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“THE JOURNAL OF THE TRUCKING INDUSTRY”

37th Annual Walcott Truckers Jamboree



Dan Brown's 2003 Kenworth W900L "Mango Tango" won 1st Place, Working Truck - 2005-1999 Bobtail Conventional at the 37th Annual Walcott Truckers Jamboree. Turn to Pages 16 & 17 for photo coverage of the truck show. - Photo by Dan Pollock -

Manac Celebrates 50 Years Of Innovation



By Steve Pollock
SAINTGEORGES, QC... Manac Trailers was founded by Marcel Dutil in Saint-Georges, Quebec, Canada in 1966. The company was born as a solution to its parent company, Canam Steel's (the 2nd largest steel producer in North America) transportation needs. The first Manac trailer was built in Marcel's barn 50 years ago. In America) transportation needs. The first Manac trailer was built in Marcel's barn 50 years ago. In
continued on page 27

Penn Power Group – “We Fix Trucks”

By Ron Brandt, VP Sales and Marketing, Penn Power Group

Without doubt *we do fix trucks...*over the last 5 years Penn has repaired or installed OEM and aftermarket equipment on thousands and thousands of commercial vehicles of all sizes and uses. Our capabilities and level of expertise are well known and provides the benchmark for service excellence in Pennsylvania and New York State. The Penn Power Group (formerly Penn Detroit Diesel – Allison) will celebrate its 66th year in business in 2016. During that time we have grown dramatically and now have 11 primary branch locations and 2 local service operations. Growth of this magnitude is possible only



Detroit Diesel engine techs Mike Steel and Greg Koontz along with VP of Sales Ron Brandt review progress on an engine overhaul in Penn's Bedford, Pa location.

continued on page 2

Penn Power Group – “We Fix Trucks”



Brian Vanderwoude - one of Penn's many certified Carrier technicians - works at a customer's site from a Penn mobile service vehicle.



Penn's expert service writers such as Luke Sours in Philadelphia update customers in "real time" as their equipment is repaired.

continued from page 1

by a dedication to excellence and the recognition that customer service is critical to any success we achieve. It's clear our strength is centered in the knowledge and capabilities we possess to serve fleets and individuals operating Detroit Diesel, Mercedes, MTU, Allison and Carrier equipment. Penn is unique in our approach to service. Our 215 factory certified technicians, backed by a knowledgeable complement of certified OEM equipment trainers, are constantly schooled in their craft. As such they are recognized as the experts in installation, diagnosis and repair of our core product lines. In total Penn has 170 fully equipped service bays

filled with absolute state of the art machinery and computers loaded with the latest OEM analytic data. We operate 155 field service trucks providing "on site" repair and maintenance to our fleet customers. We have a greater capability and desire to work to accommodate our customers' needs than ever before. Penn's real strength resides in our dedicated work force of 565 employees. Each possesses a singular approach to service and follow up. All understand the importance of good relations and strive every day to provide the best vendor/customer experience possible. In 2017 Penn will have completed installation

of a Customer Relationship Management tool. This device will promote open dialog within the entire company and allow our branches and field sales force to work hand in glove to address important issues affecting our customers. However communications alone cannot provide a best in class experience. Achieving this distinction takes hard work and attention to detail. Both qualities are present in abundance within the Penn business model. We invite you to use Penn for your next service requirement...you will enjoy the experience!

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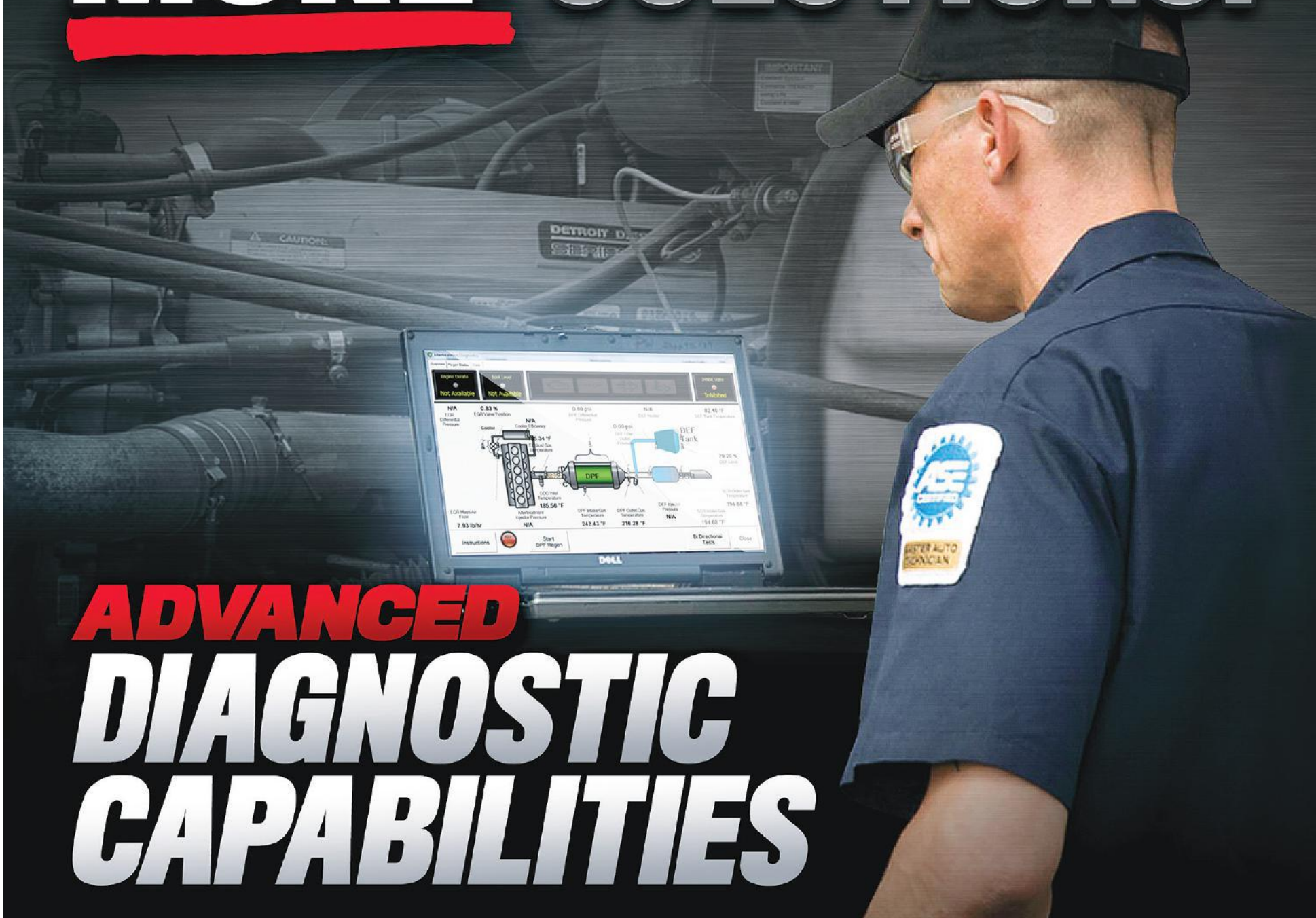
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Off The Beaten Path



by Pam Pollock

Plug Me In And Charge Me Up...

It's a pretty well known fact that I am a little challenged in the technology department. I get very overwhelmed when handed any kind of electronic device. I sputter, I sweat, I moan and groan. And don't even ask me to read the instruction booklet.

I feel really, really bad for our kids, because my spouse is exactly the same way when it comes to cell phones, computers, and iPads. He, however, reads the instruction manuals and still is confused. We do our best to muddle through setting up our new toys but the patience virtue has sadly skipped over the two of us. We start out all calm and collected - which lasts for approximately 15.67532 seconds and then fury and wrath ascends and it's not a good thing to watch! Our tone of voice rises with our exasperation and soon we are putting on a show that isn't exactly PG-13 rated. Unless the grandkids are around, then we paste on that fake grandparent smile and use the fake "everything is hunky-dory" high-pitched sickly sweet grandparent tone: "Oooh, Gaga seems to be having some trouble with this DVD player today." Gaga wags her finger at the DVD player and giggles and says, "Naughty, naughty DVD player, why won't you work for Gaga?" Inside, I am seething and I want to take a sledgehammer and just bash that stupid, blasted @\$%^&#% DVD player. My oldest granddaughter (who is 3.5 years old) tries to show me how to work it but she doesn't know if I turn the TV to Video 3 or 4 or 5 or 6... She rather testily tell me, "My other Gaga knows how to do this..." My fake smile grows even larger and I grit my teeth and pretend that is soooo cool and awesome. I then call my daughter and make her give me step-by-step instructions for the 284th time on how to get the Brave DVD to work. Hurray! Success! The movie works but now our phones have received automatic updates and all of our contacts have been erased and I can't send photos with my texts! What the ^\$*#@! I yell for my son - but he feigns confusion because he has Verizon and I have Sprint. "But we both have iPhones" I bellow at him. He pretends that I am speaking a foreign language and he can't understand a single word that I am saying. I sigh and call his sister - because you know, she's not busy raising two children, working part time and building a new house...

My spouse, in the meantime, is experiencing technical difficulties of his own with his iPad. I tell him to just toss it in the dumpster and buy a desktop computer. He is not

amused. I throw my hands up in the air, grab a box of Chicken In A Biscuit crackers and hide out in my home office. He calls the oldest granddaughter but she can't help him out because all she only plays games on her mommy's iPad.

We decide to jump in the car and get away from it all. I tell Siri to call someone from my contact list. I guess she doesn't comprehend Western PA redneck dialect because she keeps repeating over and over, "I'm sorry, I didn't quite get your reply." I call her a nasty name; she tells me that I am not a nice person and hangs up on me. Defeated, we shut the car off, locking it, of course, with our electronic key fob. We stumble up the front steps of our humble abode and collapse on the couch. "Do you want to watch a movie?" My husband asks. I threw my laptop at him...

Calvin Field Named Driver of the Month at National Carriers

Calvin Field has been awarded June Driver of the Month for National Carriers, Inc. A former Nazarene pastor, Field has driven a company truck within the NCI Hide division since August of 2013. He delivers cattle hides from National Beef Products beef processing plants in SW Kansas to a NBP tannery in St. Joseph, Missouri.

Field explained why he chose to drive at National Carriers, "I was unemployed for a year when my wife called NCI to inquire about opportunities. We liked what we heard so we filled out an application. A recruiter called us immediately and within two days I was headed to Irving, TX for orientation. During orientation I was diagnosed with sleep apnea which required an apparatus for while sleeping be eligible to drive. NCI helped me get what I needed to be able to drive and the rest, as they say, is history."

Director of Livestock / Hide division, Jason Greer stated, "Cal

is part of a team of drivers who ensures that NBP Leathers gets they require, even though it's almost the same day in and day out we have tight schedules and deadlines. Cal makes sure every load he is assigned is delivered without fail. I also appreciate his wife, who makes some of the best cookies my office has ever eaten!"

Each Driver of the Month is a finalist for NCI Driver of the Year 2016. Monthly award winners receive a \$500 bonus. National Carriers Driver of the Year is awarded a \$5000 prize at the NCI Driver of the Year Banquet held in Arlington, Texas in the spring of 2017.

Website: www.nationalcarriers.com

Hunter Idealease Safety & Compliance Seminar

Hunter Idealease, in conjunction with the National Private Truck Council, is hosting a FREE, one-day Safety and Compliance seminar in Cranberry Township, PA on **Wednesday, October 5th from 8am - 4pm at the Regional Learning Alliance in Cranberry, PA.**

This is value-added service of Hunter is open to ALL Hunter customers (not just Leasing) in an effort to assist their ever-growing safety/compliance needs. Hunter has made a significant investment in this day and we would very much like to have a large turnout of our customer base.

The Hunter Family & Sales Division ask you to direct your sales people and other team members to invite both active and potential

customers who might benefit from this free, engaging day. It will be a great venue for building relationship with your customer, while updating on new regulations.

Leasing is ready to support your efforts with printed material to mail or email to customers or to help with any inquiries. Please feel free to contact either Joanne or Wayne below for any additional information. Note: RSVP's to Wayne or Joanne are necessary to prepare materials.

• Joanne Kramer: 724-586-7744 Ext. 282
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• Wayne Hindman: 724-586-7744 Ext. 281
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horsepower and torque, diagnose any emissions-related problems and instruct him on how to repair the faulty equipment. If the check engine light constantly comes on, we will help your mechanic or you, as to the proper way to repair the problem that is causing the check engine light to turn on. We are making this service available because so many of our clients do not travel to the northeast. For some strange reason, many owner-operators just want to stay on the I-5 corridor on the West Coast, or in the state of Texas. Now the electrical engineers at our facility can share their knowledge with our clients regardless of where they live

and operate. All that is needed is the briefcase with the necessary equipment and a telephone.

Variable Geometry turbochargers on DD3 and DD4 Detroit's and some ISX Cummins. I have to admit that I did NOT like variable geometry turbochargers because of the failure rate. I did like the concept, and would like to have on my 12-valve 1995 Dodge Cummins pickup; it's just not possible because this engine is not equipped with a computer. However the failure rate of the variable geometry turbo was quite high on the early 2003 and newer diesel engines equipped with EGR. Most of the failures were the variable geometry vanes would get



air coolers and loose clamps or hoses connecting the turbocharger to the charge-air-cooler and then to the intake manifold or the hose going to the air compressor from the intake manifold are ALL places where turbo boost is lost. Think about a chain only being as strong as the weakest link: An engine's air supply is the same, and those are ALL LINKS. A free running truck will be able to cruise along a level interstate at 2 to 8 psi of turbo boost, the lower the boost during cruise, the better the fuel mileage will be. Your job as the driver and owner is to operate the truck in this manner and to install the necessary items on the truck to make this possible. The easier the truck cruises, the longer the engine will live and the better the fuel mileage. The 264 rear gears are a huge plus in building a freely running truck. We have in our inventory most of the items to be able to help you obtain a freely running rig.

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clogged with soot from the EGR system, however the DD3 and most of the DD4 Detroit's did not have EGR systems so there is no soot to lock the variable vane into one position. We have installed several of the VG turbos and the results are amazing, out of a 12.7 liter engine we were able to develop 1800 ft. lbs. of torque at 1200 rpm and 600 horsepower without building excessive exhaust temperature. The advantage of the variable geometry turbocharger on 12.7 Detroit is not only the fuel mileage increase, but also the drivability of the engine, especially in cities, traffic, 2 lane back roads especially if there are hills involved, and varying altitudes. There is always constant power horsepower and torque under your right foot! As of this writing we are installing a variable geometry turbocharger on an ISX, this is the first one and so I have no results to tell you now,

I will next month. Taking a product or engine that was prone to failures and making it a great product or engine is something we have been doing at Pittsburgh Power for the past 39 years. RUNNING FREELY: Does your truck run freely across the interstate? If you remove your foot from the throttle does it slow down drastically, when you look in your mirrors do you see one side of your trailer and not the other? Many trailers trail to the right side of the highway, this is telling me the axles of the trailer are not in line with the tractor. How can this tractor-trailer obtain great fuel mileage if it's not running in the same line? Out-of-alignment, bad tires or tires of high rolling resistance, restrictive mufflers, small turbochargers, restrictive exhaust manifolds, leaking charge-

SOOT from an ISX EGR-DPF engine: Take a look at this picture: Most all EGR engines have an excessive buildup of soot in the air-intake manifold. We have a cleaning process that will pressure-wash the inside of the engine, then we physical clean the air-intake, doser valve, EGR-valve and any other item emissions-related items so they will work as good as new or better. Please don't ignore the emissions systems: It's much better to have us clean and maintain them every 200,000 miles (it's only a day's labor) as opposed to waiting for a failure and shut down.

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

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The Lighting Basics: Lighting Legality - OEM Standards

By Warren Lantz

Last month we discussed why safety standards exist. This time around, I had the opportunity to interview an American lighting OEM and ask about the standards that they are held to when producing a product for commercial trucking use. From what I learned, OEMs are held to rigorous engineering and quality control standards as opposed to aftermarket manufacturers. Complying with these standards adds significant monetary and time costs to product development that is passed on to the truck manufacturer who passes it on to the customer. This is one of the reasons why replacement OEM parts cost more. However, as the saying goes, "you get what you pay for."

The primary standard OEMs have to meet is FMVSS-108 (Federal Motor Vehicle Safety Standard), which encompasses any light on any vehicle on the road in the USA.

This piece of law goes into the smallest details of the mounting, brightness, markings on the lens, power consumption, visibility, spacing, adjustment, reflectiveness, and photometrics. The OEM has to be within the parameters of these guidelines, pay for the testing (and retesting), the certification, and the tooling in order to mark the lens. Reading this standard in preparation for this article series really grew my appreciation for OEM manufacturers with how many hoops they have to jump through in order to deliver a compliant product.

The secondary standard OEMs have to meet is any additional requirements that their customer (the truck manufacturer) has. These requirements could be additional features such as DRL (Daytime Running Light) capability on a headlight or the max power draw a light can pull because the truck can only handle so much due to the

computer on board. Again, the OEM has to meet these requirements in order to deliver a quality product that works for the company they are building for.

At the end of the day, you, the consumer, uses these products on a daily basis. Sometimes you wonder if buying OEM is worth the additional cost. Hopefully this article gave you some of the behind the scenes on one reason why OEM products cost more. We carry OEM-quality headlight assemblies available on our website www.slclighting.com or you can give us a call at 800-938-0120 to see if we have an OEM replacement for your truck. Online, use the code MOVINOUT2016 or call in and mention that you saw our ad in Movin' Out for a 10% discount.

Next month, we will decode the letters on the lens of your light and uncover their meanings.

Understanding Oil Contaminants



By Tom Bock

Why Lube Oil Fails

It has been common knowledge since the early 1900's that the base oil does not break down, it becomes contaminated with solid and liquid contaminants and the additive package fails to properly protect engine. The used oil can be recycled as a base oil, by removing the contaminants and reformulating the oil with a new additive package. Keeping oil free of these contaminants and maintaining proper oil levels will reduce the rate of deterioration of your oil to keep the engine running more efficiently.

The additives in lube oil fail when oil is over heated, contaminated with liquids or solid particulates that cause the oil to lose the ability to properly protect the engine from metal on metal wear damage.

Having a failure of a cooling system with a blown hose or defective

cooling fan will cause overheating issues, as well as pulling a heavy load upgrade for an extended period of time. The number one reason for overheating occurs when the engine oil levels are not properly maintained and there is insufficient oil to properly dissipate the heat caused by combustion. A close second is the flow of oil not maintained at normal operating flow rates. This is due to oil filter or galley way blockage caused by sludge, defective oil pump, improperly maintained oil filters or oil leakage. Engines today run hotter with double turbochargers and some engines are experiencing gelling issues in filters caused by antifreeze intrusion that restricts flow and lowers oil pressure. Checking and topping of oil frequently, changing filters timely, maintaining engine to avoid leaks and paying attention to oil pressure will usually prevent overheating issues. Remember, running one gallon low reduces 10% of the engine's oil, placing extra stress on the remaining oil to dissipate heat.

Liquid contaminants; water, diesel fuel and glycol contaminate oil causing the formation of acid, increasing oxidation, sludge and deterioration of additive chemicals.

The water reacts with the sulfur and nitrogen in oil to form sulfuric and nitric acids as well as adding oxides to oil that corrode and rust engine parts. Diesel fuel will decrease the viscosity of the oil and affect the film strength of the oil to properly bond

with metal parts. It is this oil film that protects engines from metal to metal wear. Once the film is compromised the wear levels increase rapidly. Glycol does not enter the oil during normal operation but by some defect in coolant system causing intrusion. Unfortunately since the advent of EGR and Oil Coolers there is an increase in glycol intrusion in engines. The glycol coagulates soot creating oil balls that cause blockage to oil filters that will react with the anti-wear additive zinc that bonds to metals to prevent metal to metal wear. The removal of zinc and the oil balls will cause bearings and moving parts to deteriorate and lead to engine failures if not discovered and corrected as soon as possible.

Solid contaminants, soot, dirt, and wear metals will eventually accumulate in quantities that will affect the oil's ability to properly flow and dissipate heat. Soot, dirt, oil and water will create sludge that blocks galley ways and filter operation. Wear metals will become trapped between tolerances and cause additional wear. Using a good quality full flow filter with a secondary by pass filter will help decrease the accumulation and allow for longer useful life of the oil.

Keeping oil free of liquid and solid contaminants will extend the life of your oil and engine, reduce oil maintenance expenses and put more \$\$\$\$ to your bottom line.

Any questions or suggestions for topics for this column please email me at: tbock@ops-1.com

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Kevin Rutherford, Host Trucking Business and Beyond Sirius XM channel 146

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Shell Lubricants Announces Shell Rotella Portfolio To Meet API CK-4 And FA-4 Categories



Houston, TX... Shell Lubricants has introduced a new portfolio of Shell Rotella heavy duty diesel engine oils. New Shell ROTELLA® T4 Triple Protection 15W-40 and 10W-30 along with Shell ROTELLA® T5 Synthetic Blend 10W-30 are formulated to meet the specification criteria for the new API CK-4 service category for diesel engine oil. They are the most technologically advanced Shell Rotella engine oils ever and also offer the protection required by diesel engine manufacturers. New Shell Rotella API FA-4 oils will be

available later this year. "We have been working on the new CK-4 and FA-4 specifications of heavy duty engine oils for more than five years, keeping in mind that meeting the new specifications was simply a starting point for Shell ROTELLA®," said Chris Guerrero, global heavy-duty diesel engine oil Brand Marketing Manager. "Our real destination was to create our most technically advanced, hardest working products to date. These oils have been tested over millions of miles and thousands of hours on the road and in the field. They are

proven to work just as hard as the folks who use them, in both newer and older equipment. And with our updated portfolio structure, choosing the right Rotella oil has never been easier." Oil technology and engine technology go hand in hand. Changing regulatory limits challenge engine manufacturers to reduce emissions. As engine manufacturers create a new generation of lower CO2, more fuel-efficient diesel engines, they need a new generation of higher-performing diesel engine oils to protect them.

Shell Rotella Ladder of Protection
Iconic Shell ROTELLA® T Triple Protection is now Shell ROTELLA® T4 Triple Protection as it takes its place in the new Rotella portfolio which provides a ladder of protection for diesel engines. For advanced synthetic engine oil needs, Shell ROTELLA® T5 Synthetic Blend 10W-30 has been reengineered as well. Both of these engine oils will be on retail shelves soon. They will not show the API CK-4 donut until December 1, 2016, which is the

date of first license for CK-4 and FA-4 engine oils.
Shell ROTELLA® T5 Ultra [Synthetic Blend] 10W-30, which will meet the API FA-4 specification, will be introduced in December. It is designed for improved fuel economy versus ROTELLA® CK-4 oils while offering equivalent wear protection to CK-4 products. Shell ROTELLA® T5 Synthetic Blend 15W-40, Shell ROTELLA® T6 Full Synthetic 5W-40 will also be reformulated to meet CK-4 specifications.
Selecting the proper Shell ROTELLA® engine oil for a truck or equipment will be easy. If it was built prior to 2016, whether it is on- or off-highway, choose CK-4 oil which directly replaces CJ-4 oils. For a 2017 on-highway vehicle; check with the manufacturer before changing the oil for the first time and if they allow a FA-4 oil, choose Shell ROTELLA® T5 Ultra 10W-30. Shell ROTELLA® will also be introducing a Shell ROTELLA T6 Multi-Vehicle 5W-30 which will meet API CK-4 and API SN standards allowing its use in both diesel and gasoline engines.
"The Shell ROTELLA® portfolio will have new bottles and labels that evolve from the current offering, said Guerrero. "Our goal was to protect the recognizable look of our bottles while simplifying the naming and developing a strong label design to help our customers select the proper Rotella product to meet their needs."
The logical naming structure of T4 to T5 to T6 and the Triple Protection identifier makes each engine oil easy to identify. Shell ROTELLA® T4 products will

maintain their white bottle, Shell ROTELLA® T5 Synthetic Blend products will maintain their silver color and Shell ROTELLA® T6 Full Synthetic products will continue in blue bottles. The bottles retain a much-preferred two-handled design for easy pouring and the thinner dimension fits easily on retail shelves, in a shop or truck. Shell ROTELLA® bottles will be available in one-gallon and quart sizes.
CK-4 and FA-4 Background
The new API CK-4 and FA-4 categories are driven by changes in engine technology to meet emissions, renewable fuel and fuel economy standards for reduced CO2 and other greenhouse gas emissions. In addition, the new specification refreshes test limits in response to changes in engine hardware and operating condition. The last heavy-duty engine oil category, CJ-4, was introduced in 2006 and since that time, several engine tests need upgrading and older test hardware has become unavailable.
•CK-4 oils will replace today's lubricants and will be completely backwards compatible with all current engines. They will be designed with improved oxidation resistance, shear stability and aeration control.
•FA-4 oils include lower viscosity grades designed for next-generation diesel engines to help maximize fuel economy without sacrificing engine protection. These oils will have limited backwards compatibility because some older engines were not designed to operate with lower viscosity grades.



ELI WESLEY TRUCKING - It's All About Family.

Merger Transportation Co. is known among their employees and Owner Operators as being one big family. But inside the organization there is another family that has played a huge part in Mercer's success - Eli Wesley Trucking. In 1982, when Mercer was just five years old, Eli and Patsy Wesley came to Mercer looking for a home for their truck; they leased it on as unit #1334. Since then the Wesley fleet at Mercer has grown to 42 trucks and the family has grown as well.

The Wesley office is now staffed by Eli - Owner (who they say has recently been promoted to Parts Runner), Patsy - Co-Owner and Bookkeeping, Son, Patrick - CEO, Operations, HR, Payroll and Mechanic, and Patrick's Partner, Chasity - Administrative Assistant, HR, and Payroll. Just a few minutes spent around this family in the office or the shop and one thing becomes clear - trucking is not just a business for the family, it is a passion.

Eli Wesley Trucking is everything that you would expect from a company whose founder is as American as trucking itself. Eli proudly served our country from 1964-1994, completing 2 tours in the Vietnam War, as a Navy SeaBee, and then after his active time served as a member of our

reserve forces. Eli uses many of the things he learned in the service in his approach to business - loyalty, respect, honor, commitment and hard work are all a part of the foundation of the company. These attributes are clearly displayed by the fact that the company has been leasing their trucks to Mercer for 34 years; a span of time with one company that is unheard of these days in an industry that suffers from high turnover rate.

It's obvious that the love for trucking doesn't stop with Eli though; Patrick Wesley has been running around the shop since he was 3 years old, and although he proudly owns a business degree from the University of Louisville, he'd rather be out in the garage, covered in grease, working on trucks than sitting behind a desk. Trucking just seems to be in their blood.

The loyalty and commitment values this family has shown through the years seems to have trickled down to the men that drive the trucks as well. Eli Wesley Trucking has Drivers that just seem to stick around forever. They have 10 Drivers that have been with them between 5 and 19 years - and 13 Drivers between 1 and 5 years. They have also helped several Drivers over the years purchase trucks from the fleet and become Owner Operators of their own equipment.

When asked about the Wesley Trucking operation, Mercer's Recruiting and Retention Director, Jason Schafflein stated, "if we just had more operations like that, my job would be a piece of cake. You just don't see that kind of loyalty in the industry anymore."

It just goes to show, when you build a foundation on family and values, success is sure to follow.

Eli Wesley Trucking is always looking forward to developing new relationships with dependable, experienced Drivers. For information about opportunities call, 502-778-4463 or visit www.eliwesleytrucking.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.

Accept Life's Disappointments As God's Appointments For You

You will not live long in this life before you meet with disappointment.

Sometimes disappointments drive people to despair. We have our heart set on the stars and we wind up with mud in our hand.

We want to go all the way and find we can't get out of our own front yard. Thus we become a bit discouraged through the disappointment. And we wonder why.

How often have you said unto yourself, "Why can't I do the things I want to do? Or "Why can't I go where I want to go?"

Well, you must recognize you have a will and a way and God has a will and a way and oftentimes those two wills and those two ways clash and it's quite a collision when it happens.

It is another way of saying your disappointments may be His appointments. Just convert the "dis" to "His" and you will probably have the answer to your question. Now, His appointments are much better than yours for He can see farther down the road and He knows what the outcome is and He knows the intent in the heart.

So, what should we do? We should yield ourselves to the Lord and remember His way is best. You will not be disappointed nearly so often if you accept the lessons of life as being His appointments.

EPA and DOT Finalize Greenhouse Gas and Fuel Efficiency Standards for Heavy-Duty Trucks

WASHINGTON...The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) jointly finalized standards for medium- and heavy-duty vehicles that will improve fuel efficiency and cut carbon pollution, while bolstering energy security and spurring manufacturing innovation.

The final phase two program promotes a new generation of cleaner, more fuel-efficient trucks by encouraging the wider application of currently available technologies and the development of new and advanced cost-effective technologies through model year 2027. The final standards are expected to lower CO₂ emissions by approximately 1.1 billion metric tons, save vehicle owners fuel costs of about \$170 billion, and reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

The final standards are cost effective for consumers and businesses, delivering favorable payback periods for truck owners. The buyer of a new long-haul truck in 2027 would recoup the investment in fuel-efficient technology in less than two years through fuel savings.

For more details on DOT's and EPA's phase two greenhouse gas emissions and fuel efficiency standards for medium- and heavy-duty vehicles, visit: <https://www3.epa.gov/otaq/climate/regs-heavy-duty.htm> and <http://www.nhtsa.gov/fuel-economy>

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PA Turnpike Commission Approves Six Percent Toll Increase for 2017

HARRISBURG, PA....The Pennsylvania Turnpike Commission (PTC) approved a six percent toll increase for both E-ZPass and cash customers; the increase is set to take effect at 12:01 a.m. on Jan. 8, 2017. PTC Chairman Sean Logan said this toll increase — like other annual increases since 2009 — is necessary to pay back the borrowing required to meet the PTC's funding obligations: rebuilding and widening the PA Turnpike system and providing funding to the commonwealth to support public transportation.

"Last fall, the PA Turnpike observed our 75th anniversary; while that is a great accolade, it means that parts of our system have outlived their design life and are in dire need of replacement," Chairman Logan said. "Revenues from this increase will fund a newly

approved, 10-year spending plan which invests more than \$5.77 billion in our system in the coming decade — a large part of which will support ongoing total reconstruction and widening projects."

Revenues from the 2017 increase will also allow the PTC to fund its annual requirement to support off-Turnpike ground-transportation enhancements. Since 2007, the PTC has been providing supplemental funding to the commonwealth that is invested by PennDOT into non-tolled highways and public-transportation providers. Starting in Fiscal Year 2015, PTC payments have funded transit exclusively.

Commissioners today also ordered a system-wide reassessment of all Turnpike improvement projects in both the design and construction phases to confirm that

the best decisions are being made on capital expenditures.

The PTC continues to focus on cost-cutting measures to mitigate future increases. For instance, it implemented a strategic plan with renewed emphasis on controlling operating-expense growth; it has held the line on operating costs; and it has reduced headcount by eight percent in the last decade — and by 20 percent in the fare-collection department in the same timeframe due to E-ZPass usage. Logan today asked executive staff to evaluate the need for a hiring freeze during the current fiscal year.

"While we will continue to mitigate toll increases through boosted efficiencies, we have no option but to increase tolls annually moving ahead," said Turnpike CEO Mark Compton. "Right now, traffic and revenue predictions estimate in-

creases of up to six percent per year will be necessary until 2044."

During the last nine years, the PTC has provided \$5.2 billion to PennDOT, of which \$2.25 billion has supported highways while \$2.95 billion has supported transit.

As a result of a transportation law enacted in 2013, the PTC's funding obligation to PennDOT will drop from \$450 million a year to \$50 million a year beginning in Fiscal Year 2023.

"While this measure provides some relief, it does not wipe out the Turnpike's debt or requirement to help fund PennDOT; we are still obligated to make further payments through 2057 totaling approximately \$5 billion," Compton said. "Therefore, the Commission is bound to increase tolls each year."

As a result of today's measure, the most common toll for a passenger vehicle will increase next year from \$1.16 to \$1.23 for E-ZPass customers and from \$1.80 to \$1.95 for cash customers. The most common toll for a Class-5 vehicle — a prevalent tractor-trailer class — will increase from \$9.59 to \$10.17 for E-ZPass and from \$13.60 to \$14.45 for cash.

Toll rates will not increase next year on the Turnpike's Delaware River Bridge cashless tolling point northeast of Philadelphia. Tolls at that location will remain at 2016 rates.

While the 2017 increase equally affects cash and E-ZPass rates, PA Turnpike customers will continue to save time and money with E-ZPass. Today, more than 77 percent of transactions on the 552-mile PA Turnpike are paid via E-ZPass. The

PA Turnpike manages 1.7 million E-ZPass accounts with 2.7 million PTC-issued transponders in circulation.

Motorists can buy E-ZPass at www.paturnpike.com or by calling 1-877-PENN-PASS. The E-ZPass GoPak is offered at nearly 500 retailers, including most Pennsylvania AAA offices and at stores in these chains: Acme, Giant Eagle and GetGo, GIANT Food Stores, Karns Quality Foods, Kuhn's Markets, MARTIN'S Food Markets, Walmart, Wegmans in central and eastern PA and Sunoco A-Plus stores at Turnpike service plazas. It costs \$38 to open an E-ZPass auto-replenishment account using a credit/debit card; the cost includes a \$35 toll balance plus a \$3 annual service fee. E-ZPass retailers charge a convenience fee but there is no such fee to join online or by phone.

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Special Kenworth T680 76-inch Sleeper Featured at FASTPORT Hiring Fair at Camp Lejeune



CAMP LEJEUNE, NC... Several hundred Marines from Marine Corps Base Camp Lejeune in North Carolina recently participated in the latest series of FASTPORT transportation forums for the trucking industry held at military bases throughout the United States. The goal of these events is to assist military service members transitioning into civilian life with the job search and hiring process by connecting them with job opportunities at participating truck fleets.

As a part of this effort, the event featured a Kenworth T680 76-inch sleeper with a PACCAR MX-13 engine donated by Kenworth to serve as the "Transition Trucking: Driving for Excellence" recognition award. Kenworth has teamed with FASTPORT 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 transition from active duty to driving for a commercial fleet.

Award nominations closed June 30. The Top 10 finalists were announced on July 22 and received recognition at The Great American Trucking Show in Dallas in August. To be eligible, drivers must have been either active military or a member of the National Guard or Reserve.

"It's important for the trucking industry to provide encouragement, support, and career opportunities for our veterans when they transition out of the military. We donated the Kenworth T680 76-inch sleeper as a way to say thank you to all our military veterans for their service," said Kurt Swihart, Kenworth marketing director. "We look forward to presenting this truck to the award winner later this year."

"We enjoy co-hosting these events with selected military bases in the effort to help military service members make a successful transition into civilian life by providing employment opportunities focused specifically on the trucking industry," said Brad Bentley, FASTPORT president. "They receive an excellent opportunity to meet with hiring personnel from participating fleets that are seeking to hire truck drivers, service technicians and other positions for their operations. FASTPORT fleet customers have hired more than 15,000 veterans into the trucking industry since June 2014."

"It's important for the trucking industry to provide encouragement, support, and career opportunities for our veterans when they transition out of the military. - Kurt Swihart, Kenworth marketing director"

In addition to the Kenworth T680, the FASTPORT transportation forum and hiring fair featured NASCAR Hall of Fame Driver Richard Petty, who signed autographs and mingled with the Marines during the event.

Kenworth is the driver's truck. See what drivers are saying at www.kenworth.com/drivers.

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Long Haul Trucking Hall Of Fame Inducts 11 Drivers

The Long Haul Trucking Hall of Fame, made 11 new additions to the prestigious Trucking Hall of Fame.

11 legendary transportation professionals have earned the right, to get the call to the hall. Let's meet them; Betty Pederson and the late Gene Pederson, Ray Hainstock, Mike Baker, Paul Merges, Gary Schloo, Arden Wray, and Steve Hudrlik. All 8 drivers were inducted based on their excellent driving records, high degree of outstanding service, dedication, hard work, and professionalism. They accomplished this milestone while

driving for Long Haul Trucking, based in Albertville, Minnesota.

Recruiting specialist John Mulligan, and dispatchers Dave Fiecke and Linda Knoertzer, were also inducted into the Long Haul Trucking Hall of Fame.

Together these incredible individuals were recognized for millions of miles and a multitude of loads being safely and effectively delivered throughout America, an *incredible feat in the trucking industry.*

Long Haul Founder John "JD" Daniels took time to recognize these incredibly hardworking employees who make up our

Long Haul family. "Without our hard working truck drivers, the work would not get done, and the nation's economy would suffer. I'm proud of all of them, and it brings me great joy to say, they are outstanding, safe drivers who take pride in their work. They are ambassadors for the entire transportation industry."

Long Haul Trucking is based out of Albertville, MN and is a premier trucking company and is known for hiring only the country's most elite drivers. For more information visit: www.longhaultrucking.com

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Daimler Trucks North America Set to Begin Production of the Detroit™ DD5™ Engine in the Freightliner M2106 this Fall

YOUNTVILLE, CA... Daimler Trucks North America announced that it will begin production of Freightliner® M2106 trucks equipped with the DD5™ engine beginning in October.

The DD5 is the newest Detroit engine to be released and is built off of the same sound principles and design that have led to overwhelming success of its heavy duty platform which includes the DD13®, DD15® and DD16®.

The DD5 will offer customers a number of benefits over competitive engines. One example is

the DD5 best in class scheduled maintenance intervals. Operators in short-haul pick-up and delivery applications will have extended oil and fuel filter change intervals up to 45,000 miles. The engine has undergone extensive development and testing in preparation for release and boasts impressive durability with an expected B10 life of 400,000 miles.

The engine will first be offered in 210 HP-575 lb-ft and 230 HP-660 lb-ft ratings and testing has proven that the DD5 will provide best in class fuel efficiency. In

addition, Detroit will provide DD5 customers its award winning Detroit Connect Virtual Technician™ remote diagnostics system. The same system heavy duty customers use to make service decisions that minimize downtime, support accurate repairs when necessary and maximize up time.

“As a testament to our confidence in the DD5, I am excited to announce we are backing it with a 3yr/250,000 mile engine and after-treatment system warranty,” Kary Schaefer, General Manager, Marketing and Strategy, Daimler Trucks



North America. “The Freightliner M2106 is a preferred choice today by customers in the medium duty market segment and combined with the fuel efficiency, durability and reliability of the DD5 presents an unbeatable combination.”

The DD5 5.1L engine uses common design principles found on the heavy duty platform such as a deep rib block that provides robustness and minimizes noise. The engine also introduces some leading edge technologies of its own such as variable cam phasing. Variable cam phasing technology provides Detroit the ability to optimize thermal management under low engine load conditions and improve the overall performance of the aftertreatment system. This is a key benefit to keeping customers up and running trouble free in the pick-up and delivery segment that often experience low load stop and go operating conditions.

While pick-up and delivery is a perfect segment for the initial launch of the DD5, the engine is also a great fit for a number of vocational applications. There are already plans to include power take-off options and widen its use within the DTNA portfolio in 2018 as production of the DD5 shifts from Mannheim, Germany to its Detroit powertrain facility. Detroit also has plans to launch a larger displacement DD8™ beginning in 2018.

“Once again our global powertrain engineering and vehicle integration teams have worked together in uncompromising manner to deliver a true total vehicle solution specific to our markets that will deliver real cost of ownership benefits to our customers,” Richard Howard, Senior Vice President, Sales & Marketing, Daimler Trucks North America. “Not only am I excited to have the addition of

the DD5 but our outstanding dealer and service network are extremely excited for its release and are committed to its support. This is a true testament to DTNA's continued commitment to providing our network partners, customers and end users with the best possible truck and powertrain solutions for their business needs”

Detroit is pleased to announce the receipt of EPA certification for the new DD5 medium duty engine. Detroit designed the engine to meet 2017 greenhouse gas and fuel efficiency standards as well as all on-board diagnostic and near-zero criteria pollutant standards. By meeting the world's most stringent fuel efficiency standards for such engines, Detroit demonstrates our commitment to delivering customers optimal Real Cost of Ownership™.

For more information, go to www.DemandDetroit.com.



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Industry News Briefs

Courtesy of PMTA



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

FMCSA Delays Implementation of Unified Registration System

The Federal Motor Carrier Safety Administration said July 20 it is delaying for three months implementation of the final piece of the Unified Registration System intended to streamline the registration process and more closely monitor "reincarnated" carriers.

The URS, slated to improve the registration process for carriers, property brokers, freight forwarders, intermodal equipment providers and cargo tank facilities, will be implemented by Jan. 14, with a full compliance date of April 14. FMCSA estimates the initial phase of the URS, launched in December 2015, has saved the industry approximately \$1.6 million in processing time during the first six months.

The URS requires new carriers to provide census and data information prior to gaining operating authority and existing carriers to update the information every two years.

More than 500,000 active carriers remain in the agency's database. More than 80 percent of carriers say detention time 'a very serious problem' for their operation. A recent survey by DAT Solutions found that nearly 63 percent of commercial truck drivers spend more than three hours detained at shippers and receivers' facilities each time they pick up or deliver a load.

Of the 247 carriers surveyed, 54 percent reported typical detention times of three to four hours, while 9 percent said they wait more than five hours at docks. Both carriers and brokers agreed that detention time begins after two hours parked at a dock loading or unloading. Tam told Transport Topics.

Additionally, more than half of the carriers surveyed considered detention time to be "a very serious problem" for their operations, and 84 percent of the 247 carriers said detention is one of the top five biggest problems they face. The survey was also conducted with 50 brokers, and only about 20 percent said detention was a top five problem for them.

CVSA Deems Roadcheck a Success with 57,404 Trucks Inspected

The Commercial Vehicle Safety Alliance has deemed this year's Roadcheck a success. According to data released by Vigillo and confirmed by CVSA, 57,404 trucks were inspected during Roadcheck, sponsored by the Federal Motor Carrier Safety Administration and held June 7-9.

Those inspections numbered at least 20,000 more than were undertaken during the same period the weeks before and after Roadcheck.

Tires were the theme of this year's Roadcheck, and there was a major increase in tire-related violations during the event compared to the same period during the prior and following weeks. More than 5,200 tire violations were recorded during Roadcheck, with 43% of those being tread-depth violations.

US Economy Grew Less-Than-Forecast 1.2% in Second Quarter

Bloomberg announces that the U.S. economy expanded less than forecast in the second quarter after a weaker start to the year than previously estimated as companies slimmed down inventories and remained wary of investing

amid shaky global demand.

Gross domestic product rose at a 1.2 percent annualized rate after a 0.8 percent advance the prior quarter, Commerce Department figures showed Friday in Washington.

The median forecast of economists surveyed by Bloomberg called for a 2.5 percent second-quarter increase.

Here's how much trucking paid in highway user taxes in 2014

The U.S. trucking industry paid just shy of \$40 billion in highway user taxes in 2014, according to a recent report produced by the American Trucking Associations. The organization's annual Truck-

ing Trends report for 2016 revealed the industry took in \$726.4 billion in freight revenue, accounting for 81.5 percent of all revenue spent in the U.S. on freight transportation, ATA concludes in its report.

Commercial trucks paid \$18.4 billion in federal highway user taxes and \$21.6 billion in state highway user taxes, combining for \$39.9 billion, according to the Trends report. These numbers obviously exclude several types of taxes that trucking companies pay; the 39.9 billion focuses exclusively on highway use taxes, counting federal and state truck registration taxes, tire taxes and on-highway taxes on diesel and gasoline.

Heavy Truck Speed Limiter Rule Clears OMB

A joint proposed rule to limit the top speed of heavy trucks has cleared a review by the White House Office of Management and Budget.

The OMB clearance, completed Aug. 12, is the final step required for publication of the Federal Motor Carrier Safety Administration/

National Highway Traffic Safety Administration proposal.

Latest projections call for publication on Aug. 28, according to this month's Department of Transportation Significant Rulemakings Report.

The pursuit of a heavy truck speed limiter rule began in 2006 when American Trucking Associations and Road Safe America each filed petitions claiming that limiting the top speed of trucks would save both lives and fuel.

FMCSA and NHTSA said the rule would decrease the estimated 1,115 fatal crashes annually involving vehicles weighing more than 26,000 pounds on roads with posted speed limits of 55 mph or above.

Feds Roll Out Phase 2 on Greenhouse Gases - Three Stages for Truck and Engine Rules Will Be 2021, 2024 and 2027

The Obama administration rolled out the final version of its Phase 2 rule on greenhouse gas emissions from heavy- and medium-duty trucks Aug. 16, with top administration officials saying the man-

date will save 1.1 billion metric tons of carbon dioxide and other GHGs through the final rollout date of 2027.

The three stages for truck and engine rules will be 2021, 2024 and 2027.

EPA had considered consolidating the rollout to just the first two stages but decided instead to make the standards more strict than in last year's proposal while stretching to three stages. The rule, which succeeds Phase 1 that has rollout dates of January 2014 and January 2017, also will cover trailers for the first time, but no details on that were released immediately.

Speed limiter mandate clears final hurdle, set for publication

A proposed federal rule to require the use of speed limiters on heavy-duty trucks has cleared its final hurdle in the regulatory process and will likely be published in the coming weeks. The White House's Office of Management and Budget stamped its approval on the rule Aug. 12, according to the White House's online rulemaking portal.

The Notice of Proposed Rulemaking may now be published at the U.S. Department of Transportation's discretion. Rules are generally published in the weeks following their clearance of the OMB.

Trailer Orders Fall to Below 10,000 in July

U.S. trailer orders in July fell to less than half of what they were a year earlier as seasonal weakness and cautious fleets still eyeing a lackluster economy cut demand more than expected, ACT Research Co. reported. Orders sank to 9,950, compared with 20,313 a year earlier, ACT said.

The company said the July figure was preliminary and would be revised. Orders fell more than 25% sequentially in July from 13,532 in June.

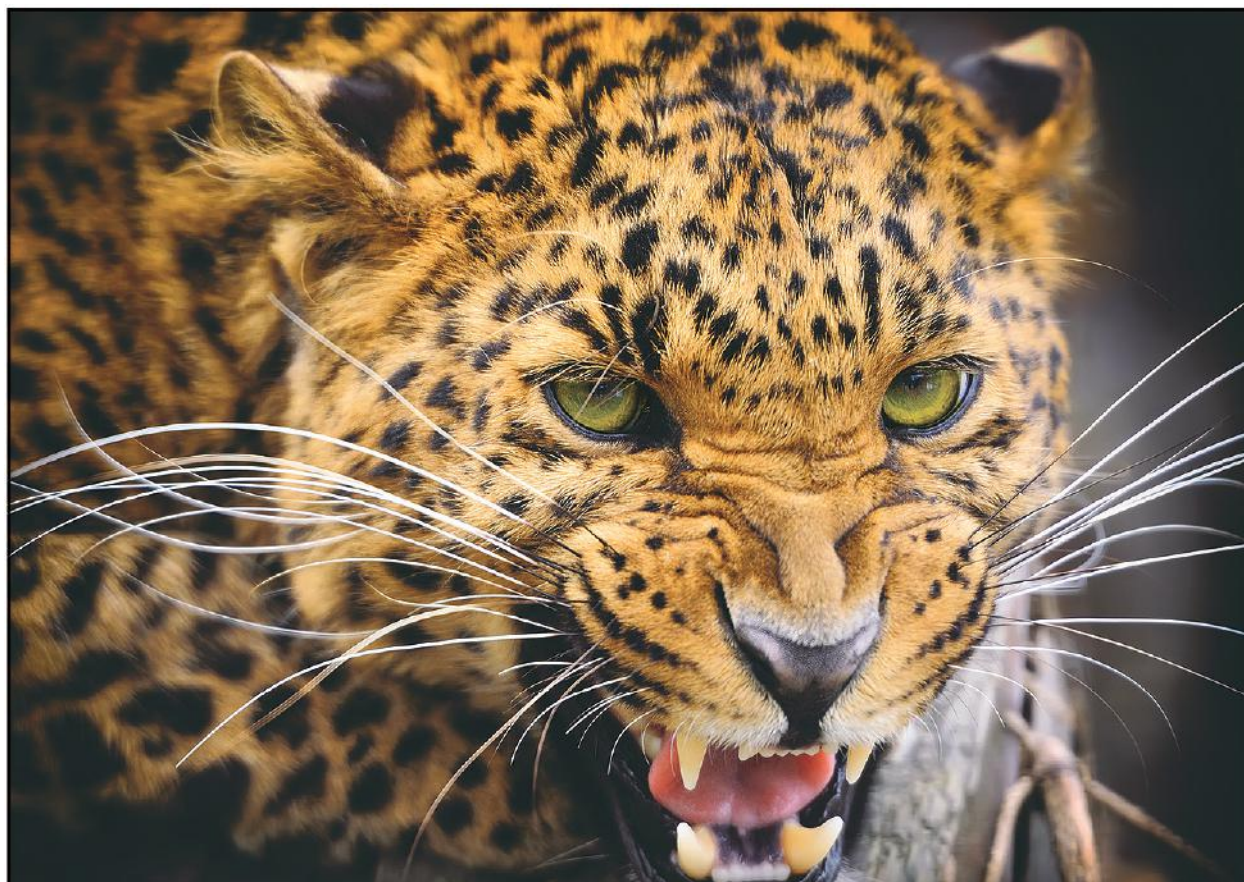
"While July is the industry's weakest order month from a seasonal perspective, the month-over-month tumble was more than double that projected by seasonal patterns," Frank Maly, ACT's director of commercial vehicle, transportation analysis and research, said in a statement.

Charles White Named Bendix Grand Champion at 2016 National Truck Driving Championships - Richard Merich Awarded Rookie of the Year

American Trucking Associations announced Charles White as the Bendix Grand Champion of the 2016 National Truck Driving Championships in Indianapolis.

ATA also recognized Richard Merich as the 2016 Rookie of the Year. Merich took home the honor after a strong performance in the flatbed division. The team of drivers from South Carolina produced the best collective score, with an average of 278.13, and were honored as the top state delegation.

Collectively, competitors have accumulated more than 600 million safe-driving miles during their careers as professional truck drivers.



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37th Annual Walcott Truckers Jamboree



Rodger Nelson's 2013 Peterbilt 389, "She's Thinks My Tractor's Sexy" took home a truckload of trophies from the show!

Custom Paint – Bobtail: 1st Bob Harley, 1972 Peterbilt 358 – Bad Attitude; 2nd Ron Brubaker, 1993 Peterbilt 379 – One of a Kind; 3rd Terry Aslinger, 1995 Freightliner FLB – Freightliner Fever

Custom Paint – TT Combination: 1st Chad Sand, 2016 Peterbilt 388 & 2015 Mac – Overboard; 2nd Brent Cross, 2004 Kenworth T800 & 2011 Utility; 3rd Justin Congdon, 2005 Peterbilt 379 & 2016 Muv-All – Sub Zero

Custom Graphics – Bobtail: 1st Robert Errthum, 2013 Peterbilt 389 – Miles of Memories; 2nd Jon Ritscher, 2016 Freightliner Evolution – Ride of Pride; 3rd Eldon Jaeger, 1980 Peterbilt 359 – Destination Unknown

Custom Graphics – TT Combination: 1st Paul Rissler, 1996 Peterbilt 379 & 2008 Great Dane – Risslerbilt; 2nd Audrey Cloutier & Kevin Bayette, 2016 Kenworth W900L & 2016 Wabash trailer – Pinkie; 3rd Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2006 Utility – The Goose

Polish & Detail – Bobtail: 1st Bob Harley, 1972 Peterbilt 358 – Bad Attitude; 2nd Paul Saline, 2009 Kenworth W900L – Satisfaction; 3rd Ron Brubaker, 1993 Peterbilt 379 – One of a Kind

Polish & Detail – TT Combination: 1st Shawn Swanson, 2002 Kenworth W900B & 2010 Reitnouer – Pure Attitude; 2nd Jay Hawthorne, 2015 Peterbilt 389 & 2015 Wabash – It Is What It Is; 3rd Chad Sand, 2016 Peterbilt 388 & 2015 Mac – Overboard

Interior – OEM Sleeper – Bobtail: 1st William Barksdale, 2016 Kenworth W900L; 2nd Justin Mosser, 2004 Peterbilt 379 – Cowboy Logic; 3rd Jay Blackburn, 2015 Peterbilt 389 – Haulin A

Interior – OEM Sleeper – TT Combination: 1st Chad Sand, 2016 Peterbilt 388 & 2015 Mac – Overboard; 2nd Audrey Cloutier & Kevin Bayette – 2016 Kenworth W900L & 2016 Wabash trailer – Pinkie; 3rd John Jaikes, 1999 Kenworth W900L & 2006 Utility – Only Class

Interior – OEM Conversion Sleeper: 1st Paul Rissler, 1996 Peterbilt 379 & 2008 Great Dane – Risslerbilt; 2nd Gerald Lehman, 2000 Kenworth T600; 3rd Ken Pilkenton, 2012 Peterbilt 386 – Man Cave

Interior – Custom Sleeper: 1st Daniel & Phyllis Snow, 1996 Freightliner Classic XL & 2006 Utility – The Goose; 2nd Colin Stuart, 1984 Peterbilt 359 – Working Class; 3rd Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane

Lights at Night – Bobtail: 1st Jay Blackburn, 2015 Peterbilt 389 – Haulin A; 2nd Paul Saline, 2009 Kenworth W900L – Satisfaction; 3rd Bob Harley 1972 Peterbilt 358 – Bad Attitude

Lights at Night – TT Combination: 1st John Jaikes, 1999 Kenworth W900L & 2006 Utility – Only Class; 2nd Brian Pete, 2015 Peterbilt 389 & 2016 Mac; 3rd Jay Hawthorne, 2015 Peterbilt 389 & 2015 Wabash – It Is What It Is

Lights at Night – Specialty: 1st Michael Coyne, 1996 International 4900 flatbed wrecker – Gunslinger; 2nd Ed Fisher, 2011 Peterbilt wrecker; 3rd Leonard Eads, 1998 Peterbilt 379 & 2000 Max log trailer – Savannah

Best Overall Theme: WINNER: Robert Errthum, 2013 Peterbilt 389 – Miles of Memories

Trucker's Choice: WINNER: Rodger Nelson, Saskatoon, 2013 Peterbilt 389 – She's Thinks My Tractor's Sexy



2016 Walcott Truckers Jamboree Super Truck Beauty Contest Winners

WT: Cabover: 1st Terry Gerald Lehman, 2000 Kenworth Aslinger, 1995 Freightliner FLB T600

WT: 1998-1991 Bobtail Conventional: 1st Ron Brubaker, 1993 Peterbilt 379 – One of a Kind; 2nd Alan Stillman, 1998 International 9400i – American Screaming Eagle; 3rd Danny Autullo, 1993 Peterbilt 379 – Lawless

WT: Company Truck – Bobtail: WINNER – Jay Blackburn, 2015 Peterbilt 389 – Haulin A

WT: Company Truck – Combination: 1st Michael Van Ness, 2015 Peterbilt 579 & 2016 Walker; 2nd Audrey Cloutier & Kevin Bayette, 2016 Kenworth W900L & 2016 Wabash trailer – Pinkie; 3rd Jim Santy, 2016 Peterbilt 579 & 2016 Reitnouer – Dumb Dumb

WT: Specialty: 1st Michael Coyne, 1996 International 4900 flatbed wrecker – Gunslinger; 2nd Leonard Eads, 1998 Peterbilt 379 & 2000 Max log trailer – Savannah; 3rd Ed Fisher, 2011 Peterbilt wrecker

WT: 2016-2013 Bobtail Conventional: 1st Robert Errthum, 2013 Peterbilt 389 – Miles of Memories; 2nd Jon Ritscher, 2016 Freightliner Evolution – Ride of Pride; 3rd Rodger Nelson, Saskatoon, 2013 Peterbilt 389 – She's Thinks My Tractor's Sexy

WT: 2012-2006 Bobtail Conventional: 1st Paul Saline, 2009 Kenworth W900L – Satisfaction; 2nd Ken Pilkenton, 2012 Peterbilt 386 – Man Cave

WT: 2005-1999 Bobtail Conventional: 1st Dan Brown, 2003 Kenworth W900L – Mango Tango; 2nd Justin Mosser, 2004 Peterbilt 379 – Cowboy Logic; 3rd

WT: 1990 & Older Bobtail Conventional: 1st Colin Stuart, 1984 Peterbilt 359 – Working Class; 2nd Casey Carlson, 1971 Kenworth W900A – Blackey; 3rd Lonnie Franks, 1976 Kenworth W900 – Spirit of '76

WT: 2016-2011 Combination: 1st Joe Switzenberg, 2014 Kenworth T660 & 2013 Homemade trailer – New School; 2nd Chad Sand, 2016 Peterbilt 388 & 2015 Mac – Overboard; 3rd Brian Pete, 2015 Peterbilt 389 & 2016 Mac

WT: 2010-2002 Combination: 3rd Justin Congdon, 2005 Peterbilt 379 & 2016 Muv-All – Sub Zero; 2nd Michael & Jackie Wallace, 2007 Freightliner Coronado & 2014 Great Dane; 1st Shawn Swanson, 2002 Kenworth W900B & 2010 Reitnouer – Pure Attitude

WT: 2001 & older Combination: 1st John Jaikes, 1999 Kenworth W900L & 2006 Utility – Only Class; 2nd Paul Rissler, 1996 Peterbilt 379 & 2008 Great Dane – Risslerbilt; 3rd JR Schleguer 1972 Kenworth W900A & 2016 Manac – Little Red Baron

Show Class: 1st Bob Harley, 1972 Peterbilt 358 – Bad Attitude; 2nd Harvey Zuidema, 1957 Divco 13 – Milk Truck; 3rd John Adams, 1948 Ford F6 – Follow the Sun

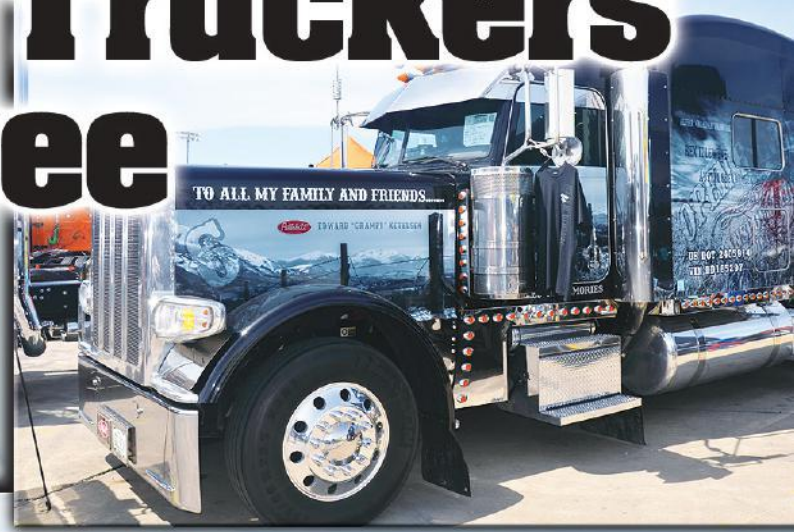


Contestants in the popular Truckers Olympics.

- All photos by Dan Pollock -

2016 Walcott Truckers Jamboree

All Photos by Dan Pollock



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Your Part Of Your Trucks Control System Part 2:

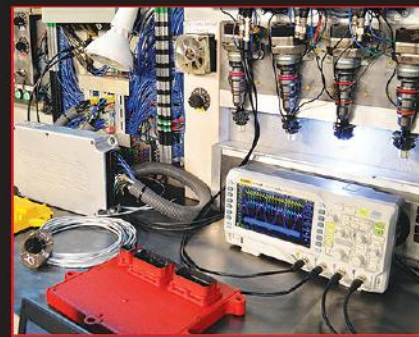
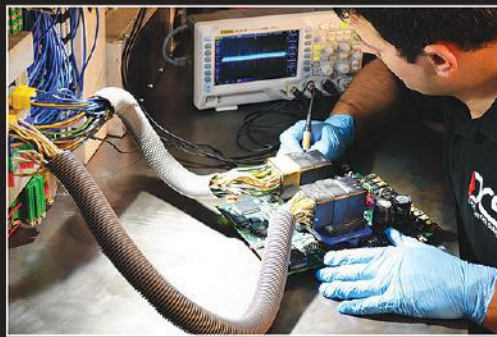
When I first started tuning ECMs and making high performance programs I road tested almost every job that I did. I wanted to make sure every program I did was doing its job. I was also hungry for engine performance data and collected as much as I could. Road testing takes a while. You have to hook up to a loaded trailer and find a nice hill with some dry pavement if you were to have a shot at getting a good test. Traffic, snow and construction all make road testing a real pain. If there were no loaded trailers to pull or the weather was bad going to full load wasn't an option. On an average day I'd go on around 4 to 6 road tests and that ended up being the limit on how many jobs I could take on. The engine performance data wasn't easy to interpret but the road test almost always ended with the driver smiling. When we pulled back into the shop I'd give a thumbs up so the techs could see the job was a success. We really didn't know how much power we were making but when the owner of the truck was smiling and telling us we did a good job that number

didn't seem to matter. Then came the dynamometers. Testing with a chassis dynamometer became fast and efficient. A single tech can test a truck in less than 10 minutes before testing another. This meant more ECM tuning jobs per day and a flood of engine performance data to study. Still I couldn't help feeling something had been lost. As the programs I made became more developed I saw the second half of the throttle became more like an on/off switch because most of the new data I had was based on power pulls under full load. Once I recognized this I started to see the same problem in ECM programs from other tuning shops that rely too much on their dynos. The dyno operators hold the throttle to the floor then pull the engine rpm down never letting up until engine rpm is below 1200. This kind of ECM tuning doesn't make a good usable program. Programs like this hit their marks at full load but can be erratic and unpredictable at fractional throttle values. A sudden wild surge of power from an

engine isn't something that should happen unless the operator just went to full throttle. Power like that can get scary and unpredictable. Initially these early dynamometer crafted programs would get sent back because they became hard to control unless they were at full load. It wasn't until after I went out on a road test that I knew what had been lost. Proportional throttle control. This also caused a loss in fuel mileage. When an ECM program is making your power hard to control it's also making your fuel consumption hard to control. The guys who only care about dyno numbers and turning up the fuel almost never consider this. A throttle is a control and should feel controllable. The throttle is the most important link between you and your ECM. Together your ECM, your throttle, and you are part of trucks control system. All three need to be predictable and work together to be safe and efficient. Written by Fernando DeMoura, Diesel Control Service LLC. Website: www.dieselcontrolservice.com Phone 412-327-9400



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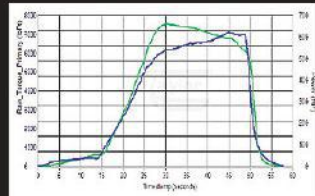
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Mixed-Service Fleets Hitch Up To Workhorse



AKRON, OH... The Goodyear Tire & Rubber Company has expanded its range of hardworking mixed-service tires with the addition of the new Goodyear Workhorse line.

Like the Goodyear Armor Max Pro Grade MSD, which was announced last month, the Goodyear Workhorse line has been designed for a wide variety of mixed-service applications.

"Part of the Goodyear Total Solution for mixed-service fleets, the Goodyear Workhorse line includes both the Workhorse MSA and Workhorse MSD," said Evan Perrow, marketing manager, Goodyear.

"Both tires offer strong on- and off-road performance for vocational trucks that have to get the job done in tough operating conditions."

The Goodyear Workhorse MSA has been designed to help deliver superior over-the-road performance. It features:

- A high-mileage tread compound and enhanced tread volume to help offer many miles to removal
- A wide footprint to help enhance mileage, cornering and handling
- Penetration protectors to help resist stone drilling for retreadability
- A steel belt/casing package to offer toughness and outstanding performance
- A tread design that helps reduce road noise for a quiet ride

The Goodyear Workhorse MSA is available in three sizes: 11R22.5 (Load Range H); 11R24.5 (Load

Range H); and 315/80R22.5 (Load Range L – 10,000-lb. capacity.)

The Goodyear Workhorse MSD has been designed for both on- and off-road applications. It features:

- Rugged casing construction for enhanced toughness and retreadability in heavy-duty, off-road applications
- Deep 31/32-inch tread with a rugged lug configuration to help deliver traction on difficult terrain

• An advanced tread compound to help resist cuts and chips for off-road performance

• A deep undertread to help promote cool-running performance while on the road

• A steel belt/casing package to help enhance retreadability

The Goodyear Workhorse MSD is available in two sizes: 11R22.5 and 11R24.5, both Load Range H.

"As the Workhorse name denotes, these new tires are tough, dependable and help

mixed-service trucks tackle tough jobs," said Perrow. "We believe they will help mixed-service fleets get the job done, while helping to lower their operating costs."

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

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- Increase power while reducing need for downshifting

- Reduce engine noise and smoke

STP Diesel Fuel Treatment uses the only additive technology that cleans injector deposits and continues to protect against the formation of new deposits. Using STP Diesel Fuel Treatment at every fill-up maintains your engine's optimum performance.

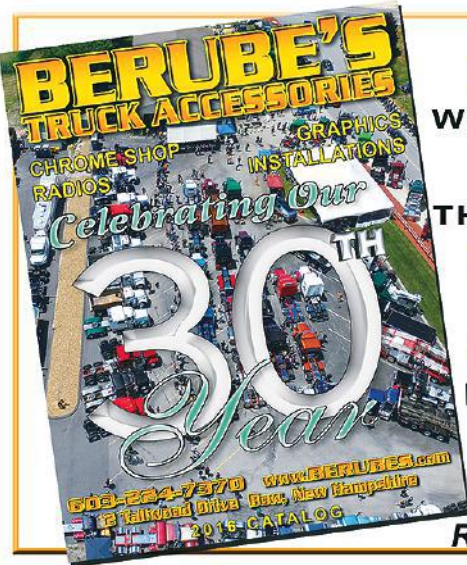
Higher cetane in your diesel fuel means your fuel burns quicker and more completely. The cetane number measures ignition delay - the time between fuel injection and the start of combustion. STP Diesel Fuel Treatment increases cetane up to 2 numbers, making it easier to start your engine, reducing power lag, and lowering emissions and white smoke.

STP Diesel Fuel Treatment with Greenclean Technology contains inhibitors to protect fuel injection components from rust and corrosion while friction modifiers provide an extra level of protection extending the life of the fuel pump and injectors.

This formula stabilizes the diesel fuel making it less likely for fuel degradation and sediment formation that can quickly plug fuel filters.

A low-temp formulation that is engineered for cold weather performance will be available in mid-2016. For more information on STP Diesel Fuel Treatment with Greenclean Detergent Technology, visit www.cleandieselinjector.com.

A parade of Skip McKean antique trucks make a colorful entrance into the 2016 Berube's truck show. - photo by Robert Conrad -



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Cummins Introduces Next-Generation X Family

EASTLIBERTY, OH... Cummins Inc. President - Engine Business Srikanth Padmanabhan introduced a new era in Cummins heavy-duty power with the next-generation X Series. With the lineup expanded to three X engines, and ratings extending from 350 hp to 605 hp, this represents the broadest and most capable heavy-duty engine range that Cummins has ever made available to the North American truck market.

"Inspired by our customers and their business needs, Cummins is delivering the power of great ideas with our next-generation engines revealed today as the X15 Performance Series, the X15 Efficiency Series and the X12 focused on productivity - each optimized for specific duty cycles and applications," commented Srikanth Padmanabhan, Cummins President - Engine Business.

The new engines were launched at the Cummins 'Four Strokes of Genius' event held at the Transportation Research Center (TRC) in Ohio, where a fleet of trucks powered by the big-bore X15 and medium-bore X12 were put through their paces on the test track. The engines demonstrated the power of great ideas with four defining attributes: Performance, Fuel Economy, Uptime and Integration. The X15- and X12-powered truck test runs took place 85 years after Clessie Cummins tested the first heavy-duty truck diesel engine in North America - the 125-hp Model H - on the track at the Indianapolis Motor Speedway.®

"Clessie was a visionary and he used his innovation and mechanical genius to propel the diesel to the forefront of the North American commercial vehicle market. He would be proud of us for launching the latest heavy-duty engines 85 years after he first introduced that new diesel technology. We continue to harness our history of great ideas to deliver tomorrow's products, today," Padmanabhan said. "Our latest X15 and X12 engines deliver unparalleled performance while achieving the lowest cost of operation. Equally important - they are great to drive, with faster response and more braking power than ever before, and that will help fleets retain their best drivers."

The X engine platform builds on the success of the current heavy-duty engines, taking on new names to reflect the evolution and introduction of the product platforms to meet Phase 1 greenhouse gas (GHG) and fuel-efficiency standards, to be fully implemented in 2017.

By taking highly innovative approaches, combined with a series of finely tuned improvements on existing technologies, the X15 brings unmatched performance and fuel efficiency, with the implementation of an optimized compression ratio, air handling system and cam profile. The X12 redefines the meaning of medium-bore power with by far the highest power-to-weight ratio of any heavy-duty engine. All three engines are integrated with the revolutionary Single Module™ aftertreatment. Up to 60 percent smaller and 40 percent lighter than modular aftertreatment systems, the Single Module is capable of taking DPF ash cleaning events to as much as 800,000 miles on the X15.

"Our technology success achieves an unprecedented degree of integration across the powertrain and with the driver - as represented by the Cummins and Eaton® SmartAdvantage™ Powertrain - enabling major fuel savings by precisely adjusting to grade, vehicle weight and throttle position. Together with features such as ADEPT™, SmartCoast™ and



Cummins X15 Efficiency Series



Cummins X15 Performance Series

Predictive Cruise Control (PCC), we can make every driver an expert," Padmanabhan said. "Cummins ability to integrate doesn't stop with our products, but continues through our network of accessible experts ready to partner with fleets and drivers all over North America. We can also deliver engine calibrations and Cummins expert

guidance over the air, without the truck needing to visit a service bay. That's how the power of great ideas translates into real-world benefits for our customers."

The X15 Performance Series is ideally configured for heavy-haul and vocational trucks, with a 485 hp-to-605 hp ratings range, while the X15 Efficiency Series is tailored

for line-haul and regional-haul applications, with a 400 hp-to-500 hp range. The X12 medium-bore engine has a 350-to-475 hp range for regional-haul, intracity delivery and vocational trucks. All three engines will be manufactured at the Cummins Jamestown Engine Plant.

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Pacifico Reflections - Be Yourself



by Mike McGough

Although brief, the wisdom behind this two-word bit of counsel is massive both in intent and potential applications. This is an old piece of advice that never seems to be diminished by its age. It is universally applicable, and there is little or no credible evidence to disprove its timeless virtue. As a tool for simplifying your life and enhancing the genuineness of your interpersonal relationships, it holds great power and may well have no equal.

Consider the example of a candidate for a job who demonstrated his genuineness in an interview.

Following the interview, one of the interviewers who knew the candidate personally said, "With him, what you see is exactly what you get. If you know him one place you'll know him everywhere. He is who he is."

"That's great if you like what you know," another member of the interview team added. "But even if you don't," she continued, "at least you know who and what you are dealing with."

In recounting and further discussing the interview, those involved made comments like, "His answers seemed genuine and sincere." Someone else said, "When I asked questions he gave careful answers that seemed to be based on what he wanted to say

rather than what he thought we wanted to hear." Another added, "Twice he asked for some time to think about his response before he offered it, and once he responded with an honest, 'I don't know'. And frankly, I really respect that answer." Ultimately he got the job, and proved to be a good hire.

Such a candid, forward and honest style may not be comfortable for everyone, because there are some potential pitfalls with such an approach. For example, complete honesty can sometimes be seen as rudeness. Frankness in the eyes of some folks can easily be viewed as arrogance by others, and a "this-is-who-I-am" attitude can be mistaken for "who-does-he-think-he-is" assertiveness.

Folks who are open with their feelings and tend to greet life face on can easily intimidate less open individuals. They expose themselves to others for who and what they are, and when they interact with someone who doesn't, they can easily become confused. They can also come away from such encounters feeling cheated and used.

Another disadvantage lies in the perceptions genuine people leave with certain power-overs.

(Power-overs are people who have some power over you. It could be your boss, a more influential member of a group, someone to whom you are indebted, or someone who just thinks they're a tad better than you.) Power-overs often expect and even demand special treatment. They assume that you should and will behave a certain way around them. And when they don't get the treatment or see the behavior they expect, they often react negatively and respond offensively.

On the other hand the advantages of genuineness are numerous. If

you are who you are, genuine and true, you don't have to plot and plan your interpersonal relations. There is no need to keep a running index of the characteristics associated with each of the many relationships you have. You have the privilege of just being yourself regardless of who you're with.

Another advantage of being yourself is that you don't have to worry about which of your many characters to cast for the various situations in which you find yourself. When you encounter a new and different person or set of conditions, there is no need to think about who you should or will be. You'll be you, just you, plain and simple. It makes life much easier.

This doesn't suggest in any way that you should greet life with an insensitive and abrupt truth that is cruel and unkind. Nor does it suggest that there is any wisdom in thinking only of your own feelings, needs, and desires. Knowing how to work with and get along with others is unquestionably an important personal attribute. Understanding that there are times when it is necessary to adjust your reactions to people and situations is common sense. Such adjustments are all part of getting along.

There are and always should be reasonable limits on how much of you, you are willing to give up or trade away, just for the sake of getting along. For example, when daily efforts to get along cause dramatic changes in who you are, and when you find yourselves *acting*, for whatever reason or reasons, you have probably gone too far. When you lose yourselves in interpersonal relations, what's the point of having them? If you are only getting along for who you can pretend to be, are you really getting along at all?

Maybe we'd all be a little happier if we gave ourselves an open invitation to greet life as a come-as-you-are party!

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ATA Pleased by Court Win Over New York State Thruway Tolls - Federal Court Holds State Cannot Divert Truck Tolls to Canal System

Arlington, VA... American Trucking Associations officials said they were pleased that a federal court ruled against New York State's practice of using tolls paid by interstate truckers as a piggybank to finance unrelated tourism and recreation projects that make up the New York Canal System.

"ATA believed that the courts and Constitution were clear - revenue from tolls must be spent maintaining the roads they're collected on and not diverted to finance bike paths and waterways for recreational kayaking and canoeing," said ATA President and CEO Chris Spear. "We hope today's ruling will not only end this practice in New York, but dissuade other states from financing their budget shortfalls on the backs of our industry."

The U.S. District Court for the Southern District of New York ruled in ATA's favor in an August 10 opinion "because the Thruway Authority's diversion of toll revenue collected from interstate truckers to maintain the Canal System violates the [Constitution's] Dormant Commerce Clause."

The Thruway Authority charges tolls for the use of several major arteries of interstate commerce, used by motor carriers to transport goods throughout the northeastern United States. Since 1992, the Thruway Authority has owned the state's Canal System and as of 2012 had maintained and improved it to the tune of over \$1.1 billion.

In recent years, rising costs have reached over \$100 million annually.

"It is certainly true that the Canal System is a valuable asset for the state of New York and the communities along it," said ATA Acting General Counsel Rich Panka. "However, the residents of the state and those communities - not trucks passing through the state - should bear the burden of supporting the Canal."

In its ruling, the court agreed. "The Canal system is a jewel in the crown of the Empire State,

and some combination of New York taxpayers, local businesses benefiting from tourism revenue and the actual users of the Canal System's many facilities should want to pay for its upkeep," the Court said. "But ... the State of New York cannot insulate the Canal System from the vagaries of the political process and taxpayer preferences by imposing the cost of its upkeep on those on drive the New York Thruway in interstate commerce."

Estes Express Lines Celebrates 85 Years of Progress

RICHMOND, VA.... Estes Express Lines, the largest privately held, less-than-truckload carrier in the nation, celebrated its 85th anniversary in August.

Estes founder W.W. Estes started the company during the Great Depression with one truck, no driver's seat and the courage to seize an opportunity to help local farmers transport their produce to market.

Today, the company employs more than 16,000 people across all of its operating entities, divisions and affiliates in the U.S. and maintains a fleet of more than 32,500 tractors and trailers.



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McCollister's Carrier Of Choice At MAG Auction



By Steve Pollock

RENO, NV... MAG Auctions (Motorsports Auction Group), as part of the Hot August Nights Series recently held an auto auction in Reno, Nevada. The event took place August 4-6 at the Convention Center in Reno. The auction featured high-end vintage and antique cars and trucks as well as other vehicles. In all, 420 vehicles from motorcycles to a 1950s Futurliner Bus were up for auction.

McCollister's Auto Transport Group was not only a sponsor of the event, but worked closely with MAG Auctions as the premier carrier of choice to transport vehicles in from sellers before the event and out to the buyers afterwards.

It was logistically challenging for McCollister's personnel and drivers to make sure vehicles from all over the country arrived on time for the auction as well as being delivered to the buyers in a timely fashion afterwards. McCollister's Auto Transport Group had a full staff on hand to accommodate the event.

Drivers inventoried and photographed vehicles on iPads and McCollister's offered written freight estimates to buyers for transporting purchased vehicles. Both customers and the MAG Auction Group were impressed McCollister's Auto Transport Group's seamless transportation services for the auction vehicles. Nearly all the vehicles were delivered to their end destination within 2 weeks of the completion of the auction.

This was the 2nd auction that McCollister's Enclosed Auto Transport Group has participated in and their 1st auction in conjunction with Motorsport Auction Group.

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Southern Recipe and St. Christopher Truckers Development and Relief Fund Honor Truck Drivers

Lima, OH... Southern Recipe, the preferred pork rind brand, will honor the more than 3.5 million hard working truck drivers in our country who travel nearly 400 billion miles each year with its 5th Annual Truck Driver Appreciation campaign. From August 1 through September 15, truck drivers, families and consumers are invited to learn more about Truck Drivers and pork rinds via PorkRinds.com or TruckDriverAppreciation.com. In doing so, visitors will earn a chance to win a cash prize of \$1,000 – while also helping the St. Christopher Truckers Development and Relief Fund (SCF) to earn a \$2,000 donation. Winners will be announced, and the charity donation will occur after Truck Driver Appreciation Week, September 11-17, 2016. The pork rind leader will also work to draw awareness to the charity and its good work throughout the campaign.

From August 1-September 17, truck drivers and consumers will visit PorkRinds.com where they will answer one truck driving and/or pork rind-related trivia question daily. With each visit, consumers will work together to help move the Southern Recipe “truck” across the country via an interactive map. When the truck driver reaches his destination, a total of \$2,000 will be donated to SCF. Throughout the campaign, consumers will be reminded of the important role truck drivers play in delivering America’s food to families coast to coast.

“Our goal is to support America’s truck drivers in every way we can. This year, we’re honored to partner with Southern Recipe and celebrate these road warriors in a big way,” said Shannon Currier, Director of Philanthropy and Development at St. Christopher Truckers Development and Relief Fund. “We hope that the community supports this important cause in a fun way this year.”

“We’re proud of these men and women who are at the very foundation of our company and our dinner tables,” said Mark Singleton, Vice President of Sales and Marketing, Rudolph Foods Company. “Virtually EVERYTHING that lands on our families’ plates arrived due to the hard work of America’s Truck Drivers. Working with St. Christopher Truckers Development and Relief Fund is our way of showing our appreciation for truck drivers everywhere and saying

thank you, while driving some much needed attention to this hard-working segment of our population.”

Members of the community, Facebook fans, friends and family of truck drivers across America are encouraged to celebrate National Truck Driver Appreciation Week with Southern Recipe and SCF across the social space. Additional details of the campaign can be found on PorkRinds.com or TruckDriverAppreciation.com.

American Bulk Commodities To Host Driver Appreciation Events

American Bulk Commodities will be hosting separate Truck Driver Appreciation Events during the month of September at the following terminals:

- R&J Trucking, Youngstown, Ohio, September 9 from 11 am to 5 pm
- R&J Trucking, Canton, Ohio, September 15 from Noon to?
- R&J Trucking, Marietta, Ohio, September 16 from Noon to 5 pm

- R&J Trucking, Toledo, Ohio, September 9 from Noon to?
- R&J Trucking, Lorain, Ohio, September 15 from Noon to 6 pm
- R&J Trucking, Dayton, Ohio, September 16 from 2-6 pm
- R&J Trucking, Shelby, September 16 from Noon to ?
- R&J Trucking, Gaston, September 23 from Noon to?
- John Brown Trucking, Porters-

- ville, PA, September 9 from 9 am to 5:30 pm
- Southern Haulers, Calera, September 9 from 11 am to 5:00 pm
- Southern Haulers, Hartselle, September 8 from Noon to ?
- Southern Haulers, Brewton, September 15 from 11 am to 4 pm
- Southern Haulers, Mobile, September 23 from Noon to 5 pm

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ATA Truck Tonnage Index Fell 1.5% in June - Index Up 2.1% from June 2015

Arlington, Va. - American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 1.5% in June, following a revised 2.9% gain during May. In June, the index equaled 137.2 (2000=100), down from 139.3 in May. The all-time high was 144 in February.

Compared with June 2015, the SA index rose 2.1%, which was down from May's 5.9% year-over-year gain. Year-to-date, compared with the same period in 2015, tonnage was up 3.7%. Excluding the large increase in February and compared with the same period in 2015, tonnage was up 2.7%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 142.2 in June, which was 2.2% above the previous month (139.1).

"The seesaw pattern continued again in June with tonnage falling after a good rise in May," said ATA Chief Economist Bob Costello. "On a month-to-month basis, tonnage has been down in three of the last four months, totaling 4.7% since February.

"Looking ahead, I expect the freight environment will remain choppy. The good news for trucking is we are the most diverse mode of all freight transportation sectors between industrial and consumer freight. We are currently benefiting from the consumer side while being hurt on the industrial side. And of course we still have the inventory glut that is weighing down tonnage," he said.



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Manac President and CEO Charles Dutil



Manac's Lightweight Logger Line

continued from page 1

the first year of production, Manac built 11 trailers. Today Manac has over 1,200 employees and 4 manufacturing plants in Canada and the USA, distributing semi-trailers of all types to customers throughout all of North America.

Manac is a name to be proud of, as it is Canam spelled backwards, a tribute to the company's heritage and close ties to the steel fabricator Canam Steel. Canam provided design & fabrication of the steel used in construction of the Mets and Yankees baseball stadium, which was delivered on Manac Trailers, of course.

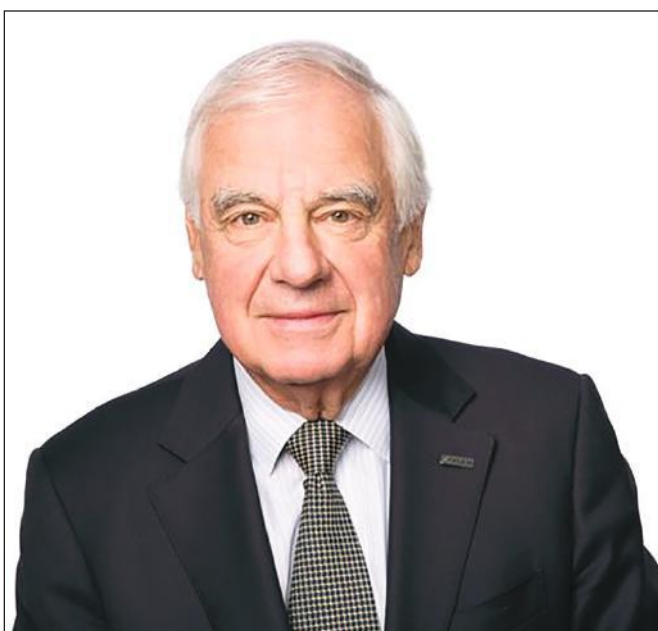
From highway trailers to heavy haul, construction and specialty forestry trailers, Manac offers its customers a full portfolio of trailers. Flatbed trailers are available in steel and aluminum, as are combos and extendables.

Manac dry vans offer a number of standard innovations that include a 24" steel rear floor extension, uniformly engineered landing gear structure, interchangeable front corner caps and outboard mounted roof rivets.

Manac also builds a complete line of forestry trailers, including chip van trailers, log trailers and lowbeds for use throughout North America.

Two of Manac's most recent innovations include the Legend SD Platform Series and Lightweight Logger Line. Manac's Lightweight Logger uses high tensile, high strength steel to provide a superior strength-to-weight ratio. It is the only logger to offer a hot dipped zinc coated galvanized option. Another unique feature is that the 102" x 96" bunks are bolted on so they can be relocated, added or removed as needed. The Legend SD Platform Line from Manac balances durability and lightweight. It is available in flatbed or stepdeck configurations. Legend SD trailers use high strength steel flanges and a variable thickness plasma cut web on the main beams, carefully configured to nose depth, center depth and rear depth. The Legend's floating upper steel coupler improves strength and longevity. The coupler plate assembly is plug welded to the main beam web, stiffening the beam while still allowing the main beams to articulate independently. Full length W-shaped braces add strength while providing efficient load distribution. Cross members are made of 4" high strength galvanized steel or can be ordered in aluminum for additional weight savings. The galvanized bumper assembly is bolted on for easy replacement.

After 50 years, Manac continues



Manac founder Marcel Dutil

to be innovative in their trailer designs, embracing new technologies and welcoming suggestions from their customers to continually build better trailers that balance value with durability. All Manac trailers can be custom spec'd by the customer, regardless of how many trailers they order.

Manac builds trailers for nearly every application, including vans, flatbeds, and specialty trailers such as dumps, low beds, grain hoppers, chassis, chip and loggers. In the USA and Canada Manac trailers are marketed under the following brand names: Manac®, CPS®, Peerless®, Darkwing®, Dura-plate®, Ultravan™, Scona®, and Liddell Canada®.

Manac, North America's leader in trailer design and innovations, has over 80 dealers throughout the USA and Canada, offering complete sales, parts and service support for Manac Trailers. For additional information, visit www.manac.us or call 877-466-2622.

Manac is taking the opportunity to launch its official 50th Anniversary slogan, "Transporting you further with our expertise", which pays tribute to all of the company's employees, clients and business partners who have joined Manac on their incredible 50 year journey and will ensure the company's continued success in the years to come. Various activities will be held at each of Manac's plants and will trace back Manac's history and celebrate its entrepreneurial spirit and leadership. More details can be found at www.manac50.com.

Manac President and CEO Charles Dutil states, "With our exceptional group of shareholders, our passionate employees and loyal clients and business partners, we have everything we need to continue moving the company forward."



Manac's Legend SD Platform Series

In Memoriam – Keith Limback

The trucking industry and semi-trailer industry lost a well-known and respected member with the untimely passing of Keith Limback on Saturday, August 13, 2016. Keith was 58 years old.

Keith Limback joined the semi-trailer industry in December of 1979 as a Sales Support Executive for Fruehauf Trailers in Detroit, Michigan. He moved to Pittsburgh, Pennsylvania to take a position as Dealer Sales Manager for Fruehauf Trailers in the USA and Canada.

In 1996 Keith joined Canadian trailer manufacturer Manac as General Manager of US Sales, a position he held until his passing. Keith was instrumental in growing Manac's USA presence to a network of over 80 dealers and two manufacturing plants.

Keith was a longtime member of the National Trailer Dealers Association and was very active in the organization.

Keith is survived by his wife Sharon, daughters Clara, Ellen, and Julie as well as his brothers Glen, Jimmie, Mark and Todd.

Keith Limback will be missed by his family, friends, co-workers and business associates.



TAX TALK: The HARD Fall Deadlines



October 20, 2016
 •Final deadline to resubmit a rejected return that was originally e-filed on or before October 17.
 *If you're expecting a refund and miss the October 20 e-file cutoff date, you have until April 15, 2019 (October 15, 2019 if you filed an extension) to file a paper return and claim your 2015 refund
 If you are owed a refund you are probably ok, the only "cost" you pay is allowing the government an interest free loan of your money for a little longer than you should have, but if you wait too long (3 years), you risk losing it all. However, if you file past this deadline and owe tax, the IRS will assess penalties and interest on the balance due. Your tax bill can jump up 50% through two penalties: Failure to file, and failure to pay.

forward with collections and begin to seize income and assets equal to the inflated balances created by the SFR.
 What does captain obvious tell us? The best defense against forfeited refunds, assessed penalties and interest, IRS collections, is to make sure to just file your return on time. If the returns are late- the best action is to file them right away.
 Filing tax returns can be a complex and difficult process. A tax professional can help walk you through the process and make it as painless as possible. Taking action now on late returns is critical to saving money and keeping the IRS from knocking at your door! If you need help because you missed the deadline we are here to help. Call us today at 1-844-346-3386 or visit www.CommunityTax.com for more information.

First, thank you for all your emails and correspondence, I truly enjoy hearing from you.

Few people realize that September and October are often the most stressful times of the year for a tax firm. That's because individuals and tax professionals realize they can always "file an extension" in the spring and grab 6 extra months to get filed, but if you miss the hard deadlines, there can be significant consequences. Here are the 2015 "What are the tax deadlines and consequences if I miss it?" Here is what you need to be aware of:

September 15, 2016

•Final deadline to file your 2015 corporation, S corporation, or partnership tax return if you filed an extension.

• Due date for third installment of 2016 estimated tax payments.

September 30, 2016

•Final deadline to file your 2015 calendar-year estate/trust tax return if you filed an extension.

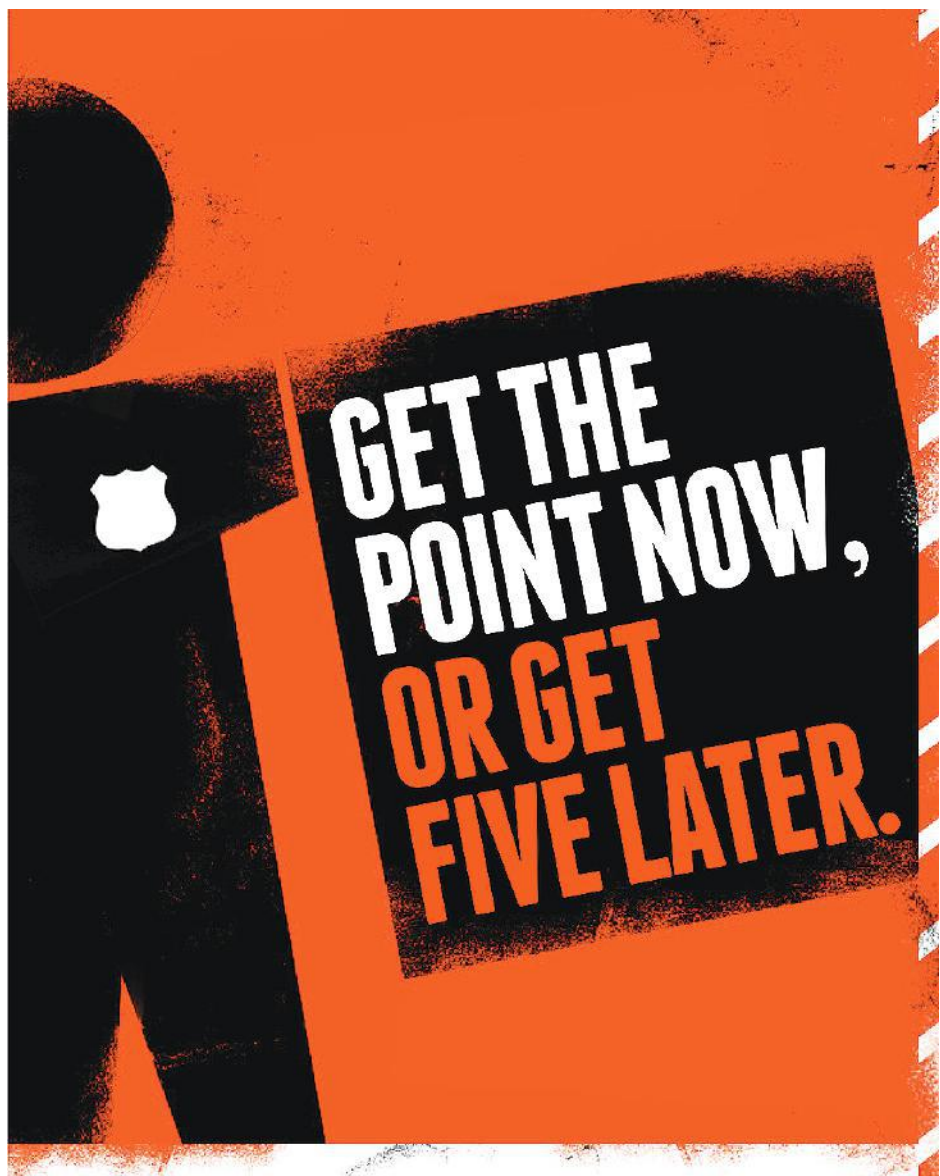
October 17, 2016

•Final deadline to file your 2015 personal or C corporation tax return if you filed an extension.

What happens if you never file? You risk the IRS filing a return for you called a "Substitute Filed Return" or "SFR". These SFR returns are based on all income information provided to the IRS on your account and do not include any exemptions, deductions, or credits. The filing of SFR returns typically results in a tax balance much higher than what you actually owe. Once armed with an assessed tax balance from an SFR, the IRS can then move

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

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Hofer Trailer Sales Saves The Day



Thanks to Hofer Trailer Sales, Inc. of Sioux City, Iowa, repairs were made to our trailer and we were back on the road and Sturgis bound! - photo by Jill Kellogg -

By Jill Kellogg

My husband Joe and I were traveling from PA to MT on our second annual trip to visit our daughter in Big Sky and to attend the Black Hills Bike Rally in South Dakota. We were towing a trailer with our Harleys in it and were pretty much loaded up to the max. Everything was going great and we were making good time when the dreaded alarm comes on in our pickup. The message says, "You have a problem with your trailer connection". We stop and wiggle and rearrange the connections and hope for the best. All the lights are working but the brakes don't seem right. Of course when you are hundreds of miles from home, the quick fix isn't going to work.

On the second day of constant loud beeping we were desperate. If we had to listen to this beeping the whole 2,000 miles one of us was going to break and then who knows

what could happen. We tried a truck stop garage, a wrecking/towing place, a Chevrolet dealership; no one would even look at our vehicles. Finally I looked up trailer sales on the internet and found Hofer Trailer Sales Inc. in Sioux City, Iowa. They were four hours away but they were on our route so I called them. Gail Nichols answered the phone and I explained our situation to him. I probably sounded a little frantic and desperate but he listened and asked a few questions. He said yes they would take a look at it. Whew, that was a relief. Now all that we had to do was get through a torrential downpour with no trailer brakes and drive four hours with this loud beeping in our pickup.

We finally got there and sure enough Gail, Chad Hofer, and Cody were waiting for us and pulled our truck and trailer right into their shop. Cody got right to work on the electrical plug. He made some

improvements and they started to pull out of the shop to see if this stopped the alarm. Right away it was apparent there was something seriously wrong with the brakes. Back into the shop and Chad was under the trailer. There was the typical chewed wire that you get when something sits awhile in storage but most concerning was the way the brake wires were connected to the wheels. The factory that made the trailer used plastic clamps and some of the wires were barely connecting. Chad changed all those out with connectors with shrink-wrap to make a good seal and ensure that we would have trailer brakes that worked. All of this only took one hour and fifteen minutes and the charge was very reasonable.

Gail, Chad, and Cody were so nice and we left their business feeling like we made new friends and business associates. Thank you again Gale, Chad, and Cody!

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Calendar of Events

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September 3-4 – Ox Roast Truck 'N Shine – Van Buren Learning Center, 701 S. Paw Paw St., Lawrence, MI. Community Judged Event, Free Admission, Lighted Truck Parade. For more info email: oxroasttruckshow@gmail.com or www.facebook.com/oxroasttruckshow

September 9-10 – Big Iron Classic - Dodge County Fairgrounds Kasson, MN . For more info: www.bigironclassic.com or Jim and Brenda Finn 507-208-0222
September 10 – 17th Annual Make-A-Wish® Truck Convoy - Leighty's Flea Market, Old Rt. 220, Newry, PA. Proceeds benefit Make-A-Wish of Greater Pennsylvania and West Virginia. Entertainment, vendors, food, Chinese Auction, 50/50 Drawing. For more info contact Ann at 800-440-9474.

September 10-11 - 5th Annual Eastern Shore Large Cars - Caroline County 4-H Grounds. Detour Rd. Denton, Maryland 21629 (2 Miles off Rt. 404/16 intersection). Proceeds raised from show are presented to Caroline County 4-H Division State of Maryland. For more info please contact: esc@comcast.net or www.facebook.com/ESLargeCars

September 16-18 – 20th Annual Richard Crane Memorial Truck Show – St. Ignace, MI. For more info call 800-338-6660 or visit www.stignacecarshow.com
September 17 – 3rd Annual Smicksburg PA Antique Tractor & Machinery Show – Dayton Fairground, Dayton, PA. Semi trucks welcome. For more information call Kevin at 724-525-4855.

September 17 – 40th Annual US Diesel Truckin' Nationals & Motorsports Spectacular – Raceway Park, 230 Pension Rd., Englishtown, NJ. For more info visit www.usdieselnationals.com or www.racewaypark.com
September 17-18 – Smicksburg Antique Tractor and Truck Show – Dayton Fairgrounds, Dayton, PA. For more info call Kevin Bash at 814-257-9880 or Kevin McIntire at 724-525-4855.

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

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

October 6-8 – PDI Customer Appreciation Truck Show – St. George, Utah. Free event. Competition is free to any with a full or part-time working truck. Cash, prizes and trophies (\$30,000 in cash and prizes!) to winning trucks in a variety of classes. Free lunch on Saturday. For more info or to register, call 866-703-FUEL (3835) or online at www.pdiesel.com

October 15 – LCM Southern Classic 2016 Truck Show - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: www.largecarmag.com or 717-806-8907.

October 21-23 – American Truck Fest – Westworld of Scottsdale, 16601 North Pima Road, Scottsdale, AZ 85260. Trucking Expo, Truck Show, Awards Gala, Truck Auction, Industry Job Fair. For more info contact The Knight Agency at 480-447-9996 or visit www.americantruckfest.com

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

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Working Show Truck Of The Month - Amy Meissner McGrath



the influence of her grandfather Carl. He drove trucks for 46 years and retired back in 1993. His favorite trip was hauling paper to and from Wisconsin for Irving Paper. Now 87 he's enjoying his retirement and attending various local truck shows with his classic 1966 Brockway. Amy has certainly followed in her grandfather's footsteps - she drives a 2000 Western Star Heritage Edition for Lockwood Construction Services.

She pulls a variety of company trailers including a 2015 Fontaine "Extreme", a 2011 East dump trailer, and an East live floor as well. Amy delivers such things as granite, lumber, dirt, gravel, mulch, and pipe. Her Western Star has over 1 million miles on it but she keeps it looking show ready every time it leaves the company yard. Power

comes from a 650 CAT engine that's paired with a set of 4:10 gears and 46,000 lb rears.

The truck is painted a unique pale green and goes with the "less is more" custom approach. The tanks are painted to match the cab with polished straps. The truck also features a painted visor, stainless half fenders, and a custom bumper. Amy said that her most memorable experience since she started her trucking career was this past June, when she delivered a load of playground chips to a local elementary school. When Amy pulled up in her shiny, green Western Star the children were all smiles and wanted a first hand look. The kids were part of a summer enrichment program and they had plenty of questions for Amy about her job and, of course, her

truck! She said there was plenty of laughing and clapping on the children's part and some tears of joy on her part, as she answered their questions. Amy said she'd always wanted to be a trucker buddy and bring a truck to display at a school. As fate would have it, this delivery of wood chips became way more than just another delivery. Amy was able to show these youngsters that a dirty job cab be just as important and rewarding as an office job. She also showed the young girls that they could grow up and become anything they want to be. Amy wanted to send a big thanks out to her family and friends for

all of their love and for continuing to support her "trucking habit". She also wanted to thank Rob and Jessica Lockwood for believing in her and allowing her to learn the construction end of the trucking industry. Amy Meissner McGrath can drive trucks and deliver any type of load just like the "big boys", and she represents the trucking industry with style and grace.

Movin' Out applauds Amy's efforts and determination by choosing her & her shiny, Western Star as our September Working Show Truck of the Month.

By Robert Conrad

Today's trucking industry, like so many other sectors of the job market, has seen an increase in the amount of women choosing to drive trucks as a career path.

Amy Meissner McGrath is living proof that little girls can grow up to be anything they want, and be successful in whatever career path they choose to take. Trucking was a choice that Amy made thanks to

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