Inc/Todd Brenny, Saint Joseph, Minn. 1977 Peterbilt 352 - \$250 and 10,000 My Miles Matter Reward Points

Show Truck: Michael Holland, Spring, Texas, 2007 Peterbilt 379 - \$250 and 10,000 My Miles Matter Reward Points

Best Engine: Theresa S. DeSantis, Apache Junction, Ariz., 1985 Peterbilt 359 EXHD - 15,000 My Miles Matter Reward Points

Best Lights: Gary Jones Jr., Lawson, Mo. 1999 Peterbilt

379 - 15,000 My Miles matter Reward Points

Best Chrome: Clinton Schutjer, Woden, Iowa, 2006 Peterbilt 379 - 15,000 My Miles matter Reward Points

Best Theme: Theresa S. DeSantis, Apache Junction, Ariz., 1985 Peterbilt 359 EXHD - 15,000 My Miles Matter Reward Points

Best Interior: Dustin Shipman, Sparta, Mo., 2008 Kenworth W900L - 15,000 My Miles Matter Reward Points

1st Place Tractor/Trailer Division: Jonathon Eilen, Hampton, Minn., 2007 Peterbilt 379, 2017 MAC Dump - \$1,500 and 10,000 My Miles Matter Reward Points

2nd Place Tractor/Trailer Division: Gary Jones, Jr., Lawson, Mo., 1999 Peterbilt 379 - \$1,000 and 8,000 My Miles Matter Reward Points

3rd Place Tractor/Trailer Division: Kyle Wagner, Waupun, Wis., 2016 Peterbilt 389, 2016 MAC Flatbed with a Quick-Draw Curtain - \$750 and 7,000 My Miles Matter Reward Points

4th Place Tractor/Trailer Division: Bradley Beuthien, Michigan City, Ind., 2020 Peterbilt 579 - \$500 and 6,000 My Miles Matter Reward Points

5th Place Tractor/Trailer Division: Joe Rondeau, Menomonie, Wis., 2014 Peterbilt 389, 2017 Brenner - \$250 and 5,000 My Miles Matter Reward Points

1st Place Tractor Division: Kaleb Hammett, Dodd City, Texas, 2017 Peterbilt 389 - \$1,500 and 10,000 My Miles Matter Reward Points

2nd Place Tractor Division: Cody Jaeschke, Fort Dodge, Iowa, 2017 Peterbilt 389 - \$1,000 and 8,000 My Miles Matter Reward Points

3rd Place Tractor Division: Jake Lindamood, Irving, Texas, 2007 379 Extended Hood - \$750 and 7,000 My Miles Matter Reward Points

4th Place Tractor Division: Everett Ford, Webb City, Mo., 2008 Kenworth W900L - \$500 and 6,000 My Miles Matter Reward Points

5th Place Tractor Division: Matt Brune, Caldwell, Texas, 1999 Peterbilt 37 - \$250 and 5,000 My Miles Matter Reward Points

1st Place Classic Division: Tod Job, Everest, Kan., 1996 Peterbilt 379 - \$1,500 and 10,000 My Miles Matter Reward Points

2nd Place Classic Division: Jay Palachuk, Winnipeg, Manitoba, Canada, 1996 Kenworth W900 - \$1,000 and 8,000 My Miles Matter Reward Points

3rd Place Classic Division: Buck Crombie, Binger, Okla., 1989 Peterbilt 379 - \$750 and 7,000 My Miles Matter Reward Points

4th Place Classic Division: David "Beerman" Brewer, Tulsa, Okla., 1970 Peterbilt 358A - \$500 and 6,000 My Miles Matter Reward Points

5th Place Classic Division: Daniel and Phyllis Snow, Harrison, Ark., 1996 Freightliner Classic - XL, 2006 Utility 4000



37th Annual Shell® Rotella® Super Rigs



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Top Four Finalists Named as Search For Top Rookie Military Veteran Truck Driver Narrows



From left are Steve Harris (Stevens Transport), Wade Bumgarner (Veriha Trucking), Christopher Bacon (TMC Transportation), and Joseph Campbell (Roehl Transport). The four drivers are this year's finalists in the "Transition Trucking: Driving for Excellence" recognition program.

DALLAS, TX... Kenworth has teamed with the FASTPORT Trucking Track Mentoring Program and the U.S. Chamber of Commerce Foundation's Hiring our Heroes Program to find America's top rookie military veteran, who has made the successful transition from active duty to driving for a commercial fleet.

The top four finalists in the "Transition Trucking: Driving for Excellence" recognition program were named as America's top rookie military drivers at the Great American Trucking Show in Dallas. For the fourth consecutive year, Kenworth will provide The Driver's Truck™ – a fully-loaded Kenworth T680 equipped with a 76-inch sleeper – to serve as the "Transition Trucking: Driving for Excellence" recognition program award. The Kenworth T680 features the complete PACCAR Powertrain with a PACCAR MX-13 engine, PACCAR 12-speed automated transmission, and PACCAR 40K tandem axles.

The top four, with their branches of service and employers, are:

- Christopher Bacon/U.S. Marines/TMC Transportation
- Jade Bumgarner/U.S. Navy/Veriha Trucking
- Joseph Campbell/U.S. Marines and U.S. Army/Roehl Transport
- Steve Harris/U.S. Marines/Stevens Transport

"Congratulations to finalists Christopher Bacon, Wade Bumgarner, Joseph Campbell and Steve Harris, and to the other six successful drivers who achieved Top 10 status in this year's "Transition Trucking: Driving for Excellence" recognition program," said Kurt Swihart, Kenworth marketing director. "We once again are providing a Kenworth T680 as the program's top award in appreciation to our military veterans for their service. It is important for the trucking industry to continue its efforts to offer support and career opportunities to our veterans."

"This year's four finalists had

significant accomplishments in their military careers, and now are making excellent achievements as professional truck

drivers. We urge the trucking industry and organizations across the United States to especially reach out to our

veterans and help them make a smooth transition back into civilian life," said Brad Bentley FASTPORT president.

Other truck drivers, who achieved the Top 10 finalists list and were recognized at GATS, are:

- Thomas Blitch/U.S. Navy and Naval Reserves/Werner Enterprises
- Keso Going/U.S. Army/Epes Transport
- Kevin Lassing/ U.S. Army/U.S. Xpress
- Maliq Melton/U.S. Army, Melton Truck Lines
- Monte Morrone/U.S. Army and U.S. Marines/Prime Inc.
- Timothy Raub/ U.S. Navy/Averitt Express

Drivers were nominated by trucking companies that made a hiring commitment and pledge to hire veterans on www.trucking-track.org or, by members of the National Association of Publicly Funded Truck Driving Schools, or Commercial Vehicle Training Association-member school.

All the drivers were recognized at the President George W. Bush Library during a tour and reception. The winner will be announced Dec. 6 in Washington, D.C. during a ceremony at the U.S. Chamber of Commerce Foundation in Washington, D.C.

For further information on the "Transition Trucking: Driving for Excellence" award program, please visit www.transitiontrucking.org.

Old Trapper Beef Jerky Caters to Consumer Demand for Healthier and Protein-Rich Snack Options



Forest Grove, OR... Much has changed over the last 50 years, but Old Trapper Smoked Products has stayed true to the same values it held when it opened its doors in 1969. Backed by a steadfast commitment to providing the "real deal" in jerky snacks, Old Trapper pioneered the beef jerky industry and prides itself on producing world class beef jerky. The company starts with the highest-quality, most tender beef which is slowly marinated and then in keeping with its traditional process hand-placed on smoking racks. The result is a take-anywhere healthy snack that is low in calories yet high in protein.

According to an April 2017 "Washington Post" article, meat snacks like beef jerky are giving long-time snack favorite potato chips a big run for their money. Citing Nielsen statistics, the article revealed, "Meat snack sales have increased 3.5 percent over the last year to \$2.8 billion." What's more, "American households spend an average of \$25.81 on meat snacks every year", which makes them a leader in the savory snacks category. Contributing to this growth are competitors that emphasize jerky's wholesome qualities and consumers who are craving healthier and protein-rich salty snack options.

Old Trapper has been meeting the demand for a snacking alternative that is made from the choicest lean meat and fresh ingredients long before such buzzwords even entered the consumer lexicon. Now in its 50th year, Old Trapper marks its half century in business by reflecting on the qualities that have made it such a longstanding national brand.

The secret to the company's duration is simple. Old Trapper makes beef jerky the way it was meant to be. The ingredients behind the company's success are as short as its actual ingredient list: lean high-quality meat, quality seasonings, real wood-fired smoke and a hands-on manufacturing process. Couple that with an affordable price point and Old Trapper's ability to outlast the competition becomes obvious.

Old Trapper's featured jerky products include 10-ounce individual bags made from lean cuts of real beef with real wood smoke and a six-pack sampler that includes two packages each of old-fashioned, teriyaki and peppered flavors.

Old Trapper products are available at grocery and convenience stores nationwide and online at www.OldTrapper.com.

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

Your Steps Should Lead In A Different Direction

A little boy was converted by reading the New Testament. One day his dog tore a page from his New Testament. The boy told his preacher about the dog eating the page, explaining that he was worried.

The preacher said, "If that dog can eat other beasts and not be hurt, a page from the Bible won't hurt him either." The child replied, "When I read the Bible, it made me love my enemies and forgive everyone. Now my dog will forgive all the wild beasts and be their friend."

Here was a very promising little boy. He was thinking for himself. It is positively true that old time religion changes the nature of men. The Bible teaches, "If any man be in Christ, he is a new creature, old things are passed away. Behold all things are become new."

If you are a changed person and your life now has a different tint, and your steps lead in a different direction, they you can say, "I'm following Christ."

Bendix Honors 2019 ATA National Truck Driving Championships Grand Champion Award Winner

ELYRIA, OH... Following four days of steep competition among the country's top professional truck drivers at this year's American Trucking Associations (ATA) National Truck Driving Championships (NTDC), Bendix Commercial Vehicle Systems LLC proudly honors Scott Woodrome, a Middletown, Ohio-based professional driver for FedEx Freight. Woodrome, who earned his second consecutive Grand Champion trophy, also won the Twins class national title.

This year's NTDC was held Aug. 14-17 in Pittsburgh, Pennsylvania. Bendix sponsored the Grand Champion Award, presented to the overall top driver, for the ninth consecutive year.

Woodrome, who has more than 1.8 million safe driving miles in his career, has worked in the trucking industry for 25 years, spending 13 years with FedEx Freight. His driving skills and knowledge of safety, equipment, and the industry earned him the top award over more than 420 other drivers.

During this year's competition at the David L. Lawrence Convention Center, drivers demonstrated their expertise of safety, equipment, and the industry through a written exam, personal interview, pre-trip inspection test, and - crowd-pleasing, as always - navigating the skills-based driving competition course. Behind the wheel, drivers were scored on their abilities to handle a truck, judge distances, and maneuver through tight spaces. The course put competitors to the test by challenging their ability to drive, reverse, and park their vehicles with precision around obstacles, including barriers, scales, and curves.

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(17) 2008 Transcraft Eagle Combo Flatbeds 48x102 Air Ride Spread Axle, Winch Track, Alum Crossmembers. Some with Bulkheads

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McCollister's Transportation Group, Inc. Settles Into New Corporate Offices



Linda and Joe Mayhan



The Operations Center at McCollister's new Corporate Office.



McCollister's Transportation Group, Inc.'s new corporate headquarters is located at 8 Terri Lane in Burlington, New Jersey.

continued from page 1
 B CDL drivers and is one of the largest operations in the country. The company has 290 drivers in the fleet, with approximately 70% of them owner-operators. McCollister's has been upgrading their trailer pool to provide late-model trailers for company drivers and owner-operators to pull. Driver Support Director Joe Csik states, "At McCollister's we all have one job - to support our drivers and customers. Without them, none of us would have a job."

McCollister's offers a true startup bonus for owner-operators, depending on fleet availability. The company recognizes that when switching carriers, expenses can add up quickly, so they offer a startup bonus package for independent contractors. McCollister's will send a \$1,000 check to your house for the first load assigned. The contractor will also receive \$500 each month for the first 3 months to help defray the cost of transitioning to their company from the contractor's previous carrier.

McCollister's also offers a true retention bonus - 1st year is \$3,500, 2nd year is \$5,000 and the 3rd year is \$7,000. It pays to stay at McCollister's! One of McCollister's fastest growing fleets is their Enclosed Auto Transport Fleet. Own-

er-Operator Joe Mayhan from Oakham, Massachusetts had this to say about being leased to McCollister's, "The people are unbelievable about caring for drivers at McCollister's. Owner Dan McCollister and Joe Csik take the time to get

to know each of us personally and know us by name, not our truck number. It is like being part of a family, but inside of a large company. You won't find better equipment anywhere. I love cars and trucks and that is why I enjoy Enclosed Auto

Transport. I do it for the love of the job, the money is just a bonus." Joe trucks with his co-driver and wife Linda and their Weimaraner Casper. Casper has spent 3 years in the truck with the Mayhans, logging over 400,000 miles and has been to all 48 states and Canada.

Joe and Linda are doing well and recently purchased a 2019 Western Star 5700 XE tractor. The truck has a 320" wheelbase that accommodates their custom-built sleeper. The truck's DD16 engine provides 560 hp with 1,850 ft. lbs. of torque and has a 12-speed automated transmission. Joe and Linda have no problem pulling hills and mountains throughout the country. The couple is especially proud of the fact that their "Star" is the only 5700XE with upright stacks. The Mayhans pull a matched trailer provided by McCollister's and keep both the tractor and trailer spotlessly clean with truck washes paid for by the company. Joe said, "I really like the challenge of Enclosed Auto Transport. It is a big responsibility to deliver someone's car that may be worth a million dollars or more, but I take a lot of pride in making sure that there is no damage or dirt on the vehicle when it gets to its destination. It also takes top notch people like Senior V.P. Kevin Johnson to support us on these high-end hauls. When we are at Burlington, we can see anyone that we need to at McCollister's, and if we are on the road, they are always there to help."

To learn more about the opportunities at McCollister's Transportation Group, Inc., visit www.mccollisters.com or call Joe Csik at 609-526-9490.

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Rand McNally Adds New 2-in-1 Headphones to its ClearDryve® line



DALLAS, TX... One year after launching its acclaimed 2-in-1 ClearDryve®200 headset/headphones for professional drivers, Rand McNally recently debuted a smaller, lighter-weight model with additional features.

The ClearDryve® 180 – which converts from premium stereo headphones with active noise cancellation to a noise-cancelling mono headset – also features a pliable boom microphone and sound equalizer (EQ) presets for optimal listening.

The ClearDryve® 180 is the third in Rand McNally's innovative line of convertible, wireless headphones. Developed specifically for drivers – from professional over-the-road trucking to ride hailing and delivery service – the ClearDryve® line includes the 200 model, which received a 2019 CES Innovation Award honor from the Consumer Technology Association, and the 50 model, a compact, value-priced headset sold at Walmart.

Developed by Rand McNally engineers and designers, in concert with audio experts on multiple continents, ClearDryve® provides professional

drivers with two high-end products in one: 1) Superior wireless stereo headphones, and 2) A mono headset, once an ear cup is removed and the high-quality boom microphone is placed into position.

Key features of the ClearDryve® 180 include:

- 2-in-1 adaptability: A removable earpiece turns the premium stereo headphones into a mono headset. A new, pliable microphone boom – a unique bendable design with multiple encased microphones – swings out of the way when not in use and can be muted. The headset is designed to switch the mono sound from ear-to-ear as the removable ear cups can be used on either ear, helping reduce ear fatigue.

- Premium listening: Active noise cancellation tunes out ambient noise in the ear cups, eliminating the potentially harmful need to “crank up the volume” to hear. The stereo headphones provide a wired-like quality, high-definition listening experience wirelessly, powered by Qualcomm® aptX™ HD Audio. Beyond these features, the headphones include five

equalizer presets to optimize listening for various types of music.

- Clear calls: Multiple microphones in the pliable boom suppress more than 90% of external noise so callers on the other end receive crisp, clear calls.

- Wireless: ClearDryve® 180 is cable-free with a built-in rechargeable battery offering more than 20 hours of talk or 20 hours of music playback time or more than 200 hours of standby time. Controls on the headphones enable drivers to take calls, skip songs, and change the volume without having to touch their smartphones. Additionally, the Bluetooth® connection allows drivers to wirelessly connect the headphones with their smartphones to enable use up to 50 feet away.

- Voice assistance: The multi-function button on the ClearDryve® 180 provides one-touch access to a user's smartphone voice assistant (Siri® or Google Assistant™).

- Superior comfort and finishes: The headphones feature premium stitched, oil-resistant materials on memory foam, and eye-catching matte and polished metals. The durable on-ear cups provide comfort as well as good looks.

To see more about ClearDryve® 180, go to <https://www.randmcnally.com/cleardryve180>

Federal, state or local law may restrict drivers' use of headphones. User is responsible for complying with applicable law.

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Pacifico Reflections - Bad Talk

by: Mike McGough

She was a nice enough person, but she engaged in more than her share of negative talk. Her family had gotten used to it over the years, even though it was still bothersome. Her friends, at least the ones she had not put off totally, had learned to tolerate her when she was in one of her moods. Her bad talk seemed to know no limitations. She could find something negative or bad to say about most anything.

Her timing was either excellent or horrible depending on how you defined excellent and horrible. For example, if you liked being at a birthday

party where someone in the room just had to point out all the negatives of the aging process, her timing was excellent. On the other hand, if you were uncomfortable in a conversation where a pregnancy was announced, and someone felt the need to explain all the trials and tribulations of parenthood, then her timing was horrible.

It was interesting to watch her work a room, unless you were one of the people in the room being worked. Sometimes her bad talk seemed to be well planned and carefully thought out. It was like she was staging a premeditated

attack. It was clear that she had a purpose in mind and chose her words accordingly. Other times she seemed to be shooting from the hip, firing comments as they came to mind. In these cases, it was rather disquieting to see how effortlessly she could wound people with her negative talk. In either case she had a good aim and her biting comments were generally right on target.

She was well educated, financially solvent, and she held a highly responsible position with an international trading company. Generally, other than when she was honing her skills at bad talk, she was

socially amenable, kind, and agreeable. If you were around her for any length of time, you quickly learned that she could turn her bad talk on and off effortlessly. It was clear that it was planned and premeditated, and her words and her subjects were carefully chosen.

Unfortunately, her negative comments defined the personality trait that seemed to be her identifying mark; that was how most folks knew her. Her disquieting comments were often the criteria folks used to identify and then define their relationship with her. In her business dealings, some thought that made her tough, a no-nonsense kind of person who had little compunction about speaking her mind. But to her family and friends, her biting statements came off as insensitive, judgmental, hurtful, and driven by a deep sense of jealousy. There seemed to be no conversation into which she could not introduce a cloud of doubt, a shadow of question, or an image of concern.

Because of her status and

authority in the company, her reputation, and her associates' need to sustain business relations, those who dealt with her professionally were forced to tolerate her hard-hearted thoughts and comments. They had to deal with her, so they did. She was just part of the cost of doing business with that particular company, or one of the trials that had to be tolerated if you worked for that company. However, in her personal life, none of that status stuff counted for much. In these relations it was a person-to-person matter. It was a more level playing field where relationships are indeed personal, and where power-over associations didn't really exist.

There was a certain sense of irony about her that illustrates a most interesting dichotomy in how people talk to each other. As quick and resourceful as she was when it came to offering negative comments, she was just as slow to accept or tolerate such comments from others. In fact, when someone offered her a negative comment or questioned a thought or

comment of hers, even if they were just turning one of her comments back on her, she was easily hurt. She displayed an intolerant sensitivity, and she quickly demanded an apology, followed by a warning that she did not appreciate being talked to in such a manner. To anyone who spent any time around her, the dramatic difference between the comments she was comfortable making and the comments she was comfortable accepting was great. Many of these folks had difficult reconciling how someone who was so comfortable offering negative comments was so uncomfortable accepting them.

Everyone engages in a little bad talk from time to time. There are instances when it is both necessary and appropriate. However, when it becomes a dominant driver of conversation, it's probably being over used. Unfortunately, recognizing it can be difficult, because like bad breath, bad talk is easier to notice and be offended by when it comes from another person's mouth!

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Shamrock Utility Trailer Marks 30th Year



The Donahue family, left to right: Wayne Donahue, Randy Irvin, Lindy Donahue, Terry Donahue and Tim Donahue. - photo by Dan Pollock -



The Shamrock Utility Trailers, Inc. staff is pictured along with members of the Donahue family. - photo by Dan Pollock -

By Steve Pollock
NEW STANTON, PA... on August 23rd with an Open Shamrock Utility Trailer cel-

brated their 30th Anniversary house at their New Stanton,

Pennsylvania dealership. Customers enjoyed a catered lunch, vendors and raffles for prizes.

Shamrock Utility Trailer, Inc. was founded in 1989 by Terry Donahue in Washing-

ton, PA. The company then moved to Eighty-Four, PA before relocating to their current location at 500 N. Center St. in New Stanton, PA. The dealership is approximately 1 mile west of the Pennsylvania Turnpike, exit 75, off of I-70. Shamrock is a franchised Utility Trailer dealership, offering parts, sales and service support for Utility van, reefer and flatbed trailers.

With Terry's retirement in 2009, the operations transferred to his sons, Tim, President and Wayne, Vice-Presi-

dent, along with Tim's brother-in-law Randy Irvin, who is Sales Manager.

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Daimler Trucks Begins Testing Automated Trucks on Public Roads



Blacksburg / Stuttgart / Portland... Daimler Trucks and Torc Robotics are actively developing and testing automated trucks with SAE Level 4 intent technology on public roads. The initial routes are on highways in southwest Virginia, where Torc Robotics is headquartered. All automated runs require both an engineer overseeing the system and a highly trained safety driver certified by Daimler Trucks and Torc Robotics. All safety drivers hold a commercial driver's license and are specially trained in vehicle dynamics and automated systems.

The deployment on public roads takes place after months of extensive testing and safety validation on a closed loop track. As part of the comprehensive safety process by Daimler Trucks and Torc

Robotics, both test track and on-road validation play an integral role in establishing the essential building blocks for successfully advancing automated technology.

Martin Daum, Member of the Board of Management of Daimler AG, responsible for Trucks & Buses: "Torc Robotics is a leader in automated driving technology. Daimler Trucks is the market leader in trucks and we understand the needs of the industry. Bringing Level 4 trucks to the public roads is a major step toward our goal to deliver reliable and safe trucks for the benefits of our customers, our economies and society."

Torc: software experts, part of the Daimler Trucks family Based in the U.S., Torc is now part of Daimler Trucks. Authorities approved the

majority stake acquisition by the truck manufacturer. Torc Robotics is now a part of the newly established Autonomous Technology Group of Daimler Trucks. The truck manufacturer is consolidating all its expertise and activities in automated driving into the global organization with locations in Blacksburg and Portland in the U.S. as well as in Stuttgart, Germany.

"Being part of Daimler Trucks is the start of a new chapter for Torc," says Michael Fleming, CEO of Torc Robotics. "Our whole team is thrilled to be working alongside our Daimler colleagues as we pursue the commercialization of Level 4 trucks to bring this technology to the market because we strongly believe it can save lives."

continued on page 23

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Daimler Trucks Begins Testing Automated Trucks on Public Roads

continued from page 22
 Torc is one of the world's most experienced companies in the field of automated driving—with highly sophisticated, roadworthy technology and years of expertise with heavy-duty commercial vehicles. "Asimov", Torc's system for automated driving, has been tested in urban and long-distance routes as well as in rain, snow, fog and varying light conditions.

Portland develops redundant vehicle chassis and infrastructure

Daimler Trucks North America (DTNA) will focus on further evolving automated driving technology and vehicle integration for heavy-duty trucks. The DTNA team is working on a truck chassis perfectly suited for highly automated driving, particularly the redundancy of systems needed to provide reliability and safety.

Roger Nielsen, president and CEO of Daimler Trucks North America LLC: "As we pair Daimler's expertise in building safe and reliable trucks with Torc's genius in engineering Level 4 vehicles, we have no doubt we will do great things in the future. We look forward to writing history together. The U.S. highways are the perfect place to develop automated driving technology."

Within the Autonomous Technology Group, DTNA is

also building an infrastructure required for the operational testing of initial application cases. This consists of a main control center and logistics hubs. These hubs are located along high density freight corridors where many customers operate and within close proximity of interstates and highways.

For more information on the partnership between Daimler and Torc Robotics, listen to the debut of Daimler Trucks' "Transportation Matters" podcast featuring Martin Daum and Michael Fleming. Their in-depth discussion peels back the layers of the minds behind two influential leaders in this strategic partnership. Listen in to hear how their inspiration, passion and dedication sparked this journey, forwarding revolutionary technology that will be used to increase freight efficiency and reduce accidents on the highway.

The podcast episode with Michael Fleming can be found on the following channels:

Daimler Corporate Website: d.ai/daimlerhub-mf

Apple Podcasts: d.ai/apple-mf

Google Podcasts: d.ai/google-mf

Spotify: d.ai/spotify-mf

YouTube: d.ai/youtube-mf

Uptime Further Improved with Volvo Trucks' New Dynamic Maintenance Service

Volvo Trucks introduces dynamic maintenance, a connected vehicle maintenance service which seeks to improve fleet operations efficiency through proactive and flexible vehicle-specific maintenance planning. The service is designed in partnership with Noregon Systems, an IoT (Internet of Things) company specializing in connected vehicle solutions.

Volvo Trucks' new dynamic maintenance service further expands its partnership with Noregon Systems and opens up new capabilities with vehicle telematics. The new service uses existing connected technologies and data analytics, combined with Noregon's platform, to enable customized service plans to an individual-vehicle level to improve fleet operations efficiency.

Dynamic maintenance leverages intelligence from vehicle data analytics using enhanced software features from Volvo Trucks' Remote Diagnostics systems, Volvo Trucks' ASIST service communications platform, combined with Noregon's Trip Vision Interface. It allows a more accurate approach to planned maintenance needs, and replaces traditional 'set-mileage scheduled' service appointments. Currently, dynamic maintenance is specific to powertrain-related maintenance services in Volvo Trucks.

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and Freightliners. JLE is a technology driven company utilizing state-of-the-art communications equipment and load planning software.

Drivers can choose between regional hauls to and from nearly all points East of the Mississippi or long haul in 11 of the Western States. JLE has 33 trucks on a dedicated regional run in Texas. Because JLE drivers can take their trucks home, they have a very widespread hiring area. Company drivers are dispatched from Homestead and lease purchase contractors are dispatched from Dunbar.

JLE has 79 lease purchase contractors. They offer a no money down lease/purchase with affordable payments. You can lease a new or used tractor. The company requires 2 years of OTR experience, 1-year steel coil experience, and a good driving record. JLE's Logistics Division has been growing rapidly as well and provides brokerage services for both flatbeds and vans.

For additional information about the opportunities at JLE Industries, call 877-959-6915.

By Steve Pollock
DUNBAR, PA.... Western Pennsylvania based JLE Industries, a flatbed carrier, has been

steadily growing for 4 years. The company has hit a milestone of having a 300+ truck fleet. President Evan Pohaski attri-

butes JLE Industries growth to the following, "Our driver retention is outstanding and has fueled fleet growth for JLE. Right now, we have 96-97% of our trucks seated with drivers and we plan to add additional trucks to the fleet this year."

One of the biggest factors that has allowed JLE to con-

tinue to grow is their driver recruiting and retention. The company's turnover rate has improved by more than 100% in the last 6 months. JLE's recruiting is among the best in the country. JLE plans to grow the fleet to 377 trucks by year's end. Vice President Jeremy Lamph states, "Our retention has come a long way. We strive to communicate with our drivers, especially during their first 90 days with JLE. We get their input and individualize their driving situation to best suit their particular needs. We

have a fleet mentor program where our older drivers help the new driver joining JLE to assimilate into our system. We also do exit interviews with drivers who leave JLE to help us improve how we work with our drivers."

JLE is a 100% flatbed carrier with their corporate offices in Homestead, Pennsylvania, adjacent to the city of Pittsburgh. The operations center is located in Dunbar, PA. JLE pulls both flatbed and stepdecks with late model (3 years or newer) Kenworths

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STS Transport's sleek beauty was the center of attention at the Paul Riggle and Sons 7th Annual Truck Show. – Photos by Steve Pollock -

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September 28 – The Southeastern PA Chapter Antique Truck Club of America presents the **29th Annual Antique and Classic Truck & Equipment Show** – G.L. Sayre, Inc., 1231 West Ridge Pike, Conshohocken, PA, 19428. Held in conjunction with the Phila. Chapter ATHS. 9 am – 3 pm. Dash plaques for the first 75 registered vehicles, People's Choice and Truckers Choice trophies. For more info call Dan D'Annunzio

September 28 – Elizabeth Truck Center presents **Convoy's Annual Big Rig Truck Show** – Long Island Community Hospital Amphitheater, 1 Ski Run Lane, Farmingville, NY, 11738. Food Vendors, Face Painting, Live Music, Obstacle Course, Awards. For more info contact Kim Capek at 631-484-9719, email: kim@elizabethtruckcenter.com

October 5 – **SC Truck Convoy For Special Olympics** – South Carolina State Farmers Market, 3483 Charleston Hwy., West Columbia, SC, 29172. Hosted by SC World's Largest Truck Convoy for Special Olympics and all proceeds benefit the 30,000 Special Olympics Athletes in South Carolina. Convoy will be approx. 45 mile convoy loop. Games, BBQ Lunch, Antique Trucks, DJ, Awards, Live auction. \$100 donation per truck. For more info call Mike Still 803-530-1791 or Cpl. Adam Heitzenrater 803-608-6150.

October 19 – **10th Annual LargeCarMag Southern Classic Truck Show** - LeeHi Travel Plaza, Lexington, VA. For more info visit www.largecarmag.com, phone 717-806-8907 or email: michele@largecarmag.com

October 19 – **2019 TDDS Fall Career Day - 1 mile north of I-76 (Exit 54) on State Route 534, Lake Milton, Ohio.** Hosted by TDDS Technical Institute – School of Transportation Careers. Inexperienced/Experienced Truck Drivers & Diesel Technicians Welcome. Free Admission. Big Rigs, Refreshments, Door Prizes. For more info call 330-538-2216. Email: info@tdds.edu or www.tdds.edu

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

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

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

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

July 9-11, 2020 – **41st Annual Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

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

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

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

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

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

Movin' Out, P.O. Box 97, Slippery Rock, PA 16057 or fax us at 724-794-1314,

email: movinout@zoominternet.net.

Visit us on the web at www.movinout.com

Hunter Truck Named Pennsylvania Dealer of the Year



Butler, PA... John Devlin, President of PTD, announced that Hunter Truck was named the Pennsylvania Truck Dealer of the Year at the annual Pennsylvania Truck Dealers Association meeting in State College, PA.

"We are happy to announce that Hunter Truck has been chosen as the Pennsylvania Truck Dealer of the Year for 2019" Nancy Hunter Mycka, EVP of Public Relations said. "This award encompasses

dealers of all makes of trucks and we are honored to be this year's recipient."

Hunter Truck has over 1,000 employees with locations throughout Pennsylvania, New York, New Jersey, and West Virginia.

"The Hunter family is proud of our employees for their hard work and dedication to the company and to our customers," Nancy Hunter Mycka said. "Without our team's support, this recognition wouldn't be

possible."

A leader in the trucking industry for more than 80 years, Hunter Truck offers unparalleled customer service and a wide array of services from a team of expert professionals. We maintain long-standing relationships with truck producers including Peterbilt and International and offer new and used truck sales, leasing and rental options, parts, and service.

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MOVIN' OUT Working Show Truck Of The Month

Mark Hayes/.Hayes Trucking



By Robert Conrad

Mark Hayes is the proud owner of this red hot 2003 Peterbilt 379. Since purchasing the truck, Mark has done quite a bit of polishing and has added a few of his own custom touches to it. He wanted to dedicate this feature to the memory of Stephen D. Massey (2/4/50 - 3/31/19) who passed away earlier this year. Stephen's son Fran Massey and Mark are close friends.

Mark says that his inspiration to work in the trucking industry has been his stepfather John Alex of Cooper Transportation. He wanted to send a big thanks to him for his support and knowledge about trucking in general.

Mark hauls a dump trailer with his polished Peterbilt and there's plenty of power for those heavy loads thanks

to the 6NZ C-15 CAT engine that's pushing out 600+ ponies! The truck is also equipped with an 18 speed transmission and a set of 46 rears with 3:91 gears. This truck is meant to haul heavy loads thanks to the double frame, and it has 150,000 miles on an outer frame rebuild that was done by the previous owner. The truck sports a new set of 8" flat top straight pipes as well as a set of 359 double round headlights for the "old school" look. Other custom features include a square bumper up front, a louvered grille, a polished drop visor, and a set of polished ribbed full fenders. Mark is planning to add a set of painted fiberglass full fenders over the rears in the near future.

with their daughter Skyla Carrasquillo. He also wanted to thank his grandfather, the late Ralph Leroy, along with his grandmother Regina Leroy for all of their love and support as well. Close friend Paul Kenney & his staff have helped Mark as well and Mark's friend since kindergarten just happens to be his closest friend in trucking - John Dixon, who has a pretty cool Peterbilt of his own that's been completely restored.

Mark trucks out of Wareham, MA and enjoys the Cape Cod landscape while delivering locally. Mark says that if the wind is blowing the right way, he can smell the salty ocean water when he goes out to start the truck on his driveway! This is one truck that's definitely red hot looking but cool as the ocean breeze at the same time!

Trucking is a demanding career and he credits his wife Danielle for all of her love and support along the way, along



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