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“THE JOURNAL OF THE TRUCKING INDUSTRY”

The 2016 Eau Claire Big Rig Truck Show



The 2016 Eau Claire Big Rig Truck Show was a smashing success! Turn to page 15 for story and photo coverage of the event. - Photo courtesy of Eau Claire Big Rig Truck Show -

Kenworth T680 Driven by Idahoan Delivers U.S. Capitol Christmas Tree, Tree Lit in Special Ceremony



WASHINGTON, DC... After a 4,000-mile, three-week journey, the U.S. Capitol Christmas Tree came to life in a special ceremony attended by hundreds of people on December 6th on the Capitol's West Lawn.

After being harvested on Nov. 2 in the Payette National Forest in Idaho, the tree was transported by a specially-decaled Kenworth T680 from McCall, Idaho, to more than a dozen stops in the state, including the driver's hometown of Twin Falls, before heading to the nation's capital.

The special Kenworth T680, purchased by Gary Amoth Trucking from Kenworth Sales Co., was driven by company owner Gary Amoth. The truck, which utilizes the Kenworth T680 Advantage configuration, is equipped with a comfortable 76-inch sleeper, fuel-efficient 485-hp PACCAR MX-13 engine, Eaton Fuller Advantage™ 10-speed automated transmission, and the new PACCAR Axle, the industry's most efficient and lightest weight tandem drive axle.

The tour truck was escorted for most of the trip by the Big Idaho Potato Truck, a Kenworth T680 hauling a 6-ton, 28-foot long replica of an Idaho russet potato. The hollow potato carried continued on page 2

Kenworth T680 Driven by Idahoan Delivers U.S. Capitol Christmas Tree, Tree Lit in Special Ceremony



continued from page 1

commemorative ornaments sold at tour stops along the way to benefit various organizations that encourage youth to spend time outdoors, including Payette Children's Forest.

This year marks the 52nd anniversary of the traditional Capitol Hill Christmas Tree ceremony, which was first begun by U.S. House Speaker John W. McCormack in 1964. The tour attracted thousands of visitors at 31 scheduled stops during its trip.

"This year's U.S. Capitol Christmas Tree Tour provided

some great memories for adults and children," said Kurt Swihart, Kenworth marketing director. "A special thanks goes to Gary Amoth and his Kenworth T680 for safely transporting 'The People's Tree' to its final destination, where it will be enjoyed throughout this special time of year. We're proud that the Big Idaho® Potato Truck, also a Kenworth T680 with 76-inch sleeper, assisted in the trip to Washington, D.C."

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





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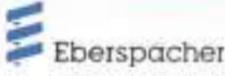
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Off The Beaten Path

by Pam Pollock

I Heard The Bells On Christmas Day...



I will admit it upfront – I’m a dreamer and I’m a believer. I’m theatrical and down deep in my soul lurks an inner Liberatee who is just screaming to be let loose to tear it up.

I’m a little kid at heart – stuck in an old lady’s body. I’m a dreamer and I’m a believer. I still dream of and long for world peace. I dream that there will be cures for all illnesses. I love sappy Christmas movies. I’m a believer. I am just going to come right out and say it – I believe in Santa Claus. I still can’t sleep on Christmas Eve because I am too excited. I swear that I hear the clippity-clappity of reindeer hooves on my rooftop.

Being a grandparent enables you to relive your childhood – for the third time! The first go round was experiencing all the joys and excitement for myself. The second time was with my children. And now? It’s wonderful to shove the cynicism down deep and marvel at the wonder and joy of the world

and Christmas through my granddaughters’ eyes.

Two weeks ago my friend Tina and I loaded the girls up in my SUV and embarked on a grand adventure to the North Pole. It was over a two-hour drive each way to the Dennison Railroad Depot. Once there we donned ourselves in pajamas and boarded the Polar Express Train. We eagerly waited for the Conductor to call out “All Aboard” and then stride down the aisle to punch our Golden Ticket.

(Side note on the trip – a week before our trip, I put the Polar Express movie DVD in the player while I was babysitting the girls. We had read the book before but had never seen the movie. The movie is well, it’s rather “intense” and it scared the beejeebus out of my older granddaughter. Oh heck, let’s be honest, it scared the beejeebus out of me as well!) During the movie scene of the conductor kicking the little girl off the train and then making her walk on the top of the train Mackenna exclaimed, “Oh we are NOT going to ride the Polar

Express Train now!” “Oh yes, we are!” I retorted. “I bought these tickets back in June and they are nonrefundable!” And then I quickly ejected the DVD!)

We made ourselves comfy in our First Class seats and noshed on hot chocolate and cookies as the train chugged and choo-choo’ed its way up to the North Pole. It was dark outside but we pressed our faces to the glass and could spy twinkling lights. A storyteller read the Polar Express Book to us and little elves coated our arms with glitter. We sang Christmas carols and the youngsters did the limbo. Soon we arrived at the North Pole! We peered out the window and saw Santa’s Workshop and his reindeer’s barn! There was a clatter at the back of our car and who should appear but Jolly Old Saint Nick himself! He visited with all of the children and presented each with a silver bell from the harness of one of his reindeer. Althea sat on my lap and stared at Santa and never uttered a word! Mackenna leaned around and told him, in



rapid-fire speech, everything that she wanted. Her little voice went up several octaves as she told him that she had been a good girl and that she wanted trolls, a watch, and a super hero doll. She had to take several gulps of air because she was talking so fast. Santa, Tina and I all chuckled. As he was walking away, she yelled as an afterthought, “And we moved to the pond!” Santa nodded that he knew that.

We rode the train down the tracks, back to the depot station. The girls clutched their bells and their dolls and snuggled under blankets in their car seats. Tina laughed good-naturedly when OnStar took us on an alternate route and we had to do at least four updated routes. There were a lot of “recalculations.” The rain turned to snow and we finally arrived home at 11:00 pm.

Christmas Day is nine days away as I type this column. Our tree is finally up but I don’t have one single present wrapped. What I do have is that same sense of happiness and wonder that I had when I was a little girl. I know that I won’t sleep on Christmas Eve. And I know that I WILL hear those bells – because, well, because I’m a dreamer and a believer and there’s absolutely nothing wrong with that.

Here’s to a grand and glorious 2017 to all of us!

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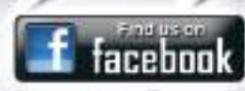

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High Performance Diesels with Bruce Mallinson

It's that time of the year again where owner-operators get together to snowmobile with each other. The date this year is arriving March 2nd 2017 and departing on Monday March 6th 2017. We will be riding at Bear Lake Utah, which is in the northeast corner of Utah; in fact the lake extends into Idaho. We are staying at the World Mark Condominiums in Garden City, UT; phone number is 800-867-2095 and ask for Lori. If all of the rooms are gone, please call me at 724-360-4080; we will do our best to find you a motel room or a rental home in

the area. If you love power, speed, climbing mountains, and enjoying the companionship of other owner-operators, you will want to join us for this fun filled 4 days. The Ski-Doo, Polaris snowmobile dealer from Ogden, Utah will be there for one day with new demo sled for us to try and I have been told some of them will be turbocharged. A turbocharged 800 cc snowmobile will accelerate from 0 to 60 mph in 2 seconds. It's amazing the attitude of a trucker when there is a mountain in front of him!

Soot Separation, John Walko,

our technical director and service manager is building a soot separator for all EGR, 2003 to present engines. Our goal is to remove the soot from the EGR gasses entering the intake manifold and allowing only the gasses to enter the combustion chamber. By doing this, the EGR system will work longer before needing cleaned. The soot that is hard on the cross hatch of the cylinder liners will be caught in a trap and all you have to do is remove one clamp and dump the soot into a trashcan when changing the oil. With this soot trap



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horsepower. Steve's average is 9.6 miles per gallon.

Adam Strafford was recently in with his Western Star powered by a DD4 Detroit and we installed the variable geometry turbocharger and the 3-position power switch. He has gained 7/10th miles per gallon in fuel savings and the ability to run with a low power setting, stock power, and high performance power such as 750 hp.

Next we want to try this system on a DD4 Detroit that has the Pittsburgh Power Computer, along with the Full Tilt exhaust manifold, and install our variable geometry turbocharger and the 3-position power switch. Think about this, there would be a total of 27 power settings! The power box has 9 power settings, and the 3-position switch means there is 9 settings in each position or 27 settings! Talk about putting control into the owner-operators hands! Think about this, if this truck would be equipped with the 2:64 rear gears, a double over 13 or 18 speed transmission, and the 27 power settings, it would truly be an Unlimited Truck. Unlimited speed and unlimited power!

Our remote tuning and troubleshooting is doing great, if you would like more power from your Caterpillar, Cummins or Detroit, give us a call and we'll tell you the closest tuning site to you. The next site will be on Interstate 80 in Lincoln, NE.

Written by: Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr. Saxonburg, Pa. 16057. Phone 724-360-4080. Web: Pittsburghpower.com

mounted in the EGR system there will be no accelerated wear of the diesel engine. The first one is getting mounted on a DD15 Detroit and the second is on an ISX Cummins. We will keep you informed as to how it works in the months moving forward. The first test soot separator was tested using talcum powder and it did remove about 80 percent of the powder from the airflow. The Walko family already has a patent on this product.

In search of fuel mileage; there is a treatment called WPC and its micro peening of the surface of gears to hold more oil. The micro peening would look similar to the surface of a golf ball if you were to magnify it with a 1,000 power microscope. The purpose of micro peening is to keep metal from touching metal and eliminating internal drag and wear. The micro peening holds the oil similar to the cross hatch of a cylinder wall. When the cross hatch

is gone from the cylinder wall the engine will consume oil. So think about the gears in the transmission and differentials, especially when accelerating and climbing a hill, as the teeth mesh, the force generated is greater than the film thickness of the oil, so accelerated wear and internal friction occurs. We have an 18 speed transmission already done with the WPC peening process and would love to have a test truck try it out for us and give us feedback. The owner-operator will have to be a fuel mileage conscience operator.

Our current leader in fuel mileage is Steve Kron; Steve runs an International with a 12.7 Detroit with our Full Tilt exhaust manifold, the Pittsburgh Power Variable Geometry turbo system and our 3-position power switch. When he is empty he can cut the horsepower back to around 300 hp, and when hauling heavy still have 600



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ATA Congratulates Elaine Chao on Nomination as Transportation Secretary - Federation Looks Forward to Working with New Administration

Arlington, VA... American Trucking Associations President and CEO Chris Spear praised President-elect Donald Trump's choice of former Secretary of Labor Elaine Chao to be the next Secretary of Transportation.

"I had the privilege of serving with and working closely with Secretary Chao during my time at the Department of Labor, and I am extremely pleased that she will be taking on this new challenge," Spear said. "President-elect Trump could not have picked a more qualified, experienced and

dedicated individual to serve in this important role.

"From her experience as Deputy Transportation Secretary under President George H.W. Bush, Secretary Chao understands the issues we face as we try to keep America's freight moving safely and efficiently," he said. "We are eager to support her as our country and our industry work to improve our roads and bridges, improve safety, and harness the potential that emerging technologies have to continue to move our country forward."

Spear served as Assistant Secretary of Policy at the U.S. Department of Labor from 2001-2004.

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Understanding Oil Contaminants



By Tom Bock

As we start a new year there is always hope and optimism that it will be a great and prosperous twelve months. Then reality sets in and life gets in the way of your best laid plans and things change. If you make realistic goals and establish your plans you have a much better chance of succeeding and actually having a prosperous new year. Take the time to check your business plan to ensure you are doing the right things to meet your realistic goals and work toward achieving them every day and I'm sure you will have a better chance of success.

The American Petroleum Institute has approved the new CK-4 and FA-4 categories of oil for heavy duty vehicles. API CK-4 and FA-4 will first appear in the API Service Symbol "Donut" on December 1, 2016. Almost all the major oil companies have a new formulation that meets the API standards and have conducted extensive testing with truck manufacturers.

Most truck manufacturers presently recommending API-licensed CJ-4 engine oils will likely recommend truck owners start

using licensed API CK-4 oils as soon as they are available. The API CK-4 oils will better protect today's diesel engines that create higher running temperatures that affect the oxidation, viscosity and total base number of the oil. The FA-4 standard describes certain lower viscosity oils specifically formulated for use in 2017 model year select high-speed four-stroke cycle diesel engines. The oil is designed to meet the current on-highway greenhouse gas emission standards. The manufacturers will recommend the FA-4 oils starting with the 2017 model year engines and in some instances recommend it for older engine models.

In tests the CK-4 and FA-4 oils have performed well and have allowed users to extend oil drain intervals. If you plan on converting to the new oil it is highly recommended that you perform periodic oil sampling to ensure your engine is properly protected before making the final decision on oil drain interval. These oils should have a positive effect on oil oxidation, viscosity breakdown and decreases in the total base number. The oil sample will provide the information necessary to decide just how long the oil quality is maintained within guidelines to properly protect the engine.

There are a variety of oil sampling programs to choose from: desktop testing to comprehensive oil analysis that included all the wear metals, contaminant metals,

additive and physical properties. A desktop will be less expensive and provide basic wear metals, (iron, lead, aluminum, copper) and some physical properties (viscosity, soot, fuel) but will not provide the necessary information to extend oil drains.

A high quality comprehensive oil analysis is not only important it is essential for any extended oil drain program. The proper analysis of PHYSICAL PROPERTIES (water, viscosity, soot, fuel, total base number, oxidation, nitration), WEAR METALS (iron, chromium, nickel, copper, lead, tin, cadmium, silver, vanadium), CONTAMINANT METALS (silica, sodium, potassium) MULTI-SOURCE METALS (titanium, molybdenum, antimony, manganese, lithium, boron) and ADDITIVE METALS (magnesium, calcium, barium, phosphorus, zinc) provides the information necessary to ensure the oil quality is properly maintained to extend drain interval. The analysis also provides documentation of oil quality and a historical record of wear metals and ensures there are no potential damage causing intrusions i.e., fuel or glycol, affecting oil and engine performance etc. The oil sample results enable user to drain oil only when required as dictated by the oils condition, maximizing the oil life.

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vice president and general manager of NRV. "As professional truck builders, our people deliver premier products and strive to assure the ultimate customer experience through continuous improvement and personal development."

The tractor was awarded at noon Dec. 8 at NRV in conjunction with the Pulaski County Chamber of Commerce Business Fair.

"We work to inspire the next generation of truckbuilder through community- and industrial-based events, such as National Manufacturing Day," Marchand said. "Activities based on the sciences and engineering are one way to lay the foundation for jobs in the future. Add hands-on training in manufacturing to the educational mix and you create a win-win opportunity for the student and our community."

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Volvo Trucks' New River Valley (NRV) Assembly Plant is awarding a 2009 Volvo highway tractor (top) to Pulaski County High Schools for the creation of curriculum for high school students to learn fundamental truck systems, assembly and repair techniques. Franky Marchand, vice president and general manager of NRV (left), presented the tractor to Pulaski County Schools Superintendent Dr. Kevin Siers (right) during the Pulaski County Chamber of Commerce Business Fair at NRV.

Volvo Trucks' New River Valley (NRV) Assembly Plant is awarding a 2009 Volvo highway tractor featuring a Volvo D16, a 16-liter 600 horsepower engine, to Pulaski County High Schools for the creation of curriculum where high school students can learn funda-

mental truck systems, assembly and repair techniques.

"Securing a sustainable future for our families, communities and business partners starts here in the New River Valley Plant with the education and development of our youth," said Franky Marchand,



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Injector Trim Codes: What They're For And How They're Abused



to the max value the ecm no longer compensates for the mechanical differences between the injectors so some cylinders are getting more fuel and some are getting less. Some cylinders work harder and run hotter and some cylinders run colder. When you push the engine hard your temperature gauges are showing you average temperatures between all six cylinders. If your trim codes are all set the same we know some cylinders are working harder and burning hotter than others but we don't know how much hotter when we can only see combined EGTs and water temps from all six cylinders. The way I look at it...why make a weak link if you don't have to?

First let's look at what trim code is and how they help your engine run smoother.

When an injector is built, or rebuilt it's flow tested. Depending on the result of the flow test the injector is given a trim number. That code represents the flow characteristics of that injector. The purpose of trim codes are to

compensate for the differences in fuel flow between all six cylinders and once they are properly set in the ECM the low flowing injectors stay on for longer and the high flowing injectors stay on for shorter. When the injector trims are correct is each cylinder gets the same amount of fuel. When all these numbers are set

The two-digit number you see in the photo indicates the injector trim number. These should be programmed into the ECM anytime an injector is replaced.

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PORTLAND, OR...SelecTrucks has reintroduced its premier manufacturer-backed fair market value leasing program, SelectLease*. Participating fleets will benefit from attractive monthly payments, zero to low down payment options, flexible lease terms ranging from 24 to 36 months, reduced ownership risk, and 60-Day Buyer's Assurance included at no extra cost.

Freightliner trucks leased through the program are eligible for Select Limited Warranty up to 48 months or 400,000 miles. The warranty includes zero deduct-

ible on standard truck service at Freightliner dealerships nationwide. While upsizing a fleet can be a serious financial commitment, SelectLease enables fleets to do so with little upfront cost. The flexibility of the program allows customers to "walkaway" in as little as 24 months with no end-of-lease residual requirements (beyond return conditions and standard mileage allowances).

"SelectLease gives fleet customers peace of mind by minimizing the upfront capital expenditure and

decreasing the overall risk that comes with ownership," said Bryan Howard, director of sales and distribution for SelecTrucks. "We're pleased to offer this unique program to help our customers grow their businesses with quality, late-model used trucks."

The program is backed by Daimler Truck Financial, the commercial captive finance company for DTNA and a leader in commercial vehicle financing.

Leases can be secured at SelecTrucks retail centers across the United States. For more informa-

tion on the SelectLease program, or to find a SelecTrucks center, go to www.SelecTrucks.com.

SelecTrucks is one of the leading used truck retailers in the United States. With a retail network spanning the U.S. and Canada, SelecTrucks offers a wide selection of used trucks, convenient locations, comprehensive warranty packages, flexible financing terms and business support. SelecTrucks inventory includes specialty, medium- and heavy-duty trucks, including day cabs and sleeper cabs.

SelecTrucks is a brand of Daimler Trucks Remarketing Corporation, which is a subsidiary of Daimler Trucks North America LLC. Daimler Trucks North America produces and markets Class 5-8 vehicles and is a Daimler company, the world's leading commercial vehicle manufacturer.

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In Memorium - Mark Kulyk, Former President Of Rogers Brothers Corporation



Albion, PA... Mark Kulyk, former president of Rogers Brothers Corporation, died on Friday, November 25th, 2016, after an extended battle with brain cancer.

Mark was born in 1956 Following high school, Mark attended the University of Notre Dame where he was a trumpet player in the Notre Dame Marching Band. It was during his time at Notre Dame that Mark met Joyce Ravnikar, the love of his life. After graduating with Honors from Notre Dame's Program of Liberal Studies, Mark attained his Masters Degree in Adult Development and Aging from the University of Chicago. He then returned to Notre Dame and completed a second Masters, in Psychological Counseling.

Mark and Joyce married in 1980 and moved to Arlington, VA, where Mark was employed by Catholic Charities of the Diocese of Arlington.

In 1984, they returned to northwestern Pennsylvania and Mark began his career with Rogers Brothers Corporation where he worked until his retirement in 2013. During his tenure at Rogers, Mark performed a number of roles, from human resources to plant manager to sales and marketing. He was the company vice president from 1984 to 1992 and president from 1993, until his retirement. He also served on the company board of directors for most of that time.

During his time at Rogers, Mark was involved in the development of several new products and innovations including the NoFoot® and CobraNeck™ non-ground bearing detachable goosenecks and the incorporation of fabricated main beams to replace rolled structural beams in the trailer frames. Mark was also the driving force for the company's expansion into the mining and export markets for their trailers.

For many years, Mark was Rogers' representative with the Truck Trailer Manufacturing Association. He served on several committees in that organization, including engineering, products liability, and the policy committee. He was also on the organization's board of directors, serving as Chairman of the Board of TTMA in 2010.

In 2007 Mark was appointed by the U.S. Secretary of Commerce to the Western Pennsylvania District Export Council. During his tenure and as a result of Mark's efforts, Rogers received the U.S. Commercial and Export Achievement Award.

Mark also provided many years of service to the Manufacturer & Business Association in Erie, PA. In 2005, he became a member of the organization's Board of Governors, serving as its Chairman in 2010.

He is survived by his beloved wife, Joyce Ravnikar-Kulyk, and by sons Nathaniel Kulyk (Melissa) of Ashburn, VA, and Anthony Kulyk of Fairview, PA; and by his two grandsons, Ricky and Timothy.

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Presidential Notes - Their Other Jobs



by: Mike McGough

If someone asked what Washington, Lincoln, Roosevelt, and Reagan did, most everyone would respond that they were United States Presidents. Not nearly so widely known is what many of the American Presidents did before and after their terms of office.

Military and government service in a wide range of positions and the practice of law is very common. Several of the presidents were teachers. They included John Adams, Garfield, Arthur, Wilson, Lyndon Johnson, and Obama. Beyond these pursuits, the presidents represent an eclectic range of pre-presidential jobs and professions.

Two presidents were storeowners. Lincoln owned a general merchandise store for a time, and Truman was a part owner of a haberdashery (a men's clothing store). Both business ventures failed. Washington and Lincoln both served as surveyors in their early years. Thomas Jefferson was a widely regarded horticulturist in his day, and Andrew Johnson was a tailor. Grover Cleveland was a sheriff in Erie County, New York in

the 1870s, and in that position he served as the hangman for at least one execution. Abraham Lincoln was a postmaster for a time.

Ronald Reagan was an actor and later the president of the Screen Actors Guild. Earlier in life he had served as a lifeguard. He is credited with saving numerous lives. Gerald Ford served on more than one occasion as a male model. Warren Harding was a newspaper editor, and John Kennedy served briefly as a journalist. George H.W. Bush was an oil executive. His son, George Bush, served in that capacity as well. The younger Bush was also part owner of a professional sports team, the Texas Rangers.

Carter was a Georgia peanut farmer before becoming president. Theodore Roosevelt was a rancher before his time in the White House, and Lyndon Johnson was a rancher after his term ended. Three presidents served in Washington after their terms. Taft became the Chief Justice of the Supreme Court. John Quincy Adams was elected to the United States House of Representatives from Massachusetts, and Andrew Johnson, who was the first president to be impeached, served in the United States Senate following his single term as president. John Tyler was also elected to a House of Representatives. He, however, was elected to serve in the House of Representatives of the Confederate States of America.

Like the men who have served as president, the stops along the roads they took to get to the White House are unique and varied.

ATA Truck Tonnage Index Fell 0.3% in October

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index contracted 0.3% in October, following a 6.3% drop during September (a downward revision from our press release last month). In October, the index equaled 131.6 (2000=100), down from 131.9 in September. The all-time high was 144 in February.

Compared with October 2015, the SA index fell 0.9%, the second straight year-over-year decline. In September, the year-over-year drop was 1.3%. Year-to-date, compared with the same period in 2015, tonnage was up 2.5%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 138.2 in October, which was 1.9% above the previous month (135.6).

"While seasonally adjusted tonnage fell, meaning the not seasonally adjusted gain wasn't as large as expected, the bottom of the current tonnage cycle should be near," said ATA Chief Economist Bob Costello. "There are some recent trends that suggest truck freight should improve, albeit gradually, soon."

"Retail sales, housing starts, and even factory output all improved in October, which is a good sign. Most importantly, there has been considerable progress made in clearing out excess stocks throughout the supply chain. While that correction is still ongoing, there has been enough improvement that the negative drag on tonnage shouldn't be as large going forward," he said.

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Truckers Ask For Rehearing On ELD Lawsuit

GRAIN VALLEY, MO... A national association of small-business truckers filed a petition for a rehearing of a court decision regarding their lawsuit against a government

mandate to electronically track commercial truck drivers.

The Owner-Operator Independent Drivers Association says the government's excuses for mandating electronic logging devices (ELDs) are weak and fail to justify violating the Fourth Amendment rights of professional truck drivers.

A three-judge panel of the U.S. Court of Appeals for the 7th Circuit ruled against the association in October of this year on a lawsuit against the Federal Motor Carrier Safety Administration. In response, OOIDA has now filed a petition asking the full court to hear the case en banc.

OOIDA had previously challenged a similar ELD mandate in the courts and won their case. In August 2011, the court vacated a proposed electronic logbook rule based on the argument of harassment of drivers.

Todd Spencer, executive vice president of OOIDA, said that this petition for review points out other court decisions that may be in conflict with the court's decision to uphold the ELD mandate.

"In our previous case on this issue, the court stated in its final opinion that our arguments regarding privacy would make for a thorough law exam. This time, we have again raised several issues that should be considered more broadly and we hope to have a full review by the court," said Spencer.

FMCSA had announced the final rule in December 2015 that mandates the use of electronic logbooks for all interstate commerce in trucks that are model year 2000 and newer. The federal mandate that is scheduled to go into effect in December 2017.

Commercial truck drivers are restricted to a limited number of

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

The Owner-Operator Independent Drivers Association is the only national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

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ATA Pleased to See Obama Administration Overtime Rules Blocked

Arlington, VA... American Trucking Associations President and CEO Chris Spear reacted to a ruling by Judge Amos Mazzant of the U.S. District Court for the Eastern District of Texas blocking the Obama Administration's new overtime rule from taking effect.

"We are pleased that Judge Mazzant has enjoined the Department of Labor's new overtime rule, which set an arbitrarily high salary threshold for employees covered

by the 'white collar' exemption to the overtime requirements of federal law.

"By doubling the threshold from its current level of \$23,660 to \$47,476 as of December 1, the rule would have forced millions of salaried professionals to be treated like hourly employees. In the trucking industry, the rule change would have affected countless salaried dispatchers and other managers who need the flexibility to work as the

need arises, in response to unpredictable operational demands. At the same time, it would have forced the carriers they work for to begin micromanaging their time.

"When Congress established the white-collar exemption, it was clear that it wanted the exemption to depend on the nature of an employee's duties, not an arbitrary salary level, and today's decision vindicates Congress's instruction."

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Drivers enjoy a traditional over-the-road operation, where being home more often is important. Mawson and Mawson has the profitable mix of business to support our drivers' wishes and keep them loaded in the direction they wish to run. We service East of the Mississippi including Canada.

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Gary Summer: "I've been with Mawson for 5 years. I like the people, the work and the money. It's just a real good company to drive for."

Michael Lattimore: "What I enjoy most about Mawson is that you feel like part of the family. You're not an outsider."

Esau Lewis: "You can't find a better place to work."

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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.

Bend, Oregon DMV Reinstating Commercial Vehicle Drive Testing

The Bend, Oregon DMV office will resume commercial vehicle skills testing starting Jan. 10, 2017.

To schedule a driving skills test, contact DMV Customer Service by calling your local DMV phone number. The number for Bend is 541-388-6322, but you can call any DMV office number to schedule a drive test at the location of your choice.

The Bend office discontinued commercial skills testing in April 2014 with the increasing availability of private and third-party test providers throughout Oregon. However, in recent months the third-party testing has not met demand.

In response, DMV is reinstating the tests in Bend because of its central location in the state. Commercial driver license knowledge tests are available in most DMV offices.

If you need DMV services, check www.oregonDMV.com to find office locations and hours in your area, see live wait times, and ensure you have everything needed for your visit. Your vehicle also may be eligible for online registration sticker renewal instead of an office visit. All DMV offices now accept debit/credit card payments, as well as cash or checks.

Bitterness Must Be Put Aside By God's People

The world is filled with bitter people. Sometimes bitterness comes because of disappointment. At other times, it comes because of mistreatment. Too frequently, bitterness is in the picture because of the lack of self-confidence.

The bitterness of poor quality remains long after the sweetness of the low price is forgotten. This is another way of saying, "You get what you pay for."

Someone walked up to a preacher one day and said, "Preacher, I'd give the world if I could be like you." The preacher thought for a moment and replied, "Sir, that is exactly what it cost me to be like this."

If a man is going to be God's man, he must have confidence in God. He must believe in his fellow man and then he must have self-confidence. When we have these, our bitterness is dispelled and put aside. I can't remember anywhere of ever having read that a man was made better because he was bitter. I've received some bitter letters in my day. I have seen some bitter experiences, but thanks be unto God, there is such a thing as "bittersweet." You can mix sweetness with bitterness.

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Cemetery and were invited to meet the drivers during the wreath laying proceedings.

Senators Susan Collins (R-Maine) and Angus King (I-Maine) sponsored a resolution that was unanimously passed which designates December 17 as "Wreaths Across America Day."

"Truck drivers have the fortunate perspective of seeing exactly how our armed forces impact the American way of life," said Share the Road professional truck driver Ralph Garcia, of ABF Freight. "We get to share the highways with a diverse group of fellow Americans and take part in the movement of critical goods and all of this is made possible by America's military."

Share the Road is a highway safety outreach program of the American Trucking Associations that educates all drivers about sharing the roads safely with large trucks. An elite team of professional truck drivers with millions of accident-free miles deliver life-saving messages to millions of motorists annually. The safety program is sponsored by Mack Trucks Inc., and supported by TA-Petro, Pre-Pass, Hyundai Translead, OmniTracs, SmartDrive, Mack Leasing, and Bendix. www.atastr.org. Follow Share the Road on Twitter and Facebook.

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

Arlington, VA... The American Trucking Associations and ATA's Share the Road Highway Safety Program were part of the Wreaths Across America delivery to Arlington National Cemetery in mid-December.

"The trucking industry has a longstanding tradition of honoring our nation's fallen heroes and Wreaths Across America is very much a part of that legacy," said ATA President and CEO Chris Spear.

"ATA is privileged to play a role in celebrating the lives of thousands of servicemen and servicewomen this holiday season and we are grateful for the continued security provided to us by America's active military personnel."

Share the Road professional truck drivers Ralph Garcia and Nate McCartney drove the program's Mack Pinnacle 70-inch high rise sleeper model from Maine to Arlington, Virginia. Along the way, the drivers

participated in engaging education sessions for local students and communities to learn about the trucking industry's importance to the economy and the need to honor the nation's heroes.

"As a veteran and as a truck driver, I feel tremendous pride knowing that the load I'm carrying will be used to honor and show gratitude to such a deserving group of Americans" said Share the Road professional truck driver Nate Mc-

Cartney, of ABF Freight. "In my past experiences as part of this convoy, I've met Gold Star Mothers and heard moving stories of heroism, and I look forward to sharing this journey with my friends in the trucking community."

Wreaths Across America expected to deliver more than one million wreaths to veterans' graves throughout the globe in 2016. Thousands of visitors and dozens of trucks spread through-

out Arlington National Cemetery on December 17 to place wreaths on each grave marker and pay remembrance to the men and women who fought to preserve American freedoms.

The Share the Road drivers chronicled their trip with videos and photos on Share the Road's official Facebook and Twitter pages. Followers were encouraged to interact with the drivers and volunteers at Arlington National



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The 2016 Eau Claire Big Rig Truck Show



lighting effects and thrilled the kids by blaring their horns. The YouTube video has been viewed by over 16 million people.

The Big Rig Truck Show is a community event that brings together people of all ages, and gives them the opportunity to see the world of trucking. They are proud to contribute to the following local non-profit groups: United Cerebral Palsy of West Central Wisconsin, the Hands Foundation helping homeless veterans and others in need, the Chippewa Valley Chapter of SPAAMFAA (the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America.)

Show owners Terry & Linda Biddle are already in the planning process for 2017. A number of new and exciting things are in the works. One of which is a change of venue! New for August 18, 19, 20, 2017, the show will be held at the Northern Wisconsin State Fair Grounds. Having outgrown the Chippewa Valley Technical College parking area, the Northern Wisconsin State

Fair Grounds can accommodate more trucks, exhibitors and guests. 2017 will also feature Monster Truck Shows in the Grand Stand area Friday and Saturday evenings! Tickets will be on sale starting in February. The show will again have free admission to the public (parking \$5 per car), live music, children's activities, food vendors, a Saturday afternoon truck parade, and more. Alex Debogorski, the Original Ice Road Trucker, will be signing autographs on Saturday and Sunday. The adults will be excited for the addition of beer tents and a Sunday Cook Off. Drivers can also relax as it will be a park and show event with no judging.

For more on what the show has to offer check out ECTruckShow.com for future announcements, show hours, exhibitors, and other up-to-date information. If you have any questions please feel free to give them a call at 715-832-6666.

They hope to see you at the show August 18-20, 2017!

Some of the country's top show trucks participated in the judging. Customized interiors, unique light displays, beautiful murals, brilliant chrome work and much more was showcased throughout the weekend. There is always a little bit of everything on display; antique, non-working, custom creations, and even fire trucks, but many are working show trucks showing for the weekend and back to work on Monday. In addition, tractors of all sizes, swat and law enforcement vehicles, and military vehicles were in attendance.

In addition to the trucks, Green

Packer Legend LeRoy Butler greeted hundreds of enthusiastic fans on Saturday; taking pictures, telling stories and signing autographs. The musical entertainment on the Main Family Stage all weekend long was provided courtesy of Riverstates Truck & Trailer. Demonstrations from Karate American were a crowd favorite. Allstate Peterbilt provided a Free-Friday evening Popcorn and Movie Night, a coloring contest and free face painting for the kids. The truck Light Parade on Saturday evening wowed hundreds of spectators lining the ten mile route. Drivers lit up the area with custom



7th Annual Eau Claire Rig Truck & Tractor Show

All Photos Courtesy of Eau Claire Big Rig Truck & Tractor Show

For complete photo coverage go to www.movinout.com

\$40,000 Raised by CFI for 23rd Annual Truckloads of Treasures Holiday Giving Campaign



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JOPLIN, MO... CFI, a full-truckload carrier, announced that its employees raised \$40,000 during the company's 23rd annual Truckloads of Treasures holiday giving campaign.

Nearly 150 CFI employees, family members and friends participated in a shopping spree last night at the Joplin Target to purchase holiday gifts for local children and senior citizens in need. A CFI tractor-trailer was present at the event to make the special delivery to the Salvation Army. Additionally, the company presented an additional \$500 in donations to seven local charities: Boys & Girls Club of Southwest Missouri, Area Agency on Aging Region X, Pro Musica, Children's Haven of Southwest Missouri, Art Feeds, Camp Quality Ozarks and Ronald McDonald House Charities

of the Four States.

"We are extremely appreciative of the donation from CFI now and in the past," said Stan Heater, CEO for the Area Agency on Aging in Joplin. "Even more so this year because we have had to institute a waiting list for home delivered meals. This money will help us serve some of those people." To raise the necessary funds for Truckloads of Treasures the CFI executive management team and employees donated several raffle prizes. Tickets were sold to company employees and independent contractors in differing dollar amounts, depending on the prize. In addition, the company held fundraising events such as a chili cook-off and book fair.

"Our employees take great pride in helping their communities across North America," said CFI

President Tim Staroba. "I am proud of our employees and their eagerness to give back to those in need."

Since 1993, Truckloads of Treasures has presented more than \$745,000 in employee and independent contractor-raised donations to local organizations.

In addition to the Joplin shopping spree, each of the company's other terminal locations in Laredo, Texas, Taylor, Michigan, and West Memphis, Arkansas, partnered with local organizations to provide holiday gifts and food for area children and senior citizens. Two company locations in Mexico and one location in Canada also received donations to distribute to charities that benefit local communities.

Visit CFI on the web at CFIdrive.com or call (417) 623-5229.

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Autonomous Vehicles Task Force Releases Recommendations for Safety, Testing

Harrisburg, PA... The state's Autonomous Vehicles Testing Policy Task Force has delivered recommended guidance to PennDOT Secretary Leslie S. Richards for developing policies to oversee testing of highly automated vehicles (HAVs) and has scheduled an on-line public forum for Dec. 12 to review the report.

The task force's goal is to create a framework for testing HAVs in Pennsylvania that balances public safety with innovation and provides for the flexibility required to keep the state in the forefront of the development of this emerging and potentially transformative technology.

"Autonomous and connected vehicles will change transportation and could bring benefits of safer travel and greater ease of mobility for all if rules are in place to ensure passenger and pedestrian safety," Richards said. "This guidance shows Pennsylvania's understanding of public concerns and our commitment to being a leader in the research and testing of these technologies in ways that are both safe and innovative.

"Since HAVs will bring major changes to our transportation system, it is vital for Pennsylvanians to be informed and engaged in this process, so I encourage the public to participate in the Dec. 12 on-line forum," she added.

The guidance is the result of months of collaboration among state, federal, and private-industry officials, such as the Federal Highway Administration, AAA, Carnegie Mellon University (CMU), General Motors, Uber, the University of Pennsylvania, SAE and the Pennsylvania Motor Truck Association. PennDOT chaired the task force.

Safety was paramount in the Task Force's approach. Among its recommendations:

- Testers of highly automated vehicles (HAVs) must submit testing proposals to PennDOT and enter contracts attesting that the vehicles meet all federal and state safety standards and meet the policies adopted by PennDOT.

- PennDOT has to be notified prior to any HAV being used without an operator in fully self-driving mode.
- PennDOT and the Pennsylvania Turnpike Commission may temporarily restrict HAVs from certain routes. Otherwise, HAVs may be tested on any road in the state. Municipalities can also ask PennDOT to temporarily restrict HAVs on local routes.

- Platooning of HAVs will be restricted to two commercial or three passenger vehicles. However, testers can ask to use more HAVs in platooning, but PennDOT can ask for a safety demonstration first.

- The HAVs must be able to record data that can be used to investigate crashes involving the HAVs. PennDOT will have access to the data.

- Testers must certify that cybersecurity protections are in place for the HAVs.

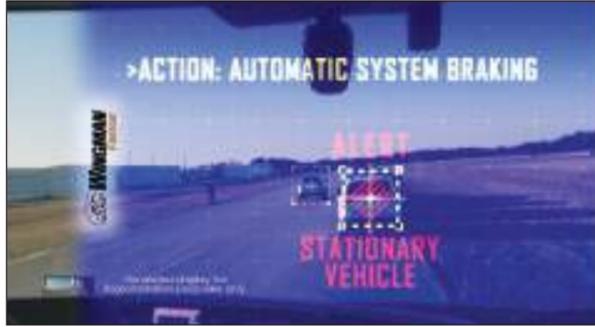
- PennDOT will collect data on total miles operated by HAVs, total number of hours of operation, and size of HAV fleets. PennDOT may also ask for other information such as counties where HAVs are being tested and percentage of testing done on limited access highways.

Adoption of policies will be contingent on the enactment of authorizing legislation in the next session in 2017.

The public is encouraged to review the policy on PennDOT's website, and is welcome to ask questions of the panelists during the online meeting. Email questions to penndotav@pa.gov.

Following the online meeting, the task force's final recommendations will be posted on the PennDOT website, www.penndot.gov. Through January 12, 2017, the public may submit feedback by emailing penndotav@pa.gov.

Bendix® Wingman® Fusion™ Helps A Growing Number Of Fleets And Drivers Improve Highway Safety



ELYRIA, OH... Now available as a factory-installed option at most of the major North American truck manufacturers, Bendix® Wingman® Fusion™ is improving highway safety on thousands of vehicles, with growing numbers of fleets and drivers realizing its benefits every day.

"In October, Volvo Trucks North America unveiled Volvo Active Driver Assist – which utilizes the collision mitigation technology of Wingman® Fusion™ – as a factory-installed option on its VNL and VNM series models.

Wingman Fusion has been available on Navistar's on-highway International® ProStar® trucks since the system's unveiling, and was added as an option on the medium-duty International® DuraStar® line earlier this year.

Kenworth® Truck Company began offering Wingman Fusion as an option on its T680 and T880 Class 8 trucks in February, and in October announced the system's availability on its medium-duty T270 and T370 models.

Peterbilt Motors Company added Fusion as an option on its Model 579 and 567 highway tractors and vocational trucks in summer 2016.

Fleets utilizing tractors with Wingman Fusion have shared positive feedback from their drivers, and believe that in several cases, the system has mitigated collision severity or prevented accidents from occurring. Among the companies equipping vehicles with Wingman Fusion are Baylor Trucking; Cardinal Logistics Management Corporation; Cypress Truck Lines, Inc.; J&M Tank Lines, Inc.; Matheson Trucking, Inc.; NevCal Trucking; and XTL Transport, Inc.

Unlike radar-only systems, Wingman Fusion combines and cross-checks information from multiple sources to deliver enhanced rear-end collision mitigation, alerts when speeding, and braking on stationary vehicles. Bendix Wingman Fusion also helps drivers avoid additional crash situations, including rollovers, loss-of-control, and sideswipe crashes while prioritizing alerts to help reduce driver distraction.

Built on the Bendix® ESP® Electronic Stability Program full-stability system, Bendix Wingman Fusion gathers input through ra-

dar, video, and the vehicle's brakes. Then, using deep, multisystem integration, Wingman Fusion creates a highly detailed and accurate data picture. With video, radar, and sensors working together, and not just in parallel, the system realizes events sooner – alerting the driver and decreasing the vehicle's speed up to twice as much – to potentially help the driver mitigate possible collisions or lessen their severity, typically with fewer false alerts and interventions.

The system's camera is powered by the Mobileye System-on-Chip EyeQ processor with state-of-the-art vision algorithms.

Bendix stresses that there is no substitute for skilled, safe drivers practicing safe driving habits, supported by proactive, ongoing driver training programs. While safety systems such as Wingman Fusion help the men and women behind the wheel to be safer, they are not intended to enable or encourage aggressive driving, and responsibility for safe operation of any vehicle remains with the driver at all times.

For more information about Bendix safety systems, call Bendix at 1-800-AIR-BRAKE or visit safer-trucks.com/solutions.

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BERM NOTES

Speedco Releases New Mobile App



by Henry Albert

This month, I was reading through a popular automotive magazine and came across an

interesting trucking editorial. The picture for the article depicted a truck smashing into the rear of a car while a female driver looked frightened as she viewed the scene in her rear view mirror. Another picture shows a vehicle bursting into flames while people rushed in to help. I thought this would be an interesting article to read and was surprised to see this in an automotive publication.

As I read the facts and figures, most were accurate and the tone seemed as if it could have come from a trucking industry periodical. The editor fairly writes about how the crash rate ebbs and flows with the economy. When trucks are busy on the highways, there is more opportunity for involvement in a crash. The article noted in a

sidebar a recent proposal to limit truck speed. Advantages were noted in regards to safety and fuel mileage however they are not enthusiastic if the speed limiters would apply to automobiles.

In a positive note, the article gave praise to truck drivers in the trucking industry for our crash rate per mile travelled. The piece ended on an interesting note by stating that when it comes down to cars versus 18-wheelers, the cars need all the advantages they can get. What I found noticeably missing from this article was any mention on how automobiles or light trucks can do their part in aiding safety on our nation's highways. Also missing, were the fatal crash study figures in which research from the University of

Michigan Transportation Research Institute results revealed that car drivers were assigned fault 81 % of the time versus 27 % for truck drivers. In fact, the follow pages of this auto magazine sing the praises of new sport model cars that now offer top speeds of nearly 200 mph and in one case over that speed. The new cars include capabilities today that were not heard of in years past. Many of these new models can outperform most race cars of the not so distant past.

Upon reading, I had to ask myself how do these incredible high performance vehicles help with the goal which was stated at the end of their article regarding truck versus automobile safety.



productive and moving. Providing them with a first-rate mobile app helps us show them that we value their time," said Chris Ripani, president, Speedco. "The redesign of the Speedco mobile app gives us a platform to continue to build out features and functionality that drivers need. We believe our app is a tool that our customers can use to become more efficient on the road."

The Speedco app requires access to the mobile device's GPS services and is able to send push notifications for nearby Speedco locations. Features of the updated Speedco mobile app include:

- Current weather forecasts
- Closest Speedco location with en route proximity notifications
- Search options with detailed store information including hours and services
- Tap-to-dial phone number links for added convenience
- Current Speedco promotions

The Speedco mobile app is available for Android and iOS devices. On-the-road drivers can quickly locate Speedco locations along their planned route. Many of the enhancements to the app came as a direct result of feedback received from customer surveys and customer reviews of the previous version of the app.

NASHVILLE, TN...Bridgestone Americas, Inc. (Bridgestone) announced the release of an updated mobile app for customers of its Speedco business. The app serves as a convenient tool for drivers of large diesel trucks (Class 6 through 8) to quickly locate Speedco locations along their planned route. Many of the enhancements to the app came as a direct result of feedback received from customer surveys and customer reviews of the previous version of the app.

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Let's talk about the basics of Diesel Particulate Filters (DPF) and managing regeneration issues. As most heavy-duty truck owners know, DPFs were mandated in all new diesel road engines beginning in 2008. DPFs typically remove 85 percent or more of "soot" particles from diesel exhaust. The DPF traps soot and eventually becomes clogged. As the airflow through the filter decreases, pressure builds up until pressure sensors indicate higher than normal DPF "back pressure". This triggers the Engine Control Module (ECM) to turn on engine warning lights that are designed to signal the driver to do something to clean out the filter, and soon. Driver intervention is needed before the ECM starts to cut back engine power, thus "de-rating" the engine by reducing rpm or by shutting off the engine altogether and leaving the driver stranded on a road side, with the potential for a big bill at the end of that road.

Exhaust airflow through the DPF must be restored in order to clear the ECM codes. Typically this is achieved by burning off the soot, a process known as DPF regeneration.

Over the time I've spent talking to trucking company owners, engine mechanics, and fleet managers I have put together my own glossary of "DPF Regen" terms as makes sense to me. Important disclaimer, I am not a diesel engine mechanic, and these are strictly my own definitions that have evolved over time through various sources of information.

• Passive regeneration - takes place without any additional heating from an on-board, auxiliary

burner unit. Passive regeneration occurs while driving using the heat of the exhaust to burn off accumulated soot. Passive regeneration is greatly facilitated by the presence of an appropriate catalyst. The catalyst may or may not be present as a coating on the DPF filter itself. The problem with catalytic coatings on DPF filters is they lose effectiveness over time, i.e., they burn off or they become poisoned by contamination. EnerBurn® is a very cost-effective fuel-borne catalyst that can be introduced to enhance passive regeneration.

• "Parked" regeneration—a form of passive regeneration that can be manually deployed while the truck is not moving. The ECM revs the engine up to 1400 RPM while parked, in an attempt to raise the temperature of the exhaust high enough to burn off accumulated soot.

• Active regeneration – uses an auxiliary fuel injector and burner to increase the DPF exhaust gas temperatures to burn off soot. Active regeneration can be programmed via the ECM to deploy automatically while the truck is in motion.

• "Manual" regeneration – an active regeneration that can be deployed at will by the driver through a dashboard button.

• Forced regeneration – can be either a passive or active regeneration depending on the engine design. Forced regens are the last resort for clearing the DPF codes and require assistance from an engine service technician. Special equipment is used to take control of the ECM to "force" either an active burn-out or a "parked" regeneration.

EnerBurn® functions to introduce a very minute amount of a fuel borne catalyst into the engine and exhaust system, thereby lowering the soot combustion temperature and "cleaning" out the soot. This saves fuel as it typically takes ~2

gallons of diesel for each active regeneration cycle. It also extends the life of the DPF and other exhaust side components by lowering thermally induced metal stress and fatigue and related failures.

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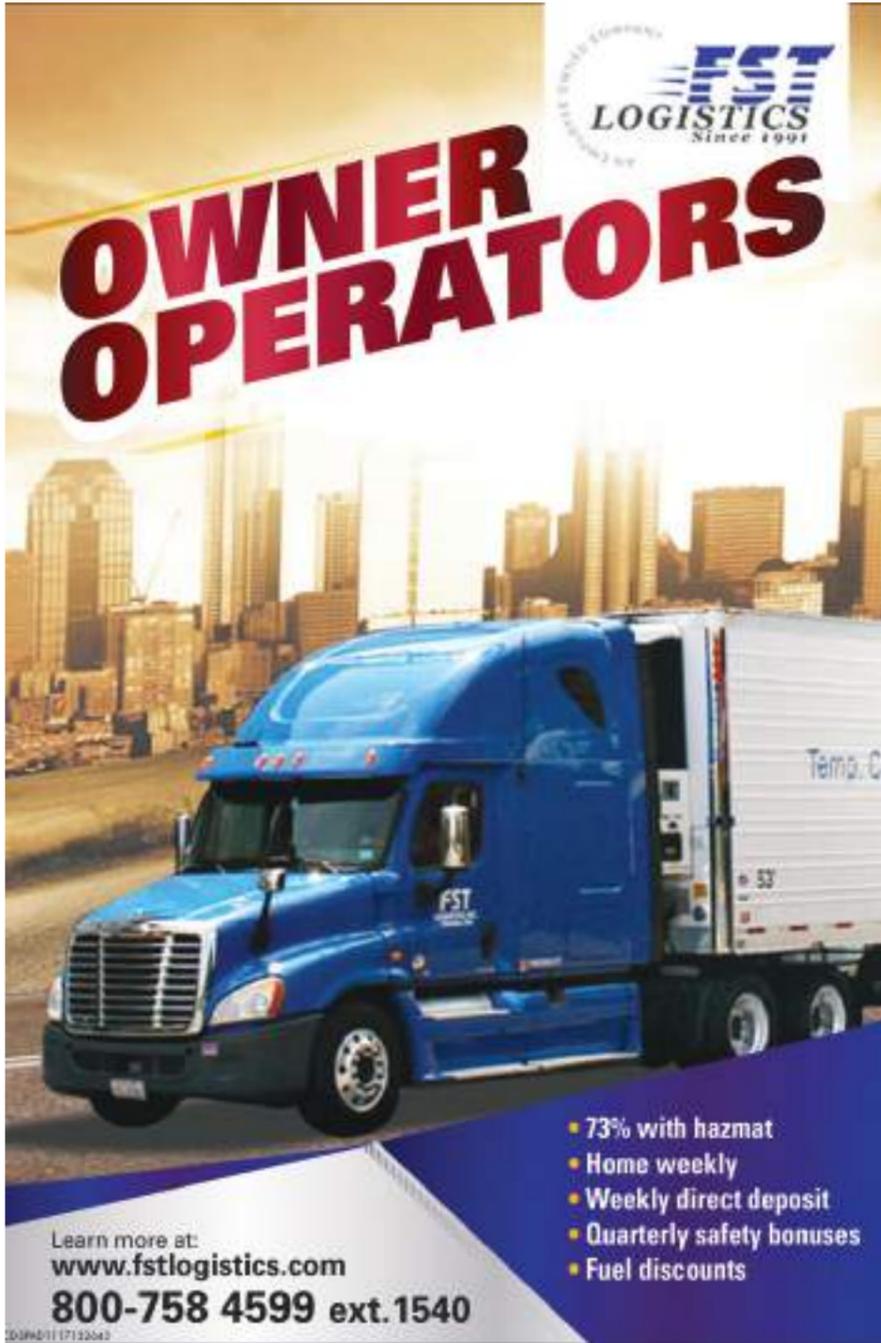
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Kenworth announced that it will offer the Cummins Westport ISL G Near Zero NOx emissions natural gas engine for the Kenworth T680 and T880. Emissions from the ISL G Near Zero natural gas engine are 90 percent lower than the current NOx limit of 0.2 gram per brake horsepower-hour, and meet the 2017 EPA greenhouse gas emission reduction requirements. The new engine achieves this reduction through the introduction of advanced engine calibration, a unique maintenance-free, three-way catalyst after-treatment system, and a closed crankcase ventilation system. The 8.9-liter Cummins Westport ISL G Near Zero comes with ratings up to 320 hp and 1,000 lb-ft of torque. The engine can operate on 100 percent natural gas, which can be carried on the vehicle in either compressed natural gas (CNG) or liquefied natural gas (LNG) form. The new ISL G Near Zero is also compatible with renewable natural gas (RNG) which allows for even further reductions in GHG emissions. The new engine will become available in the Kenworth T680 and T880 in early 2017.



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Left to right: Cerni Motors President John Cerni; Technician Ron Digman and General Manager Vince Cerni.

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YOUNGSTOWN, OH... Cerni Motors and IdeaLease, with locations in Youngstown and Painesville, Ohio recently held a competition for the technicians at both locations.

Technicians were given a written exam covering 11 different truck repair categories. Each category winner received a \$50 gift card with

4 finalists chosen from the 11 best scores. The 4 finalists competed head-to-head in a comprehensive hands-on diagnostic and repair test and were judged on 4 different repair categories.

The winners are:
3rd Place (tie): Jack Huling and Matt Chapman (who split a \$300 prize)

2nd Place: Jason Klann (\$500 prize)

1st Place – Grand Prize Winner: Ron Digman who won an all expense paid vacation to Cancun, Mexico.

Ron Digman has been a technician at Cerni Motors, Youngstown, Ohio for 19 years.



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New Graphics Package Available to Customize Western Star 5700XE



PORTLAND, OR... Western Star Truck Sales, Inc., announced that it has added another new option for personalizing the 5700XE. The Western Star factory-installed Phantom 2 Graphics package features new, modular components for more customization options.

The Phantom 2 Graphics package is an extension of the original graphics package and is available in several different colors and textures including matte, carbon fiber, and brushed aluminum. The components can be spec'd as separate pieces for the hood, intake, side, fenders, and visor, or as one complete package. The matte finish package adds to the already stylish and tough look of the 5700XE, and when spec'd with the hood module, reduces sun glare, enhancing driver

comfort and productivity.

"The Phantom 2 Graphics package helps drivers and fleets make the 5700XE uniquely their own," said Ann Demitruk, vice president of marketing for Western Star. "The truck's distinctive, bold styling turns heads when it's on the road. Our breadth of personalization options help show-off the fact that the 5700XE is not your typical on-highway truck."

The Phantom 2 Graphics package is now available to order.

For more information, go to WesternStarTrucks.com.

Western Star Trucks Sales, Inc., headquartered in Portland, Ore., produces tough custom trucks for highway and vocational applications. Western Star is a subsidiary of Daimler Trucks North America

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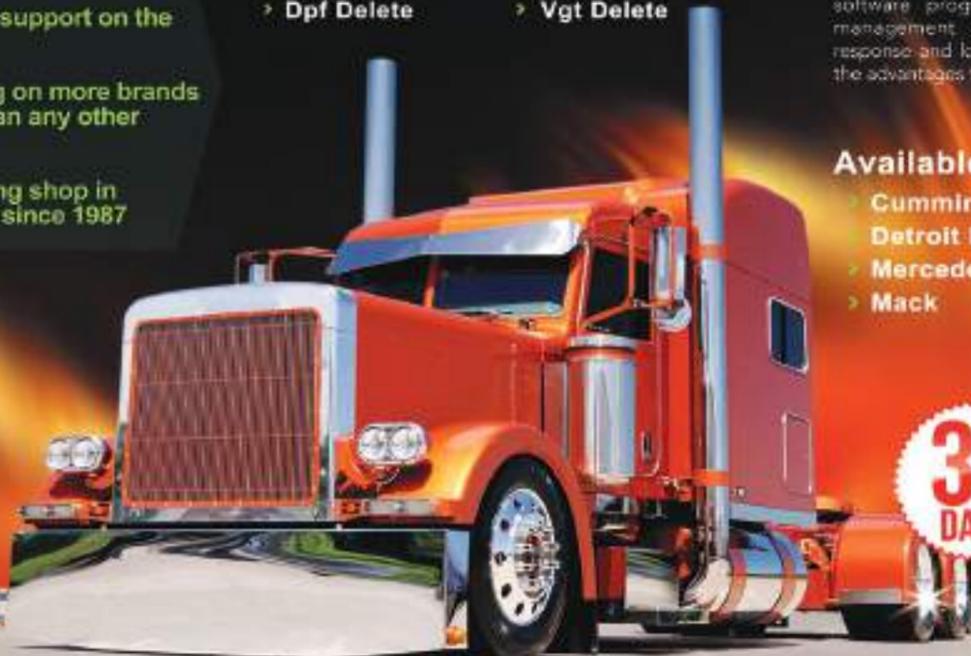
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Drivewyze Adds Bypass Service to Seven More Locations in Michigan

Drivewyze is adding bypass services to seven more weigh stations in Michigan, with more than 600 weigh stations and inspections sites nationwide.

The seven new service sites being added are located at weigh stations on U.S. Interstates 69, 75, 94 and 96, which are all major transportation corridors to and from Michigan's two busiest international crossings for commercial vehicles – the Ambassador Bridge and the Blue Water Bridge.

The new Drivewyze sites, which are being integrated with embedded weigh-in-motion (WIM) scales, are in addition to three existing Michigan Drivewyze service sites located at Monroe, Fowlerville and Grass Lake. Work is expected to be completed in the new year. The program expansion means that

there is now an even greater incentive for industry to participate in a bypass program, which will be of interest to both carriers who are already using Drivewyze as well as to carriers who have not participated in bypass services in the past.

In Michigan, state law requires real-time weight measurements be incorporated as part of the screening process. To accommodate this, Drivewyze sites are being integrated with state-owned Weigh-In-Motion scales already installed on the mainline upstream from each service site. This avoids requiring compliant trucks to report to each station and to get weighed on static scales; a benefit to both the carrier and the state.

Michigan is a busy state for freight traffic, accounting for 41 percent of the 5.8 million truck

crossings from the United States into Canada in 2015, according to the U.S. Department of Transportation. Truck traffic at the Detroit-Windsor border crossings increased in the first quarter of 2016 by 8 percent year-over-year.

The Drivewyze PreClear weigh station bypass application can be used on in-cab telematics and ELD devices by Omnitrac, PeopleNet, Rand McNally and Zonar, as well as on Android and iOS-based tablets or smartphones.

Drivewyze comes with a Weigh Station Heads-Up service for real-time notifications for more than 1,200 weigh stations and inspection sites nationwide, and provides bypass opportunities at over 600 sites in 36 states. To learn more about Drivewyze, please visit www.drivewyze.com.



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Iowa 80 Group Now Offers 40-Minute Oil Change Guarantee

WALCOTT, IA... The Iowa 80 Group owned truck service centers are now offering drivers an oil change guarantee. Professional drivers are now guaranteed that their truck oil change will be completed within 40 minutes from the time they pull into the service bay. If not, then the driver will receive a \$40.00 credit.

"We understand the time constraints drivers are under. We want them to be confident that when they pull their truck into one of our oil change bays, their truck will be serviced quickly so they can get back on the road," says Tom Houston, Service Center Operations Manager.

The guarantee is offered at all

four Iowa 80 Group truck service centers, where complete details can be found. These include: Iowa 80 TA Truckstop, Walcott, Iowa; Joplin 44 Petro, Joplin, Missouri; Oak Grove 70 Petro, Oak Grove, Missouri and Kenly95 Petro, Kenly, North Carolina.

Truckers Ask Transition Team For Stay Of Pending Regulations

Grain Valley, MO... The Owner-Operator Independent Drivers Association sent a letter to vice-president elect Mike Pence asking that the transition team for the incoming administration consider a stay of pending regulations that unjustly jeopardize small-business truckers.

OOIDA said in the letter that for too long the U.S. government has failed to understand the value of a trucking industry made up mostly of small businesses and single truck enterprises.

"Too many regulations are one-size fits all, while small-business truckers are diverse in order to meet the needs of shippers, receivers and consumers," said Todd Spencer, executive vice president of OOIDA. "Burdensome regulations stifle competition and punish the people who make up the one industry that most impacts all sectors of the economy. Without trucking, life as we know it would come to a grinding halt in less than a week."

OOIDA pointed out that for

the past several years, the federal government has implemented new regulations with unprecedented costs and volumes that have actually resulted in more crashes involving trucks, not less.

"Regulations such as these not only have little to do with safety or compliance, but actually make highways more dangerous and change the trucking landscape to favor only a handful of large carriers," added Spencer.

In the letter, the Association said "It is our hope that with your administration we can collectively review the excessive burdens being

pursued by federal regulators and seek less intrusive alternatives that enhance highway safety and promote opportunity for independent operators.

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

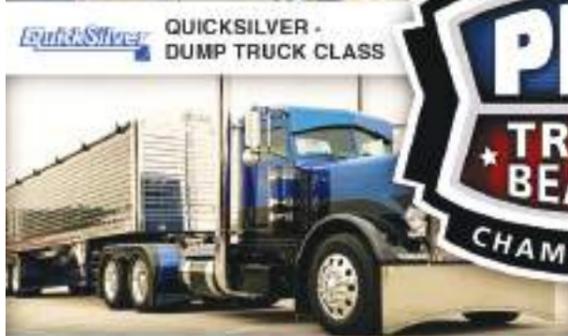


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Carlisle Events Proudly Announces the Inaugural Hurst Nationals In 2017



Carlisle, PA... The Hurst brand has been around for nearly 60 years and in that time there have been clubs and shows but they've always been built around a single vehicle manufacturer. The Carlisle Hurst Nationals marks the first time that all Hurst-prepared vehicles will evenly share the spotlight. AMC, Chrysler, Ford and General Motors vehicles that were modified by

Hurst will receive equal treatment at this first-ever show.

The Hurst Nationals will be held July 14-15, 2017 at the Carlisle Expo Center. The show will be complemented by the Carlisle Chrysler Nationals held at the Carlisle PA Fairgrounds just one block away. To further enhance this experience, one admission price covers both events. That means, in addition

to the expected 400 Hurst-prepared vehicles, attendees will have access to an additional 2,700+ Mopar show vehicles, activities, OEM displays, the world's largest Mopar swap meet and more.

The Carlisle Expo Center will showcase approximately 40 extraordinary Hurst models in air-conditioned comfort inside of the 30,000 square foot facility plus

select vendors, seminars, special guests and memorabilia. Outside of the building, attendees can expect to find an additional 350 cars as well as other Hurst-themed displays. Food vendors will complete the event creating an environment that will offer guests everything they need.

Many people think of the Olds 442 when identifying the "Gentleman's" hot rods that Hurst became so well-known for, and rightfully so since they were built almost continuously from 1968 to 1988. But when it comes to hot street cars, Hurst was involved in the creation of many more. The SC/Rambler, Rebel Machine and even the Hurst Jeepster were all done by Hurst. Hurst also built Mopars like the fearsome '68 GSS 440 M-CODE Darts for Mr. Norm's Grand Spaulding Dodge, and the '70

Chrysler 300 Hurst, along with the Hurst Pontiac Grand Prix SSJ.

In addition, Hurst was also the builder of choice for some of the hottest "factory" drag packages of the era. The 1968 Hemi Darts and Hemi Barracuda Super Stocks were contracted to Hurst by Chrysler. For 1969, Hurst built the Super Stock AMXs thus creating another dominant Super Stock package. Street and race vehicles like these will be welcome at the Hurst Nationals.

George Hurst didn't just create great vehicles and products; he was also a pioneer in showmanship and marketing. He created the Hurst Girls and the Miss Hurst Golden Shifter (a title eventually bestowed upon the lovely Linda Vaughn). Two of the greatest exhibition drag cars ever built were the Hurst Hemi Under Glass and the Hurst

Hairy Olds. Every effort is being made to acquire as many of the aforementioned cars, products and people as possible for the 2017 Hurst Nationals.

For fans of modern Motown muscle, Hurst vehicles returned in 2009 with the Hurst Edition supercharged Challenger. Mustangs and Camaros followed in 2010. Other late model Hurst vehicles included Rams, Chrysler 300s, Vipers and Chargers. The Hurst legacy continues today with the "Return of the Big Three" modern muscle car program. New Hurst "Gentleman's" hot rods based on the latest from Chevrolet, Dodge and Ford are available from select dealers and will also be displayed at the Hurst Nationals.

For those who still want more than just the Hurst Nationals, a free shuttle will be available to transport guests to the Carlisle PA Fairgrounds only one block away. Their paid admission to the Hurst Nationals will also include access to the Carlisle Chrysler Nationals which is the largest Mopar event on the planet. Once onsite, spectators can enjoy all of the additional activities provided by the Chrysler event which include the Showfield, Burnout Contest, Beauty Contest, featured displays, special guests, Manufacturers Midway, massive swap meet and OEM exhibits (which typically include new vehicle test drives, Thrill Rides and more).

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March 31-April 2, 2017 Gulf Coast Big Rig Truck Show - Houston, TX. For more info log onto www.gulfcoastbigrigtruckshow.com

April 28-30, 2017 - 19th Annual 75 Chrome Shop Truck Show - 75 Chrome Shop, Exit 329 on I-75; 419 E State Road 44 Wildwood, FL 34785. For more info call 866-255-6206 or visit them on the web at www.75chromeshop.com

June 2-4, 2017 - Wheel Jam - South Dakota State Fairgrounds, Huron, SD. For more info go to <http://www.wheeljamtruckshow.com/>

July 13-15, 2017 - 38th Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 14-15, 2017 - Expedite Expo - Lexington Center, Lexington, KY. The only trade event focusing exclusively on the expedited trucking industry will be at the Lexington Center for 2016 on July 15 & 16. People from all over North America will come to learn about the newest trucks, career opportunities and products geared specifically to owner operators and drivers. For more info phone 859-746-2046 or go to www.expediteexpo.com

August 11-12, 2017 - The 28th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntrucknshow.com. Phone: 920-324-9965 · Fax: 920-324-0353

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Working Show Truck Of The Month - Hobie Fisher/Dutch Transport



By Robert Conrad

This month we begin another new year with a new President-elect, and a long list of promises and changes that we'll have to wait on to see if they come to fruition. One thing that hasn't changed with the dawn of 2017 is Hobie Fisher's passion for trucking and his determination to keep doing what he loves to do. Hobie definitely has diesel running thru his veins, and even after 9 surgeries on his back and 3 surgeries on his neck, he still loves getting into the driver's seat and hitting the highway.

Some of our readers may remember Hobie since he's been featured once before in our Working Show Truck of the Month article. He has a "new" truck since the last article, a 1998 Peterbilt 379, and is hauling

for Dutch Transport based in New Holland, PA.

Hobie's Peterbilt is a company ride but he treats it as if it was his own and has convinced his boss, Marlin King, to add quite a few custom touches to it. Marlin helps run the Dutch Transport fleet of 7 trucks for his father Sam King who is the company owner. Their main haul is sheds and mini barns but Sam and Marlin got a new curtainside trailer for Hobie to pull with the '98 Pete. They also put a new driver's seat in the truck to alleviate any issues with his back and neck. Hobie wanted to mention that Marlin King is, by far, the fairest, kindest, and most honest boss he's ever had. He definitely wanted to send a big thank you out to both Marlin and Sam for giving him the opportunity to drive for Dutch Transport.

Hobie's '98 features a drop visor, old school headlights, a custom front bumper, polished 1/2 fenders, and a set of straight pipes. The truck has been stretched and lowered 6 inches and rides on a Peterbilt low air-leaf suspension & small rubber

to accommodate the sheds and tall, oversized loads. Power comes from a 6NZ CAT engine that's paired with a 13 over transmission and a set of 3:33 rears.

Hobie said his mechanic John Menzer gets all the credit for keeping the old '98 on the road and running with the brand new trucks. Hobie also wanted to mention his daughter Jessica Fisher for all of her help and support throughout his trucking career.

While most people would have stopped trucking after having all of the surgeries that Hobie Fisher has had, his determination to keep doing what he loves keeps him getting into the driver's seat for Dutch Transport.

This month we salute Hobie Fisher and Dutch Transport for their hard work and outstanding service with our choice as the Working Show Truck of the Month. If you have a shed in your back yard, Hobie just might have delivered it to the retailer where you purchased it.



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