

# MOVIN' OUT

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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 17th Annual 75 Chrome Shop Truck Show



BEST OF SHOW – WORKING COMBO: Shawn Cielke, 2005 Burnt Orange Kenworth T600/2017 Wabash – “Redneck Low” - photo courtesy of Overdrive -

### AirDog® - Delivering Pure Fuel To Diesel Engines



entrained air running through the injectors and being burned in the piston. Your truck will still run, just not at an optimum level. The air vapor running through the injectors will cause metal-on-metal wear as the injector is lubricated by the diesel fuel. It will also cause a poor spray pattern, resulting in inefficient combustion and last, but not least, it will wear out the injector's plunger, causing premature failure. The entrained air is hard on the fuel pump, which is also lubricated by the fuel. Symptoms of the engine include: rough idle, reduced horsepower and torque, less throttle response, harder starts and increased emissions.

Most drivers shrug it off as the way things are – or many are not even aware of the problem. In the 1980s a man named Charlie Ekstrom decided to go trucking and bought a truck with a Cummins 444 engine. Charlie noticed that his truck had a rough idle and began studying the problem. He soon discovered that his engine was not running as efficiently as it could due to air trapped in the fuel. A self-taught machinist, Charlie began developing a product in 1990 to remove the entrained air from the diesel fuel and in 1993 in-

JEFFERSON, MO... If you were to pump, hotter temperatures and take a mason jar and fill it half way with diesel fuel, cap it and shake it for a little while, you would easily see the entrained air created by the movement. This is the same effect that diesel fuel experiences in a truck's fuel tank while going

continued on page 18

### 27th Annual Make-A-Wish Mother's Day Truck Convoy



Truck drivers normally hate shattering the previous official record of 416 trucks, set in the Netherlands, and is a high for the Make-A-Wish event, which has been held for 27 years.

The annual Make-A-Wish Mother's Day Truck Convoy set is estimated to have raised at least \$350,000 for Make-A-Wish the world's longest truck convoy. Philadelphia, North Delaware and Validation by the *Guinness Book of World Records* will take a while, but Sunday's event seems to have

The event began with one little boy's wish to ride in a truck and talk to his sister on CB radio and, thanks to the generosity of truckers, has grown into an all-day family celebration that raises hundreds of thousands of dollars.

An estimated 6,000 to 7,000 people enjoyed a carnival before

continued on page 2

# 27th Annual Make-A-Wish Mother's Day Truck Convoy



Photos courtesy of RoadPro Family of Brands.

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continued from page 1

the trucks began to roll out and blasts of their horns. More than 120 Make-A-Wish children rode in trucks, which took nearly two hours to exit the industrial park-

ing lot where they queued up. The RoadPro Family of Brands is the primary sponsor of the event.

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# Off The Beaten Path

by Pam Pollock



*These Are The Good Old Days...*

Ahhh...the easy, breezy days of childhood. There's a pretty popular quote floating around Pinterest and Facebook right now: "My curfew was the street lights, and my mom didn't call my cell, she yelled "Time to come in." I played outside with friends, not online. If I didn't eat what my mom made me, then I didn't eat. Hand sanitizer didn't exist, but you could get your mouth washed out with soap. I rode a bike without a helmet, and getting dirty was okay."

My granddaughters are outside ALL the time, in all kinds of weather. They love to dig in the dirt and jump in muddy puddles. They fish, they go for boat rides, and they ice skate and go sled riding. They have craft time with their Mommy and create finger paint masterpieces. They are awesome eaters, unlike their picky Gaga.

I guess the point I am making is that life is what YOU make of it. The world was a bad and scary place even back when all of us were little kids. You just didn't know it.

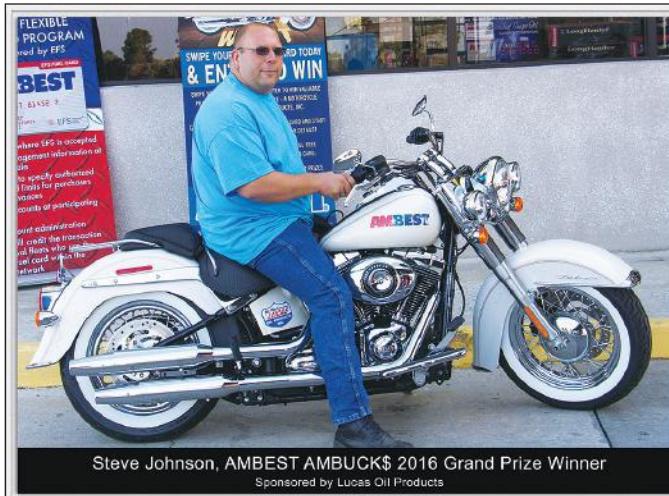
Let's get real – when you take a second or third glance back at "the good old days", there was room for improvement. Those 1960 and 70s TV programs that you thought were the bees knees – well, that was some pretty bad acting! Ha ha!

I loved my childhood but I also love the present with modern conveniences. I can honestly look back at my five and a half decades of life and say, "these all were/are the good old days."

My kids played outside, jumped in muddy puddles, explored the woods, and went boating and fishing, and rode bikes while wearing helmets. And guess what,

I started to wear a helmet, too. It's safer, folks! We still don't have streetlights where we live. We didn't have cable TV until my son was 4 and my daughter was almost 7. I admit it – I wanted cable so I would

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Steve Johnson, AMBEST AMBUCK\$ 2016 Grand Prize Winner  
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watch that Anne of Avonlea based

TV series. My kids had those little handheld game devices and much later Xbox. They watched VHS tapes but also went outside and we had epic water gun battles that would last for hours. We camped in the woods, sleeping in tents with no fancy cots, just a sleeping bag on the ground.

They fish, they go for boat rides, and they ice

skate and go sled riding. They have

craft time with their Mommy and

create finger paint masterpieces.

They are awesome eaters, unlike

their picky Gaga.

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# High Performance Diesels

## with Bruce Mallinson

A new revelation has just taken place at Pittsburgh Power this past week. Michael Niss out of Wisconsin has been searching for 11 miles per gallon for the past 3 years. When I meet Michael for the first time he had a 386 Pete with a PACCAR Engine pulling a flatbed trailer with a roll tarp. At the time I could not help him with that engine, however I did have several ideas about aerodynamics pertaining to the trailer. We also talked about driving with the turbo boost gauge and the Kevin Rutherford scan gauge. Michael changed his driving habits and started to work on the trailer aerodynamics. The end result was a two miles per gallon improvement.

Michael's next move was to sell the Pete and purchase a Kenworth T660 with a DD4 Detroit engine so he could install our performance parts. Unfortunately the factory reman Detroit engine was the PK series and the white smoke and raw fuel smell was terrible. The Detroit distributors always had the same diagnosis for Michael, it's within spec. I talked about this problematic engine last month, and if I keep talking about it maybe Detroit will do a recall or figure out the problem like we had too. We now have the cure for the PK and GK DD4 Detroit and that requires a piston change. The white



VG turbocharger equipped engines came on EGR engines starting in 2003. As we all know or should know, EGR engines eat their own soot and the soot is what plays havoc with the variable vanes in the turbine housing of the turbocharger. Since the DD4 Detroit does NOT have EGR there is no soot coming from the burned exhaust going back into the intake manifold so the amount of soot accumulating on the variable vanes is minimal so we feel the problem has been eliminated. Time will tell and Michael is on his second load since we changed the pistons and installed the variable geometry turbo.

On the dyno, our engineers had to write new programs to allow the ECM to talk with the VG turbocharger, and we have some awesome news to report. The 12.7 liter engine usually has a peak torque of 1400 RPM, and now that has been lowered to 1200 RPM, much similar to a 3406 or C-15 Caterpillar engine. On the dyno, this Detroit produced 1800 foot lbs. of torque and 600 horsepower to the ground. That is 705 horsepower at the flywheel, and we cut it back on fuel to get to the 705 hp. His first load leaving Pittsburgh going to Minnesota was 78,000 pounds gross, and the fuel mileage was 8.6 mpg, which was up from 6.8 to 7.5 on average. So even if we take his high average of 7.5 to the new mileage of 8.6 the increase was 1.1 mpg for only 2 changes to the engine. On the level cruising at 65 miles per hour, the engine only required 2 to 3 pounds of turbo boost and on most of the rolling hills about 10 pounds of boost.

The pistons and connecting rods are balanced and the engine ran along smooth and quiet, according to Michael the engine just hums along! Exhaust gas temperatures with the thermocouple in the exhaust manifold runs about 750 degrees on the level and will max out at 1200 degrees on a hard pull. Those of you running with the thermocouple in the exhaust pipe, after the turbo would run

about 300 degrees cooler. Next on the schedule for this truck is to change the gears from 3:55 ratio to 2:64 so the transmission can run in 11<sup>th</sup> gear instead of 13<sup>th</sup>, which should gain us another ½ mpg. Being Michael does run in the higher elevation, we are going to program the ECM to have two variable geometry programs, one for sea level and up to 5,000 feet elevation, and the other will be for above 5,000 feet. There will be a switch in the instrument panel that will allow either program to be operative.

Michael Niss's truck and trailer will be an ongoing quest for 11 miles per gallon, and we are working on the next item to increase the fuel mileage and that will entail making this rig part hybrid. We may need investors for the next step, so if anybody with a large company would like to work with us, we could use some financial backing.

Driving for efficiency, this is not a new subject for us, however every day I speak to owner-operators about fuel mileage and many of them can't tell me about their boost gauge or don't even have one. You CAN'T drive efficiently without this \$68.00 gauge. Many of you have ex-fleet trucks and they don't have boost or exhaust

gas temperature gauges. They are not hard to install, you can do it in your driveway in about 5 hours, and if you pay attention to them your driving habits will change. To get decent fuel mileage you must keep the turbo boost to a minimum on the level terrain and use the power only on the hills. The almost level terrain is where fuel mileage is obtained, and never uses excessive power to buck a head or side wind. When it's windy drop down ½ gear and slow down about 4 to 6 miles per hour. If you have a 10-speed transmission you will have to run in 9<sup>th</sup> gear and slow about 6 to 8 miles per hour. I always hear the story the load has got to go and I don't time to go slower. Well if that is the case, you will always have the fuel mileage you currently have, driving habits are between 33 to 50 percent of the fuel mileage.

Until next month, keep your truck clean and well maintained, it's much more economical to maintain it as opposed to waiting for it to wear out.

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

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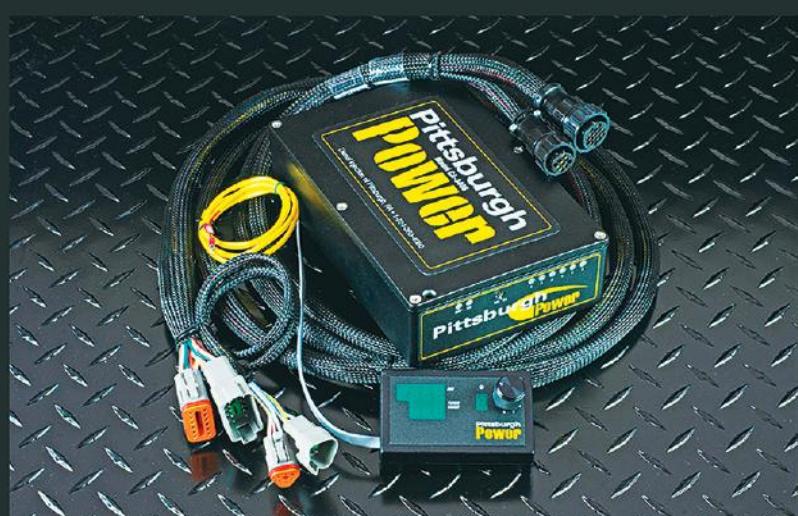
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## SLC Lighting - The Lighting Basics: Frequently Asked Questions about Headlights

By Warren Lantz

This month, I will share with you the short responses I give to six commonly asked questions about semi-truck headlights as accurate as I can. Please note that these responses will change if I learn new information. These are my own conclusions that I have come to on my own by helping truckers every day.

**Q: "Since LED bulbs are more expensive, does that mean they will last forever?"**

A: The diodes themselves may last, but LEDs are still prone to wire corrosion, circuit board failures, lens distortion, or road damage over time. Nothing lasts forever.

**Q: "Should I look into an HID headlight system instead of LED?"**

A: I would strongly advise against HID headlight systems purely on the basis that your truck's wires, circuit board, and light control module are not designed to handle the power draw of an HID system.

**Q: "Is a single 5x7 or a pair of 4x6 bulbs brighter?"**

A: A single 5x7 or a single 7" round, on average, will produce more light output than a pair of

4x6 bulbs. \*\*Assuming we are comparing LED to LED, sealed beam to sealed beam, etc.

**Q: "Is glass or plastic better for a lens on a bulb?"**

A: While both are rated to withstand the punishment of the road, I would give the edge to glass because plastic becomes distorted or yellowed after a period of time.

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Next month, we will discuss some issues with halogen bulbs and what precautions to take.

**Q: "If money were no object, are LED headlights worth it?"**

A: Regardless of money, the more cold, snow, and ice you drive in, the less useful LED headlights will be.

**Q: "If winter weather isn't a factor, are there any benefits to using Sirius bulbs over LED?"**

A: Sirius bulbs are less expensive and are easier to replace in a pinch as opposed to LED bulbs.

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# Understanding Oil Contaminants



By Tom Bock

Too many times I hear of unnecessary costly engine repairs being performed based on sample results that have abnormal results that would be normal with additional information or little investigation. When a sample shows an elevation of wear metals STOP consider what could be causing it before you start spending. Ask yourself did I pull a heavy load up a grade since last sample? or break a hose causing overheating? Situations which put added stress on the engine can easily cause an elevation in wear metals, especially lead, copper and aluminum. These metals are found in bearings and they act as sacrificial metals designed to wear at a normal rate to protect the iron and steel parts from damage. Wear metals are reported in parts per million (ppm). An increase of 10-50 ppm is not unusual. In fact normal lead wear for a 15,000 mile oil cycle is between 10-30 ppm. Keep this in mind if you are using an extended drain filtration system as your wear metals will be reported cumulatively. You should always calculate the amount of wear since your last sample to get

an accurate picture rather than relying on the cumulative result. Having 100,000 miles on the oil and sampling every 20,000 miles the results could show lead at 75 ppm (high for one 20,000 mile interval) and may warrant a trip to the shop. However if the 80,000 mile sample showed 58 ppm then there is only 17 ppm wear in last 20,000 miles. This is well within the normal range and no maintenance would be required.

Knowing what to look for and how to interpret the oil samples is vital to maintaining your engine. The lab will make comments and suggestions based on their findings and the information provided. For example an elevated potassium and sodium usually indicates an antifreeze (glycol) contamination. If you have been adding antifreeze regularly then the findings are confirmed. But if you have no loss of antifreeze additional investigation is required. The potassium could have come from the protective coating on a new part you recently installed as coating contains high potassium levels to protect part from corroding while on the shelf. The part may not have been properly clean before installation. Sodium could be environmental coming from either road salt or sea air. The abnormal diagnosis would have been different if the lab had this information to aid evaluation. In any event seek guidance from someone who understands how to read the oil sample before starting any costly repairs.

If you need help with oil sample results call me at 813-220-6212 or if you have any topics you would like to see in this column email me at: [tbock@ops-1.com](mailto:tbock@ops-1.com)

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# Presidential Notes - Family Ties

By: Mike McCough

The American Colonists waged an epic struggle against King George III to win their independence. It would not have been surprising if they had made specific provisions in their new Constitution to prevent the possibility of a monarch-style family reign or the creation of a ruling dynasty. However, no provision in the Constitution, written law, or court decision even speaks to family ties and the US presidency. Nonetheless family relationships are indeed part of the personal history of several of the 43 individuals who have thus far

served as president.

According to a number of research genealogists, Franklin Roosevelt, the 32<sup>nd</sup> president is distantly related to at least six other presidents by marriage and five by blood. Most notably he is the fifth cousin of the 26<sup>th</sup> president, Theodore Roosevelt. Teddy Roosevelt was the uncle of Franklin's wife, Eleanor. FDR also has some distant lineage link to the first president, George Washington. The first related presidents were John and John Quincy Adams, the 2<sup>nd</sup> and 6<sup>th</sup> presidents respectively. John was the father of John Quincy. The only other father-son duo was George H. W. Bush and his son George W. Bush, our 41<sup>st</sup> and 43<sup>rd</sup> presidents.

William Henry Harrison, the 9<sup>th</sup> president, died just a month after his inauguration in 1841. His grandson, Benjamin Harrison became the 23<sup>rd</sup> president in 1889. They are the only grandfather-grandson presidential duet. The 4<sup>th</sup> president, James Madison was a second cousin to the 12<sup>th</sup> president, Zachary Taylor. Even though Andrew the 17<sup>th</sup> president and Lyndon the 36<sup>th</sup> president share the surname Johnson, they are not directly related. Some genealogists believe that they may have shared one very distant relative.

Several first-family children appeared to be potential presidential candidates. Some declared their presidential intentions while others were just the subjects of speculation by political observers.

Jesse Grant, the son of President

U. S. Grant, announced that he would seek the highest office in the land. His candidacy was never taken seriously by the public or the press, and it quickly failed. Theodore Roosevelt, Jr. may well have been a post World War II White House contender, but he died shortly after landing with his troops during the Normandy Invasion in 1944.

The son of president number 27, William Howard Taft ran for the presidency three times. His closest bid for the White House came in 1952, the election that brought Dwight Eisenhower to the presidency. Before he died in a 1999 plane crash, there was much speculation that John F. Kennedy, Jr. would make a run for the White House. The young Kennedy never expressed an interest or positively responded to the presidential speculations about him.

John Ellis Bush, Jeb, announced his candidacy for the presidency in 2015. Early in 2016 he suspended his bid based on a less-than-hoped-for show of voter support in the primaries. Jeb is the son of Bush #41 and the younger brother of Bush #43.

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# Iowa 80 Trucking Museum to Host Lunch Stop for Famous Antique Car Rally on June 26th

WALCOTT, IOWA... Iowa 80 Trucking Museum has been selected as a lunch stop for the Hemming's Motor News Great Race, a cross country road rally of antique vehicles. Nearly 100 racers will be eating lunch on the lawn adjacent to the Iowa 80 Trucking Museum on Sunday, June 26<sup>th</sup> between 11:30 AM – 1:30 PM. The public is invited to view the cars while the racers stop for a special lunch before heading to downtown Moline.

"We ran our 1938 Kenworth in the Great Race for over 10 years in the 1990s and early 2000s, so we know many of the racers and Great Race staff. We are happy to be able to host them for lunch at our museum this year. We hope to see many familiar faces," says Delia Moon Meier, Senior Vice President. This year Iowa 80 & CAT Scale's 1938 Kenworth will run a portion of the race and is the only semi-tractor in the cross-country competition.

Iowa 80 Truckstop hosted fuel stops for the Great Race in 2005 and 2013.

The Great Race is a time/speed/endurance road-rally for vintage automobiles, manufactured at least forty-five years ago. The 2016 event will be run over nine days, starting in San Rafael, California on June 18<sup>th</sup> and ending on June 26<sup>th</sup> in Moline, Illinois.

*For information on the Great Race and race stops, go to [www.greatrace.com](http://greatrace.com).*

# Carrier Transicold Expands Solar Panel Line

TRU engine to charge the battery.

"Our amorphous silicon, or a-Si, solar cell technology provides high performance in real world environments where daylight may be indirect or low," said Jason Forman, marketing manager, Performance Parts, Carrier Transicold. "Unlike some other solar technologies that require several days of sun soaking to bring the panels up to full functionality, a-Si panels deliver maximum performance without sun soaking. They also begin charging at a higher voltage at a lower angle of light than some other technologies, allowing charging over a longer portion of the day, which is especially helpful in northern regions and in the winter."

"Fleets located farther south in warmer climates will appreciate that a-Si panels do a better job of retaining their efficiency on hot days, in contrast to some other types of solar panels that can lose considerable efficiency when their temperature increases," he added.

When exposed to daylight, the solar panels continuously charge TRU batteries, ensuring ample power for system starts and helping to avoid issues and costs associated with a weak or dead battery. Refrigeration system batteries are often tapped to power additional trailer electronics such as telematics devices, fuel-level sensors, interior lighting and other accessories. If the TRU has not been operated for some time and these accessories continue to draw power while the unit is off, its battery might not have enough charge to start the engine.

Carrier Transicold solar panels are lightweight, highly flexible and measure less than one-eighth of an inch thick. Designed to withstand the harsh transportation environment, they are waterproof and puncture-resistant and have a five-year limited warranty on power output.

Solar panels can offset the draw from accessory electrical devices, significantly reducing callout charges related to the battery. Solar panels can also help conserve fuel by minimizing the need to run the

To learn more about the new Thin Film Flexible Solar Panels, turn to the experts within the Carrier Transicold dealer network or visit [www.carrier.com/tru-solar](http://www.carrier.com/tru-solar).



Caption for Carrier Transicold Solar Panel Family.jpg: Carrier Transicold's thin film solar panels are now available in three different power output configurations accommodating a wider array of user needs and budgets.

ATHENS, GA... Carrier Transicold has expanded its line of Thin Film Flexible Solar Panels designed

to help maintain peak performance of transport refrigeration unit (TRU) batteries in a more environmentally sustainable way.

Carrier Transicold now offers 18.5 watt (1.2 amp) and 9.24 watt (0.6 amp) solar panels, in addition to its original 28 watt (1.8 amp) panel, accommodating a wider range of user needs and budgets. The solar panels are designed specifically to maintain TRU battery charge and can be easily installed on the roofs of trailers, truck bodies and refrigerated rail cars chilled by Carrier Transicold or other systems.

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## EPA Celebrates SmartWay Affiliates That Support Cleaner Freight

**WASHINGTON...** The U.S. Environmental Protection Agency is honoring seven affiliates for raising awareness about the benefits of sustainable goods movement as part of the 2016 SmartWay Affiliate Challenge. SmartWay affiliates participating in this year's challenge have done outstanding work reaching out to inform and educate businesses, their communities, truck drivers and other stakeholders about steps they can take to reduce freight emissions and their other environmental impacts.

Transportation is the fastest growing source of greenhouse gas emissions in the U.S., accounting for close to 30 percent of greenhouse gas emissions annually.

Freight delivery accounts for nearly 40 percent of those emissions.

EPA's SmartWay Transport Partnership empowers businesses to move goods in the cleanest, most energy-efficient way possible to protect public health and reduce the emissions that contribute to climate change. Demonstration of a commitment to corporate sustainability and social responsibility through SmartWay provides for a more competitive and environmentally friendly business environment.

Since 2004, SmartWay Partners have avoided emitting more than 72 million metric tons of the carbon pollution that contributes to climate change, while saving more than 170 million barrels of oil

and more than \$24 billion in fuel costs. SmartWay also contributes to cleaner air and healthier citizens by significantly reducing emissions of the pollution that contributes to smog.

The 2016 SmartWay Affiliate Challenge Honorees are:

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# The Evolution of Truck Stops



The modern-day travel plaza with a movie theater, food court and gym has its roots in the old West. It can be traced back to the famed Pony Express mail delivery and the stagecoach lines which brought passengers, freight and mail west.

For as long as Americans have been crossing the country, they've needed places to rest, refuel and get something to eat. For Pony Express riders who, in 1860, began carrying saddlebags of mail from St. Joseph, Mo., to Sacramento, Ca.,

the way stations were little more than places to swap horses along the 2,000-mile trail.

Because they could carry up to nine passengers, stagecoaches, which reached their peak in the 1860s, required something a little more hospitable. Stagecoach stations were about 12 miles apart and the nicer ones offered a meal and overnight lodging.

Soon, horses gave way to railroads, then the internal combustion engine. As the cars grew more powerful and drivers ranged farther

from home, there grew a need for places for them to eat and refuel.

At first these were little more than gas stations with diners attached, but truck stops really came into their own in the 1960s after the Federal-Aid Highway Act launched construction of more than 40,000 miles of interstate highway. Mom-and-pop stops gave way to franchises and services which had been spread among a cluster of buildings were consolidated under single, ever-growing roofs.

Truck stops began evolving into travel plazas in the 1980s as operators pursued four-wheelers and RVs. Corporate ownership did their best to scrub the sites of the seamy images truck stops once had and began adding features such as gift shops, movie theaters and more.

Though the corporatization of travel plazas has resulted in a certain sanitized sameness, there are still some truck stops out there that have become destinations purely for their size or kitschy appeal.

Among them, South of the Border, a 67-year-old, Mexican-themed stop in Hamer, S.C., which features a reptile lagoon, amusement rides and a sombrero-shaped restaurant; Iowa 80 Truckstop, "The World's Largest," which opened in Walcott in 1964 and sprawls over more than 600 acres to accommodate a trucking museum, dentist, barber shop, chiropractor, movie theater etc.; and Sierra Sid's in Sparks, Nev., which has a casino, gun collection and John Wayne memorabilia.

But those type of attractions are more for tourists than truckers.

Owner operator Thomas Miller said the price of fuel is the biggest factor when considering where to stop. The RoadPro Pro Driver Council member said he also likes to stop as close to shippers and receivers as possible and that adequate parking

is a must. Healthier food options are a plus, but he doesn't like the trend toward reserved parking.

A driver can't always predict exactly where he is going to be at the end of his day," Miller said. "I find it incredibly irritating to arrive and the only spaces left to park are paid reserved spots, and then find out all of those are gone as well. In my opinion, it's the travel centers just using parking as another source of revenue.

"I do a lot of my own cooking so food doesn't play a big role," he said. "Amenities such as showers, TV room, and laundry facilities are certainly a plus."

Fuel prices also determine where fellow Pro Driver Council member Maggie Riessen stops. What else matters? "I love a good sit-down restaurant," she said. "Next is parking. I like a place with clean showers and laundry. I don't like to stop at ones that are always the same. I get bummed on fast food; variety is always best."

#### TRUCK STOP FACTS:

2,500 – Number of truck stops in the U.S., defined by National Association of Truck Stop Operators as anywhere with at least one shower, 15 parking spaces and diesel fuel for sale.

6,000 – Number of locations that sell diesel fuel, but don't have other amenities.

950 – Number of overnight truck parking spaces at Iowa 80, the largest truck stop in the country.

500 – Number of overnight truck parking spaces at Florida 595 Truck Stop in Davie, Fla., and Petro Stopping Center in Atlanta, Ga.

325 – Number of overnight truck parking spaces at Jubitz in Portland, Or., the biggest stop on I-5.

**Story and photo courtesy of RoadPro Family of Brands [www.roadprobrands.com](#)**

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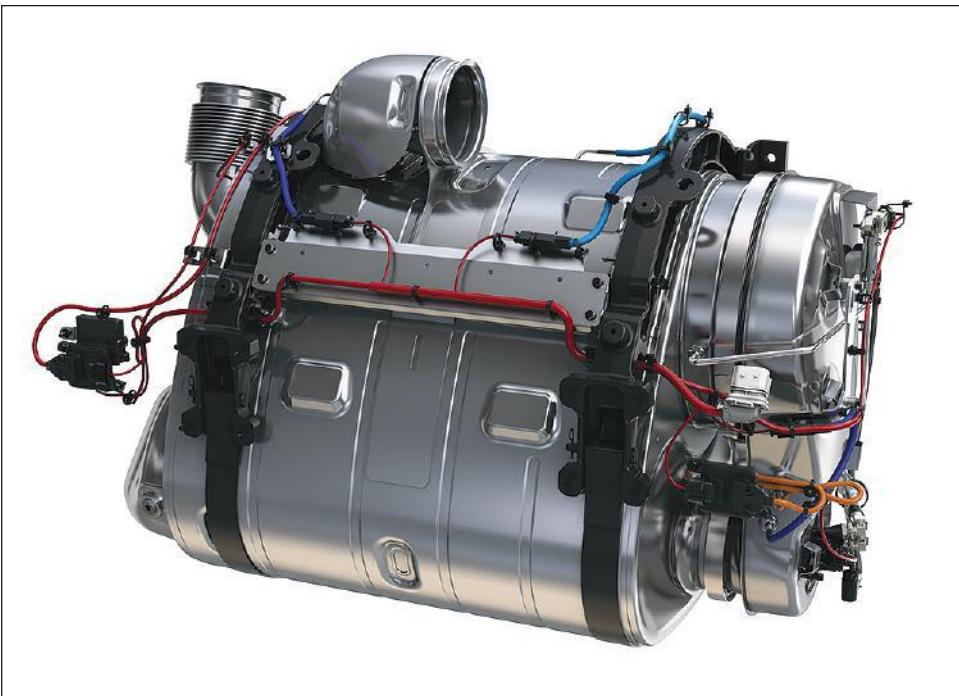
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# Volvo Trucks to Now Offer a One-Box Exhaust Aftertreatment System for Improved Body Flexibility, Fuel Efficiency



Volvo Trucks recently introduced a new one-box design for its Exhaust Aftertreatment System (EATS), resulting in increased flexibility, increased fuel capacity and a more aerodynamic vehicle. The new one-box EATS is standard with Volvo D11- and Volvo D13-equipped

Volvo Trucks North America – VNM, VNL and VAH models recently launched a new one-box design for its Exhaust Aftertreatment System (EATS), resulting in increased flexibility, increased fuel capacity and a more aerodynamic vehicle. Standard with Volvo D11- and Volvo D13-equipped vehicles, the one-box EATS offers greater flexibility with the vehicle.

The smaller packaging benefits Volvo's on-highway lineup

– VNM, VNL and VAH models with increased frame rail space for additional fuel capacity or to mount APUs or any other frame-mounted accessories. On the vocational side, the one-box system provides the Volvo VHD base capability, the fifth wheel can be positioned closer to the cab reducing trailer gap for improved aerodynamics and increased fuel efficiency.

"Volvo has long been a leader in innovative design, better back-of-cab clearance and the single package EATS offers yet another opportunity for our customers to spec their vehicles for the best return-on-investment," said G. Nyberg, president of Volvo Trucks

Now with a shorter wheelbase

muffler efficiency. Specialty gines, including VNM and VNL daycab and sleeper models, VHD space available for equipment packaging."

The one-box EATS encases the diesel particulate filter, selective catalytic reduction system and diesel exhaust fluid injector into one package. With the new design, the diesel particulate filter is easier to access and lighter compared with the two-box version, allowing for quicker serviceability.

Volvo's one-box EATS features better thermal encasing of exhaust energy for improved



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# Industry News Briefs

## Courtesy of PMTA



For more information on PMTA (Pennsylvania Motor Truck Association), go to [www.pmta.org](http://www.pmta.org)

### Diesel Rises to Highest Level This Year

The U.S. average retail diesel price rose by 6.8 cents to \$2.266 a gallon, the highest level this year, the Department of Energy reported after its May 2 survey of fueling stations. The rise follows a 3.3-cent increase the prior week. Still, the price of trucking's main fuel is 58.8 cents cheaper than a year ago. The average price of diesel fuel increased to the highest level since the week of Dec. 28, when it was \$2.237 a gallon.

Diesel prices rose in all regions, with the largest increase in the Midwest at 7.6 cents a gallon. The Gulf Coast had the lowest price, \$2.137, despite an increase of 6.3 cents.

### Berks County: Midway Road Bridge Over I-78 Will Be Closed from May 16 to June 28

From May 16 to May 26 traffic wishing to access Midway Road south from I-78 east will be detoured to Exit 17 (PA 419) to PA 419 south to Old Route 22 west. During this same timeframe traffic wishing to access Midway Road north from I-78 east will be detoured to Exit 17 (PA 419) to I-78 west to Exit 16 (Midway), and traffic wishing to access Midway Road south from I-78 west will be detoured to Exit 17 (PA 419) to PA 419 south to Old Route 22 west. Also during this timeframe access will be maintained for I-78 west traffic to Midway Road north, and from Midway Road to I-78 west.

From May 26 to June 28 traffic wishing to access Midway Road south from I-78 east or west will be detoured to Exit 17 (PA 419) to PA 419 south to Old Route 22 west. During this same timeframe traffic wishing to access Midway Road north from I-78 east or west will be detoured to Exit 17 (PA 419) to PA 419 north to Schubert Road east.

This work is part of a contract to replace six bridges over I-78 in Berks County that have standard vertical clearance. HRI, Inc. of State

### Turnover at Large Truckload Fleets Rose to 102% in Fourth Quarter - Churn Rate Averaged 93% for 2015

Arlington, VA... The annualized turnover rate for large truckload fleets rose two percentage points in the fourth quarter of 2015 to 102%, the second straight quarter it was at least 100% - the first such streak since 2012.

"This elevated turnover rate shows that the driver market remains a challenge for truckload fleets," said ATA Chief Economist Bob Costello. "Obviously, attracting and retaining drivers remains a top concern for the industry."

The turnover rate at small

truckload carriers - fleets with less than \$30 million in annual revenue - surged 21 points to 89% in the final quarter of 2015. Despite this surge, churn at smaller fleets is still six points lower than during the fourth quarter of 2014 and averaged just 79%.

"The rising turnover rate, coupled with anecdotal reports from carriers, shows what a premium there is on experienced, safe drivers," Costello said. "And those drivers have and will continue to benefit from rising wages and benefits."

The turnover rate at less-than-truckload carriers rose one point to 11% in the final quarter, and averaged 11% for all of 2015.

### Truckload segments post spot rate gains amid major downswing:

For the first time since last April, per-mile spot market rates for all three major truckload segments rose, according to monthly rate data from Truckstop.com. The upswings are bright spots in an abysmal showing since last spring, with all three segments posting rate declines nearly each month since peaking last June.

### Shippers nervous about truck capacity not waiting to act on ELDs

In the U.S., the spring of 2016 isn't a bad time to be a shipper. Sure, there's the SOLAS problem,

but soft demand combined with excess capacity on land and sea and low fuel costs is pushing down transportation costs and giving shippers more bargaining power in annual contract bids, whether in the Trans-Pacific maritime trade or U.S. domestic truck lanes.

That's led to some tough talk as the contracting season for various transportation modes progresses. Logistics managers say they are coming under more and more pressure to seek transportation savings.

For now, they're finding them, and carriers that a year ago were looking at strong single-digit rate increases are adjusting to a diminished rate reality in 2016.

### Trucking And Travel Plaza Industry Leaders Announce Truck Parking Leadership Initiative

Trucking and travel plaza leaders today announced a new highway safety initiative to help professional drivers find available truck parking.

Beginning in late summer, truck drivers who need to stop and rest will be able to use a free mobile

app called Park My Truck to locate an available space, according to the initiative's leaders, the NATSO Foundation, NATSO, Inc., the American Trucking Associations and the American Transportation Research Institute (ATRI).

The Truck Parking Leadership Initiative was developed based on feedback from professional drivers and trucking companies who often describe truck parking availability as a critical need. Park My Truck allows any parking provider - whether public or private - to report their parking availability for free through this app; it doesn't require any special technology except internet access.

"Federal and state governments have spent decades and millions of dollars researching truck parking and testing technology-based approaches to counting available spaces, but not one of these efforts has yielded nationwide data about parking availability," said Lisa Mullings, the president of NATSO and the NATSO Foundation. "We are still many millions of dollars and years away from implementing an electronic system that can count parking nationwide. The problem

is that drivers need information now. We don't want to allow our pursuit of a perfect solution to prevent us from implementing a good solution today."

The groups encouraged all parking providers - including truck stops and travel centers, rest areas and others - to participate in the initiative by reporting the number of spaces available in their lots.

"Access to safe truck parking is a critical issue for the trucking industry," said ATA President and CEO Bill Graves. "It is important for America's professional drivers to have access to safe parking so they can get their required off-duty rest. Efforts like this to inform drivers about the availability of parking spaces can only help drivers as they deliver our nation's economy and move us forward. We look forward to working with truck parking providers - both public and private - to ensure that all drivers have access to this important information."

Administered by the NATSO Foundation, Park My Truck will be accessible by internet or through smart-phone apps by all professional drivers, trucking fleets or other industry participants.

Truck parking operators, including private companies and state or other administrators of highway rest areas, will need only to have internet access and the ability to count available spaces, whether by observation or by electronic means. Truck parking providers can contact the NATSO Foundation at (703) 549-2100 or [hello@parkmytruck.com](mailto:hello@parkmytruck.com) to establish an account to provide truck parking availability.

"ATRI's latest research has revealed that 'managing critical truck parking' ranks as one of the industry's Top 5 most pressing concerns," said ATRI Vice President, Dan Murray. "Through this technology, we will dramatically expand the scope of truck parking information available to drivers in an efficient, easily accessible format. It is gratifying to be part of a collaborative team that is generating real-world parking solutions for truck drivers and motor carriers alike."

"Lack of information about available truck parking across the nation is a serious problem, both for drivers and the inspectors who interact with them," said Collin B. Mooney, CAE, executive director, Commercial Vehicle Safety Alliance. "We owe it to the hardworking drivers who spend countless hours on the road to do everything we can to help them find safe, convenient and accessible places to park and get the rest they need."

More information about the NATSO Foundation can be found at [www.natso.com/natsofoundation](http://www.natso.com/natsofoundation). More information about NATSO can be found at [www.natso.com](http://www.natso.com). More information about the American Trucking Associations (ATA) can be found at [www.trucking.org](http://www.trucking.org). More information about American Transportation Research Institute (ATRI) can be found at [www.atri-online.org](http://www.atri-online.org). More information about the Commercial Vehicle Safety Alliance can be found at [www.cvsaf.org](http://www.cvsaf.org).

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## DDEC and Caterpillar internal ECM Batteries

If you have a Cummins, you don't have to worry about an internal ECM battery. Caterpillar ECMs started using internal batteries around 1993 with the A2 (40 pin) model. Detroit Diesel started using them in 1998 with the DDEC IV. The internal batteries were needed to take advantage of newer memory technology and for tracking the date and time. This newer memory needed a constant supply of electricity to hold saved information. What happens when you unplug an alarm clock? You're stuck resetting the time and alarm settings. The same thing happens when you unplug your DDEC IV from your truck while it has a dead internal battery. It resets the time and loses some programmable settings.

Cummins has been making due without internal ECM batteries so why do technicians make a say an ECM is junk when the battery dies? Well, when a truck doesn't start someone is eventually going to check for diagnostic codes. If it's an updated DDEC IV and it shows an "RTC backup battery low" code the technician associates that with the reason the ECM isn't starting the truck. He is actually seeing a symptom of another problem not the cause. The problem can start with the battery but not because the battery failed to provide voltage but like most dead batteries when they get old enough they start to leak acid. In this case the reason the ECM isn't starting the truck is because acid leaking out of the battery caused damage.

A low internal battery voltage can also be a sign that water or oil got in and is shorting out the battery. Sometimes it's not water causing the short but an internal component failure. If the truck runs fine and the only symptom is this code then the battery might have just died of natural causes. It's impossible to tell what the cause of this code is without opening up the case but don't assume the ECM is junk. If you have a Caterpillar ECM that shows the diagnostic code "timing calibration not performed"

even after you do the timing calibration procedure or load the timing calibration data your internal battery may have failed. The memory that holds this part of the program needs voltage to store data. Unless you are seeing this problem with a Caterpillar ECM then don't worry about the battery. The battery life in Caterpillar ECMs is extremely long. I have seen one that was over 20 years old that still had life left in it. All of these batteries are should run at least 10 years. If an ECM is less than 10 years old and has low internal battery voltage expect to find something defective or something shorted. If you're not having any of these problems and you're internal battery voltage is above 2 volts then the best way to take care of your internal ECM battery is to keep your ECM connected to your truck and keep your truck batteries charged.

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

## Fyda Freightliner Western Star Zanesville Opens New Full Service Dealership

Columbus, OH... Fyda Freightliner Western Star Zanesville opened for business on Monday, May 2 in Zanesville, Ohio. Sitting on 15 acres, the 46,000 sq. ft. full service truck dealership is conveniently located at 5005 East Pike, which is situated on Interstate 70 at exit 160.

Fyda Zanesville offers extended hours of operation six days a week. The parts and service departments open are open Monday through Friday 7 a.m. to 7 p.m. and Saturday 7 a.m. to 4 p.m. Truck salespeople are available Monday through Friday 8 a.m. to 5 p.m. and Saturday 8 a.m. to 1 p.m.

Fyda Zanesville carries a large inventory of new Freightliner and

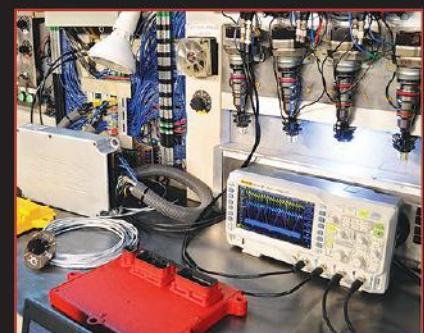
Western Star and all-makes pre-owned heavy- and medium-duty commercial trucks. The parts department offers free parts delivery and carries approximately \$1 million in Freightliner and Western Star OE parts, a full line of all-makes truck parts and components, and selected trailer parts. The 24-bay

flywheel machining, glass repair, and radiator repair service. All Fyda Freightliner technicians are factory trained and certified on the latest diagnostic equipment. A grand opening customer celebration event is planned for June 10.

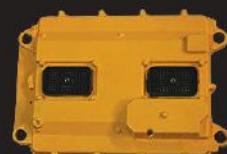
Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; and Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania. A new dealership is slated to open in Walton, Kentucky in 2017. For more information, visit us online at [www.fydafreightliner.com](http://www.fydafreightliner.com).



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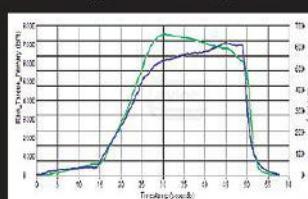


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# 17th Annual 75 Chrome Shop Truck Show



BUILDERS-COMBO BEST OF SHOW: & PEOPLE'S CHOICE: Michael Manuel, 2015 Blue Peterbilt 389/2017 MAC Curtainside – “One Of Many”  
- photo courtesy of Overdrive -

## Truck Show Winner's List

LIGHTS BOBTAIL: 1<sup>st</sup>-Bob Harley1972 Purple Peterbilt 358A – “Bad Attitude”; 2<sup>nd</sup>-Doug Jameson/James Williams, 2015 Red & Black Peterbilt 389 – “Contender”; 3<sup>rd</sup>-Erlys Gonzalez/A&A Stainless Steel, 2005 White Peterbilt 379

LIGHTS COMBO: 1<sup>st</sup> Tie-Luke Leister/Rich Hart, 2016 Peterbilt 389/2016 MAC Dump; 1<sup>st</sup> Tie-Michael Manuel, 2015 Peterbilt 389/2017 MAC Curtainside; 2<sup>nd</sup>-John Jaikes1999 Kenworth W900L/2006 Utility Reefer; 3<sup>rd</sup> Place-Jeff Schultz/Rethwisch Transport, 2013 Peterbilt

389/2012 Polar Tanker WASH & SHOW: BOBTAIL-2000 & Older: 1<sup>st</sup>-Martin Clagett & Chris Lange, 1999 Peterbilt 379; 2<sup>nd</sup>-John Culp, 1998 Mack CL713; 3<sup>rd</sup>-Luis Rodriguez, 1999 Mack CH612

BOBTAIL -2001- 2010: 1<sup>st</sup>-Marcus Copeland, 2007 Peterbilt 335;

2<sup>nd</sup> Tie-Mitch Broderson, 2007 Western Star Lowmax 4900 EX;

2<sup>nd</sup> Tie-Frank Trujillo, 2002 Peterbilt; 3<sup>rd</sup>- Dave Loudin, 2007 Peterbilt 379

BOBTAIL-2011 & Newer: 1<sup>st</sup>-Darrell Ferguson/Larry Bredwater, 2013 Mack CH; 2<sup>nd</sup> Tie-Bubba Branch, 2014 Peterbilt 579; 2<sup>nd</sup> Tie-PJ Kennedy, 2016 Peterbilt 579; 3<sup>rd</sup>-Lee Whitaker, 2016 Kenworth W900L

COMBO-1999 & Older: 1<sup>st</sup>-

Lance Whitaker, 1990 Kenworth K100/2016 Trailstar Dump; 2<sup>nd</sup> Brody Lathrop, 1998 Peterbilt 379/2002 Fontaine Flatbed 3<sup>rd</sup>-Jeffery Dubois, 1995 Peterbilt 379/2014 MAC Dump

COMBO-2000-2010: 1<sup>st</sup>-Mike Stephenson, 2004 Peterbilt 379/2016 Peterbilt 379 – “High Roller”; 3<sup>rd</sup>-Gene Patterson, 1956 Black Diamond T 921

BOBTAIL – SPECIALIZED: 1<sup>st</sup>- Daniel Bingel, Jr/Sean Ioscalzo, 2013 Green Kenworth T800 Wrecker – “Crane Train”; 2<sup>nd</sup>-Earl Millirons/New Image Towing, 2005 Red & Black Peterbilt 379

Wrecker; 3<sup>rd</sup>-Douglas Lancaster, 2016 Red & Black Peterbilt 389

Wrecker

BOBTAIL – 2000 & OLDER: 1<sup>st</sup>- Eric Bilgo1995 Black & Copper

Peterbilt 379; 2<sup>nd</sup>- Brian Cooper, 2000 Light Blue & Plum Kenworth W900L – “Best Of Both Worlds”; 3<sup>rd</sup>-David & Tonya Smith, 1984 White & Black Peterbilt 359

BOBTAIL – 2001-2007: 1<sup>st</sup>-Roque Brothers/A&A Stainless Steel, 2003 Blue Peterbilt 379; 2<sup>nd</sup>-Erlys Gonzalez/A&A Stainless Steel, 2005 White Peterbilt 379; 3<sup>rd</sup>- Brian Rudisell/Kuhnle Bros, Inc; 2005 Kenworth W900

BOBTAIL – 2008 & NEWER: 1<sup>st</sup> Tie-Stan Rudnitsky, 2008 Kenworth W900; 1<sup>st</sup> Tie-Sid Colangelo/Kyle Cousins, 2015 Kenworth W900L; 2<sup>nd</sup>-Joel Dawes/Dawes Contract Cartage, 2014 Kenworth T660; 3<sup>rd</sup> Tie-Roque Brothers/A&A, 2003 Peterbilt 379

BESTPAINT-LIMITED MILEAGE BOBTAIL Or BUILDERS: Doug Jameson/James Williams, 2015 Peterbilt 389

PAINT – COMBO: 1<sup>st</sup>-Chad Berry, 2012 Peterbilt 386/2017 MAC

COMBO-FIRST SHOW: 1<sup>st</sup>-Tony Amodeo, 2006 Freightliner Classic XL/2001 Great Dane; 2<sup>nd</sup>- Jonathan Terry, 1995 Kenworth W900L/2005 Reitnour C O M B O - 1 9 9 2 - 2 0 1 2 : 1<sup>st</sup>- Shawn Cielke, 2005 Kenworth T600/2017 Wabash; 2<sup>nd</sup>- Chad Berry, 2012 Peterbilt 386/2017 MAC Curtainside; 3<sup>rd</sup>-John Jaikes, 1999 Kenworth W900L/2006 Utility Reefer COMBO – 2013 & NEWER: 1<sup>st</sup>- Jeff Schultz/Rethwisch Transport 2013 Peterbilt 389/2012 Polar Tanker; 2<sup>nd</sup>-Clint Dicks/CDT, Inc., 2017 Orange Volvo VN630/2016 Utility Flatbed; 3<sup>rd</sup>-Casey Moro, 2016 Kenworth T370/2016 INTERIOR – CAB ONLY: 1<sup>st</sup> Tie-Joel Dawes/Dawes Contract Cartage, 2014 Kenworth T660; 1<sup>st</sup> Tie-Randy Menkel/James Williams, 2013 Peterbilt 389/2015 Etnyre Detachable Heavy Haul; 2<sup>nd</sup>- Jeff Schultz/Rethwisch Transport, 2013 Peterbilt 389/2012 Polar Tanker; 3<sup>rd</sup>-Sid Colangelo/Kyle Cousins, 2015 Kenworth W900L BEST ENGINE-LIMITED MILEAGE Or BUILDERS: Bob Harley, 1972 Peterbilt 358A BUILDERS-BOBTAIL BEST OF SHOW: Bob Harley, 1972 Peterbilt 358A BUILDERS-COMBO BEST OF SHOW: Michael Manuel, 2015 Peterbilt 389/2017 MAC Curtainside LIMITED MILEAGE BOBTAIL –BEST OF SHOW: Doug Jameson/James Williams, 2015 Peterbilt 389; Runner Up-Kevin Hlavac, 1988 Kenworth K100E; 3<sup>rd</sup>-Keith Smart, Jr., 2015 Peterbilt 389 LIMITEDMILEAGE COMBO BEST OF SHOW: Brian Davis/Davis Bros Trucking, 2015 Peterbilt 386/2016 Wilson Grain Trailer; Runner Up -Luke Leister/Rich Hart, 2016 Peterbilt 389/2016 MAC Dump; 3<sup>rd</sup>-Brian Fretwell/Taylor Transport, 2016 Kenworth W900L/2015 MAC Flatbed BEST OF SHOW – WORKING BOBTAIL: Sid Colangelo/Kyle Cousins, 2015 Kenworth W900L BEST OF SHOW – WORKING COMBO: Shawn Cielke, 2005 Kenworth T600/2017 Wabash PEOPLE'S CHOICE: Michael Manuel, 2015 Peterbilt 389/2017 MAC Curtainside COMPETITORS CHOICE: Bob Harley, Burbank, OH; 1972 Peterbilt 358A



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# 75 Chrome Shop's 17th Annual truck Show



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# AirDog® - Delivering Pure Fuel To Diesel Engines



Charlie Ekstam

continued from page 1

introduced "The Fuel Preparator®". A few years later the product was patented and trademarked as the "AirDog®". Charlie kept improving the AirDog® until his untimely death in February 2014, leaving a legacy to benefit the diesel engine for many years to come.

Today, PureFlow Technologies is proud to offer the next generation of the Fuel Preparator®, the AirDogII® and AirDog Champ® I and II.

The AirDogII® features a 4G HD industrial pump and fuel filter monitor. It has an electric motor and fuel pump mounted on a filter base and mounts in place of the trucks water separator. The AirDogII® removes water, solid particles and all entrained air from the fuel. Models are available for most diesel engines and it comes with a 5-year warranty.

The AirDog Champ I® mounts to the frame or firewall on the pressure side of the fuel pump. It

is made for today's high-pressure fuel rails. It uses the high pressure of modern fuel pumps to remove water, air and particulates and is warranted for 10 years.

The AirDog Champ II® fits popular Class 8 truck engines, including CAT and Detroit Series 60 with a spin-on adaptor that attaches to the existing fuel filter housing, making a very quick and easy installation.

It also removes water, air and particulates and comes with a 10-year warranty.

AirDog® models are also available for pick-up trucks through PureFlow AirDog at 877-421-3187 and feature a limited lifetime warranty.

All AirDog® products are made right here in the USA and have applications for nearly all diesel engines. From Class 8 trucks, pick-ups, off-road heavy equipment to marine and agriculture, AirDog will help your engine run better and increase horsepower.



Fuel Preporator®. I love the new design and performance it makes a huge difference. I have ordered 3 units and all have done great for me!

- David Wesley, Onaga, KS

CAT - I love the AirDog® Champ II it does everything and more that I was promised out of the product. I have about a .5 MPG increase, my fuel pressure has leveled off and I am seeing my engine running smoother and pulling better too.

- Scott Penn, Fort Peirce, FL

**550 ISX-** The AirDog® FPII-200 for ISX + signature 600 is great I experience engine running smoother, pulling better, and have a .7 to 1 increase in MPG. I used to have an old Fuel Preporator starting out and I love the new 4G. I have no regrets and love that it is much smaller than the old Fuel Preporator® as well. - Manny Medeiros/ Medeiros Trucking, Hollister, CA

**N14** - I installed the AirDog® FPII-200 on my Cummins N14, so far I have experienced engine running smoother, pulling better, and over a 1 mpg increase in fuel! It is everything I was promised and plan on buying more units at this year's Mid-America Truck Show!

- John Casey, Ashland, OH

**CAT C15** - I tell all my friends about the AirDog® Champ II! Since I have had it I have experienced engine running smoother, pulling better, and a .5mpg difference in fuel economy. I can really tell a smoothness in the throttle as well! - Darrell Spencer, Georgetown, KY

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# Peterbilt of Lincoln To Host Grand Opening Celebration



Aerial drone photo of the newly-rebuilt Peterbilt of Lincoln dealership.

LINCOLN, NE... Peterbilt of Lincoln will host a Grand Opening Celebration, showcasing its newly-built, full-service dealership in Lincoln, Neb., on Wednesday, June 22.

Event activities will run from 10 a.m. to 8 p.m., including a tent with truck parts vendors, facility tours and a chance to win door prizes. Customers can view the new high-tech Peterbilt trucks and chat with Factory Reps. A catered lunch and dinner will also be served.

The event is open to Peterbilt customers, fleets, O/Os and the entire Trucking Community. The

large modern facility is located along the Interstate 80 frontage road at 6262 Arbor Road; take I-80 Exit 405 in Nebraska.

In order for us to properly plan for this event, attendees are asked to register online. To register to attend, see event details, find a map or view the store video, visit the Peterbilt of Lincoln webpage at: [www.pbtruck.com/PBLincoln.aspx](http://www.pbtruck.com/PBLincoln.aspx)

*Peterbilt of Lincoln is a member of the Midwest Peterbilt Group, which is owned and operated by Sioux City Truck Sales, Inc. (SCTS). The group includes five full-service dealerships in Sioux City, Council Bluffs, Des Moines, Norfolk and Lincoln. Opened in 1954 and still family-owned, SCTS locations offer a full-line of trucks, parts, service/repair and body shops.*



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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 a naked and abrupt truth that is cruel and unkind. Nor does it suggest that there is any wisdom in thinking only of our 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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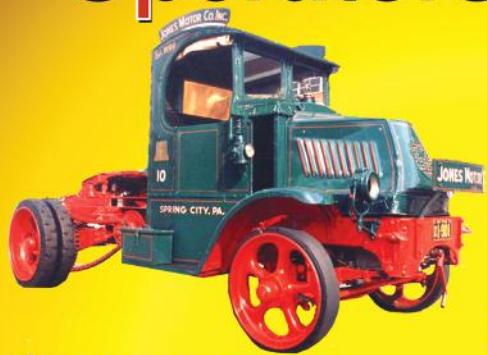
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## Goodyear Rolls Out New Marathon Line



AKRON, OH... The Goodyear has been designed for the steer Tire & Rubber Company has position and features:  
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- Five-rib construction to help provide uniform wear and long tire life
- Pressure distribution grooves to help promote even wear
- Enhanced tread compounds for SmartWay-verified fuel efficiency and low cost-per-mile
- Steel belt construction to balance fuel economy and mileage
- Lateral grooves and rib edge sipes to help enhance traction in all weather conditions

The Goodyear Marathon LHS

Designed for the drive position,

the Goodyear Marathon LHD features:

- Goodyear Tredlock Technology with interlocking micro-grooves to help stabilize the tread for more miles to removal
- Semi-solid shoulder ribs to help provide long life
- Highly siped center rib and lateral grooves to offer excellent all-season traction
- Enhanced tread compounds for SmartWay-verified fuel efficiency and low cost-per-mile

The Goodyear Marathon LHT, designed for the trailer position, contains:

- Strong casing construction to help enhance tire life, toughness and retreadability
- A special, protective shoulder compound that helps guard the tire's outer tread from curb damage
- Fuel-saving compounds to help reduce energy loss and achieve SmartWay-verified performance

The Marathon LHS is available in size 295/75R22.5 (Load Ranges G and H) and will be available in size 11R22.5 (Load Ranges G and H) next month. In July, the tire will be available in size 285/75R24.5 (Load Range G) and 11R24.5 (Load Ranges G and H.)

The Marathon LHD is available in size 295/75R22.5 (Load Range G) and will be available in size 11R22.5 (Load Range G) in June. Sizes 285/75R24.5 (Load Range G) and 11R24.5 (Load Ranges G and H) will be available in December 2016.

The Marathon LHT is available in size 295/75R22.5 (Load Range G) and will be available in size 11R22.5 (Load Range G) next month. Sizes 285/75R24.5 (Load Range G) and 11R24.5 (Load Range G) will be added in July.

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# Trucking Chief Ponders the Good, Bad and the Ugly of Canada-US Border

Toronto... Canadian Trucking Alliance CEO David Bradley evoked a spaghetti western theme in a speech to the Canadian-American Border Trade Alliance by describing the "good, bad and the ugly" of Canada-US border and trade issues.

The good, according to Bradley:

However, Bradley lamented the fact that "security still trumps trade and there is no denying the so-called security measures that have been introduced over the past 15 years have reduced efficiency and productivity at the border."

Even though the line-ups and delays at the border are no longer measured in days as they were in the years immediately following 9/11, trucks are still subject to extended backups on any given day and the unpredictability with regard to wait times impairs the reliability of the North American supply chain, which impacts both Canada and the United States, he said. He also decried the introduction of measures by non-customs departments that have no element of risk management and fees – in particular citing the US Agricultural Plant Health Inspection Service (APHIS) fees introduced by the US Department of Agriculture, which he characterized as being illegal under NAFTA and GATT by contradicting the spirit of initiatives such as the Beyond the Borders action plan.

As well he argued there are still several inconsistencies between how Canada approaches the trusted-traders and e-Manifest programs compared to how the US does. In order to access the FAST lane to the U.S., for example, trusted carriers and importers must have Customs-Trade Partnership Against Terrorism (C-TPAT) certification whereas a trusted trader needs to be both Partners-In-Protection (PIP) and Customs Self-Assessment (CSA) approved to enter Canada, even though the latter has nothing to do with security.

He said the lack of real progress on true pre-clearance versus pre-inspection – which he says requires two stops where currently there is one – and Canada's decision not to equip any commercial lanes with radio frequency identification (RFID) is "if not ugly, then at least underwhelming." That's also how he described the US response so far to a "broadly-supported and common sense" proposal from industry on both sides of the border to allow foreign drivers to reposition foreign empty trailers.

Describing what he called the five pillars of an ideal future, Bradley called on both governments to:

1. Introduce true reciprocity between the PIP and C-TPAT programs and elimination by Canada of the CSA program for carriers;

2. Adopt a one-card system for drivers built around the FAST card, which he said could be tiered to reflect different security levels and the elimination of the CDRP card in Canada and the transportation worker identification card (TWIC) in the United States.

3. Equip all commercial lanes into Canada with RFID, replacing the requirement for transponders by using the FAST card which is already RFID-ready as the means of transmission, standardizing the advance notice for e-Manifest for trusted traders to 30 minutes in both countries and making e-Manifest for empties mandatory.

4. Consistent with real perimeter security and a beyond the border focus, introduce true pre-clearance in the form of "Green Lanes" where trusted traders and shipments will obtain advance clearance electronically at approved facilities and proceed to and cross the border without having to stop at all.

5. Ensure regulations (e.g., labour mobility for truck drivers) reflect modern logistics practices and seek true North American standards where possible.

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# Iowa 80 Announces Truckers Jamboree Concert Line Up

WALCOTT, IA... Iowa 80 Truckstop is pleased to announce its slate of performers who will take the stage to entertain attendees at this year's Walcott Truckers Jamboree.

"We are very excited about this year's line up," says Heather DeBaille, Marketing Manager.

On July 14<sup>th</sup> attendees will be treated to Dani Lynn Howe & Band who will be opening for rising country star Clare Dunn. "Every-

one loves Dani Lynn and her band. We are glad to have them back on stage," says DeBaille. "Clare Dunn is a fantastic songwriter and performer. She has opened for Luke Bryan, Florida Georgia Line, Keith Urban and Hank Williams, Jr. She has also toured with Bob Seger."

Friday, July 15<sup>th</sup> will feature local band North of 40 and Sammy Kershaw. Sammy Kershaw is best known for his hits *Cadillac Style*, *She Don't Know She's Beautiful*

*and Third Rate Romance* to name a few. "We are thrilled that Sammy will be playing at our event," says DeBaille. "It'll be a packed house for sure!"

The 2016 Walcott Truckers Jamboree will also feature a Super Truck Beauty Contest, Antique Truck Display; Iowa pork chop cookout; over 175 exhibits, Trucker Olympics; carnival games; two fireworks displays, a 100<sup>th</sup> birthday party for Iowa 80 Trucking Museum's

1916 Mack AC and loads of fun for the whole family! Admission and parking are FREE! Shuttles will be provided from the parking area to the event grounds.

The 37th Annual Walcott Truckers Jamboree, will be held July 14-16, 2016 at Iowa 80 Truckstop, I-80 Exit 284, Walcott, Iowa. More information can be found at [www.truckersjamboree.com](http://www.truckersjamboree.com).

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## Shell Coolant Product Return Program

SOPUS Products has added additional 50/50 pre-diluted coolant products that have been undertreated with bitterant to the coolant return program it initiated on March 25, 2016. As a result, the list of products for the coolant return program has been updated.

SOPUS Products is requesting the return of the following products:

- ShellZone DEX-COOL® Extended Life 50/50 Pre-diluted Antifreeze/Engine Coolant in 55-gallon drums and one-gallon bottles--all batches produced before April 8, 2016

- Specific batches Shell ROTELLA ELC Nitrite-Free 50/50 Pre-diluted Antifreeze/Engine Coolant in 275-gallon totes, 55-gallon drums and one-gallon bottles. Affected product varies by manufacturing facility; check for information on any batches produced before April 8, 2016 at [www.rotella.com/productreturn](http://www.rotella.com/productreturn).

- Shell ROTELLA ELC 50/50 Pre-diluted Antifreeze/Engine Coolant in 275-gallon totes (Batch #2877558U063) 55-gallon drums (Batch #2877558U063), 1-gallon bottles (Batch #2877558U063 and #INDT2660908)

- Shell ROTELLA Ultra ELC 50/50 Pre-diluted Antifreeze/Engine Coolant in 55-gallon drums and 1-gallon bottles (all batches produced before March 16, 2016).

- Shell ROTELLA Ultra ELC Antifreeze/Coolant Concentrate in 55-gallon drums (Batch #B2811293U063)

We initiated this return program because these products were undertreated with bitterant, an additive used to render the product unpalatable. If any of these products are already installed in a cooling system, they do not need to be drained or replaced; it is important to note that the lack of bitterant has no impact on product performance. The one-gallon bottles of these products have warnings on the label and child-resistant closures.

Shell ROTELLA Ultra ELC 50/50 Pre-diluted, Shell ROTELLA Ultra ELC Concentrate, and Shell ROTELLA ELC Pre-diluted 50/50 Antifreeze/Engine Coolants are formulated to be extended-life antifreeze/coolants in the heavy-duty engines found in on- and off-highway vehicles, and in marine, farm, mining and construction equipment. Shell ROTELLA ELC Nitrite Free (NF) Pre-diluted 50/50 antifreeze/coolant is formulated to be extended-life antifreeze/coolants for commercial and mixed fleet use with medium and heavy duty diesel, gasoline, and natural gas vehicles, passenger cars and light duty trucks. ShellZone DEX-COOL Extended Life Pre-diluted 50/50 Antifreeze/Engine Coolant is formulated as an extended life passenger car and light truck antifreeze/coolant.

We request that distributors, customers and retailers remove these specific products from their inventory, segregate them from saleable products and return or recycle it. Consumers who have product in their possession should visit [www.ROTELLA.com/productreturn](http://www.ROTELLA.com/productreturn) to begin a claim process. Open product should then be taken to their local recycling facility or auto parts store to be recycled. Additional instructions around recycling can be found at [www.earth911.com/recycling-guide/how-to-recycle-automotive-fluids/](http://www.earth911.com/recycling-guide/how-to-recycle-automotive-fluids/).

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- March 14<sup>th</sup> – August 31<sup>st</sup>
- I-476 Milepost 101 – 105
- Both directions on the N.E. Ext.



Expect delays in this area at all times but especially during holidays and special events. We advise motorists who can, to avoid this area.

## Pennsylvania Turnpike and PennDOT Announce 70 mph Speed Limit Expansion

Harrisburg, PA... The Pennsylvania Turnpike Commission and the Pennsylvania Department of Transportation announced additional stretches of the interstate network that will be posted with 70 mph speed limits.

396 additional miles of the Turnpike and 400 additional miles of certain PennDOT highways have been converted to 70 mph; combined with the 201 combined miles of Turnpike and PennDOT roadways already at 70 mph since July 2014, motorists will see the higher speed limit on 997 miles of roadway in the Commonwealth.

"Before moving ahead, we looked very closely at a number of factors, such as speed and traffic data and the physical characteristics of the highways, in deciding where 70 mph limits could be safely permitted," said PennDOT Secretary Leslie S. Richards.

PennDOT and Turnpike crews installed new 70 mph signs, posts and foundations at some locations and replacing 65 mph signs with 70 mph signs at other locations. They also installed curve warning signs where warranted and new speed reduction warning signs in advance of areas where the limit drops from 70 mph to 55 mph.

"Motorists should not look at this change as consent to speed; in fact, it's as vital as ever to drive sensibly, to avoid distractions and to buckle up," said PA Turnpike Chairman Sean Logan. "And remember, 70 mph — or any posted speed limit for that matter — is the *maximum* speed; you should drive slower when traffic, weather or road conditions demand it."

PennDOT roadways that are being posted with the new limit over the next few days (including current pilot areas) are:

- I-79 from I-90 in Erie County south to a point just north of the PA 228 interchange in Butler County

(97 miles)

- I-79 from I-70 in Washington County south to the West Virginia border (33 miles)

- I-80 from the Ohio State border east to a point near mile marker 190 in Clinton County (190 miles)

- I-80 from a point near mile marker 195 in Union County to a point near mile marker 247 in Columbia County (52 miles)

- US 15 from the interchange with PA 14 in Lycoming County north to the New York State border (49 miles)

- I-99 from Exit No. 68 in Centre County south to a point near mile marker 34 in Blair County (34 miles)

- I-99 from Exit No. 28 in Blair County south to mile marker 0 (PA Turnpike) in Bedford County (28 miles)

- I-380 from I-84 in Lackawanna County south to Exit No. 3 in Monroe County (21 miles)

Turnpike travelers will encounter a higher speed limit on virtually the entire toll highway. "After we convert the remaining segments of our system, we will have 493 miles posted at 70 mph," said PA Turnpike CEO Mark Compton. "As a result, Turnpike motorists will see a 70 mph speed limit on almost 90 percent of our 552-mile system."

Since the summer of 2014, the Turnpike speed limit has been 70 mph on a 97-mile stretch in south-central Pennsylvania between the Blue Mountain and Morgantown interchanges. All remaining sections of the PA Turnpike system that are now posted at 65 mph — including Turnpike extensions in southwestern PA — will be signed for 70 mph beginning May 3.

Areas of the PA Turnpike now posted at 55 mph will remain at 55 mph, including: work zones; the five tunnels; mainline toll plazas ("barrier" plazas that stretch across travel lanes, such as Mid

County and Delaware River Bridge in the southeast and Gateway and Warrendale in the west); the eastern slope of the Allegheny Mountain; and the seven-mile stretch east of the Bensalem Interchange in Bucks County (this section — now posted at 55 mph due to construction of the I-95/Turnpike link — will remain at 55 mph upon completion of the connections because of a lower design speed).

The lone exception to the Turnpike's 55/70 rule is during tunnel maintenance. "When we close a tunnel to perform pavement or lighting maintenance, traffic is switched to the adjacent tube resulting in a two-way traffic condition," Compton said. "The speed limit inside a bidirectional tunnel will continue to be 40 mph for the safety of our customers."

Areas that didn't qualify for the increase had crash histories; heavy, weaving traffic or characteristics that did not lend themselves to safe conversion to the higher limit. PennDOT will continue to review crash statistics for the newly posted areas and will consider information generated from ongoing studies before deciding on other areas that could see the higher limit.

Act 89, the transportation funding plan adopted in November 2013, permitted the increase to 70 mph once appropriate safety studies were reviewed. PennDOT and the Turnpike raised the limit in three pilot areas on the Turnpike, Interstate 80 and Interstate 380 in August 2014. The studies did not see a significant increase in speed or spike in crashes in the pilot areas.

Follow PennDOT on Twitter at [www.twitter.com/PennDOTNews](http://www.twitter.com/PennDOTNews). Follow the Turnpike on Twitter at <https://www.paturnpike.com/travel/twitter.aspx>.

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# The Circuit Rider



*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.*

## Mankind Should Respect The Seasons

The Bible teaches that we should respect the seasons. For instance, in the First Psalms it is said that the righteous man "Shall bring forth his fruit in his season and whatsoever he doeth shall prosper."

But the mistake many of us make is trying to do things out of season. In the New Testament we are told to "Be instant in season and out of season."

I once heard of a lady who saw a beautiful rose bud. She was charmed by the depth of its color and fragrance. She lifted it in her hand and thought someday this rose bud will be a beautiful flower. But she could not wait. She pulled petal by petal and took the rose bud apart. If she would have only waited until the season was right and allowed the rose bud to open on its own, then the shift of beauty would have emerged from the bud to the blossom and she would have been pleased.

Often in spiritual life we do the same thing. We run ahead of God on many occasions, while at other times we wait until it too late. Simply put, we miss the season. The secret of success is to be instant in season and out of season.

What do you do out of season?

You prepare for the season that is upcoming. You prepare the ground, you plant the seed, you wait for the harvest and when the harvest season comes, you reap. So it is in spiritual life.

### PennDOT, Police Partner for Seat-Belt Safety, Enforcement

Harrisburg, PA... In an effort to promote driver safety and decrease unbuckled fatalities, the Pennsylvania Department of Transportation (PennDOT) will partner with police statewide during the national Click It or Ticket seat-belt enforcement mobilization through June 5.

Throughout the Click It or Ticket mobilization, enforcement will focus largely on nighttime operations, using Traffic Enforcement Zones and roving patrols on roadways identified as having higher unbelted crash rates.

According to PennDOT data, unrestrained fatalities increased from 383 in 2014 to 413 in 2015. The statewide number of crashes in which people were not wearing seat belts decreased to 13,534, compared to 13,627 in 2014.

Motorists are reminded that Pennsylvania's primary seat-belt law requires drivers and passengers under 18 years old to buckle up, and children under the age of four must be properly restrained in an approved child safety seat. Children ages 4 to 8 must be restrained in an appropriate booster seat. In addition, children ages 8 to 18 must be in a seat belt when riding anywhere in the vehicle.

Also, drivers and front-seat passengers 18 years-old or older are required to buckle up. If motorists are stopped for a traffic violation and are not wearing their seat belt, they can receive a second ticket and second fine.

Visit [www.JustDrivePA.com](http://www.JustDrivePA.com) for more information on seat-belt safety and PennDOT's other traffic-safety initiatives. Join the discussion on social media by using #JustBuckleUp.



### Michael Lynch – Command Sergeant Major Retired, US Army

Michael Lynch served in the US Army from 1981-2012, beginning with the 1/19th Field Artillery at Fort Carson, Colorado.

Mike then re-enlisted with the 5/19th Transportation Company at the Hunter Army Airfield in Savannah, Georgia.



Mike was selected for the U.S. Army Recruiting Command and spent 21 years with the 6th Recruiting Brigade.

After retiring, Mike worked for a large national trucking carrier to develop their Veterans Hiring Program. 3 years later Mike joined Quality Distribution, where he started a Veterans Hiring Program at the company called Troops To Tankers (phone 813-334-2598).

Mike was born and raised in Vermont, but now lives in Salt Lake City, Utah near his two children and grandchild. Mike is an avid motorcycle enthusiast and enjoys touring on his Harley Davidson Road Glide Ultra.



Our gratitude to **Mike Lynch**  
and all veterans who have served our country.  
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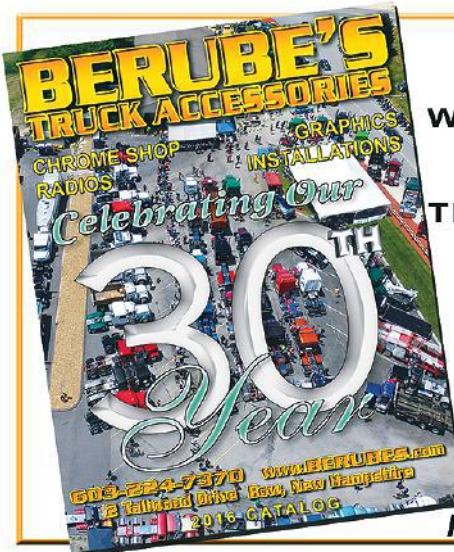
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Even if you're not a baseball fan, you've probably heard the name Pete Rose. He holds the current record for most hits in major league baseball at 4,256 and was involved in one of the most notorious gambling scandals in baseball history. Although Rose doesn't break any tax records, he definitely makes our list after accumulating nearly \$1 million in back taxes between 1997 and 2002.

And finally the one everyone sings about, nearly three decades ago country music star Willie Nelson had a lien placed on his property by the IRS amounting to \$16.7 million. Although his lawyers were able to settle his debt for substantially less, he was still unable to pay the amount owed and lost everything he owned. Lucky for him he ended up getting back his Texas Ranch!

So if you think your problem is a big one, think again! But don't follow in these celebrity's footsteps—do something about it before the IRS takes the first step. Get Help! We are always here if you need somebody to talk to. If you would like to see the full article click here or visit <http://www.communitytax.com/tax-audits-celebrity-cheaters/> For information about Big Rig Tax Relief call us today at 1-844-346-3386 or visit [www.CommunityTax.com](http://www.CommunityTax.com)

*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](mailto:Nick@BigRigTaxRelief.com)

Tax season can be stressful for everyone and it's no surprise people hate giving up their hard earned money, and that includes celebrities. The rich and famous are not excluded from tax issues. I recently wrote a blog about the famous whom the IRS has caught cheating on their taxes. I thought some of the readers here might enjoy!

O.J. Simpson has seen his fair share of courtrooms and is no stranger to the law. He's currently serving a 33 year prison sentence for armed robbery and kidnapping, but his troubles don't stop there. Simpson has been in tax trouble since 2000, and his latest tax lien finally put him over \$500,000 in debt to our government.

You probably know Pamela Anderson as the star of the 90's TV show "Baywatch." What you probably didn't know about was Pamela Anderson's run-ins with the IRS. In 2011, Anderson owed a combined total of nearly \$400,000 in state and federal taxes. But this wasn't the first time she had to deal the IRS.

In 2008, actor Wesley Snipes was convicted for failure to file tax returns in 1999, 2000, and 2001. During this three year span, he evaded \$7 million in taxes to the government. Snipes reportedly did not believe that he was under any obligation to pay taxes, but the government thought otherwise.

In 2010 Lindsey Vonn received her gold medal in the downhill event at the Vancouver Olympics. Unfortunately in that same year, she received a tax bill from the IRS of just over \$1.7 million. She quickly released a statement explaining that she was wrong to rely on someone else to file her tax return for her. She may have represented her country as an athlete, but she certainly forgot

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# IMAGES & INTERESTS

by Heather Hogeland

I recently read a post on the Women in Trucking page on Facebook where a driver was relating a story about his experience allowing another truck to pass him, one that was set to run almost the exact same speed as his own. This driver had made the decision to back out of his own throttle in order to allow the other to get past him and release

off that big trucks hind end right now I'm going to give you a ticket for tailgating! The CB went quiet for a couple minutes and, as the traffic opened up and the trooper passed the courteous truck driver he keyed up one more time and said "good job driver, keep up the good work!"

This spring, as Roger and I left on our annual cross country trek we noticed how much more of this type of behavior is going on than ever before. We travel now throughout the year, all over the country in our motorhome so we oftentimes get a Birdseye view of what I'm talking about without anybody suspecting we have a clue we know what we are seeing. The only explanation I can come up with for the lack of courtesy is lack of training and or

lack of experience.

I like to think that, with experience comes knowledge, with knowledge, wisdom. Wisdom SHOULD bring courtesy with it because courtesy brings, along with it safety. Safety should be our number one concern when we are captaining an 80,000 lb. ship down

the highways of America. Today we have SO MANY companies that are governing their equipment to a set speed, which creates true chaos out there when those speeds are so similar that they cannot get out of their own way, let alone each other's! The time has come, has passed really, when we drivers MUST actually put courtesy into actual practice EVERY DAY.

The only way to reduce traffic jams, and the stress they create is to be considerate of those around you. If you are driving a truck with a top speed of, say 63 mph, and you are coming up behind one that goes 62 mph, wait to pass it until you are in a position to have 3 lanes or there's a wide enough space behind you open to not hold traffic up for too long. If you are in the 62 mph

truck that is being passed, you could seriously help out by doing like the driver I mentioned in the beginning of this story, back out for just a minute or two, long enough to let the slightly faster truck get around and clear you.

Believe me, I fully understand the frustrations on both sides of

this argument! We owned our own trucks and drove everything from a 600 Caterpillar to the little UPS freight trucks on our last job but there is no excuse for aggressive, nasty behavior when operating a commercial vehicle. You must be professional, you have to be SAFE. I believe the best way to achieve that

is to be defensive in your driving skills, be kind in your temperament behind the wheel, be courteous to others on the road, especially to fellow drivers. There are so many things we have to contend with on a daily basis out here, we really need to find that old camaraderie once again, reestablish the 'code' our drivers held amongst ourselves, hold one another in high regard so we can depend on each other like we used to!

I have driven commercial trucks for 40 years now, over 4 million safe miles. I have seen many things, lots of changes in all those years. One thing I have seen that is NOT an improvement? The way drivers stick together. I believe we can change that, one driver at a time. Begin with an act

of courtesy, allow a truck to pass you, flash your lights, NOT YOUR BRIGHTS, to signal all clear, raise your hand in a wave as you meet or pass another truck, refrain from negative commentary on the two way, JUST ONCE, back away when you KNOW you won't be able to get around that truck ahead of you.

Think about it, there are hundreds of little ways we can all be a little kinder, a little more courteous and improve our image to the public or, even more important, amongst ourselves. It's such a stress filled world today; let's see if we can't reduce it a tiny bit within our industry?

Hope to see many of you at Wacott next month at the Jamboree!!!

'Til next month, y'all be safe out there and God Bless!

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## Build Your Own Model 579 With Peterbilt iPad App

**DENTON, TX...** Peterbilt customers and enthusiasts can build their own Model 579 – choosing from a range of specs, colors and configurations – with a new, free app available for iPads through the Apple App Store, Peterbilt Motors Company recently announced.

"Peterbilt's Model 579 configurator app provides an educational, entertaining way to engage with the most innovative and aerodynamic truck in the history of Peterbilt," said Jorge Medina, Peterbilt's Director of Marketing. "Users can experience the Model 579's versatility and many premium options by building the truck of their dreams or experimenting how to optimize the truck for various applications."

Among the many selections users can make are choosing a truck or a tractor, a day cab or pick from a full line of sleepers, different hood lengths, exterior colors and bright packages, powertrain and other key components.

Additionally, users can utilize the full range of fairings and closeouts to build Peterbilt's most aerodynamic and fuel efficient vehicle: the Model 579 EPIQ.

Once the trucks are built, the app allows them to be saved or e-mailed.

A similar version of the Model 579 configurator app is also available on [www.peterbilt.com](http://www.peterbilt.com).

The Model 579 configurator joins another app Peterbilt introduced last year for its SmartLINQ connected truck technology. That app is available for both Android and iOS devices and gives customers convenient access to the SmartLINQ remote diagnostics portal.

## Oregon U.S. 199 Width Restriction Began May 23

**GRANTS PASS, OR...** U.S. 199 will be width restricted to 11 feet near south of Grants Pass (MP 7 to MP 14) from 7 p.m. to 7 a.m. for a highway preservation project. Project completion is currently estimated for Friday, Sept. 16.

**DETOUR:** No local detour is available, so motor carriers hauling loads in excess of 11 feet in width need to avoid traveling through this area during the restriction or use authorized alternate routes.

Motor Carriers need to provide this information to their drivers, by copy of this letter or other means, to assure their awareness of the restriction. Road restrictions and dates may change due to weather or other unforeseen delays. You may view the latest restriction list at: [www.oregontruckonline.com/cf/MCAD/pubMetaEntry/restrictionsList](http://www.oregontruckonline.com/cf/MCAD/pubMetaEntry/restrictionsList).

**QUESTIONS:** For help determining authorized alternate routes, contact the agency's Over Dimension Permit Unit, (503) 373-0000, Monday through Friday from 7 a.m. to 5 p.m. For current highway construction and travel information, visit [www.tripcheck.com](http://www.tripcheck.com) or dial 511.

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# MOVIN' OUT

# Calendar of Events

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**June 3-5 – Wheel Jam Truck Show** – South Dakota State Fairgrounds, Huron, SD. For more info go to [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

**June 4 – Paul Riggle & Sons Annual Show & Shine Truckshow** - Apollo, PA. Trucks invited to come on Friday evening, June 3rd. Contact Pat at 724-448-7809 or Chris at 412-418-2091.

**June 9-11 – 34th Annual Shell Rotella SuperRigs® Competition Truck Show** – Joplin Convention and Trade Center, Joplin, MO. The Shell Rotella SuperRigs® competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete each year for cash and prizes. Additionally, 12 lucky drivers will be selected to have their trucks featured in the Shell Rotella SuperRigs® calendar. Trucks are judged by industry professionals who score the rigs on exterior appearance, design, detail/finish, originality, and workmanship. In total, 18 working trucks receive awards for categories such as Best of Show, Tractor, Tractor/Trailer Combination and Classic categories.

**June 10-11 – Oak Grove Truckers Jamboree** – Oak Grove Petro, I-70 Exit 28, Oak Grove, MO. Oak Grove 70 Petro, I-70 Exit 28, Oak Grove, MO. To enter your truck in the Viewers Choice Awards, please contact Kaitlyn Yount at 816-625-5162 or [kaitlyn.yount@iowa80group.com](mailto:kaitlyn.yount@iowa80group.com). For more info visit <http://oakgrovepetro.com/trucker-jamboree/>

**June 10-11 – Western PA Pride and Shine Truck Show and Drag Race** – Stoneboro Fairgrounds, Stoneboro, PA. For information contact Jason at 724-944-6468 or visit [www.papriderandshine.com](http://www.papriderandshine.com)

**June 12 – 5th Annual Mass Diesel Truck Show** – Brockton Fairgrounds, Brockton, MA. Family-friendly event, non-judged, vendor midway, big rigs & pickups. Free admission for trucks & spectators – donations collected and proceeds given to charity. For more info call Graham Rogers 774-406-0260 or see their Facebook Page.

**June 17-18 – 37th Annual ATCA National Meet and Flea Market** – Macungie Memorial Park, 50 N. Poplar St., Macungie, PA 18062. Over 600 Antique Trucks, Participation Plaques, Food Vendors, Truck Corral, Flea Market and Crafters, Shaded Playground Area. For more info visit: [www.antiquetruckclub.org](http://www.antiquetruckclub.org) or [www.antiquetruckclubofamerica.org](http://www.antiquetruckclubofamerica.org)

**June 18 – Down Home Truck Show** – Humboldt, Nebraska. Truck Show for working trucks, antique farm tractors. Vendors, Kiddie Pedal Pull, Food. Free admission. For more info call Susie at 402-414-7021 or email [jimshupp@hotmail.com](mailto:jimshupp@hotmail.com)

**June 18 – Jane Harting Cancer Benefit Truckshow** - Elite Service, Inc. 905 Stone Hill Road Denver, PA, 17517. 10 am-2 pm. Sponsored by Elite Services. Proceeds benefit Jane Harting's Family and the Help The Fight Cancer Organization. For more info contact Ron Yoder at 717-475-4630.

**June 18-19 – 5th Annual Ohio Vintage Truck Jamboree** – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. 9 am to 5 pm both days. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Light Show, Jake-Off, Slow Race, Hook & Drop, Country Convoy and Truck Pull. In lieu of registration and admission fees – donations to Ashland Food Bank and Shriner's Transportation Fund are appreciated. Contact Bill Peters at 330-682-1717 or email: [wep55@gmail.com](mailto:wep55@gmail.com)

**June 25-26 – Transport For Christ's 35th Annual Truck Rally** – Lebanon Expo Center, Lebanon, PA. Lebanon Expo Center, Lebanon, PA. Truckers and Non-Truckers Welcome. No charge, no preregistration, no judging. Vendors and Food Stands, Parade of Trucks, Children's Activities, Benefit Auction, Door Prizes, Music Concert. For more info phone 717-665-6347, email: [tfchner@dejazzd.com](mailto:tfchner@dejazzd.com) or visit [www.transportforchrist.org](http://www.transportforchrist.org)

**July 9 – ATHS Steel Valley Chapter's 17th Annual Truck Show** – Kenworth of Pennsylvania 530 N Center Ave, New Stanton, PA 15672. 9 am-4 pm. Free Registration, Food, DJ, Dash Plaques, 50/50, Door Prizes. Contact Dale Campion at 412-670-7492 or email: [athsssteelalley@gmail.com](mailto:athsssteelalley@gmail.com)

**July 10 – Spencer's Chrome Truck Show** – 12975 State Route 405, Watsontown, PA 17777. 9 am to 3 pm. All are welcome. For more info contact 570-538-1828. [www.spencerschrome.com](http://www.spencerschrome.com)

**July 14-16 – 37th 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 15-16 – 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-expeditexpo.com](http://www-expeditexpo.com)

**July 17- Uncle Sam Chapter Antique Truck Show** – Washington County Fair, Rt. 29, Greenwich, NY. Rain or Shine. No Registration Fee, \$2.00 Entry Fee. Vendors Welcome. For more information contact Clarence Ritchie at 518-642-9437 or Andy Hill at 518-753-2169.

**July 23 – Keystone Diesel Nationals** – Maple Grove Raceway, 30 Stauffer Park Lane, Mohnton, PA 19540. For more info call 610-856-9200 or visit [www.maplegrovaceraceway.com](http://www.maplegrovaceraceway.com)

**July 29-31 – 9th Annual Top Gun Largecar Shootout** – Working Class Truck Show, Rantoul National Aviation Center, Rantoul, IL. Live music, Beer Garden, Vendors, Food. For more info call 217-202-1473. Email: [topgunshootout@yahoo.com](mailto:topgunshootout@yahoo.com) Web: [topgunlargecarshootout.com](http://topgunlargecarshootout.com)

**August 5-7 – Carlisle Truck Nationals** - Carlisle Fairgrounds, Carlisle, PA. Big Rig Show & Shine, Truck Corral, Swap Meet, Regional Carriers, Manufacturers Midway & Vendors. For more info call 717-243-7855 or go to [www.CarlisleEvents.com](http://www.CarlisleEvents.com)

**August 6 – 12th Annual Iowa-Nebraska Classic Truck Show plus the Nebraska Trucking Association Working Truck Show** – Sapp Bros. Truck Show – I-80 Exit 440, Omaha, Nebraska (Northwest Parking Lot). Food, Fun, Vendors, Trucking Memorabilia and Music. Contact Russell Spaw, Jr. at 402-680-6121.

**August 12-13 - The 27th Annual Waupun Truck N Show** - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit [www.waupuntrucknshow.com](http://www.waupuntrucknshow.com). Phone: 920-324-9985 · Fax: 920-324-0353

**August 12-13 – Joplin 44 Petro Truckers Jamboree** – Joplin 44 Petro, I-44 Exit 4, Joplin, MO. For more info phone 417-624-3400 or go to <http://joplin44.com/truckers-jamboree>

**August 12 - Great Salt Lake Kidney Kamp Truck Show** - Thanksgiving Point Lehi, UT For more info: Jeff England 800-877-1320

**August 13 - 2016 Cerni Motor Sales and Penn Ohio ATCA Truck, Car and Motorcycle Show** – 5751 Cerni Place, Youngstown, Ohio 44515. 8 am to 4 pm. Everyone is welcome to attend/participate. Monetary and/or non-perishable food item donations for the Second Harvest Food Bank of the Mahoning Valley, a member of Feeding America, will be accepted in lieu of registration and admission fees. For more info contact Martin Palich at 330-978-8216 or email [PennOhioATCA@gmail.com](mailto:PennOhioATCA@gmail.com)

**August 19-21 – 7th Annual Eau Claire Big Rig Truck Show** – CVTC Parking Lot, 617 W Clairemont Ave., Eau Claire, WI 54701. For more info visit <http://www.eaucleairebigrigtruckshow.com>

**August 19-21 – National Toy Truck 'N Construction Show** - Indianapolis Marriott East, 7202 East 21st St., Indianapolis, IN. For more info call 800-533-8293 or visit [www.toytrucker.com](http://www.toytrucker.com)

**August 20 – Truckers Day At The Buck** – Buck Motorsports Park, Lancaster, PA. For more info visit [www.buckmotorsports.com](http://www.buckmotorsports.com)

**August 25-27 – Great American Trucking Show** – Dallas, TX. [www.truckingshow.com](http://www.truckingshow.com)

**August 27 – Kenworth of PA and Susquehanna Valley Chapter of ATHS Antique Truck Show** – Rt. 11, 198 Kost Rd. (near Carlisle, PA). Rain or Shine. 10 am -3 pm. For details call 717-737-8897.

**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](mailto:oxroasttruckshow@gmail.com) or [www.facebook.com/oxroasttruckshow](http://www.facebook.com/oxroasttruckshow)

**September 9-10 – Big Iron Classic** - Dodge County Fairgrounds Kasson, MN . For more info: [www.bigironclassic.com](http://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: [eslc@comcast.net](mailto:eslc@comcast.net) or [www.facebook.com/ESLargeCars](http://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](http://www.stignacecarshow.com)

**September 17 – 40th Annual US Diesel Truckin' Nationals & Motorsports Spectacular** – Raceway Park, 230 Pension Rd., Englishtown, NJ. For more info visit [www.usdieselnationals.com](http://www.usdieselnationals.com) or [www.racewaypark.com](http://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 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: [gabtsinfo@4statetrucks.com](mailto:gabtsinfo@4statetrucks.com)

**October 15 – LCM Southern Classic 2016 Truck Show** - LeeHi Travel Plaza, Lexington, Va. Non Judged event hosted by LargeCarMag. For more info: [www.largedarmacmag.com](http://www.largedarmacmag.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](http://www.americantruckfest.com)

If you would like to list an upcoming show or event, send all the details including a telephone contact number to  
**Movin' Out, P.O. Box 97, Slippery Rock, PA 16057** or fax us at 724-794-1314,  
**email: [movinout@zoominternet.net](mailto:movinout@zoominternet.net).**

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# Working Show Truck Of The Month - Jose A. Ortega/Ortega Trucking



experience in trucking. Jose delivers loads all over the Northeast and one thing's for sure, his KW turns heads no matter where he goes. People are amazed when he tells them the truck is a 1998 model!

He takes pride in keeping his ride looking its best at all times and also takes a great deal of pride in keeping his customers satisfied with quality, on time service.

Movin' Out would like to salute Jose A. Ortega for his outstanding work ethic and representing the trucking industry with class.

His KW T-600 is definitely one of the coolest areocabs on the road today!

## By Robert Conrad

Kenworth introduced their T-600 model as an alternative to their popular W-900 models and it featured a more aerodynamic body, boasting improved fuel mileage for its owners. The T-600 models became popular with many trucking fleets in the 90's but they also caught on with owner-operators who were looking for those extra miles per gallon and that sleek, aerodynamic appearance. Many drivers will tell you that the KW T-600 was the best looking aerocab ever built, and our June Working Show Truck is a prime example of just how cool the T-600 can look.

Jose A. Ortega is the proud owner of this stunning candy apple red 1998 KW T-600. He runs J. Ortega Trucking based in Valley Stream, NY, pulling refrigerated freight on occasion along with flatbed freight with his stepdeck trailer.

Jose has made a number of changes to the truck. Up front he's added a custom louvered grille along with a polished light panel in center of the painted front bumper. The truck also features a set of 7" straight pipes, custom rear light bars, and polished mudflap hangers. Since our photos at the U.S. Diesel Truck Nationals, Jose has added double hump polished stain-

less fenders over the rear wheels. He's also put on a polished drop visor and extra roof lights. There is also a new stainless headache rack behind the cab, with toolboxes for storage built in. The truck looks as nice on the inside as it does on the outside thanks to the "Seattle" interior package from KW, featuring leather seats and a number of polished stainless trim pieces.

Jose wanted to thank A. Russo Wrecking, his former boss, for letting him drive one of their cool KW's every day. This made Jose want to buy his own truck eventually, and he said that purchasing his first truck was his most memorable



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