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Vol. 41 No. 11
November 2016

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“THE JOURNAL OF THE TRUCKING INDUSTRY”

A Record Breaking 8th Annual Truck Show for 4 State Trucks



This gorgeous rig owned by John Nolen Henderson of Matthews, MO was just one of the many trucks at the recent Guilty By Association Truck Show (GBATS) hosted by 4 State Trucks. Turn to pages 14 & 15 for show coverage. - photo courtesy of 4 State Trucks.

Diesel Fuel Winterization Tips From FPPF®



BUFFALO, NY... An ounce of prevention is worth a pound of cure when it comes to diesel fuel and cold weather. Or maybe we should say an ounce of prevention will save you a lot of aggravation and money when the weather gets cold! Here are some tips from Peter Guerra from FPPF® to prepare your truck for winter:

First, you must become proactive rather than reactive toward diesel fuel problems. Today's diesel and gasoline are much more prone to containing water. Peter recommends that you start now by using a double dose of FPPF's signature product Fuel Power for at least two fill-ups to disperse any existing water in the fuel system. Once this is done, continue to treat each tank of fuel with FPPF's Total Power or Polar Power. These products will continue to eliminate water in the fuel while also preventing fuel gelling. Polar Power is specifically formulated for winter use with a water dispersant, anti-gel and a lubricity additive. Total Power is the ultimate winter treatment that combines the water eliminating benefits of Fuel Power, the anti-gelling properties of Polar Power, the cetane boost of Cetane 8+ with an injector cleaner and lubricity additive. If you use either Total Power or Polar Power throughout the winter season you will not have a problem with fuel gelling or fuel line freeze ups. As an insurance policy, however, it may be smart to carry a bottle of FPPF Melt Down with you. Chances are slim that you will need it but you may come to someone else's rescue. Melt Down will melt gelled

continued on page 10

1st Annual Country Roads Truck Show



The Jane Lew Truck Stop had a great time hosting our first truck show. We had 27 trucks participate in 9 different categories.

Besides enjoying some great looking trucks, we had a up-and-coming star - Bradley Shaw Band

for live entertainment, a wrecker demonstration, lots of freebies give-a-ways, over \$ 1500 in prize drawings for the crowd, great food, vendors, sponsors and we handled out over \$2000 in cash and trophies for the winners.

We cannot wait till next year.

Winners List:

Best of Show: 1st -Eric Bell, 2014 Kenworth; 2nd- Duane Molina, 2016 Kenworth; 3rd-Cody Warner, 2001 Peterbilt

continued on page 22

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**The Passing Of A Friend And Leader...
Ronald R. Carrocce
August 3, 1938-September 24, 2016**



his first truck and founded Ron Carrocce Trucking. As his company grew, so did his family, but not without sacrifice. Ron drove, dispatched and worked on the trucks sometimes not making it home so his employees would have trucks to drive and paychecks to cash. His brother and sons and now grandchildren, worked with him side by side learning from the ground up, washing and greasing trucks, driving, dispatching and now running the business as we now know it. Today, they are operating over 640 company trucks with 14 terminals. (Ron started R & J Trucking and eventually purchased John Brown Trucking and Southern Haulers. American Bulk Commodities was then formed as a parent company to all three companies.) A great achievement from the humble beginnings of a great man.

It is with heartfelt sorrow that we announce passing of Ronald R. Carrocce. Ron passed away on Saturday September 24, 2016, in his home, surrounded by his family. For those of us who have had the pleasure of knowing Ron, he will be sadly missed. His legacy is his belief in hard work and family. He ran the company as it was; a family owned business and he operated it with an open door policy. Ron never asked anything of his employees that he wouldn't have done himself. He kindness and too humble to accept material gifts of gratitude. Instead, he appreciated a stop in front of his office where he always asked how you or your family was doing. His favorite question was, "How's so and so?" depending on who was walking by his door. Ron made you feel special and significant. He was genuinely happy to have you as part of his trucking family and genuinely happy in your personal achievements and that of your family. The company started modestly in 1960 when Ron purchased

To commemorate his legacy, the Carrocce family has set up a fund in Ron's name. Proceeds of the fund will be determined at a later date. If you wish to contribute, you may do so by sending contributions to: Ron Carrocce Memorial Fund, 8063 Southern Blvd., Youngstown, OH 44512.
"Although it's difficult today to see beyond the sorrow, may looking back in memory help comfort you tomorrow." - Author Unknown

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they are often over looked, and not thanked enough for the tough work they do to keep our country moving. We have seen much in our 25 years in the industry, but one thing is constant, and that is the importance of quality drivers that take pride in the work they do. We at JK Hackl wanted to take a moment to thank not just our drivers, but all drivers. From all of us at JK Hackl.

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Off The Beaten Path

by Pam Pollock

Come Sail Away, Come Sail Away With Me...



The Niagara is one of the most historically authentic tall ships in the United States. As an accurate reproduction of Commodore Oliver Hazard Perry's victorious flagship from the War of 1812's Battle of Lake Erie, the ship represents both Pennsylvania and her homeport of Erie in ports throughout the Great Lakes.



My daughter recently penned a beautiful birthday tribute to me on my Facebook page. She wrote, "Happy birthday to the most generous person we've ever known. Gaga Pam spreads love everyday with her actions and sweet sentiments, she's a dreamer and a romantic, hard worker and compassionate. Thank you for all you do, gaga! Now show yourself some of that love!"

I am a dreamer and a romantic at heart. I have always fancied that I was a sea captain's wife in another life, standing on my widow's walk of my house, waiting for my man to return from a voyage.

I love the ocean, even though I have an immense fear of water past my knees. I could sit for hours and listen to the waves of the ocean, especially against the rocks of the Maine coastline. I will rise at 5 am to go wander the beach and capture the sun as it begins its majestic ascent into the sky.

My husband is one in a million, because he puts up with my quirkiness and all of my crazy ideas, not to mention my moodiness and many

faults. This past spring I read about Tall Ships Erie — a four-day celebration of nine vessels, led by the U.S. Brig Niagara, participating in a Parade of Sail from Lake Erie into Presque Isle Bay. I started jumping up and down and asked if we could go. I mean, guys, it's a parade of ships!! My dear man said yes and I immediately booked a hotel. In late August I got the brilliant idea of taking our two granddaughters along and again, that saint of a man agreed! I was too late in reserving a spot on the ships for a day sail but I was incredibly excited to see the ships sail into the Bay!

The day of the Parade of Sails finally arrived in early September and we got settled into our hotel a couple of hours before the Sail and then the thunderstorms rolled in. The wind howled, the thunder shook the hotel and the lightning performed a hypnotic dance across Lake Erie. We watched the ships leave their moors from our hotel room in preparation for the big sail. The parade was delayed but finally the skies cleared and we gathered for

a viewing spot. I was like a child on Christmas morning waiting for the parade to begin; the excitement and anticipation just grew and grew with every passing minute!

I am not going to lie, I got goosebumps and chills down my spine as the first ship, The Flagship Niagara sailed around the Bay! I may have done a silly little bobble dance of glee as each ship sailed by and when the *El Galeon* an authentic wooden replica of a galleon that was part of Spain's West Indies fleet and the final ship in the Parade of Sails, rounded into view, well, I just lost any bit of restraint and started to squeal. I was clicking my camera faster than Superman ever could fly like a speeding bullet. We stayed outside until the sunset.

The next morning we took a Pirate Cruise on Lake Erie and were made honorary pirates — Arrrrrr! Our day ended with a dip in Lake Erie and the building of sandcastles.

You may say I'm a dreamer, you're not the only one... the sea is calling, and I must go.



She commands the waves to be still... but they don't listen! These little girls like to feel the breeze in their hair and sand in their toes!

- All photos by Pam Pollock, Movin' Out -

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PHONE: 724-794-6831 • FAX 724-794-1314
ISSN 1524-2684 www.movinout.com
E-Mail: movinout@zoominternet.net
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PUBLISHER: Steven M. Pollock
FOUNDED IN 1975 BY: Strickler W. Pollock

EDITOR: Pam Pollock

NATIONAL SALES:
Autumn Kellogg
George Miller
(717) 767-1523

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CIRCULATION AUDITED BY: NATIONAL CIRCULATION VERIFICATION COUNCIL

LISTED: srds, MACPA, PMTA

PTP STOP, WOMEN IN TRUCKING

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High Performance Diesels with Bruce Mallinson

Let's turn the hands of time back to 2003 when the EGR engines came out. I was the first person to write about building glider kits with 2002 or older engines, buying older trucks from 1995 through 2002 and refurbishing them, or keeping your older truck and rebuilding it because we knew that EGR was going to create a lot of problems with the ingested soot. Here we are 14 years later and I must say the new trucks are getting much better. We are seeing fewer problems out

of the EGR, DEF and DPF engines and the breakdowns are not as frequent. The problems with the new engines such as Cummins, Detroit diesel and the Paccar engine, is low performance low torque and not a lot of throttle response. Now for the good news, the engineers at Pittsburgh power have been working diligently to improve these engines. We sat down with many owner operators who had purchased the newer equipment and we made a list of all the problems associated

with 2008 and newer engines. Many of the problems were with check engine lights. We found that many in fact almost all of the check engine lights were not of a serious nature. When you think about it, if the oil pressure is good and temperature is cool, the intake air temp is correct, the turbo boost is right, and the alternator is charging, why do we need a check engine light for all the hundreds of little items that can happen as a truck is going down the highway?

What we have come up with is a way to make all the other sensors less sensitive as to constantly be tripping a check engine light. The critical sensors such as: level: temperature turbo boost oil pressure we have left stock because if there is a problem with one of the critical items we feel that you should know about it. Many of the other problems where variable geometry turbo related, doser valves, clogged doser valves, interruptions of the signals telling the DPF to be regenerated. In fact many of the problems with the 2008 and newer trucks is the interruption of the signals getting from the sensors to the ECM and from the ECM back to the related items such as the V pod, The actuator for the variable geometry turbo, the doser valve, and the signals went to regen DPF. Another problem that we see is the amount of DEF fluid that crystallizes around the injector and the atomization plate that it sprays onto. So we have developed an emissions maintenance program that cleans all of the systems involved to allow the engine to perform as it was engineered. Our estimation is that this will need to take place about every 200,000 to 250,000 miles or about four times the life of the engine between rebuilds.

The engine tune-up, emissions systems cleaning, checking of all the sensors and the signals to the related items are correct. Setting the ECM for performance fuel mileage response takes about 1 to 1 1/2 days. The end result is a fuel-efficient, powerful, pleasure to drive, responsive truck. No more check engine lights for minor things, just the major items that keep the engine running still have the sensitive check engine light. Gaining up to 150 hp and 400 pound feet of torque have been realized from the 2012 to current engines while still being emissions compliant and legal in all 50 states. Now you can have a new or almost new class eight truck that you are proud to drive because it will run as good as or better and be much cleaner than your older truck. The very first semi truck to receive this new program and emissions cleaning process is a local western Pennsylvania W 900 L Kenworth powered by an ISX Cummins. This truck runs western Pennsylvania, West Virginia and western Maryland every day and since January 2016 it has been operating trouble free with a zero check engine lights. All of the emissions systems are working properly and the horsepower is in the 650 range along with 2000

pound feet of torque. We are having the same success with the DD 15 Detroit. We have not had the Paccar engine in to perform the emissions cleaning and tuning process. In the very near future we may be able to help you with the Mac engine and hopefully the Volvo engine. However, the Volvo engines require a lot of specialty tuning so they will probably be the last engines to have our help. Many of you know that we are setting up remote tuning sites throughout North America and currently we have eight sites operating. If you cannot make it to western Pennsylvania we will be able to help you at the remote locations spread across this nation. You will have to call our shop at 724 -360-4080 for the name and phone number of the location nearest you. If you have a small or medium fleet of trucks and would like to be a remote turning location for us please give us a call. Any truck shop that does engine work that is interested in being a remote tuning and repair facility for Pittsburgh Power can now give us a call to get yours today! Written by Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg PA 16056. Phone 724-360-4080 Website: Pittsburghpower.com



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SLC Lighting: The Lighting Basics: Lighting Legality - Lens Codes - Part 2

By: Warren Lantz

This month's article is going to consist of a chart to aid you into uncover the meanings of the SAE codes on the lens of your light. I will post every letter and what it means to the SAE in this article so you will be able to tell what your light is designated for by the manufacturer. I discovered this information from the same source as last month. An SAE document printed in 1995 and published on law.resource.org. Again, the source will be at the end of the article for your own reading pleasure.

Here, I present to you, the "SAE Device Function Table:

A - Reflex reflectors
A2 - Wide angle reflex reflectors
C - Motorcycle auxiliary front lamps
D - Motorcycle and motor-driven cycle turn signal lamps
E - Side turn signal lamps-vehicles 12m or more in length
E2 - Side turn signal lamps-vehicles less than 12m in length
F - Front fog lamps
F2 - Fog tail lamps
G - Truck cargo lamps
H - Sealed beam headlamp
HG - Discharge forward lighting (headlamp)
HH - Sealed beam headlamp housing
HR - Replaceable bulb headlamp
I - Turn signal lamps
13 - Turn signal lamps spaced from 75mm to less than 100mm from headlamp.
14 - Turn signal lamps spaced from 60mm to less than 75mm from headlamp.
15 - Turn signal lamps spaced less than 60mm from headlamp.
16 - Rear mounted turn signal lamps and front mounted turn signal lamps mounted 100mm or more from the headlamp, for use

on vehicles 2032mm or more in overall width.

17 - Front mounted turn signal lamps less than 100mm from the headlamp, for use on vehicles 2032mm or more in overall width.
J590 - Turn signal flasher
J945 - Hazard warning signal flasher
J1054 - Warning lamp alternating flasher
K - Front cornering lamps
K2 - Rear cornering lamps
L - License plate lamps
M - Motorcycle and motor-driven cycle headlamps - motorcycle type.
N - Motorcycle and motor-driven cycle headlamps - motor-driven type.
O - Spot lamps
P - Parking lamps
P2 - Clearance, sidemarker, and identification lamps
P3 - Clearance, sidemarker, and identification lamps, for use on vehicles 2032mm or more in overall width.
PC - Combination clearance and sidemarker lamps
PC2 - Combination clearance and sidemarker lamps, for use on vehicles 2032mm or more in overall width.
Q - Turn signal operating units - Class A.
QB - Turn signal operating units - Class B.
QC - Vehicular hazard warning signal operating unit.
R - Backup lamps
S - Stop lamps
S2 - Stop lamps, for use on vehicles 2032mm or more in overall width.
T - Tail lamps (rear position lamps)
T2 - Tail lamps (rear position lamps), for use on vehicles

2032mm or more in overall width.

U - Supplemental high-mounted stop and turn signal lamps.
U2 - High-mounted stop lamps for trucks 2032mm or more in overall width.
U3 - Center high-mounted stop lamp for passenger cars, light trucks, and MPVs.
W - Warning lamps for emergency, maintenance, and service vehicles.
W2 - Warning lamps for school buses.
W3 - 360 degree emergency warning lamps.
W4 - Emergency warning device.
W5-1 - 360 degree gaseous discharge lamp - Class 1
W5-2 - 360 degree gaseous discharge lamp - Class 2
W5-3 - 360 degree gaseous discharge lamp - Class 3
Y - Driving lamps
Y2 - Daytime running lamps
Z - Auxiliary low beam lamps"

Take a look around the lights on your truck with this article in hand to see what the codes on your light mean. You can also use this article when shopping for lights to see if they have the SAE markings on them for your application. We offer many lights with SAE markings on them through our website www.slclighting.com or give us a call to at 800-938-0120 to see how we can help you meet your lighting needs. Use the discount code at the checkout MOVINOUT2016 for 10% off your entire order.

Also, be sure to check the website this month for some special BLACK FRIDAY and CYBER MONDAY SAVINGS on the entire site!

I hope this article has been helpful to you. Next month, we will finish up Year 1 of "The Lighting Basics."

Understanding Oil Contaminants



By Tom Bock

As winter approaches you should start preparing for the additional stresses that are placed on engines, transmissions, differentials and cooling system. Cold weather affects the oil and lubricants that protect moving parts from wear and potential failure. Sampling engine, transmission and differential fluids before the cold sets in will ensure the fluids are still capable of performing to the manufacturer's specifications. Most labs that perform oil analysis can analyze the transmission and differentials for the same cost as the engine oils. It is a cheap way to prevent cold weather damage to these components.

Analyzing coolant samples may require a lab that the proper equipment to ensure accurate results. It is imperative that the coolant has the proper characteristics to avoid damaging the coolant system. The sample results will include the percent of coolant vs. water, boiling point, hardness, PH, wear metals, and visual inspection for solids. Just like engine oil sampling the results for coolant samples can tell you if water pump bearings are wearing, if acid has formed and is corroding the tubing and solder joints, and is you have the proper balance of coolant vs. water recommended by engine manufacturer. It is always better to perform preventive maintenance than being stuck on side of road in a snowstorm with coolant dripping on the ground. Coolant sample cost a few buck more than engine, transmission and differential samples but it is

definitely worth the expense.

This month's first question is one that I am asking you for help with. I received a call from a fleet owner who has one truck in his fleet that had two major engine failures caused by a hard rubber like substance that formed in the camshaft area. He is not having any issues with his other four trucks and all are maintained by the same company and fuel at reputable fuel stations. There are numerous possible causes like oil severely overheating and asphaltene or bacteria from fuel contaminating the oil, or possibly a chemical reaction with some additive that they are using. While he is looking into all these possible causes, I will welcome any input anyone has on this hard rubber like substance that formed in engine. Please email me at: tbock@ops-1.com please show topic in header as Movin' Out Hard Rubber.

Second question: My oil sample results were showing high fuel dilution that caused my viscosity to drop a grade. I added a viscosity stabilizer to bring the viscosity up to correct grade. Am I putting my

engine at risk for failure?

While the viscosity stabilizer will bring the oil back up to the proper grade, you are just masking a fuel dilution issue that eventually will cause serious damage to the engine. Bear in mind that most oil analysis labs will not perform a Gas Chromatography test if the viscosity is within the parameters for your grade of oil. They will report a < 1% level based on the viscosity level without actually testing for fuel dilution. Therefore you would never know you have fuel dilution that is eroding the wear metal additive package in your oil that protects metal-to-metal wear. Gas Chromatography will report the actual level of fuel dilution in spite of the viscosity levels. I have seen fuel dilution at over 10% with a viscosity of 14.5 on a SAE15W40 oil (12.3-16.2) that would not have detected a serious fuel contamination issue. I find it is always best to fix a problem rather than mask it to avoid engine failures.

If you have any questions for this column please email me at: tbock@ops-1.com

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International Truck Launches LT™ Series



LAS VEGAS, NV... International Truck launched the International® LT™ Series, its new flagship line of Class 8 over-the-road trucks developed through driver centric design and featuring advanced technologies that deliver unrivaled fuel efficiency, best-in-class uptime and unparalleled driver appeal. Based on a careful review of more than 500 points where the driver and truck interact, the highly ergonomic interior of the LT Series includes better elbow room, hip room and leg room. Driver input also led to a smart, well-designed mix of high-tech and traditional features that emphasize driver ease of use. The redesigned interior features a new premium gauge cluster with

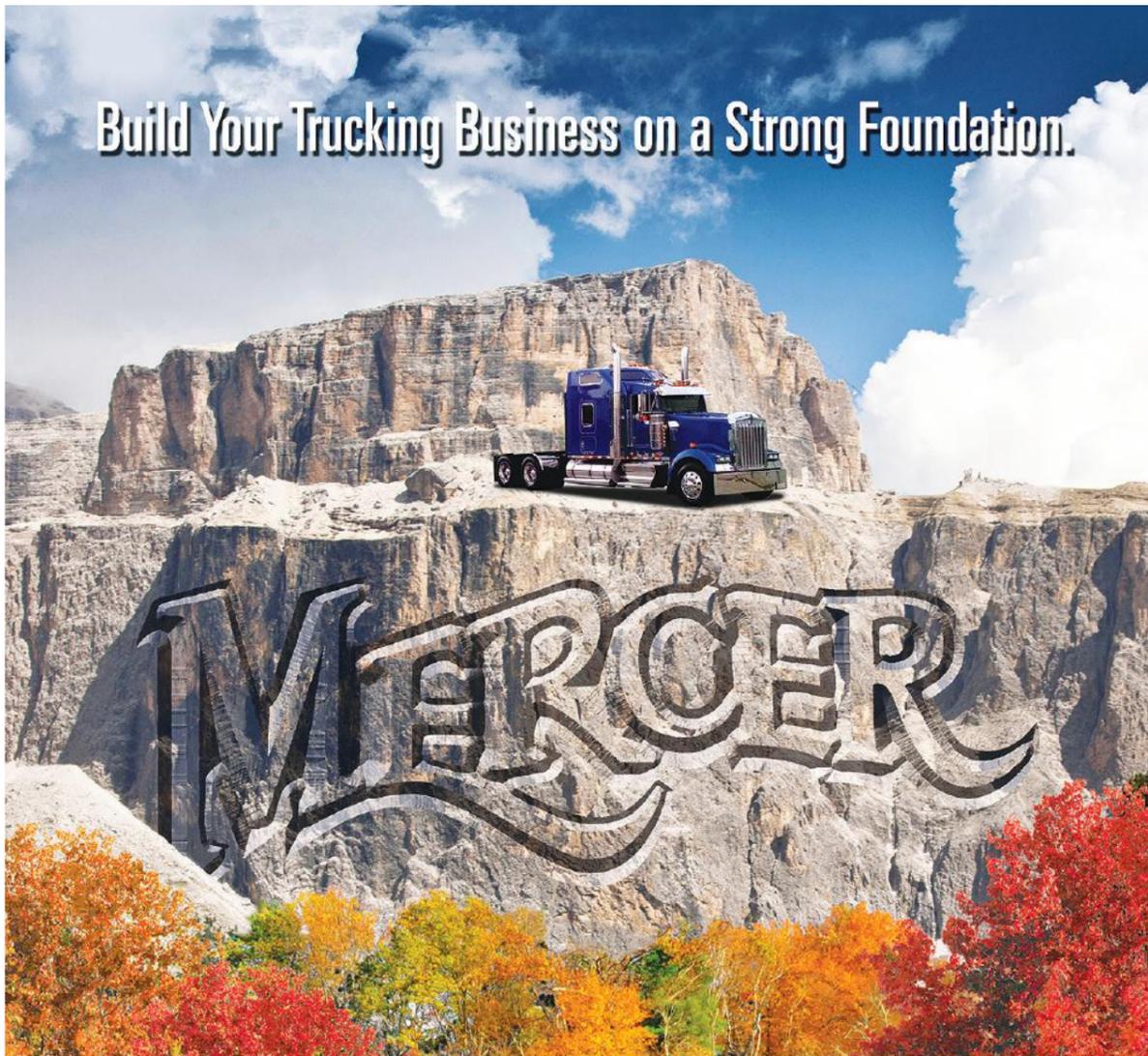
a digital driver display that places everything within comfortable reach, while offering drivers real-time monitoring of fuel economy and other important alerts in clear sight. The new display also offers up to 15 customizable digital gauges. In addition, the air horn was relocated back to its traditional, intuitive position over the driver door in response to overwhelming driver feedback. The same aerodynamic improvements that boosted the LT Series' fuel efficiency also yielded a four-Sone decrease in wind noise, which eliminates noise harshness for improved driver comfort. Multiple improvements are designed for improved safety, including standard LED headlamps

to improve night vision, a column-mounted gear-shifter that allows drivers to keep their eyes on the road, and a redesigned one-piece side window that affords the driver a clearer line of sight. In addition, the Bendix® Wingman® Advanced™ Collision Mitigation system comes standard in the LT Series. To drive improved uptime, International carefully reviewed reliability data and other data collected from OnCommand™ Connection, the company's leading-edge remote diagnostics system, and made multiple enhancements to support increased reliability and serviceability. Many of the truck's new features were designed to improve reliability and serviceability, as well as func-

tionality. For example:

- The new single-canister after-treatment system is not just 60% smaller and 40% lighter, but is also simplified for quicker servicing.
- The new LED headlamps and fog lamps not only deliver brighter light and intensity, but also have tough new polycarbonate headlight lenses that protect them against breakage.
- The cab wiring includes all-new harnessing and an in-cab power distribution module that is inside the truck, away from the elements.
- All key service points under the hood, inside the cab and around the vehicle are ergonomically designed for easy access and servicing, and many components have been engineered with longer intervals

between required maintenance. The LT Series features dramatically improved aerodynamics and provides fuel efficiency that is 7 percent better than the company's most recent fuel economy leader, a 2017 ProStar® with the Cummins® ISX15 engine. International has always placed a strong emphasis on industry-leading aerodynamics as a solid foundation for fuel efficiency, and the LT Series delivers 3 percent improvement in fuel economy due to its aerodynamic benefits alone. Upgraded aerodynamic features on the new International LT Series include an aero-contoured hood, fender, wheel opening and chassis skirts and an aero-enhanced three-piece front bumper, while longer side extenders shorten the trailer gap. Central to the advances of the International LT Series are advanced driver assistance systems that support safety and efficiency goals and pave the way for additional customer-selected options. The Bendix® Wingman® Advanced™ Collision Mitigation system comes standard with every model in the series, and is also available with the optional Bendix® Wingman® Fusion™ and Meritor® WABCO® OnGuardACTIVE™ systems. International's own predictive cruise control looks ahead of the vehicle and recognizes the terrain and continuously calculates the most efficient speed and gear for optimal fuel economy in real time. Unlike conventional predictive cruise technology, International predictive cruise control uses preinstalled GPS maps and the latest commercial route data to make adjustments to cruising speed without the need to pre-drive the route. The sophisticated new electronic control systems also use programmable parameters to optimize efficiency. Driver controls and instrumentation are based on robust industry-standard SAE J1939 electrical architecture, with a new cluster and switches designed to keep drivers focused and maximize uptime. The LT Series will be offered in multiple configurations, including day cab, 56" low roof sleeper, 56" hi-rise sleeper, 73" hi-rise sleeper and 73" sky-rise sleeper. It will offer customers a choice of engines that provide premium performance. The LT Series is being launched with the new 2017 Cummins® X15 engine, which has HP ratings of up to 500 HP in the efficiency series and up to 565 HP in the performance series. It is also being launched with the new 2017 Navistar® N13 engine, which will be available in the spring and has an advanced fuel-efficient 13-liter design that produces up to 475 HP and 1,750 lb.-ft. of torque from a design that is 500 to 600 pounds lighter than traditional big bore engines. The company is taking orders today and will begin production in late November. For more information visit <https://www.internationaltrucks.com/LTSeriesMedia>.



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11th Annual Barn Party A Great Success

By Steve Pollock

JACKSON CENTER, PA... For 11 years Bill Doyle, with the help of a lot of friends, has been hosting a "barn party". A gathering of friends and family, many of them members of the trucking industry, for a day of food and fun to raise money for charity. This year's event held at Bill Doyle's farm on Route 62 outside Mercer, PA raised over \$52,000 for charity.

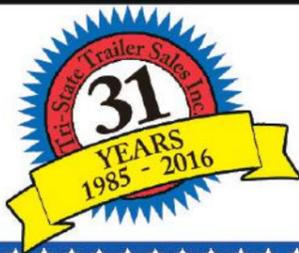
Between 530-540 people attended this year's event and through their generous donations, ticket sales for the event, silent auction and donations from corporate sponsors, including Tri-State Trailer Sales, Hunter Truck Sales, Modern Transportation, MAC Trailers and others, the group was able to raise a substantial amount of money for charity. The money is donated to several charities, including The Leukemia Society, Good Shepard, Leader Dogs For The Blind and others. The Barn Party also gives four \$1,000 scholarships to deserving high school students to assist them in pursuing their academic careers.

Each year "The Golden Gear Shift Award" is presented to an outstanding member of the trucking industry who has made significant contributions to transportation. In years past the award was always been given to a Professional Truck Driver for hauling freight for millions of miles. This year "The Golden Gear Shift Award" was presented posthumously to Frank Mancino, Founder of Tri-State Trailer Sales. Frank Mancino was honored for "the millions of miles of support he gave to the trucking industry." Frank's son Joe Mancino of Tri-State Trailers Sales was present at the 11th Annual Barn Party and accepted the award on his father's behalf.

Bill Doyle commented on another successful Barn Party: "The food is great, the company even better and it is all for a worthy cause!"



Joe Mancino, left, accepts "The Golden Gear Shift Award" on behalf of his late father Frank Mancino from Bill Doyle.



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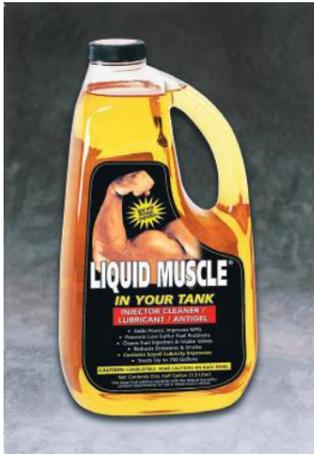


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Diesel Fuel Winterization Tips From FPPF®



prevent the gellup or freeze up. (Remember - Be Proactive.)

Another important system to treat is your air brakes. Use FPPF's ABC Air Brake Conditioner, which is non-corrosive to air brake systems. ABC Air Brake Conditioner will disperse water, preventing freezing while coating and lubricating the air brake system.

Don't trust "premium fuel" from the truckstop alone. With "premium fuel" there are many different types, and the one you are getting may not be what you need. For one, the fuel may not contain an anti-gelling agent and if it does, it may be an inadequate amount for very low temperatures.

Peter also recommends that drivers treat their fuel twice a year (spring and fall) with FPPF's Killlem Biocide to keep bacterial growth in the fuel tank under control. A good product for year round use is Liquid Muscle, which prevents low sulfur

fuel problems, clean injectors and intake valves, demulsifies water and contains lubricity improvers. Liquid Muscle will provide added power and boost fuel economy, while reducing emissions and smoke. All FPPF products contain an injector cleaner and are formulated to work in all the latest engine technologies. They will not harm or corrode any engine parts.

The FPPF chemical company of Buffalo, New York first introduced their signature product "Fuel Power" in the mid 1970s. Fuel Power has been so successful that the formula hasn't changed much over the years. It does contain a lubricity agent to counteract the lack of lubricity in ultra low sulphur diesel fuel. FPPF makes a complete line of diesel additives for every application: diesel trucks, cars, construction, home heating, marine agriculture and more. Products are available in quart size

to 55-gallon drums for bulk fuel treatment. FPPF also has a complete line of products specifically designed to treat biodiesel, gasoline and home heating oil. The company also offers commercial grade truck wash and polishes, cooling system treatment, an excellent glass cleaner, battery cleaner and premium grease. FPPF products are available at truckstops and travel plazas nationwide.

To learn more about FPPF products, visit www.fppf.com. If you have a question, call 800-735-3773. "For every fuel problem, FPPF® has a solution."

Here's what FPPF® customers have to say:

"We would like to take this opportunity to thank you for introducing us to the FPPF line of products. As an industrial engine dealer, the majority of our customers are in either the construction or equipment rental business. The

entire industry is presently using the #2 off road fuel, and with our new generation engines, they are very sensitive to this particular fuel. We have suggested to our customers to use the #1 diesel fuel, but they are not eager to increase their fuel costs, so we have introduced them to the FPPF fuel additive which makes the engine cleaner burning, less carbon build up, completely disperses water, and enhances the performance of the fuel injection system.

We have found this product to be of great help in our day-to-day operations and continue to recommend it to all our customers."

Susan Hellwinke, Central Diesel Service

"My husband and I own a small trucking company, and would like to inquire about your FPPF Water Dispersant Treatment. We do not allow our drivers to put fuel additives or power additives in our

trucks. The only product we allow our drivers to use is your FPPF Water Dispersant Treatment.



continued from page 1

but you may come to someone else's rescue. Melt Down will melt gelled fuel in about 20 minutes but if you treat your fuel at fill up with Total Power or Polar Power you can

We really like the results our trucks get from the FPPF Water Dispersant Treatment. We know that we can rely on it to keep trucks from "freezing up" in the winter time, and getting water in our engines in the summer time."

Barbara J. Lewis, Vice President of Operations, Lewis Trucking Company

"I have been a steady user of Fuel Power and Polar Power (below 20° F) for approximately eighteen months. Admittedly, I must confess that doubts were raised during this time whether any benefits were realized from your products. But my 400 Cummins kept running rather smooth; right past the 200,000 mile recommended injector replacement.

To make a long story short, I went down for rod and main bearings, figuring this was a good time to replace the injectors. The injectors were routinely pulled, but reinstalled after normal cleaning and calibrating because they still met Cummins specs. This was at 331,362 miles. A savings of roughly \$1000 resulted from our combined efforts. A strict maintenance program, burning good fuel, and FPPF sure seems to have worked in my case."

John Mordus

"I am pleased to provide to you with our fleet experiences using FPPF Fuel Power in our fuel.

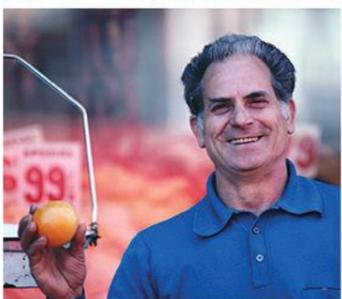
We operate about 450 power vehicles and have been using Fuel Power to prevent water condensation and moisture related problems for the past year. Water in our fuel tanks, especially in the winter, can turn to ice and ultimately plug fuel filters and cause complete vehicle shutdown. Since using Fuel Power in all our fuel, we have eliminated this problem, and especially during the harsh winter have not experienced any water/ice related problems."

Rick Innes, Vice President, Kris Way Truck Leasing Inc.

"FPPF Total power in every tank full Works great. I have tried every soap imaginable to wash our trucks. Your FPPF truck wash cleans the road grime better than anything out there. Your price is better than the others and I hope to keep doing business with your company."

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This Machine Does Not Have A Brain, Use Yours: Parts Changers And Technicians Part 2:



Last month I discussed a few limitations commonly found in many on board diagnostic systems found in the ECM controlled engines found in today's trucks. The real problem is how technicians are becoming more and more dependent on these diagnostic systems to do the thinking for them. This is making a new generation of would be techs into parts changers.

Diagnostics is a search for the problem. The idea is to conduct tests that reduce that search area until you find the problem itself. It's only then when you know you're not gambling with your customer's money when you replace that failed part. The fewer guesses you take the fewer good parts end up being replaced. That is or should be the name of the game. Fault codes can be used as clues to narrow the search but not always. Some faults are false leads for example: a throttle position sensor fault in a DDEC IV cannot cause an engine to backfire and generate white smoke at idle. Some guys will say that's the only fault they see so that must

be what is causing the symptoms. They'll change the sensor and be right back where they started. I'll then ask them if the temperature sensors look accurate. Is the ECMs coolant temp reading 200 degrees during a cold start and oil temp is in the 40s? That'll do it. Most ECMs doesn't see this as a problem but your tech should. A parts changer will see that there are no codes set and move on. They didn't use their head to realize that the sensor readings indicate a situation that is impossible. Temperature sensor readings can alter injection timing enough to cause white smoke and even backfires. It's important to check not only for codes but if the sensor values make sense and change in a logical way. The ECM needs good information in order to do it's most important job...when to turn the injector on and when to turn it off again.

Next it's time to do an injector cutout test. DDEC III, IV, and V Injector response time diagnostics are nice but are only useful to diagnose issues with the injector

output circuits, the solenoids, and the internal armatures. Injector response times will not tell you if the injectors are good or if you have a dead hole. I have yet to see an automatic cutout test that can reliably indicate which cylinder has a problem. In the past when I used these tests I'd run the same test multiple times and get conflicting results. Now I almost always run these tests manually and when cutting out a cylinder I pay careful attention to the pulsewidth of the other injectors. The pulsewidth numbers should rise as the other cylinders work harder to make up for the cut out cylinder. If they don't you know that cylinder wasn't making any power. If they all rise then it becomes even more important to listen to the exhaust and watch the stack. A good tech can use his own senses to tell which cylinder is the problem more reliably than the ECM can.

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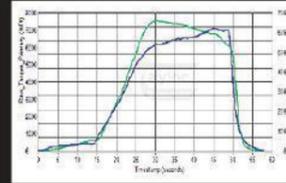
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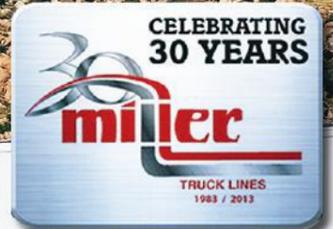
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Left to right: William Hunter, David Hunter, Jeffery Hunter, Mike Robinson, Bob Hunter and Nancy Hunter Mycka in front of Centre County Recycling Authority's Peterbilt 337 with a 9 litre Cummins natural gas engine. Centre County Recycling Authority is one of Hunter Keystone Peterbilt's first medium duty CNG customers.

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Customers and guests enjoy a catered lunch at Hunter Keystone Peterbilt's new CNG/LNG service bays.

By Steve Pollock

CLEARFIELD, PA... Hunter Keystone Peterbilt and IdeaLease Clearfield, PA recently held a Grand Reopening and Open House at their full service dealership off I-80 Exit 120 in Clearfield, PA.

The company wanted to showcase its new CNG/LNG certified service bays. Hunter Peterbilt Clearfield now has 8 fully equipped CNG/LNG service bays certified with all of the necessary safety equipment to service all makes and models of CNG and LNG powered trucks. The 8 bays were built as

an addition to the existing facility. Hunter Clearfield has 4 trained and certified technicians to work on all Cummins natural gas engines. The company has two CNG/LNG technicians available on each of its two shifts.

Hunter customers attending the event, held in the new CNG/LNG shop, were treated to a catered lunch and door prizes and also learned about Hunter's new CNG/LNG services. Vendors, including Cleveland Brothers CAT and Cummins Bridgeway and others, were also on hand to answer questions about their products.

Hunter President Jeffery Hunter stated, "The Hunter Family of Companies is pleased to offer cutting edge service for emerging engine technologies such as compressed natural gas (CNG) and liquid natural gas (LNG). We are proud to be part of the Clean Energy Green Initiative which is helping to reduce our carbon footprint in the USA and worldwide."

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A Record Breaking 8th Annual Truck Show for 4 State Trucks



Joplin, MO... 4 State Trucks, home of the Chrome Shop Mafia, hosted their 8th annual Guilty By Association Truck Show and customer expo September 23-24, 2016 at their headquarters just off I-44 at exit 4 in Joplin, Missouri. This year's two-day family-friendly action-packed event was record breaking for GBATS as there were 403 trucks in the Special Olympics convoy, 518 trucks on display & thousands of attendees! What's the best part of the show you might ask? There's a lot to choose from, but the best part was the Special Olympics of Southwest Missouri convoy fundraiser, and these truckers really stepped up in a big way! Tens of thousands was raised for the non-profit going towards programs and financial support they wouldn't otherwise receive. We couldn't be more proud to be a part of the trucking industry that has a big heart to give to a great cause making a difference in the four state area. In addition to the convoy, the GBATS schedule was packed with events & activities: concerts by South of Vertical and Tony Justice, a kid's zone, food vendors, contests, swap meet, a world-class truck and tractor pull, fireworks, Globe of Death motorcycle stunt show, big rig burnouts, as well as discounted sale pricing on parts and merchandise. The show was a great success, and on behalf of the 4 State Trucks gang - THANK YOU for spending the weekend with us!

"A weekend for the record books! Hot sunny weather, over 500 trucks, 1000s of customers and friends gathered here at Exit 4 - all made for a TON of fun!" says Bryan Martin, owner of 4 State Trucks. "Not only did all attendees and participants have a great show, but by working together we were able to raise over \$102,000 for the Special Olympics! It really shows the "good heartedness" these truckers have for the community." Martin also commented, "Joplin truly is a trucking town, and you could see it in a huge crowd of attendees Friday and Saturday. We want to thank each and every one who set foot on the show grounds -- all participants, attendees, vendors & staff! The laid back vibe and sense of camaraderie was incredible! Great job to all!"

4 State Trucks, started in 1979, is a family owned and operated heavy-duty truck parts and accessory dealer in Joplin, Missouri. They have over 30 years experience in providing customers with the parts and service they need at prices they can afford. Chrome Shop Mafia was introduced in 2003 as a truckers' club for our customers. CSM is famous for their cutting edge customization & fabrication when it comes to big rig trucks. They set the trend for excitement in the trucking industry.

For more information about the truck show, visit www.chromeshopmafia.com. Information about the World's Largest Truck Convoy for Special Olympics is at www.somo.org/convoy.





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2015 **GUILTY** By Association Truck Show



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Thank A Vet - Grady Cooper

Qualified Member of the Engine Department (QMED) Merchant Marine



Grady Cooper



94 year old Grady Cooper (center) with two of children; daughter Renata Cooper Hall and son Liliburn Cooper.

Grady Cooper joined the US Coast Guard in 1940 and was transferred to the Merchant Marine. Grady became a Qualified Member of the Engine Department (QMED) after training in Sheepshead Bay, New York City. On his first tour of duty, it was Grady's responsibility to fire the ship's boiler and keep it going for the entire mission. Grady later became an oiler, responsible for lubricating the ship's bearings.

Grady served in the Atlantic, Mediterranean, Suez Canal and the Indian Ocean. His ships, the SS Dobytown, SS Ohio, SS French Creek often transported gasoline to our military in the European theater of war during World War

II. Grady was in the Indian Ocean enroute to Okinawa when the war ended and he was sent back home. He was discharged in 1942.

When he returned from the service, Grady went to work at his father's company, H.W. Cooper & Sons. The company operated a cement block plant and 4 sand and gravel plants. H.W. Cooper & Sons had the area's first cement block machine, purchased from Sears Roebuck Company in 1922, which could produce 600 cement blocks per day. The company also had the area's first cement mixer truck and bulldozer. The Coopers opened their cement block plant in 1948. Grady started driving a lime truck

when he was about 10 years old and took over the family business, then called Cooper Brothers in 1973. Grady Cooper ran the company until 1985, at which time Cooper Brothers employed 65 people and was producing approximately 1 million cement blocks per year at a rate of 10,000 per day.

Grady was married to his wife Helen for 52 years until she passed away in 1994. Grady, who is now 94 years old, has 3 children, 7 grandchildren, 8 great-grandchildren and 2 great, great-grandchildren.

Our deepest gratitude to Grady Cooper and all veterans who have served our Country.

E-Zoil Announces Introduction Of New Diesel Fuel Additive

Tonawanda, NY... E-ZOIL Products, Inc., an international manufacturer of fuel additives and other specialty chemicals, announced the introduction of a new diesel additive, Top Tier. Top Tier is a multifunctional diesel fuel system cleaner.

"High pressure common rail fuel systems are quickly becoming the standard in today's diesel engines. These engines subject the fuel system and, for that matter, the fuel to extremely high pressures, said Chris Miller, E-ZOIL vice president. "The drawbacks of such a system are twofold. First, traditional diesel fuel additive detergents do not remove the injector deposits caused by high pressure common rail engines. And, second, the increased pressure of such a system thermally stresses the fuel, which results in the formation of asphaltenes that can plug fuel filters.

"Top Tier solves both of these problems," Mr. Miller explained. "Top Tier is formulated for high pressure common rail fuel systems and it will therefore remove both traditional coke deposits as well as newer deposits known as internal diesel injector deposits. Top Tier will also reduce, and in many cases prevent, the formation of asphaltenes. Asphaltenes are black tar-like substances that form when diesel fuel is thermally stressed. A reduction in asphaltene formation leads to a corresponding reduction in fuel filter plugging."

Top Tier is available in 8 ounce, 16 ounce, 1 gallon and 5 gallon containers. Each ounce of Top Tier treats 12 gallons of fuel or each gallon of Top Tier treats 1,600 gallons.

For additional information about these products, visit EZOIL.com.

E-ZOIL, founded in 1980 and headquartered just outside Buffalo, NY, manufactures a variety of specialty chemicals for gas and diesel vehicles and equipment. Their diesel additive line offer solutions to virtually any problem experienced by diesel fuel consumers. Their cleaning products line cleans and protects vehicles and equipment exposed to heavy-duty environments.



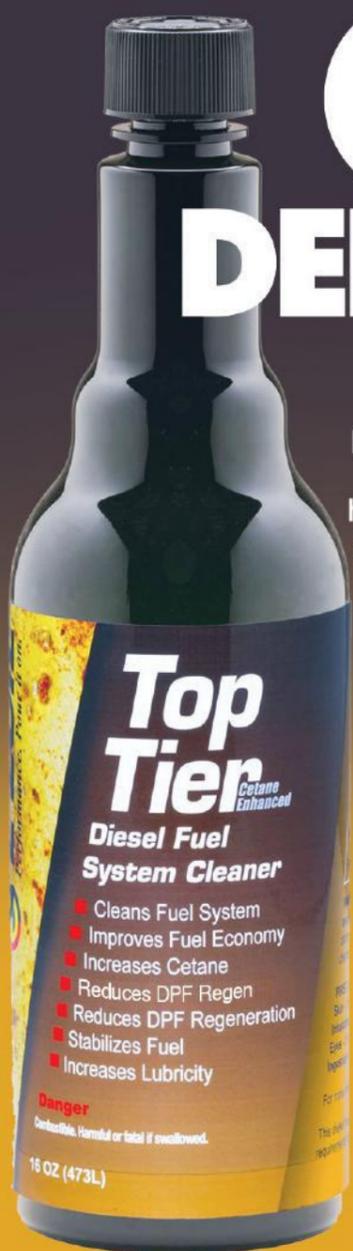
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Top Tier is formulated with the latest technology to prevent the formation of harmful fuel system deposits, especially those found in newer engines. Top Tier will also reduce diesel particulate filter regeneration by improving fuel combustion, increase power via a cetane booster, and prevent the accumulation of asphaltenes, which form when diesel fuel is thermally stressed.

Owner-operators and fleets have been trusting E-ZOIL fuel additives to upgrade their fuel quality for over 35 years.



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Industry News Briefs

Courtesy of PMTA



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

FMCSA eyes rule to change clearance process for diabetic truckers

CCJ reports, the Federal Motor Carrier Safety Administration is seeking industry feedback on recommendations made by its Medical Review Board for a potential rulemaking that would allow drivers with insulin-treated diabetes mellitus (ITDM) to be qualified to drive commercial vehicles in interstate commerce.

FMCSA published a notice of proposed rulemaking in May 2015 that, if published as a Final Rule, would allow drivers with diabetes to obtain a Medical Examiner's Certificate from a medical examiner at least once a year to operate in interstate commerce, as long as the diabetes is well-controlled and stable.

Under the current regulations, a driver with diabetes may not operate in interstate commerce unless he or she obtains an exemption from FMCSA, which must be renewed at least every two years. Read more at: <http://www.ttnews.com/articles/basetemplate.aspx?storyid=43116&t=FMCSA-Seeking-Comment-on-Medical-Review-Boards-Diabetes-Recommendations>

Pick-pocketing Pennsylvania drivers

Commonwealth officials would be wise to review a recent court ruling in NY, which could have implications across the border with PA Turnpike system and its tolls. Last month, a federal court ruled the New York Thruway Authority cannot use tolls charged to truck drivers to fund the state's canal system, which the truckers obviously are not using. The case was filed by the ATA, and bolstered by the ruling, the association will now survey other states to see if similar situations are present.

"The ruling should lead to a change in PA, where the commonwealth's much-maligned Turnpike Comm. annually pays \$450 million to the Pennsylvania Department of Transportation, monies used to fund public transportation in Philadelphia and Pittsburgh.

Tolling is an issue that exploded in the Valley a decade ago when proposals were floated to toll Interstate 80, a request met with a loud and justified "no." The proposal was wisely rejected three times by the Federal Highway Administration, most recently in 2010. In the 2010 rejection, the FHWA "declined to approve an application to place tolls on Interstate 80 because the application did not

meet the federal requirement that toll revenues be used exclusively for the facility being tolled."

Pennsylvania has to stop pick-pocketing motorists to pay for other resources struggling financially. It's been going on for far too long already.

ATA Sends Inquiry to Rhode Island About Plan to Restrict Truck Access to Roads - RIDOT Providing Strategies to Prevent Trucks from Using Alternative Routes in State
American Trucking Associations has asked the state of Rhode Island to provide information to the trucking industry about outreach the state has done to communities

that are likely to be affected by an increase in truck traffic as a result of the state's extortionary truck-only toll scheme.

"According to one such 'information packet' obtained by the American Trucking Associations, [the Rhode Island Department of Transportation] intends to prevent diversion of tractor-semitrailers to potential alternative routes through signage limiting truck access to 'local services,' along with a variety of state and local enforcement methods," ATA said in a letter dated September 29. "From the limited information available, ATA has serious concerns as to how the contemplated restrictions can be reasonably enforced without imposing an unreasonable burden on

motor carriers and their customers, truck drivers, other motorists and the citizens of Rhode Island."

ATA, and its federation partner the Rhode Island Trucking Association, have been vocally opposed to Gov. Raimondo's toll scheme since it was first proposed.

"We have said from the beginning that the governor and politicians in Providence are attempting to extort revenue from our industry - using the trucks that deliver their state's goods as a piggy bank to avoid making the tough choices that are necessary to maintain the state's roads and bridges," said ATA President and CEO Chris Spear. "We will continue to fight these discriminatory and unjust tolls and as other states have learned, we will not stop until this plan is abandoned."

"This plan is bad for our industry, but it is also bad for Rhode Islanders who will see costs and congestion rise as a result," said RITA President Chris Maxwell. "The only beneficiaries of Gov. Raimondo's plan are her cronies and politicians in Providence who get to once again kick the can down the road when it comes to a real, sustainable highway funding solution."

OOIDA Asks Senate Appropriations Committee To Refrain From Pursuing Speed Limiters

Grain Valley, MO... The Owner-Operator Independent Drivers Association has asked the U.S. Senate Committee on Appropriations to exclude language from any federal spending measures that mandates the installation of speed limiters on heavy commercial vehicles. The Association says that to do so would undermine the regulatory process and take away the public's ability to make informed comments to an already proposed rule.

The Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration announced recently a notice of proposed rulemaking that would require U.S. trucks larger than 26,000 pounds be set at a maximum speed of 60 or 65 or 68 miles per hour.

OOIDA points out that language currently included in the Senate THUD bill would force the FMCSA and NHTSA to issue a final rule that mandates this policy, ignoring the sacrosanct ability of industry stakeholders to help shape the regulations affecting them through the traditional federal rulemaking

process.

The Association says that Congress should take time to understand the true impact this policy would have on highway safety and allow the rulemaking process to continue, rather than imposing a mandate through the appropriations process.

"Congress has never analyzed the effect of mandating lower speeds for heavy vehicles through any public hearing or forum," said Todd Spencer, executive vice president of OOIDA. "We believe the Senate's first significant action on the issue should not be in the form of mandating something that decades of research has proven increases the likelihood of crashes between trucks and other vehicles."

"The agencies making the proposal fully acknowledge the potential for increases in crashes between trucks and other vehicles, and only want to attempt to mitigate the severity of such crashes."

"Such a mandate would have serious consequences such as promoting road rage among other motorists and creating 'rolling roadblocks' of trucks on highways," said Spencer. "Many states that used to have lower, separate speed limits for trucks have realized this was not the best idea and changed their policies to the same speed limit for all vehicles."

OOIDA wants the motoring public to know that this is a nation-wide policy that would affect all who use the roads where large trucks travel. The Association is opposing it and encourages the motoring public to join in opposition.

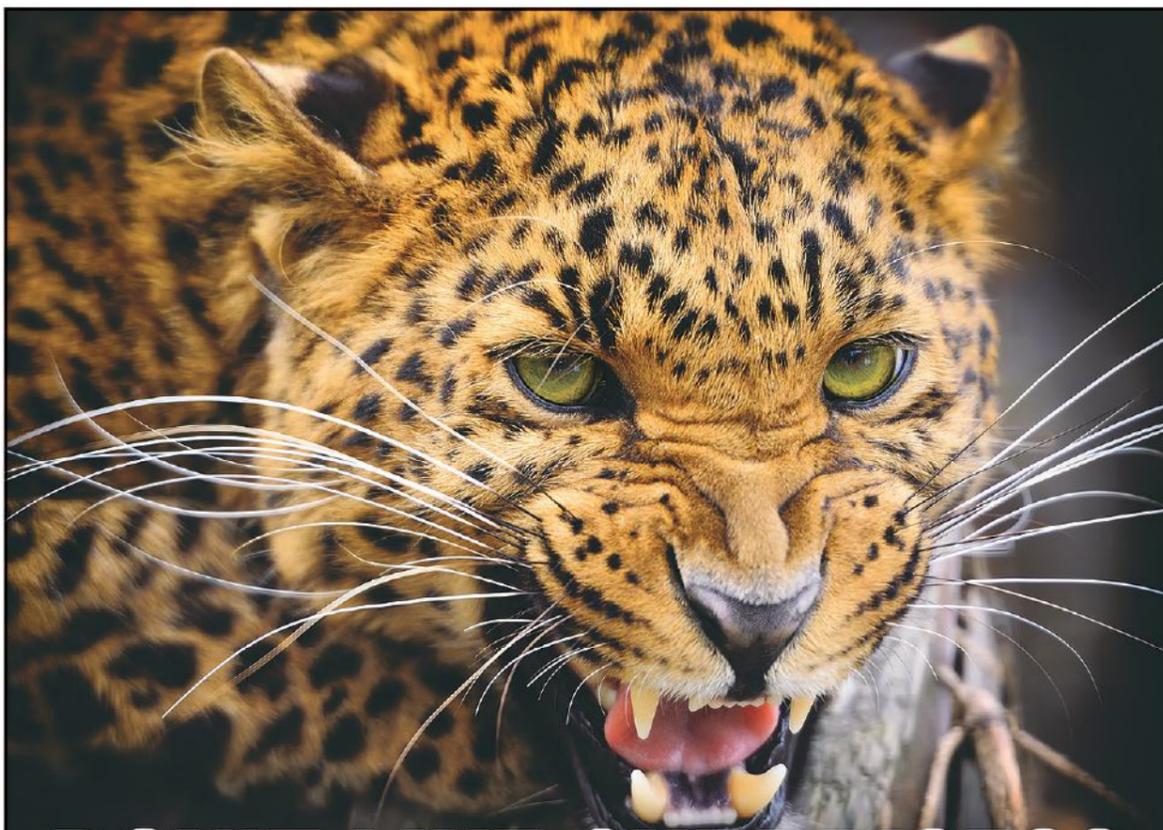
"Highways are safest when all vehicles travel at the same relative speed," said Spencer. "This wisdom is backed by science. NHTSA's messages have promoted the practice for years based upon their own research, going back decades."

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

Bridgestone Names New President of Commercial Truck & Bus Tire Business

Bridgestone Americas, Inc. (Bridgestone) has announced that Joseph Saoud has joined the company as president, truck and bus radial (TBR), Bridgestone Americas Tire Operations (BATO). In this role, Saoud will be responsible for leading the sales activities for the U.S. and Canadian commercial truck and bus tire business, which includes Bandag retreads. He will drive the business' long-term growth strategy and ensure continued value for customers, dealers and fleets.

Saoud brings more than 20 years of leadership experience. Most recently, he served as president, global construction, agriculture and military for Commercial Vehicle Group, Inc. (CVG), a global supplier of a full range of cab and other vehicle related products for the global commercial vehicle market. Prior to his role with CVG, Saoud was president, filtration business unit, Cummins for the last seven years, the global leader in the design, manufacture, distribution and service of diesel and natural gas engines and related technologies.



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Manac Appoints New US General Sales Managers

Manac Inc., ("Manac"), a North American leader in the design and manufacture of specialty trailers, announced today the appointment of David Larotonda and Andy Grylls to the positions of General Sales Manager for Eastern and Western United States, respectively. In their new roles, Dave and Andy will have the full responsibility of all of Manac's sales efforts and initiatives to pursue the strategic growth of the Manac and CPS product lines in the US market.

"The US market is an important segment of our overall growth

strategy and these nominations will not only solidify our current position but will allow us to identify and capitalize on new opportunities as we enter this new chapter", adds Tom Ramsden, Vice-President Sales and Marketing for Manac.

During the past 20 years, Dave has been instrumental in developing Manac's dealership network in the United States and is based in our Pittsburgh regional sales office. Andy Grylls, a seasoned professional in the trailer industry has also played a pivotal role in our expansion in the West since start-

ing with Manac in 2011. Both Dave and Andy will lead their respective sales teams with the goals of supporting our long standing dealers and customers while building and fostering new relationships to enhance our coverage and presence in the United States.

With these appointments, Manac further strengthens its customer focused team by capitalizing on the assets of these experienced industry managers who have a keen understanding of the trailer industry. "Dave and Andy are a perfect fit for these key roles in our



David Larotonda



Andy Grylls

organization as they both embody the core values that we hold strong, Teamwork, Respect, Integrity and

Perseverance. I can't think of any other individuals more deserving of these promotions to lead our US sales team and the expansion of our Manac and CPS brands in the US".

Manac is the largest manufacturer of trailers in Canada and a leader in the manufacturing of specialty trailers in North America. Manac offers a wide range of vans, flatbeds and specialty trailers such as dumps, low beds, grain hoppers, chassis, chip and logging trailers, all of which are sold in Canada and the United States under the recognized brands Manac®, CPS®, Peerless®, Darkwing®, UltraPlate®, Ultravan and Liddell Canada®. Manac services the heavy-duty trailer industry for the highway transportation, construction, energy, mining, forestry and agricultural sectors and manufactures its trailers in facilities located in Saint-Georges, QC, Penticton, BC as well as Oran and Kennett, MO.



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Goodyear Accepts Nominations For Highway Hero Award



AKRON, OH... There is still time to nominate candidates for the Goodyear Highway Hero Award, which honors professional truck drivers who put themselves in harm's way to help others.

Goodyear is accepting nominations for its 34th Highway Hero Award through Nov. 29, 2016. To nominate a truck driver for the Goodyear Highway Hero Award, click on this [link](#), fill out the nomination form, and press the "submit" button, which will send your nomination directly to Goodyear.

The Goodyear Highway Hero Award was established in 1983, and is the oldest and most prestigious honor of its kind.

Goodyear will announce the 34th Highway Hero Award winner next March during the 2017 Mid-America Trucking Show (MATS)

in Louisville, Ky. This year's Goodyear Highway Hero Award winner, Julian Kaczor, a truck driver from Utica, N.Y., pulled a severely injured motorist from a flame-engulfed car.

Past Goodyear Highway Hero Award winners include a truck driver who rescued a law enforcement officer who was being strangled by a prisoner he was transporting, a driver who saved a woman from a gun-wielding attacker, and others. To be considered, Goodyear Highway Hero Award candidates must meet the following criteria:

- Must be a full-time truck driver
- Must reside in the U.S. or Canada
- The heroic incident must have happened in the U.S. or Canada
- Nominee's truck must have had 12 wheels or more at the time of

the incident
 •Nominee must have been on the job – or on the way to or from work, in his or her truck – at the time of the incident

•Incident must have taken place between Nov. 16, 2015, and Nov. 16, 2016

A panel of trucking industry judges will ultimately select the 34th Goodyear Highway Hero Award finalists. (Final approval of Goodyear Highway Hero Award semi-finalists, finalists and the Highway Hero Award winner is at Goodyear's sole discretion. Finalists must clear background checks to Goodyear's satisfaction.)

Additional terms and conditions apply. To learn more, visit www.goodyeartrucktires.com

NATSN Hires New CEO



NATSN Board President, Tammy Vanmil, announced that NATSN has a new CEO. Ronnie Cody, of Knoxville, TN.

Ronnie is from Knoxville, TN and is a proud UT fan. He was born and raised in and around Knoxville and has never wandered from his hometown. He was employed for sixteen years by Pilot Travel Centers LLC as a General Manager of several Travel Centers. Ronnie joined the Lee's Travel Center in 2011 as a General Manager and later as District Manager and worked with them until his employment with NATSN.

Ronnie became acquainted with the NATSN network thru Lee's Oil and served on the NATSN Board of Directors from 2014 until his resignation from Lee's. He stated that his passion is for all independent

truck stop operators and hopes to be able to help with new programs and updated programs. Ronnie is married to Tracy and they have four children, three girls all in college and their youngest, Zach is in third grade. Tracy spends her time by volunteering at the school and will be an excellent partner to Ronnie as she has experience in the truck stop industry as well.

The NATSN staff welcomed Ronnie into the home office on Monday, September 12th where he spent the week getting to know staff members, Marsha Bird, Director of Operations; Amanda Zelch, VIP Administrator and Ashley West, Customer Service. "Ronnie is full of positive energy and has many ideas on how to revamp NATSN," stated former CEO of NATSN, Doug Lozier who called to congratulate Ronnie on his appointment. He offered his counsel and advice whenever needed.

Kimball Davis, former NATSN Board President stated after the hiring process that "NATSN's most successful CEO's were from the truck stop industry as they understand the workings of a truck stop and the hours it entails to be successful". The NATSN board was in complete agreement that Ronnie was the most qualified of all the candidates they had considered and they were happy with his acceptance.

Ronnie will continue to reside in Knoxville and will travel to the corporate office in Sullivan, MO on a monthly basis and work with the staff daily. His first priority will be adding new truck stops, working on fuel gallons for the NATSN network. He also plans to work with the many partners that NATSN has in the industry and last, but not least, his goal will be to visit all current NATSN members at their truck stops.

NATSN is one of the oldest independent truck stop networks in the industry and promotes their members to the trucking industry with a distinctive driver loyalty program that rewards in cash. NATSN works with trucking industry suppliers to help their membership be on the cutting edge of technology.

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ATA Truck Tonnage Index Jumped 5.7% in August

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 5.7% in August, following a 2.1% decline during July. In August, the index equaled 141.8 (2000=100), up from 134.2 in July. The all-time high was 144 in February.

Compared with August 2015, the SA index rose 5.9%, the largest year-over-year gain since May also 5.9%. In July, the year-over-year increase was 0.2%. Year-to-date, compared with the same period in 2015, tonnage was up 3.5%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 144.7 in August, which was 4.8% above the previous month (138.1).

"Volatility continues to reign in 2016. This month's tonnage reading highlights this fact and underscores the difficulty in determining any real or clear trend in truck tonnage," said ATA Chief Economist Bob Costello. "What is clear to me is that normal seasonal patterns are not holding in 2016."

Costello noted that during the month of August over the previous three years, the average change in not seasonally adjusted tonnage was just 0.3%. This August, tonnage surged 4.8%.

"Despite a difficult to read August, I expect the truck freight environment to be softer than normal as well as continued choppiness until the inventory correction is complete. With moderate economic growth forecasted, truck freight will improve as progress is made with the inventory overhang," he said.

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OOIDA Reaches Tax Refund Agreement With NY

Grain Valley, MO... Trucking businesses that go into New York from other states can once again thank small-business truckers for standing up to an unconstitutional registration and decal tax. The Owner-Operator Independent Drivers Association has reached a landmark tax refund agreement with the State of New York for \$44.4 million.

In January 2016, OOIDA was victorious in establishing that the taxes imposed by New York's Department of Taxation and Finance violated the Commerce Clause of the U.S. Constitution.

The Association had challenged the taxes as unconstitutional and discriminatory against out-of-state truckers who drive their trucks mostly in other states - in contrast to New York-based truckers who drive a disproportionately higher number of miles in New York. OOIDA established that the challenged taxes resulted in a higher

per mile tax rate being imposed on out-of-state trucks, and therefore violated the Commerce Clause.

The state's Supreme Court agreed with OOIDA, and declared the fees unconstitutional and invalid. The Court also permanently enjoined the state from collecting them in the future.

"We fought against a number of similar taxes back in the 1980s and 1990s and the states lost in every one of those cases," said OOIDA President Jim Johnston. "Given that history, we were shocked that New York even thought they could get away with this blatantly unconstitutional tax. The amount for the New York HUT decal is \$19, which may seem insignificant, but if other states were to do the same thing, it would be huge - collectively and in administrative costs."

New York did not appeal the court's rulings, and voluntarily agreed to negotiate with OOIDA in developing a class-wide refund pro-

gram. Under the program, class members will receive a virtually complete tax refund, plus interest, subject to attorneys' fees, based upon the state's reapportionment of the taxes in conformity with constitutional criteria. Carriers are entitled to keep refunds for taxes paid exclusively by them, and for their own behalf. However, consistent with its prior tax refund cases, OOIDA will ask the Court to require carriers who charged back any registration or decal payments to owner-operators, to pass through or reimburse the full amount of the tax refunds they receive for such tax payments to those owner-operators.

The tax refund program will become effective after class notice and final court approval. OOIDA will immediately notify members of additional information as it is received.

Trucking And Travel Plaza Industry Leaders Announce Truck Parking Leadership Initiative - Mobile App Provides Free, Nationwide Truck Parking Availability Data

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

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 (ATA) and the American Transportation Research Institute (ATRI).

Park My Truck includes the total number of truck parking spaces for nearly 5,000 truckstops in the United States and some rest areas. Participants reporting available truck parking information include independent truckstops as well as chain locations representing 150,000 truck parking spaces.

"The NATSO, ATRI, ATA partnership that jointly developed the Park My Truck app demonstrates the commitment our industry has to the safety and operational needs of truck drivers," said Judy McReynolds, Chairman, CEO and President of ArcBest Corp. "This tool will ensure that truck drivers everywhere can quickly and easily find the most convenient truck parking facilities anywhere in the country."

Administered by the NATSO Foundation, Park My Truck is accessible for free by internet or through smart-phone apps by all professional drivers, trucking fleets, state and other administrators of highway rest areas.

Truck parking operators 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 to establish an account to provide truck parking availability.

For links to download the app, visit www.ParkMyTruck.com.

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

Volvo's High-Tech SuperTruck Exceeds Program's Freight Efficiency Goals

Volvo Trucks North America unveiled an innovative SuperTruck demonstrator whose combination of advanced aerodynamics, vehicle and powertrain technologies achieved a freight efficiency improvement of 88 percent - exceeding the 50 percent improvement goal set by the U.S. Department of Energy (DOE) program.

From the top-of-cab solar panels powering its battery and interior lights, to its ultra-light aluminum frame and highly advanced 425 horsepower 11-liter proprietary engine, the SuperTruck concept vehicle allowed Volvo engineers to push the boundaries of heavy truck efficiency. The sleek tractor-trailer combination boosted fuel efficiency by 70 percent - exceeding 12 miles per gallon, with some test runs showing more than 13 miles per

gallon - in road tests, and powertrain brake thermal efficiency reached 50 percent.

The SuperTruck program was a five-year DOE research and development initiative to improve freight efficiency - meaning more payload carried while burning less fuel - by 50 percent compared to 2009 base model trucks. Volvo's aerodynamic SuperTruck has a shorter front end than conventional trucks on the road today, and the hood has a sharper downward slope. Lightweight fairings run the length of the tractor and trailer, and cameras have replaced rearview mirrors. Its redesigned chassis is made almost entirely of aluminum, which halved the chassis weight and contributed to an overall tractor-trailer weight reduction of 3,200 pounds.

An enhanced version of Volvo's I-See, a new feature that memorizes thousands of routes traveled and uses that knowledge to optimize cruise speed and keep the I-shift automated manual transmission in the most fuel-efficient gear possible, was an integral part of the fuel efficiency gains seen during SuperTruck on-road testing.

A key part of the overall efficiency gain is the downsized 11-liter Volvo engine, featuring advanced fuel injection, cooling, oil and turbo-charging systems, as well as new "wave" pistons and other improvements. The SuperTruck powertrain includes a complex Rankine waste-heat recovery system, which converts heat normally wasted in exhaust into torque, boosting fuel economy by helping to power the vehicle.

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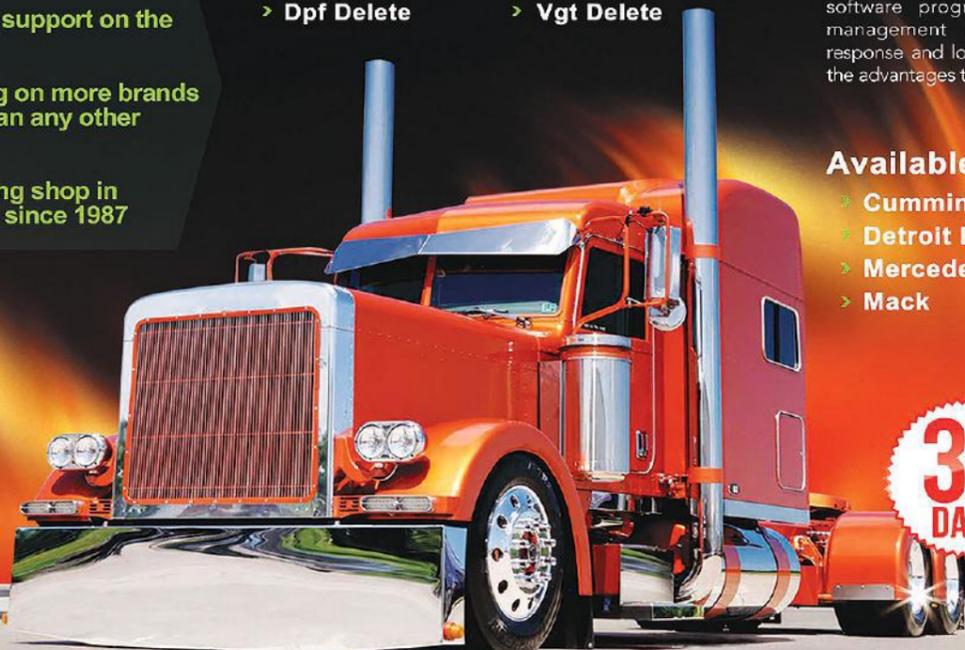
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The Circuit Rider



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.

Carrying A Load For Christ Strengthens You

You can put only so much into a bag and then you have to do one of two things: either empty the bag or get more bags.

Now, that's a crude parable, but it is typical of life.

So many people say, "I can only do so much," and they wind up doing nothing.

Now, what you do is, you lose sight of what you can't do and you do as much as your limit will permit. Just to stop in your trucks and do nothing because you can't do everything is failure.

But, you can put a lot into the bag if you will go ahead and do it. Then, when you reach the limit and you can go no further, as far as that particular bag is concerned, you can always get another one.

A little poem I received as a gift as a young Christian said, "Only one life 'twill soon be past, one what's done for Christ will last." That has stayed with me through the years and though I have only one life, that is not an excuse or a reason for doing nothing and because the world is big and I am small is no reason for me to become fainthearted.

A text in the Bible says, "I can do all things through Christ, which strengthens me." And when one thing has been accomplished, it is a stepping-stone to something else that can be accomplished.

"Let us not be weary in well doing, for in due season we shall reap, if we faint not." Make yourself available to God and God will use you. The greatest of all abilities is dependability. Be dependable before your Lord.

ATA Economist Says Inventory Glut, Manufacturing Has Hurt Volumes in 2016

American Trucking Association's Chief Economist Bob Costello said, the trucking industry has seen soft volumes in 2016 due to bloated inventories and a weak manufacturing environment.

"The current cycle of larger than normal inventories has taken longer than usual to resolve itself," Costello said here during ATA's Management Conference & Exhibition. "Coupled with weakness in the manufacturing sector, we've seen softer than typical volumes in both the truckload and less-than-truckload sectors. However, I am hopeful that we are nearing the bottom of this cycle and will soon expect a modest rebound."

Costello said that both truckload and less-than-truckload carriers added truck capacity in 2015, which makes the current environment feel even more challenging.

"Also, truckload carriers have added trailer capacity of late, likely in advance of the approaching electronic logging device compliance deadline," he said. "More small and medium fleets will, I believe, try to compensate for the impact of ELDs by doing more drop and hook to reduce wait times."

In addition, Costello emphasized the role that trade plays in trucking - pointing out that since 1995, the value of goods moved by trucks between the U.S., Mexico and Canada has risen 168% to \$712 billion.

"It may not always be top of mind, but trade is an important part of the trucking economy," he said. "In the post-North American Free Trade Agreement era, we've seen growth in exports moved by truck outstrip overall growth of domestic freight over the past two decades."

2nd Annual #519Strong Toy Drive for Children's Hospital of Pittsburgh

Jeremy Coast was diagnosed with AML Leukemia in September 2012. He went through treatments and the doctors confirmed that he was in remission in March 2013. On February 15, 2014 he found out that the cancer had returned. The doctors told him and his parents that he needed a bone marrow transplant. The transplant was done on April 29, 2014 and he recovered and remained in remission until April 20, 2015. Drs. wanted to do another bone marrow transplant and Jeremy began chemotherapy on April 28 and on the 29th the leukemia had started to attack his organs, putting him into sepsis. Jeremy was placed in ICU and remained there until June 11, 2015 when he passed away.

Jeremy graduated with honors in June 2015 from Franklin Area High School, Class of 2015. Jeremy's battle with leukemia had inspired him to start his next chapter in life after graduation. He had enrolled and was accepted into Robert Morris University where he planned to become a Pediatric Nurse or a Physical Therapist. Although he could not attend his high school graduation, his buddies accepted his diploma for him and his fellow classmates all wore orange 519 Strong ribbons to show their support and love for him.

Anyone who knew Jeremy knew his love for motocross; his racing number was 519, which was his birthday. He raced in AWRCS Series-A True American Woods Racing Series and also raced for FCC Moto Sports out of Wesley.

You can learn more about Jeremy Coast at www.519strong.com. He is such an inspiration to so many

people. The Coasts have organized the 2nd Annual #519strong Toy Drive for Children's Hospital of Pittsburgh. They want to bring some much needed joy and happiness to the children who won't be home for Christmas this year. (Clair is a Professional Truck Driver for Ergon Trucking and his late father, Clair, Sr., was an Owner-Operator leased to Dart Trucking in Canfield, Ohio until he passed away on April 18, 1991.)

Donations of NEW and UNWRAPPED Toys for children of all ages are being accepted until December 22nd. You can drop off toys at the following businesses: Kwik Fill Truck Plaza, Barkeyville, PA
Clintonville Country Market, Clintonville, PA
Slippery Rock Sportswear, Slippery Rock, PA
Family Tradition Restaurant, Harrisville, PA
Ithen Global, Grove City, PA

Hovis Auto, Grove City, PA
A. Crivelli Ford, Franklin, PA
McBride's Pizza Shop, Boyers, PA
Stiller Motorsports, Kittanning, PA
MPR Suspension and Motors, Pittsburgh, PA

You can also shop online at Amazon (www.amazon.com) where a 519Strong Wish List has been created. It's very easy to shop online - just click these link, <http://www.amazon.com/gp/registry/wishlist/>

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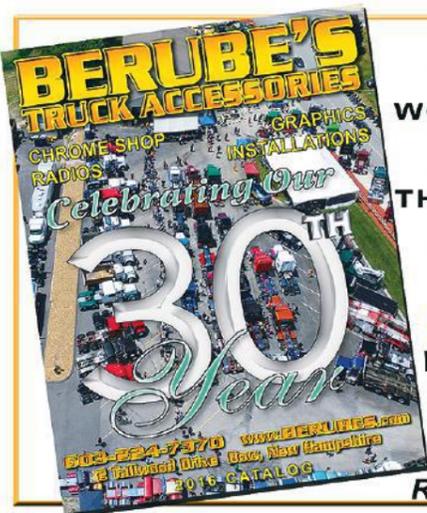
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- Clintonville Country Market, Clintonville, PA
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- MRP Suspension & Motors, Pittsburgh, PA
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- McBride's Pizza Shop, Boyers, PA
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Visit www.519strong.com to learn more about Jeremy and his battle with AML Leukemia

1st Annual Country Roads Truck Show



continued from page 1

People's Pick: 1st- Don Krug, 2014 Peterbilt 388; 2nd- Harry Woods, 2016 Ford F650; 3rd-Eric Bell, 2014 Kenworth T800XH
Contestant's Pick: 1st- Cody Warner, 2001 Peterbilt; 2nd- Tome Leydig, 1984 Kenworth K-100C; 3rd- Jon Bennett, 2015 Kenworth W900L
Tazz Driver Spirit Award: Paul Garrett, 1979 Peterbilt 359
Working Class: 1st-Cody Warner, 2001 Peterbilt; 2nd- Charlie Hill, 1984 Kenworth K-100C; 3rd- Tim Pharis, 2007 Kenworth W-900
Non-Working Class: 1st- Eric Page, 2016 Peterbilt 389; 2nd-Mike Adams, 1996 Kenworth W900L; 3rd- Tom Loughry, 1989 Mack Superliner V8
Antique Class: 1st-Marc Maglietta, 1981 Kenworth K-100C; 2nd-Fellowsville VFD, 1955 Mack B-Model Firetruck; 3rd- Tome Leydig, 1984 Kenworth K-100C
Wrecker Class: 1st- Eric Bell, 2014 Kenworth T800XH; 2nd- Doug Potts, 2014 Peterbilt 388; 3rd- Harry Woods, 2016 Ford 650
Dump Class: 1st- Duane Molina, 2016 Kenworth W900; 2nd- Brad Hutson
Straight Class: 1st- Don Krug, Peterbilt 389; 2nd- Will Eddy, 1995 Freightliner

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Pacifico Reflections - Bungees And Other Kindnesses



By Michael McGough

A hundred feet of steel cable to hang some outdoor lights was what I had originally stopped in to buy. This hardware has just about everything. It's convenient, friendly, and right between my house and my cottage. More often than not, when I pass I need something for one place or the other, so I stop by often. There is always someone available to answer questions, provide needed advice, and exchange some pleasant small talk. This day it was Bob. I asked where I could find the steel cable, I was pointed in the right direction, and I started for that part of the store.

Then I saw it; it was just what I had been looking for. It was one of those bargains you simply can't pass up. I had been trying to find a small utility wagon to hook to my golf cart for weeks. I use the golf cart for yard and garden work, and a wagon to tow behind would be a valuable addition. Some wagons that I had looked at seemed overpriced, while others were either too small or too large. This one was just the right size and so was the price. Bob agreed to sell me the one that

was already built, and that sealed the deal for me. All I had to do was get it home.

As usual, Bob and I chatted briefly about the state of the world and the current condition of mankind. It's nice to chat with him. His cup is always half full, and his world seems to be a kind and pleasant place. His hardware reflects that attitude. We concluded that if you're looking for the bad in life you'll find it, and if you look for the good you'll find that too, often when you least suspect it. We agreed that it's all about personal perspective and how you view the world in which you live. After this exchange, I headed for the cash register, paid for the cable and the wagon, and left the store.

My Ford F150 pickup was at home in the driveway. I was driving a little Ford Fiesta, a vehicle not designed with an abundance of trunk space. Rather than driving home to get my truck, I decided to load the wagon into the trunk of my car. It wasn't easy.

There was a young lady parked next to me. She was getting into her truck to leave as I was trying to load my new wagon. Without a second thought, she asked if I wanted to put the wagon in the back of her pickup and she would follow me home. I noticed that she had two small children in the truck, I didn't want to inconvenience her, so I thanked her and continued trying to load the wagon, all the while thinking about how thoughtful and kind she had been to a total stranger. I couldn't help but recognize that she was a perfect example of exactly what Bob and I were just talking about five

minutes before.

Watching me as I finally got it loaded, she saw that I couldn't close my trunk lid. She said, "I think you need a bungee." Without hesitating she got out of her truck, got a bungee from the back floor of her truck, and gave it to me. I asked how I could get it back to her and she said, "It's okay, I'm not worried about it." I offered to pay, but she wouldn't accept a penny. Again, I thanked her. I thanked her not only for the bungee, but also for her thoughtful kindness. So taken by what I had just experienced and pleased with how clearly and unequivocally it demonstrated what Bob and I had been talking about, I went back into the store to share the experience with him.

Here in the parking lot of a hardware store a person saw a total stranger struggling, and she offered to help, not once but twice. By so doing she made my day much easier. She was under no obligation to help, and there was no material reward for doing so. She, like so many other people, did it because she is thoughtful, and that's just what kind people do. As Bob and I had concluded earlier, there most definitely are plenty of kindhearted people left in the world. They are everywhere, and they make the world a better place.

This kind lady's lesson is as simple as it is powerful. Never pass up the chance to be kind and prove again and again that there's more good in the world than there is bad.

Thanks Bob, and thanks to the very kind lady who demonstrated this valuable lesson!

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Bendix Windshield-Mounted Cameras Permanently Acceptable Under Change In Fmcsa Rules

Hirschbach Receives US EPA 2016 SmartWay Excellence Award



The video camera component of the Bendix® Wingman® Fusion™ collision mitigation technology and AutoVue® Lane Departure Warning (LDW) System from Bendix CVS will remain compliant with Federal Motor Carrier Safety Administration (FMCSA) rules, thanks to an exemption that was recently made permanent. Effective October 24, 2016, the rule change allows certain devices that utilize "vehicle safety technology" to be placed on the interior of commercial vehicle windshields within the area that is swept by the windshield wipers.

Bendix Commercial Vehicle Systems LLC had previously received a regulatory two-year exemption and several subsequent two-year extensions for its windshield-mounted camera. As a result, the camera used in AutoVue and Wingman Fusion already meets the FMCSA safety technology standard.

Under the FMCSA prohibitions on obstructions to a driver's field of view, devices such as antennas or transponders that are mounted at the top of a windshield must be located outside the area swept by the windshield wipers. The regulatory change affecting the camera component of Wingman® Fusion™ and AutoVue® states that motor carriers using approved safety technologies such as lane departure warning systems and collision mitigation systems can mount devices within that area, though not more than 4 inches below its upper edge, or 7 inches above its lower edge. The devices must still remain outside the driver's sight lines to the road, highway signs, and signals.

Wingman Fusion and AutoVue are effective in most weather conditions where lane markings are visible, which means the systems' forward-facing cameras need to be mounted within the swept area of the windshield wiper.

In its final rule, the FMCSA stated that such devices and technologies as collision mitigation and lane departure warning "have been proven to improve safety and vehicle operations." The FMCSA also noted that since granting the first temporary exemption to this particular windshield obstruction rule in 2009, it has not learned of any crashes attributed to the location of the devices marginally within the area swept by the windshield wipers.

FMCSA defines devices that can be included in the permanent exemption as "vehicle safety technologies in 393.5 of the FMCSRs (Federal Motor Carrier Safety Regulations) to include all technologies that had been previously granted an exemption."

Bendix® Wingman® Fusion™ integrates next-generation advanced safety technologies (radar, camera, brakes, and SafetyDirect® by Bendix CVS) into a comprehensive driver assistance system that includes adaptive cruise control, lane departure warning, collision

mitigation, and overspeed alert and action. By combining the camera data with input from radar and the vehicle's brake sensors, Wingman Fusion creates a highly detailed and accurate data picture of a vehicle's situation and surroundings. The camera is powered by the Mobileye System-on-Chip EyeQ processor with state-of-the-art vision algorithms.

AutoVue® is a vision-based system linking a camera with a 60-degree field of view to an on-board computer that uses image

recognition software to track visible lane markings. This market-leading LDW system continually monitors a vehicle's position and detects when the vehicle begins to drift toward an unintended lane change. Upon detection, AutoVue emits a distinctive "rumble strip" or other audible warning to alert the driver to make a correction.

In June 2016, the National Highway Traffic Safety Administration (NHTSA) released a Field Study of Heavy-Vehicle Crash Avoidance Systems, based on data from more

than 110,000 hours and 3 million miles driven in trucks equipped with collision mitigation technology. The report found no rear-end collisions involving the vehicles in the study, and said the technology shows potential for significant safety benefits.

In an October 2013 report evaluating the effectiveness of on-board safety systems, the FMCSA found that trucks without LDW systems had an LDW-related crash rate per Million Vehicle Miles Traveled (MVMT) nearly twice as high as trucks equipped with such a system. This means that use of an LDW system translates to a 47.8 percent crash rate reduction per MVMT in LDW-related crashes. When the FMCSA renewed its initial exemption in 2013, it said the decision would maintain a level of safety that is equivalent to, or greater than, the level of safety achieved without the exemption.

For more information about Bendix safety systems and technologies, visit www.safertrucks.com, www.bendix.com, or call 1-800-AIR-BRAKE (1-800-247-2725).

DUBUQUE, IA... Hirschbach was recently honored with a SmartWay® Excellence Award from the U.S. Environmental Protection Agency as a true industry leader in freight supply chain environmental performance and energy efficiency. The company has deployed the latest in aerodynamic technologies, green-initiative policies, and software designed to route and fuel equipment with carbon reduction in mind. Through a concerted effort, the Hirschbach team has increased miles per gallon by 3.8% and reduced carbon dioxide output per mile by 3.7%.

"Hirschbach is all-in to continue driving down carbon emissions and decreasing our carbon imprint across the company," said John Vesey, Hirschbach's Operations Support Manager. "There are great opportunities developing in equipment and fuel technologies, and we are actively searching for them, as well as testing our current implementations to ensure we stay at the top of the greenest fleets and do our part for the future of the planet."

"We're very proud to have earned this award, which signifies our commitment to air quality and fuel efficiency. We have coveted this prestigious award from the EPA's SmartWay program, which is given to the top 1% of their 3,000+ trucking company members. Receiving this award is a reflection of a lot of hard work on the part of our professional mechanics and drivers who take great pride in how they maintain and operate our equipment to maximize fuel economy," said Brad Pinchuk, Hirschbach's President and CEO. He went on to say, "This award and our best in class fuel economy results would not be possible without the equipment and devices manufactured by our vendor partners: Navistar, Freightliner, Utility Trailer, SmartTruck, FlowBelow, Carrier, and Thermo King. I would also like to commend John Vesey for his hard work and leadership in this area."

Hirschbach was one of 43 truck carriers to receive this distinction, representing the best environmental performers of SmartWay's 3500 Partners. Founded in 1935, Hirschbach Motor Lines is an industry leading transportation carrier. Hirschbach offers experienced, refrigerated truckload services to all 48 states. In addition, Hirschbach offers clients a complete range of dedicated transportation solutions and a wide range of innovative specialized services. The business continues to grow. The company now has a fleet of over 950 trucks and 1,500 trailers, multiple terminal locations, and continues to expand into new service areas. For more information, visit www.hirschbach.com.



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Ernest Dandridge Carrier Design Services, Inc., recently moved its car transport equipment activity from Louisville, KY to McLean, VA. The firm is working with Kentucky Trailer of Louisville, on "Removable Adjustable Decks/Auto Transport Modules" ®. Modules have self-contained hydraulic systems and units can be slid into most 102" wide, swing door electronics van trailers and locked into place to haul trailer loads of vehicles. Since the unitized equipment is self-contained, almost

any common freight tractor can be used. If needed, we can help truckers locate used, electronics vans.

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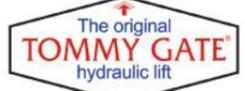
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MOVING OUT

Calendar of Events

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TRUCK LUBE & TIRES

March 23-25, 2017 – Mid-America Trucking Show – Kentucky Exposition Center, Louisville, KY. For more info, <http://www.truckingshow.com/>

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

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

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

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

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

August 11-12, 2017 - The 28th Annual Waupun Truck N Show - Truck-n-Show festival grounds (Spring Street in Waupun), Waupun, WI. For more info visit www.waupuntruckn-show.com. Phone: 920-324-9985 • Fax: 920-324-0353

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,
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MO 2016

Working Show Truck Of The Month - Jimmy "Catman" Cattoggio



Jimmy wanted to thank Forward Air for their continued business over the past 18 years. On his trips from MA to Ohio he became an avid reader of *Movin' Out*. In fact, Jimmy always brings home a stack of *Movin' Out* papers for his friends back home who can't get it locally. His delivery service is even better than the post office!

he did on the truck. Ali Olson, a top-notch mechanic and friend of Jimmy's was helping him put the truck back together before he became ill. Sadly, Ali passed away before the truck was finished, but he's definitely looking down & smiling when Jimmy rolls out of his driveway for Ohio each time!

Jimmy's 379 has logged many miles over the past 18 years and he's restored it twice in that time. Most recently the truck was fitted with a custom 425 CAT engine that looks like it belongs in a street rod. Rick Plauman, from Great Lakes Diesel in Buffalo, NY, put the engine in and added polished intakes and braided lines throughout. It puts out over 700 horsepower thanks to Rick's fine-tuning! Jimmy's truck has an old school appearance thanks to a painted drop visor, single headlights, polished louvers in the sides of the hood, and a custom made grille & surround- complete with a classic Pete emblem.

When he's not out on the road, the "Catman" enjoys his collection of model truck replicas and trucking memorabilia. He also runs Big Wheel Polishing with his business partner George Brothers. They offer the finest wheel polishing in New England and you can check them out at www.bigwheelpolishing.com.

Jimmy "Catman" Cattoggio represents the trucking industry with class and lives by the old school trucking values he learned from his dad. His two-stick, hot rod Peterbilt turns heads on every run and Jimmy has a heart of gold, helping anyone he can.

Jimmy wanted to thank Butch O'Brien; from O'Brien's Big Truck Repair in Middleboro, MA, for the great bodywork and painting

Movin' Out salutes one of our biggest fans this month, Jimmy "Catman" Cattoggio, by making him our November Working Show Truck of the Month.

By Robert Conrad

Jimmy "Catman" Cattoggio has been around trucks almost his entire life and probably has a mixture of blood and diesel fuel running thru his veins thanks to all of his years behind the wheel. Jimmy's dad taught him how to drive trucks in the 1960s and Jimmy had his license at 15 1/2 years old! In fact, he loved driving trucks so much that he quit school to drive full time. Forty-eight years later he's still going strong in his jet black 1988 Peterbilt 379.

Jimmy has certainly come a long way from the 1959 B-73 Mack that he hauled containers with up until 1986. He purchased that truck

from a sod farmer in Sterling, MA with the help of his friends Peter Polito and Jim Kiley. Jimmy still has the "Not For Sale" sign that was in the trucks window and he has the truck at his house in hopes of restoring it someday. On his container runs to and from NY, Jimmy's old Mack would always draw a crowd of people who wanted to know more about it. He purchased his black beauty in 1999 and started his own business, CJC Carrier, which he incorporated in 2006.

A dedicated run hauling air freight for Forward Air has helped Jimmy keep the wheels turning on his Peterbilt for the past 18 years.



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