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“THE JOURNAL OF THE TRUCKING INDUSTRY”

Cerni Motors' 7th Annual All Wheel Show



Cerni Motors, A Trivista Company, hosted their 7th Annual All Wheels Show on August 17th. This beautiful Mack was just one of the many trucks on display. Turn to pages 14 & 15 for more photos. - Photo by Pam Pollock -

Diesel Spec – North America's Leader In Truck Tuning



Diesel Spec is the largest performance shop for heavy-duty trucks in North America with 485 retailers in the USA and Canada that perform over 5,000 truck tunes each year. The company has also done tunes in other countries, including Mexico, Chile, Austria, Australia and South Africa.

Tuning is the process of

fine tuning the software in the truck's ECM module, with the end result of creating more power, greater response and less fuel consumption. Diesel Spec offers 4 types of tunes:

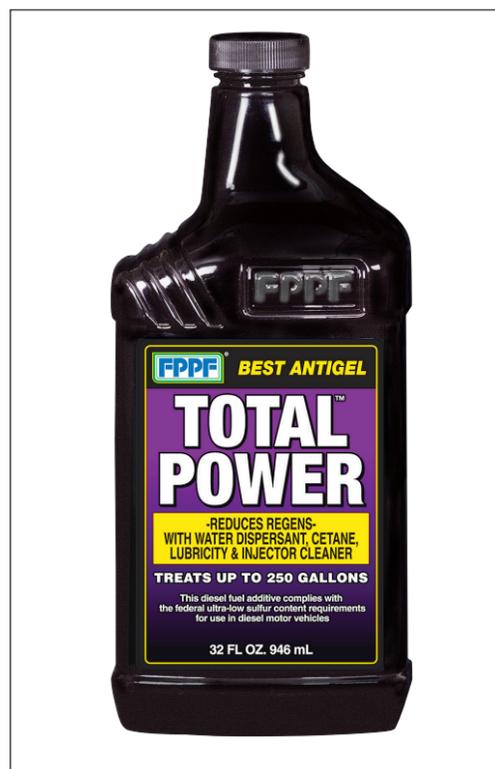
- High Performance
- Performance
- Fuel Economy
- Off-Highway

The High Performance tune is the choice for truck pulls and

racing. The Performance Tune provides extra power for heavy loads and pulling mountains. The Fuel Economy tune does exactly what its name implies, and the Off-Highway tune eliminates horsepower robbing add-ons. Truck owners are urged to check their state laws, however before having an off-road tune performed. The

continued on page 13

For Every Fuel Problem, FPPF Has A Solution



By Steve Pollock
BUFFALO, NY... One of these mornings, when the temperature falls to 0°, do you really want to trust just any

fuel additive? For many years, FPPF has been the additive of choice for Professional Truck Drivers and for good reason – it works! FPPF has a product for

every fuel problem and every season: from water in your fuel to lost lubricity, bacteria, asphaltene sludge, diesel soaps and biodiesel, if you have a fuel problem, FPPF has a solution.

FPPF has launched a new comprehensive website, www.fppf.com to help drivers make an informed decision about which products are best for them. The new website is supported on all devices, with the ability to translate into 10 different languages, and includes a product performance chart to help identify which product is right for you. There are also clinical study charts by Southwest Research documenting the performance of FPPF products as well as competitive products. The new FPPF website lists all FPPF products, including Red Grease, Glass Cleaner, Multi-Purpose Solvent, Penetrating Oil, Trailer Brightener, Truck Wash Concentrate, and marine and agricultural products and of course diesel and gas additives.

FPPF encourages drivers to continued on page 2

For Every Fuel Problem, FPPF Has A Solution



continued from page 1
 treat their fuel year round with their signature Fuel Power or Total Power products, however, here are a few suggestions to help you get ready for the winter season:
 Water and diesel fuel are like water and oil, they don't mix. In fact, the water will separate from the fuel. Drop-

ping and collecting in the bottom of the tank. This water can also encourage the growth of bacteria. These conditions can cause some serious problems if left untreated, especially in northern climates. That is why it is wise to do some preventative maintenance

on your fuel tank.

FPPF Chemical Company has solutions for these and every fuel problem you may encounter. First, begin treating your fuel now before colder weather sets in—begin by adding FPPF's Killlem® Biocide along with a dose of Fuel Power® to kill any algae growth and disperse water that collected in your fuel tank. Continue to use Fuel Power each fill-up until the weather gets colder, at which point it would be prudent to switch to Polar Power® or Total Power®, both of which contain water dispersants along with anti-gelling agents. All of these products, except for Killlem®, contain lubricity agents and detergents that will clean the carbon from the injector tips. The Killlem® biocide should be used twice a year to keep the fuel tank clean of algae growth. Keeping the water dispersed year round will also be a great help in eliminating algae growth.

When putting the fuel additives in the fuel tank it is very important to run the fuel level down, put the additives in and then refill the tank. This allows the fuel treatment to mix thoroughly with the fuel. Simply dumping additives into the tank will cause them [the additives] to sit on top of the fuel and not effectively reach the separated water in

the bottom of the tank. By using this simple fuel treatment regimen, a lot of the cold weather problems will be eliminated. You will also go through less fuel filters. FPPF recommends following the dosing amount on the bottle and an adequate amount of fuel treatment will be used to thoroughly disperse water, however multiple treatments are recommended.

It is also a good idea to treat your air lines with FPPF's ABC® Air Brake Conditioner. This product will disperse any water in the lines, while at the same time lubricating the air lines. Keep in mind that if you do a lot of drop and hook, the trailer you hook to may not have the air lines treated.

FPPF recommends that you carry a bottle of ABC® Air Brake Conditioner along with a bottle of Melt Down® fuel degeller for emergencies. It only takes Melt Down® about 20 minutes to melt gelled diesel fuel and then you will be on your way.

FPPF has a complete line of products to treat gas, diesel, and biodiesel. The applications range from agriculture, transportation (truck), marine and home heating. For more information, visit www.fppf.com or call 800-735-3773. FPPF products are available at retailers, heavy parts suppliers, and travel plazas nationwide.



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*While supplies last.

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Off The Beaten Path



by Pam Pollock

Thank You For Being My Friend



Ian Campbell
July 23, 1989 - June 22, 2019

The month of November has become a time of reflection and thankfulness for many people, including myself. Sometimes it's hard to be thankful when it seems that you can't focus on anything but the blinding rainstorm that is swirling around you. But, if you look hard enough, you should be able to find a brilliant and hopeful rainbow that follows life's storms.

For the past four months, I have struggled, really, really struggled. The death of a friend or family member is hard to comprehend, especially when it is a younger person. Unfortunately, over the years I have had quite a few friends/family members who have left this earth far too soon: Ed, my childhood friend; my niece Jennifer, my brother Jack, Mike, Beth, Ashley, Jason, Eric, Clayton and now Ian.

When I learned of Ian's death in an automobile accident this past June, I was shocked and stunned. Ian was my mail carrier and to say that he rocked his job would be an understatement. The dude was awesome. He delivered the mail way beyond the expected time frame. He had to stop at my house - a lot - because of the number of packages and mail that I receive. He would always pull in the driveway and give a toot-toot on his minivan's horn (I told him to do this so it would save him time from having to walk up the sidewalk to the house) and I would try to meet him in the driveway. Ian took great pride in his job and it showed. He had complex diagrams written down every day, showing which houses got what mail and packages. My mail route is (I believe) the biggest one in our area and his vehicle was always filled to the brim with parcels. I never understood how he got everything

packed in that minivan, but he did so with such precision.

He ALWAYS had a smile on his face, it didn't matter if it were pouring rain, 6 inches of snow coming down or 88° outdoors. I never saw him without that charming smile of his. He would always greet me, and we would exchange some chit-chat. I had known about Ian for several years before he became my mail carrier. He went to school with my son (a grade behind my son) and when my son was in middle school, he would come home laughing about how Ian kept everyone entertained on the bus with his wit and personality. Years later, I would totally understand what my son meant about Ian - the dude is 6'6" tall and he had a laugh that just worked its way out, and being that Ian was so tall, it took a while for that laugh to finally be over. His wit? Razor sharp. I like to bust people's balls - and people know it - but with Ian, he busted your balls with a smile on his face and you were like, "Wait? What? Did you just bust my balls??" And soon, you were laughing with him because he busted your balls in such a funny way and without malice.

Ian was always performing kind acts - he bought an insane, and I do mean insane amount of diapers and wipes for his friends when they had their first baby. It was like a mountain of diapers!

For the past four years, I looked forward to my daily interactions with Ian. He usually was popping in my driveway at least 4 out of the 6 days. He listened to my tirades about computers, deadlines and anything else I liked to



Ian and Erika with Dixon and Chance

complain about. In return, he told me about his awesome fiancée, Erika, who would become his wife in August of 2016, his love of softball and Lincoln, Chance and Dixon, the beloved dogs that he and Erika added to their family over the years. In our daily snippets of conversation, he filled me in on the status of the home that he and Erika built. He talked glowingly of how proud he was of his wife and the marathons that she runs. I comforted him when their first puppy Lincoln died and then, just a few months later, he comforted me when Gunny and then Precious died.

We shared a love of cupcakes, cookies, and candy. I would leave treats for him in the mailbox. We liked to yell, "Pineapple" randomly at each other. He soon discovered, and I think it shocked him at first, that this little old grandma has a foul mouth and is prone to saying inappropriate things (#no filter). The first time this happened, Ian backed up and said, "Whoa, Grandma! Just whoa!" And then he laughed.

Once I texted my frustration to him about "where the \$*^@!% is my computer shipment?!" He texted back, "You sound hangry, Grandma...". And then he delivered my mail an hour later and handed me a Snickers bar.

I will admit it, I cried nonstop for three days when I learned that Ian had died. I kept apologizing to my husband because I just could not stop crying. Steve said to me, "Don't apologize, Ian was your friend, of course you are very sad and upset."

And that's when it hit me, Ian had, over the course of four years, become my friend. We weren't besties, we didn't hang out other than when I photographed him and Erika and their dogs Chance and Dixon last fall, and I am 28 years older than him - but we were friends.

Our last conversation and

the last time I saw Ian was two days before he died. He brought me some big boxes, which contained fruit snacks, among other stuff. I offered him some fruit snacks, but he said no. He asked if there was any candy in that box, there wasn't. As I said earlier, we liked to tease and torment each other. He started down my walkway and I yelled at him, "If you were a woman, your name would be Isabella." He spun around and without missing a beat, scoffed and said "Oh no! I would be Tatiana!" I laughed so hard that I had tears coming down my face. I continued up to my porch with my boxes and then I heard that familiar tap, tap of Ian leaning out the window of his minivan and hitting the side of his door. "You have yourself a nice day," he said. This was his "trademark" goodbye to me. "You, too, Tatiana! You, too!" I yelled back.

Thousands of people attended Ian's funeral, he had that much of an impact on so many people's lives. He was known to many as "EZ", a nickname that a friend's Dad gave him when he played softball in middle school. His post office workers called him "Yeti", because of his height. I called him Sparky because I am just weird and like to give people dumb nicknames.

Ian's wife Erika has been dealt the most unfair blow in life but in her own words, "I chose strength, I will not stop crying." Erika donated Ian's eyes and because of his corneas, a 3 month old baby boy and a 2 year old girl now have the gift of sight. "Even when he's not here, he continues to do good," said Erika.

Erika also established The Ian EZ Life Campbell Foundation, a nonprofit organization. This Foundation is designed to support and raise proceeds to make a donation in Ian's name to a widow or a widower. The goal is to provide financial

assistance to someone who lost their spouse with contributions raised during The Ian EZ LIFE Campbell Foundation fundraisers. A widow or widower will be chosen in Ian's honor so that the legacy of his love and devotion to support and take care of his wife and family can be carried on. By supporting this foundation, Ian's name can continue to be carried on honorably for always being a loving and supporting husband. The foundation strives to make a difference and positively impact someone needing the support of the EZ LIFE.

The Ian EZ Life Campbell Foundation has already hosted a Softball Tournament and a Volleyball Tournament to raise funds for the foundation. A check was presented last week to a young family who lost their husband and father to pancreatic cancer earlier this spring. It was my honor to attend the softball tournament and take photos. This was a 14 hour event. It was almost 10 pm during the final game between the last two teams. There had been a rainstorm earlier in the evening, it was chilly out and tempers started to flare a little between the players on the two teams. And then I heard a lady's voice call out, "Hey! Stop! Remember why we are here! This is for EZ, we are doing this in his honor. He wouldn't want us to be fighting, let's just calm down and play and be friends." And that's just what they did.

Another November is here and another month of reflection and thankfulness... Thank you, Ian. Thank you for being my friend.

If you would like to learn more about The Ian EZ Life Campbell Foundation, visit their Facebook page at: <https://www.facebook.com/The-Ian-EZ-LIFE-Campbell-Foundation-2082278708742618/> You can also email them at: theianezlifecampbellfoundation@yahoo.com

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Latest Trucking Industry News

Small-Business Truckers Not Surprised Survey Repeats Shortage Myth While Driver Pay Is Not Even A Thought

WASHINGTON, DC... The Owner-Operator Independent Drivers Association responded with advice to motor carriers that, according to a new survey, are highly concerned about hiring and keeping drivers, more so than any other critical issues in trucking.

"Pay them," said OOIDA vice president Lewie Pugh. "As a matter of fact, trucking companies could solve both of their top two concerns by addressing what matters most to drivers."

The survey was conducted by American Transportation Research Institute. They asked participants, who identified themselves by their occupations, to rank trucking's most critical issues in order of importance.

Truck driver respondents said compensation is the most critical issue in the industry, while carriers insisted on perpetuating their decades-old claim that they can't find enough workers.

"The real problem is carriers aren't taking the necessary steps to keep their drivers," said Pugh. "This fact is demonstrated in other ongoing research and the high ranking of retention in this latest survey."

OOIDA has long held that the myth of a truck driver shortage is actually more of an extremely high turnover problem in the truckload sector.

"There is a pretty simple solution to everything and that is to pay drivers for their time," he added. "We think it's rather hypocritical for big trucking to keep saying there is a shortage when, according to the survey, the top concern of drivers isn't even on their radar."

ATA Calls for Common Sense Approach to Liberalizing Marijuana Law

San Diego, CA... The Board of Directors of the American Trucking Associations endorsed a new set of policies aimed at helping the industry continue to safely operate in an environment where more states are liberalizing laws related to the recreational use of marijuana.

"ATA has long been an advocate for reducing impaired driving - in all its forms - so it only makes sense that we would call upon state and federal governments to consider the impact of increased use of marijuana on our roadways," said ATA President and CEO Chris Spear. "As an industry that operates in all 50 states and across national borders, we need all levels of government to help us keep our roads and drivers drug-free."

ATA's new platform bolsters the federation's already robust impaired driving policies to deal specifically with marijuana, now that more than 93 million Americans live where the drug is legal for recreational use. Developed by ATA's Controlled Substances and Driver Health and Wellness Working Group, the new policy and recommendations:

- * Call for the government to maintain the right of employers to test for marijuana if they determine that use could adversely affect safety;

- * Support a lifting of the federal restrictions on marijuana research and call for more research into marijuana's impact on impairment, especially in conjunction with other substances;

- * Back the development of oral fluid testing and impairment standards; and

- * Call for the creation of a marijuana victim's compensation fund - paid for by dispensaries, cultivators and manufacturers.

This is in addition to ATA's existing policies calling for the government to allow alternative drug testing methods, creation of a national database of positive drug and alcohol test results and strong anti-impaired driving laws.

ATA Truck Tonnage Index Fell 3.2% in August

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index declined 3.2% in August after jumping 6.2% in July. In August, the index equaled 118.3 (2015=100) compared with 122.2 in July.

"The large swings continued in August, but the good news is the trend line is still up," said ATA Chief Economist Bob Costello. "While there is concern over economic growth, truck tonnage shows that it is unlikely that the economy is slipping into a recession. It is important to note that ATA's tonnage data is dominated by contract freight, which is performing significantly better

than the plunge in spot market freight this year."

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

Compared with August 2018, the SA index increased 4.1%. The index is up 4.3% year-to-date compared with the same period last year.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 125.1 in August, 2.2% above the July level (122.3). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 70.2% of tonnage carried by all modes of do-

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

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

ATA Statement on FMCSA Administrator Martinez' Departure

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after it was announced Federal Motor Carrier Safety Administration Administrator

Ray Martinez would be leaving the agency to take a position at DOT's John A. Volpe National Transportation Systems Center:

"We wish Administrator Martinez well in his new role

at the Volpe Center, and we look forward to continuing our strong relationship with FMCSA's new leadership as we work on our shared goal of improving highway safety."

Truckers Make Final Push For Safer, More Flexible Hours-Of-Service

Washington, DC... As the deadline to comment on the federal government's proposal to modernize hours-of-service regulations approaches, the Owner-Operator Independent Drivers Association urged truckers to also make their voices heard on how long they should work and drive.

OOIDA supports the Federal Motor Carrier Safety Administration's common sense approach to reforming HOS, which in part mirrors a petition the Association submitted in February 2018. The comment period for the Notice of Proposed Rulemaking closes on Oct. 21.

"Truck drivers are more regulated and more compliant than ever, but crashes keep going up," said Todd Spencer, President of OOIDA. "FMCSA's proposal is the best chance of reversing that trend and now is a critical time for drivers to submit comments on how flexibility would improve their ability to operate safely."

OOIDA emphasized in comments that in order for new changes to have the most safety benefits, drivers should have sole discretion about how and when to use the proposed provisions.

"Truck drivers know better than anyone when they should take a break or when road conditions are too dangerous. They ask for flexibility not only for themselves but also for the safety of all highway users. For too long we've allowed people that have never spent time in a truck to dictate a driver's daily schedule. This has to stop," said Spencer.

Below are highlights of OOIDA's positions on the provisions in the proposal and recommendations to make further improvements:

1. OOIDA recommends eliminating the 30-minute rest break altogether. However, as an alternative, drivers should be allowed to split the 30-minute break in smaller segments, such as multiple 5 or 10 minute breaks.

2. OOIDA supports the 7/3 split sleeper provision, but recommends the agency also include 6/4 and 5/5 options.

3. OOIDA supports split-duty provision which will allow drivers to "pause" the 14-hour clock for up to 3 consecutive hours once per duty period.

4. OOIDA supports both changes to the short haul exceptions, which will extend the driving window from 12 to 14 hours and expand the air mile radius from 100 to 150 air miles. OOIDA also recommends allowing drivers using the short haul exception to end their work shift at a location different from their original dispatch.

5. OOIDA supports extending the duty period from 14 to 16 hours for drivers that use the adverse driving provision. OOIDA also recommends expanding and clarifying conditions that would qualify for the adverse driving provision.

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Airplane Stuntman Turned Owner-Operator

As we travel through life in this trucking industry, we have the opportunity to meet many very interesting people. The weekend of October 4,5,6 Pittsburgh Power had a booth at the "Made In America" trade show in Indianapolis, In. Unfortunately, the show was low in attendance so Pete, Debbie, Jane, and I spent 3 days with our Max Mileage dealer Mike and Beth Thompson from

Indianapolis. Many of you will recall about 3 years ago we built a DD4 Detroit engine in the convention center at the CMC sponsored by Kevin and Leesa Rutherford in Council Bluffs, Iowa. Mike Thompson, United Airlines Pilot, purchased the engine and we installed it into a FLD 120 Freightliner. Currently there is 330,000 miles on the engine. The horsepower is set to 581 and Mike has the ability

to take the power to 725 hp at the turn of a dial. During the 3 days we learned that Mike was born in Nebraska, was taught to fly airplanes by a crop duster at age 14. At the age of 18 he owned his own double winger bi-plane and was performing stunts while flying. This plane would fly 200 miles per hour, and he would climb straight up into the sky until the plane would stall, then start to spin



Mike Thompson's 1996 FLD120 Freightliner

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around the prop and fall backwards towards to ground. He explained how you keep track of where you are, how the plane was falling backwards, what you do with the controls and when the speed picks up how you bring the plane back to flying. Then Mike explained how you pilot the plane through the air doing flips, while traveling at 200 miles per hour, then pull the plane back to its flying altitude. I was fascinated with his stories and if you see him having lunch or dinner

at a truck stop, introduce yourself to him and enjoy the conversation. Ask him about flying his plane 6 feet off the ground between him home and his neighbors home. He knows how to fly and make money with a truck. You will then have a new friend. Now for Beth, the one thing I can tell you about her is that she will not allow Mike to cut the grass. When I asked why, she said she likes the lines nice and straight. Here's what Mike had to say about becoming a

distributor for Max Mileage. "My wife Beth and I became a distributor of the Max Mileage about a month ago. I started using it in my 1996 FLD120 Freightliner at that time. I cannot believe how smooth the engine has gotten. Also, the fuel dilution of 3.8% has gone to less than 1% with 300000 miles on the engine."

Not all fuel stops are selling you perfect honey colored diesel fuel. Unfortunately, older underground tanks are susceptible to dirt, water, microorganisms, and other contaminants. Our customer, Aaron Lyman, ('09 Pete 387 with a Cummins ISX) stopped by the shop because he had coolant in his fuel. We fixed the problem and then drained and cleaned the tanks and sent him on his way. He was back a few weeks later with a clogged fuel filter and it was running rough. We pulled the fuel out of the tanks again to find this disgusting looking liquid that contained water, sediment, and fouled diesel fuel (pictured). As it turns out, he always fills up at the same fuel stop and had a history of having to replace fuel filters. We suggested switching to a different fuel stop and voila, the new fuel was clear and pure. He was lucky that no serious damage was caused, but we think it is something every owner-operator should look out for.



Bad Fuel

Some of the symptoms of bad fuel are excessive black exhaust smoke, loss of power and RPM, corroded and pitted continued on page 7

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High Performance Diesels



Mike Thompson with his bi-plane.



Mike and Beth Thompson.

continued from page 6

fuel injectors, fuel pumps, and fuel lines. Some things to check for are sludge on your fuel fil-

ter, dark or hazy fuel, floating debris in the tanks, and sludge buildup or foul odor from the tanks. Caterpillar recommends not using diesel that's been sitting for over 1 year, and only 6 months for biodiesel. If your fuel is unquestionably of bad quality, it's better to drain and start fresh. If you only have a minor problem with water or bio-film, we have some simple solutions. For water, we have a product called Hydroclean from Diesel Force that actually converts water into combustible hydrocarbons. Our Max Mileage fuel borne catalyst will kill any micro-organisms in addition to the other benefits. It's important to note that the dead micro-organisms will turn into sludge that will clog your

fuel filter and you may want to change your fuel filter after the treatment.

We have some Max Mileage updates. We're now selling a more affordable half gallon at \$130 for those who want to try it in their car or motorcycle. We're also selling a 35 milliliter syringe with a case making it easier to measure for your car or motorcycle. Additionally, check the Max Mileage page on our website for an updated dealer map. We're adding new dealers almost every week all over the US and Canada.

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

Understanding Oil Contaminants



by Tom Bock

I received a few interesting questions that may be of interest for our readers:

"I brought my truck in for an overhead and the technician told me I needed a new camshaft. Why didn't the oil sample results let me know my cam shaft was bad?"

The first question I asked was the camshaft bad due to wear or were there large pieces that had flaked off the camshaft? The second question was there a broken rocker arm or fractured cam follower that caused the damage? The third question was there signs of wear on all cam lobes or just one?

The answer I hear most often is that the camshaft had sections where pieces of metal were missing. This is caused by improper heat treating of camshaft that should harden the cam lobes to reduce wear and over time large pieces flake off. These pieces are large enough that if they end up in the oil pan, they would be trapped by the oil pick-up tube screen or the primary filter. The oil would not

show signs of contamination therefore would not be reported on an oil sample taken from a sampling valve or midstream flow of oil from drain pan. If a rocker arm or cam follower broke, the damage would have been immediate and most likely the truck would have been brought in for repair due to loss of power or noise. The wear that was created by the metal to metal wear of cam lobe would show up on a sample, but the damage would have already occurred. If all the cam lobes had signs of wear, then the oil sample should have had increased levels of Nickel, Iron and possibly lead which are the signs of impending camshaft failure. If one lobe has signs of wear, it is indicative of a manufacturing defect and could have worn at a rate that would not be high enough to forewarn of the failure.

"My oil samples results are indicating high soot. I have always kept my air filters clean and I have no power loss that usually occurs with excessive soot generation. What could be causing this?"

Soot is the residue of fuel that did not burn cleanly. The likely causes are deviations from the proper fuel to air ratio and/or loss of compression. However, it appears that you have another issue that is often overlooked, the fuel itself. Fuel that contains algae, bacteria

(bugs) or asphaltene will not burn cleanly and will reduce the fuel flow rate by plugging the fuel filters. The bugs are usually a dark green slimy substance and the asphaltene is a black oily sludge with hard rubbery particles. You can identify them fairly easily by dropping fuel on a white towel and looking for the green slimy shine or thicker sludge like black color. These issues are not easy to correct but there are fuel conditioners that address each problem. Keep extra fuel filters on hand as they will plug up while killing off the bugs and dissipating the asphaltene.

If you have any questions on oil sampling results or oil in general please send them to me at: tbock@horizoncp.biz and I will provide answers in this column.

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Cooper Tire Announces New Roadmaster Steer Tire



In addition, we incorporated second-generation Energy Max compounding, which results in excellent fuel economy.”

While the Roadmaster RM832 EM’s wide footprint helps better distribute weight, Schroeder said a newly designed decoupling groove further enhances even wear by minimizing shoulder wear. “Uniform wear, combined with the tire’s four-belt high tensile steel casing, separates the RM832 EM from other tires at its price point. Like all of our Roadmaster tires, the ultimate value is long miles to removal coupled with retreadability, and that’s where our highly engineered casings come into play.”

The new Roadmaster steer tire comes with a six-year, two-retread warranty, and is available in seven sizes: 295/75R22.5, 11R22.5, 11R24.5 in Load Range G or H, plus in 285/75R24.5 (Load Range H).

Cooper Tire & Rubber Company (NYSE: CTB) is the parent company of a global family of companies that specializes in the design, manufacture, marketing and sale of passenger car, light truck, medium truck, motorcycle and racing tires. Cooper’s headquarters is in Findlay, Ohio, with manufacturing, sales, distribution, technical and design operations within its family of companies located in more than one dozen countries around the world. For more information on Cooper, visit www.coopertire.com, www.facebook.com/coopertire or www.twitter.com/coopertire.

FINDLAY, OH... Cooper Tire’s Roadmaster brand has a new tire in its commercial long-haul lineup—the Roadmaster RM832 EM™ steer tire. The new tire is SmartWay verified and blends excellent fuel efficiency with long miles to removal due to 18/32nds of tread depth, as well as an improved tread design and advanced rubber compound.

According to Gary Schroeder, Executive Director of Cooper’s Global Truck and

Bus Tire Business, the Roadmaster RM832 EM offers small fleets and owner-operators performance well beyond its price point. “The Roadmaster RM832 EM underwent extensive commercial testing prior to launch,” Schroeder said. “We completely revamped our prior-generation Roadmaster steer tire, giving the new Roadmaster RM832 EM a wider footprint and a redesigned tread pattern to help ensure even wear.

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In Memory of Nicole



By Steve Pollock
PITTSBURGH, PA... Nicole Gould passed away in 2014 at the age of 31 from complications due to Type 1 Diabetes. Each year in honor of her memory, and in order to help make a difference, Nicole's family and friends participated in the JDRF One Walk. The Walk is a nationwide fundraising event held each year by the Juvenile Diabetes Research Foundation (JDRF). There are separate events held across the country drawing over 900,000 participants each year.

Nicole's father Dan, mother Christine and siblings Saman-

tha, Jared and Heath, along with family and friends have participated each year in the Pittsburgh One Walk, which is held at Schenley Park. The Lang family raised over \$13,000.00 this year for diabetes research and the Pittsburgh event raised over \$535,074.00 this year for the foundation. The monies raised will help with diabetes research, as well as helping improve the lives of people living with Type 1 Diabetes (T1D). The JDRF Foundation is headquartered in New York City and is the world's largest non-profit foundation dedicated to diabetes research.

The organization has 25 chapters nationwide, with the Western Pennsylvania Chapter headquartered in Pittsburgh.

Tri-State Trailer Leasing has dedicated a rental/leasing trailer to the JDRF Foundation in Nicole Gould's memory, complete with custom graphics. The Reitnauer Flatbed Trailer with a Vango Tarping System will travel the nation's highways, helping build awareness for the Juvenile Diabetes Research Foundation and also serving as a rolling memorial to Nicole Gould.

For additional information about the JDRF Foundation, or to make a donation, visit www.JDRF.com.



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Janelle Grapes Takes The Wheel of Smith Transport's New Women In Trucking Themed Truck



Smith Transport driver Janelle Grapes - all photos by Pam Pollock -

ROARING SPRING, PA... Smith Transport is pleased to announce the newest addition to their fleet, the Women In Trucking themed truck that is dedicated to the 'Women that Opened the Doors to Trucking'. Janelle Grapes is the driver of the truck.

The truck is named, Luella Belle after Luella Bates, who was the first female truck driver in 1918. Luella worked for Four Wheel Drive Auto Co. from 1918-1922. During WWI she was a test driver who traveled in a Model B truck. After the war, when the majority of women were laid off or let go from the automotive field, Luella remained on as a demonstrator and driver. She played an important role in the history of women in trucking.

Smith Transport is a proud member of The Women In Trucking Association, a non-profit organization with the mission to encourage the employment of women in the trucking industry, promote their accomplishments, and minimize obstacles faced by women working in the industry. Smith Transport is honored to promote this amazing group of women. Interested drivers can join their group on Facebook and also learn more at <https://www.womenintrucking.org/about-us>



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Cold Starts, Rough Idle, And The DDEC Oil Temperature Sensor



The start of October is usually warm in Pittsburgh but by the month's end I'm back to plugging in my block heater. I buy the nicest 1500w block heaters I can find but I consider myself lucky if I can get more than two winters out of a starter. Before I knew better I blamed my fuel, or quality of the starters but I soon realized the issue was because my 1999 7.3 ECM didn't support the cold start functions of the 2002 7.3 that I repowered my truck with.

The cold start functions on a DDEC are activated and deactivated by oil temperature. A lot of Series 60 owners don't know this. Some guys unplug their oil temp sensor if there's an issue with the sensor or the wiring to avoid a derate or shutdown. You can get away with this on many Caterpillar engines because most Cats don't do much if anything with oil temperature but that's not the case with a Detroit. Detroit's use oil temp for engine fan functions and engine protection derates/shutdowns just like the other guys but it also uses oil temp to alter fueling and timing, especially during cranking and at idle. When cranking at

200 rpm a DDEC can provide a Series 60 with as much as 3 degrees of timing advance and almost double the amount of fuel if oil temperature is reading below -30 degrees Fahrenheit compared to if it's reading 200 degrees Fahrenheit. If your oil is at -31 degrees you need extra fuel to overcome the thick viscosity of the oil and get the crank to 600rpm but if your oil is at 200 degrees F and you have the oil temp sensor unplugged then you're getting a lot more fuel and timing than you need. The voltage difference between a valid -31 degree Fahrenheit oil temp reading and an unplugged oil temp sensor is only a few tenths of a volt and sometimes a DDEC won't catch this. Back when I was training new techs I'd wait till they were looking at their laptop and then unplug the oil temp sensor and see if they'd notice. I'd come back about 10 minutes later and if they hadn't figured it out I'd ask them why the coolant temp was reading 190 degrees and the oil temp was reading -31 degrees. Some guys said they didn't think there was a problem because there wasn't an active fault code. Some said they thought oil temp was like EGR temp and had an assigned value on non EGR engines. The computer doesn't see a problem with 190 degrees coolant temp and -31 degrees oil temp. I'd tell them not to let the computer do the thinking for you.

The cold start feature most DDEC IV owners notice is

the higher minimum idle. Anything below 60 degrees oil temp will set minimum idle rpm to 900 unless it's been specifically programmed out. As oil temperature comes up minimum idle rpm comes down till oil temp is at 120 degrees. At that point idle stays at 600 rpm. The most obvious symptom of a bad oil temp sensor on a DDEC IV Series 60 is the engine won't idle below 900 rpm after it's warmed up. DDEC III programs didn't have this feature until October 1997 so unless the GK60 has a reman DDEC IV on it then you have to look with a datalink device to see what the oil temperature sensor reading is.

For those of you who are thinking about unplugging your oil temp sensor just to get more fuel during cranking don't...All you have to do is turn the ignition on, push the throttle to the floor and release it twice, then hold it to the floor while cranking. That'll give you even more than you'd get unplugging the oil temp sensor.

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

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steering and suspension parts, tools and accessories for trucks and trailers. TRP even carries parts for pneumatic, utility and semi-trailers. They also make custom hydraulic lines. TRP has all the parts you will need to keep your truck or trailer on the road. The company offers parts delivery within a 100 mile radius of East Liverpool, Ohio.

TRP East Liverpool is centrally located to serve custom-

ers in Eastern Ohio; Western PA; and Northern West Virginia on Rt. 39 and near routes 68 and 30. TRP's hours are currently 8 am - 5 pm Monday-Friday with Saturday hours to be determined. TRP also offers daily shipping for their customer's convenience. If TRP East Liverpool can be of service to you, give them a call at 330-932-1134.



The staff of TRP East Liverpool is ready to serve you. From left to right: David Locke, Jason Shaw and Tammy Brown.



TRP East Liverpool is located at SR 39 at 1563 Pennsylvania Avenue in East Liverpool, Ohio.



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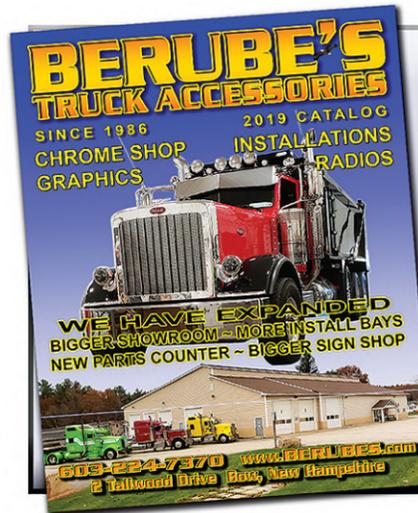


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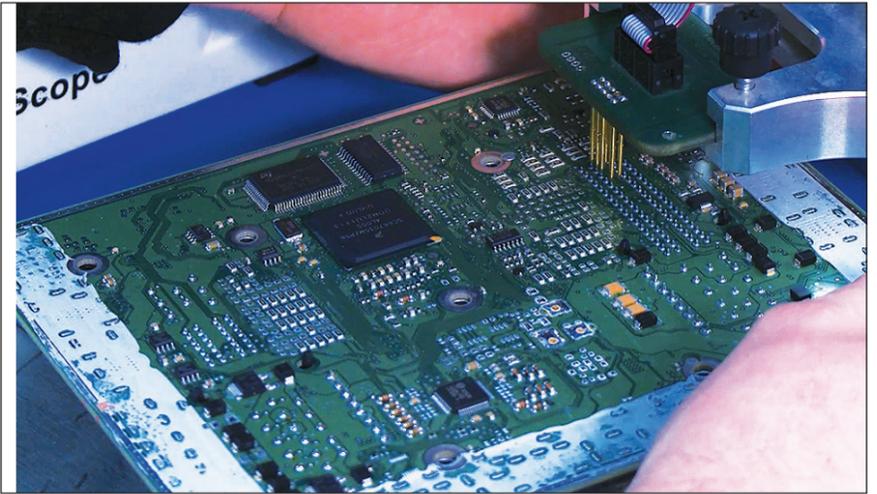


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Diesel Spec technicians perform dyno testing.



Testing being conducted at the Diesel Spec lab.



Dyno testing

continued from page 1

tune itself can be done at any of Diesel Spec's 485 retailers in about 2 hours. The customer decides which type of tune they would like

performed, then a tuning module is plugged into the truck's ECM and the tune is performed remotely from Diesel Spec's Montreal, Canada headquarters. Each tune

carries a 30-day satisfaction guaranteed warranty and a one year reflash in case the ECM is reset at a dealer. Both warranties are included in the price of the tune.

Most customers experience a 5-20% (about ½ mile per gallon) gain in fuel economy. Tunes are available for nearly every engine, including: CAT, Cummins, Detroit, Isuzu, Mercedes, PACCAR, AND MaxxForce. Updates are available for all modern engine versions. Diesel Spec also does tuning for farm tractors and off-road equipment.

Diesel Spec sells high performance parts including turbos, exhaust manifolds, intake manifolds and crank dampers. The company has two dynamometers at their five million dollar facility in Montreal for their customer's convenience.

The following are what satisfied customers have to say about their Diesel Spec tune: Menick LeBeau, Quebec:

"Thanks to the Diesel Spec team for the professional work! Not only is my truck more fun to ride in since you upped its performance, but I also make fuel savings of 1 mile per gallon. I recommend all truck owners visit Diesel Spec."

Luis Gauget, Mexuscan Cargo, "Thanks for bringing my engine back to life! 100 horsepower more and fuel savings of 10%. A tremendous investment."

John, JNB Heavy Haul, "We at JNB Heavy Haul need all the power we can get without sacrificing fuel economy. More than 30 trucks done and very satisfied. Diesel Spec delivers big in both."

Tyler, Dingman Trucking: "We did a tune on a Caterpillar bridge engine. Truck now

pulls great and is good on fuel. CAT engine was lazy before. Thanks Guys!"

Doug Ruddick, Texas: "2007 Kenworth W900B with Caterpillar C-15 MXS twin turbo. I have the economy tune on my truck and right away you can see the difference. The truck pulls better, uses less fuel and seems to run a little cooler as well. I have had one truck done with Finning and one with Diesel Spec and Diesel Spec is the way to go."

FedEx Canada: "Thanks to Diesel Spec, my Cummins ISX runs with more power and better fuel economy! Great place to deal with smiling faces."

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Cerni Motors - 7th Annual All Wheels Show



Lightning McQueen and Mater were on display at the show!



Clutching her Women In Trucking doll and flashing a big smile, this little girl could just be a future Professional Truck Driver!



Cerni Motors employees worked tirelessly throughout the day! An astounding \$3,350 in cash donations AND over 3,800 school supplies were collected during the show, which were distributed to help underprivileged children in Ohio's Mahoning Valley. - photo by Steve Pollock

- Photos by Pam Pollock -

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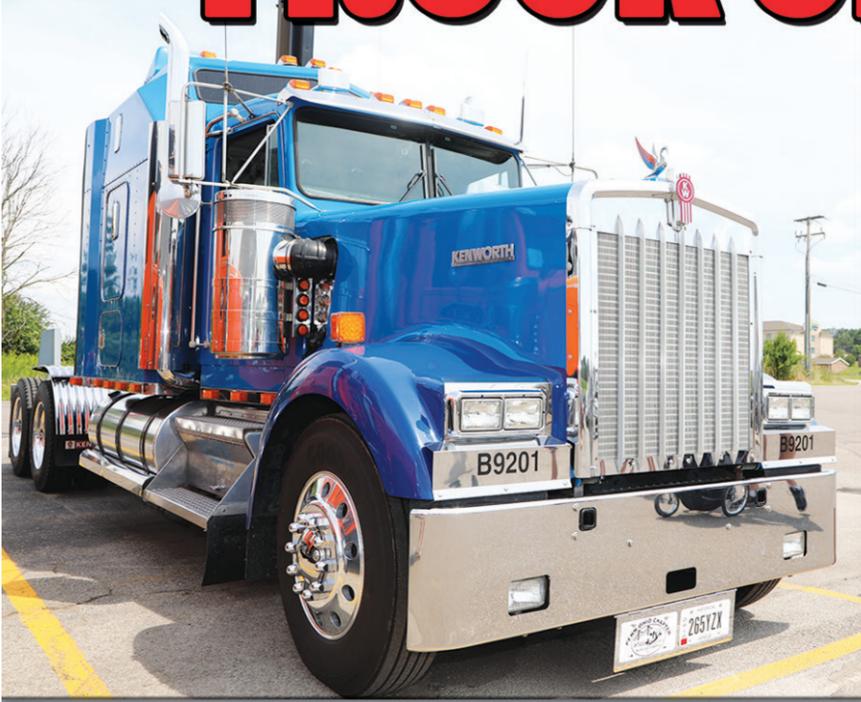
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Peterbilt Pride and Class Parade Raises More Than \$20,000 for United Way



Since 2002, Peterbilt and the United Way of Denton County have partnered to raise more than \$6.5 million in support of the Denton County community. Beginning in the 1980s, Peterbilt has been a supporter of the United Way and hosts a week of employee-supported fundraising through a variety of activities and interdepartmental contests.

"Peterbilt and United Way of Denton County share a rich partnership that has positively shaped this community for more than three decades," said United Way of Denton County President & CEO Gary Henderson. "In addition to their unrivaled financial support, Peterbilt and its employees have generously given their time as Loaned Executive program participants, nonprofit board members and creators of the annual Pride and Class Parade featuring amazing Peterbilt trucks driving the Denton Square. The people of Peterbilt consistently make a positive impact on the Denton County community."

Peterbilt Motors Company, located in Denton, Texas, has a global reputation for superior quality, industry leading design, innovative engineering and fuel efficient solutions, and is recognized as the "Class" of the industry.

For more information about Peterbilt, visit www.peterbilt.com.

DENTON, RX... Peterbilt Motors Company announced it raised more than \$20,000 in donations at its fourth annual Pride and Class Parade in the downtown Denton square as part of the annual United Way

Denton County campaign. The parade was held on Friday, October 11th.

"The first Pride and Class Parade in 2016 was such a success with the community and Peterbilt employees that

it became an annual event," said Jason Skoog, PACCAR Vice President and Peterbilt General Manager. "This year, we saw a nearly ten-fold increase in donations raised to support United Way Denton County

compared to the 2016 event. We are honored by this opportunity to give back to Denton and the local community."

The annual Pride and Class Parade invites owners of 50 custom Peterbilt trucks from

around the United States and Canada to showcase their customized Peterbilt trucks. Donations for the United Way of Denton County continue to be received at <https://www.unitedwaydenton.org/peterbilt>.

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TBS

TravelCenters of America Opens TA Express in Baytown, Texas



The newly-branded TA Express, formerly Oasis Mart is located at 5490 N. Highway 146, near the Port of Houston.



WESTLAKE, OH.... TravelCenters of America Inc. (TravelCenters) is announcing the opening of a newly-branded TA Express, formerly Oasis Mart, located at 5490 N. Highway 146, near the Port of Houston.

Amenities at TA Express Baytown include:

- Five diesel fueling lanes with DEF on all lanes
- 24 gasoline fueling lanes

- 60 truck parking and 50 auto parking spaces
 - Dining options: Champs Chicken, Cantina Mexican, Schlotzsky's Deli, Cinnabon
 - Travel store
 - Three private showers
- The new location is TA's second presence in Baytown, joining the TA travel center on Interstate 10, exit 789.
- "We're pleased to open an

additional location for the many professional drivers hauling loads through this heavily traveled area," said Barry Richards, president and COO of TravelCenters. "Being close to the Port of Houston, our new TA Express is in a prime spot for drivers looking for our services."

TA Express Baytown is the third TA Express to open this year, expanding TA's total

national network of travel centers to 260. TravelCenters of America Inc. (TravelCenters), headquartered in Westlake, Ohio, conducts business in 44 states and Canada, principally under the TA®, Petro Stopping Centers® and TA Express® travel center brands. For more information on TA, TA Express and Petro, please visit www.ta-petro.com.

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R&J Trucking Hosts Driver Appreciation Picnic



Gary Carroce, far right, visits with attendees and staff at the Driver Appreciation Picnic, which was catered by Cassese's MVR Restaurant.



Mark Carroce (right) chats with a R&J Trucking Professional Truck Driver during the Driver Appreciation event.



Charlie Douglas recently retired from R&J Trucking after being employed for 34 years in the shop department.



By Steve Pollock

BOARDMAN, OH.... R&J Trucking hosted a catered picnic on Friday, September 27th for their drivers and employees at their Boardman, Ohio terminal. Attendees enjoyed

authentic Italian cuisine, which was catered by Cassese's MVR Restaurant. Attendees received a free T-shirt and ice cream for dessert.

In addition to the appreciation event at R&J Trucking in

Boardman, other events were held at John Brown Trucking and Southern Haulers, all of which are subsidiaries of American Bulk Commodities, headquartered in Boardman, Ohio.

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Mercer Transportation Named a 2019 Top 100 Trucking Company by Inbound Logistics

LOUISVILLE, KY... Mercer Transportation, a leading transporter of general commodities, offering flatbed, step deck and dry van services, specializing in iron, steel, pipe, machinery, building materials, glass and

military freight, has been selected as an Inbound Logistics Magazine Top 100 Trucker for 2019. According to Inbound Logistics Publication Editor, Felecia Stratton, Mercer Transportation was selected

out of more than 300 service providers. Selection process was competitive. As Stratton states, 2019 Top Truckers were named through a qualitative assessment of service providers. Information was gathered from

surveys, online research, and interviews with both shippers and truckers to determine the leading transportation providers of the year.

"To be named one of the Top Trucking Companies for 2019 is a significant honor as it recognizes and celebrates the efforts of our Mercer Transportation family," Mercer Transportation Director of Sales, Mike Wilks said. "Our nationwide network of Independent Owner Operators and Independent Agents excel in the negotiation and transportation of goods for our customers."

According to Stratton, the 2019 Top 100 Trucker List is published in print and online editions of Inbound Logistics Magazine and provides a directory of transportation-service providers that offer a range of services to help meet the needs of customers in the logistics

business. The Top 100 List is described as one of the more significant resources available to those interested in high qual-

ity supply and demand services.

Along with its most recent honor of being named to the Inbound Logistics Magazine 2019 Top Trucker List, Mercer Transportation is also one of the top five carriers nationwide for government traffic and is the proud recipient of the Military Traffic Management Command (MTMC) Quality Carrier Award," Mercer Transportation Marketing and Media Relations Manager, Brian Helton said. "Mercer Transportation also received three distinct awards earlier this year, including the 2018 Carrier of the Year and 2018 Flatbed Carrier of the Year Awards by Vehicle Service Group (VSG). The company has also been recognized by the United Parcel Service for best on-time delivery during peak season in 2018 and recently received the KTA Safety Award for the second year in a row."

Mercer Transportation has an open-door policy that means there are no barriers or restrictions between the Owner

Operators and the Mercer staff. Owner Operators are welcomed and encouraged to make themselves at home at the Louisville headquarters where they can deal directly with their Coordinators or pop in and visit with management or staff. The personal attention and open atmosphere are key to the success of the Contractors and the Company.

For over 40 years, Mercer Transportation has built a family of Contractors on the foundation of honesty, professional freedom and experience. The company is an irregular route carrier that operates an Owner Operator fleet of more than 2,500 trucks with no company-owned equipment. The logistics system at Mercer Transportation operates with authority for the continental United States, Canada and interline contracts into Mexico. To learn more about opportunities with Mercer Transportation, please visit our website at: <https://mercertown.com/>.



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Volvo Trucks North America Announces Continued Sponsorship of America's Road Team in 2020



The 2019 America's Road Team Captains.

Volvo Trucks announced that it will continue to serve as the exclusive sponsor of the America's Road Team public outreach program in 2020. America's Road Team was formed in 1986 to publicly represent America's 3.1 million professional truck drivers and serve as a celebration of the dedication and teamwork required to deliver America's freight safely, securely and on time. The small group of professional truck drivers, recognized for superior driving skills, remarkable safety records and advocacy for safety, are nominated to serve two-year terms as Captains of America's Road Team. During that time, the Captains travel the country to bring their messages of safety and the essentiality of trucking to students, community groups, lawmakers and government officials. Volvo Trucks has served as the exclusive sponsor since 2002.

Earlier this year, Volvo Trucks hosted the 2019-2020 America's Road Team Captains at its New River Valley Customer Center in Dublin,

Virginia before the nationwide outreach effort began. While at Volvo's state-of-the-art facility, the Captains received hands-on training with the Volvo VNL 760 model, which hauls ATA's Interstate One mobile classroom. The 53-foot show trailer, which is equipped with a conference room, seven presentation screens, a truck-driving simulator and educational displays, enables the Captains to deliver interactive trucking demonstrations on safety and the importance of trucking on daily lives.

The Captains' new VNL 760 model is equipped with active safety technologies including Volvo Active Driver Assist, Volvo Enhanced Stability Technology, and Lane Departure Warning. It is powered by a Volvo D13 engine and is equipped with a 12-speed Volvo I-Shift automated manual transmission. Several Volvo connectivity services designed to improve uptime such as Remote Diagnostics and Remote Programming are also integrated in the truck.



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DIDJA KNOW - SAFER IN BED



by Roger Clark

logical. Parking loads like ours is foolish, at best, and expensive at worst. Killing myself wasn't an option and taking a sledgehammer to the offending technology violates company policy. So, I did the right thing, and went to work.

Homicide, however, was not entirely off the list. A little over two hours into my trip, at 5:00 AM, a five hundred pound buck wanted my piece of real estate more than I did. What he got was my hood, right between the eyes.

Limping into the Kansas City shop an hour later, I transferred to a bulldog daycab with 600,000 miles on it. I noticed the windows hadn't been cleaned since it left the factory. A sign on the dashboard said No Smoking, but only because the ashtray was full. Who knew they smoked on the assembly line?

Returning from Illinois a couple days later, I recovered my original ride, but not without a little drama. It seems the keys were missing, and mechanics said there was nothing they could do. I wondered aloud how they drove into the shop, if there weren't any keys, and they said there was a master key.

So, give me a master key, I said politely. Reaching into a shoebox holding a hundred keys, a mechanic just grabbed one and said, there you go. Sure enough, there I got, delayed only by a couple guys who couldn't care less.

But my Tuesday was only

half over. Little did I know the excitement was too. Motoring across U.S. 36, I noticed a few signs warning drivers of regional farm equipment using the highway. I had seen a few things, like combines, hayracks, and tractors, so I was prepared, sort of.

That's when a tractor-trailer grain hauler pulled directly in front of me from the left. I've had this kind of thing happen enough times, over the years, that taking evasive action was almost a built-in reaction. But that's when the truck itself reacted, engaging the feature called automatic deceleration, forcing me to reconsider my options.

I have news for the brainiacs who dream this stuff up. A driver who places his trust in such technology is no smarter or luckier than the truck itself. I don't know about y'all, but when I'm closing on an imminent hazard, at 95 feet per second, I don't have time to 'reconsider my options'. I do the right thing. Or not. In this instance, already close enough to read the manufacture plate, I hit the accelerator, which over rode the automatic deceleration feature. If it hadn't done an over-ride, I would've been writing this from a Brookfield, Missouri hospital bed, where the only deceleration would be in my blood pressure.

My own bed never felt safer, that night!



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Jesus Christ: Handyman To Humanity's Broken Souls

A little boy made this statement one day: "If there's anything broken in heaven, when my Grandpa gets there, he'll fix it." That grandfather had instilled in the mind of that child his ability to put together things that had gotten out of working order.

However, in this day and time, instead of trying to fix a broken item, people throw everything away. And it is said of the American economy that Americans throw away enough in the trash can every day to feed half the world. Rather than trying to use that which is a little of cause, we just discard it.

In the business of a Christian life, that is what Jesus Christ does. He knows how to fix things. He knows how to take the wicked and make him righteous.

The beautiful thing is as we allow God to fix us, it makes an impact unto others.

This child who made the statement had watched his grandfather fix many things and even after he had died, the little boy, standing at his casket, said, "If there's anything broken up in heaven, when my grandfather gets there, he'll fix it."

And if there's anything mixed up in your life - if Jesus Christ can get there - he will fix it.

Thinking Pink: Louisiana Truck Drivers Help Fight Breast Cancer with "Awareness Always" Pink Truck Campaign



Driver Roberto Marquez



Driver Albert Jordan

CROWLEY, LA... In recognition of Breast Cancer Awareness Month, John N. John, a Louisiana-based, family-owned, transportation company that has been in business since 1925, launches "Awareness Always," a year-long breast cancer awareness campaign in partnership with the National Breast Cancer Foundation. The company recently unveiled a new fleet of bright pink semi-trucks that will travel throughout the U.S. and Southern Canada raising funds for breast cancer programs and resources supported by the National Breast Cancer Foundation.

Sporting the new pink trucks, two drivers hit the road beginning on Oct. 1 with a new mission—logging miles for dollars. John N. John will donate five cents for every mile driven during the entire month of October to help support breast cancer screening programs, research and resources. Weekly updates from the road will track the drivers progress and fundraising goals as they make their way across the U.S. and Canada challenging others to support the cause as well.

With friends and family members personally affected by breast cancer, the two Awareness Always drivers, Roberto Marquez and Albert Jordan have dedicated their individual truck routes to loved ones who have fought or are currently fighting the disease.

"We're a family here at John N. John and we realized that each of us have loved ones or know someone who has been impacted by breast cancer and Awareness Always is about raising breast cancer awareness, not just during October, but always," said Bill John, President of John N. John. "Our drivers

travel thousands of miles for a living, so we decided to dedicate our routes to the survivors, the fighters and the ones who've lost their battles with the goal of raising funds, spreading love and inspiring hope along the way the best way we know how -- on the road."

With over 270,000 new cases of invasive breast cancer estimated to be diagnosed in men and women in 2019 according to the American Cancer Society, the campaign was created in an effort to remind the public that breast cancer is every woman and man's risk and of the importance of screenings and early detection. The two drivers helming the wheels of the pink trucks were hand-selected by the company based on their personal connections to the disease.

"Seven years ago, my niece Gina lost her battle to breast cancer," said Albert Jordan, John N. John employee and Awareness Always driver. "As an "Awareness Always" ambassador, I want to send a strong message of encouragement to every person who understands this battle, because no matter how tough the fight gets, there is still hope and we're in this together."

Awareness Always partners with the National Breast Cancer Foundation to raise funds that support the organization's life-saving programs and resources. To learn more about the Awareness Always campaign or make a donation, visit the [campaign page](#) or follow along for updates on Facebook.

John N. John is a Louisiana-based, family-owned, transportation company that has been in business since 1925. Visit www.johnjohn.net for more information.

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Pacifico Reflections - No Strings Attached

by: Mike McGough

Her grandfather purchased land with the modest pension he received as a result of injuries suffered during the Spanish-American War in 1898. The family hunted and fished on the land, and there was a small cabin near the top of the mountain. There was no signage to denote who owned it, and the family didn't make much of the fact that they did.

He also started a small newspaper that always played third fiddle to the two other papers in town. For over a hundred years, it retained its original name, was owned by the same family, and fulfilled its mission to honestly and apolitically share the news and

inform the community. Like every business, it went through hard times. Nonetheless, it was always profitable because the staff was small, the business operation remained compact, and their readership was constant generation after generation. Their niche was to share all of the news, but to do so while focusing on the brighter, more upbeat, and generally hopeful stories. They were good at that.

As an only child who never married or had children, she was destined to be the end of the line for her family-owned and operated newspaper. Financially she was secure. Her grandparents and parents always lived below their means.

They were generous with the community, particularly the schools, and their philanthropy was done quietly. She once asked her Dad, the editor at the time, why they never reported on their own generosity, when they frequently reported on the generosity of others. He said, "It's our mission to report the new, not make the news. We buy ink by the bucket; we could put ourselves in the news anytime we chose. Generosity should be genuine, sincere, and accomplished quietly."

At 93 Margaret still hiked most weekends, fished any chance she got, and drove the 1951 Ford pickup her Grandfather bought her when she graduated from college

and started writing for the paper. She still lived in the house in which she was born. In addition to the paper, the family homestead, and the land she owned, she was also the sole owner of the family legacy. That legacy was her prize possession, and she made two very thoughtful decisions to preserve it. She decided to turn the paper over to the staff that had been with her for decades. She signed it over to them for a dollar. She also decided to turn the land over to a local conservancy, with the stipulation that she would have access to the cabin for the rest of her life. She would donate one million dollars to establish a nature center, which was

to carry the family name in memory of her grandparents and her parents. The other local papers carried the story of her benevolence as a front-page headline above the fold. Her paper never reported it.

The president of the conservancy board called a special board meeting. There was great anticipation as the meeting started. They began by discussing the acquisition, and deliberating how they would best use it. Once they got past the initial rush of the donation, a few of the members began asking some troubling questions. "This seems too good to be true. I wonder what's in it for Margaret?" Another suggested, "We better have our

attorney check into the source of the money, how do we know where it came from." One of the more skeptical members said, "Maybe she found out there is some environmental hazard on that land, and we're going to get stuck with it." And then another chimed in with, "There's got to be a string attached, and we owe it to ourselves to find it." That was the final straw for the chairwoman.

"What's wrong with you people? I've known Margaret's family since the Depression. They've always been a kind and generous family that's quietly and diligently gone about providing the news in this community for more than a century. Do any of you have even one good reason why we should question her generosity?" She paused and waited for a response. None were offered.

"I didn't think so. If Margaret heard what was just said, I wouldn't blame her a lick if she rescinded her offer. And if she did we'd continue to be the small-scale, financially strapped, struggling organization that we've been since we organized." She paused, shook her head, then said, "You should all be ashamed of yourselves."

The lesson here is simple and powerful. Always looking for a string that might be attached can blur clear view, and destroy earnest and honest intent. Such skepticism can also drive a debilitating and destructive wedge between generous, well-intended benefactors and their potential beneficiaries.

Not everything has to have a string attached!

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Jones Motor Co., Inc. Celebrates 125th Anniversary

On September 28, 2019 in York, PA, hundreds celebrated a trucking industry milestone. This year Jones Motor Co., Inc., a member of the TII Family of Companies, celebrated its 125th Anniversary. Jones Motor, based in Limerick, PA, traces its roots to 1894 and began operations with a single horse and wagon. The company was founded by John Jones, and was originally known as Jones Drayage Company. Jones Motor is widely regarded as the oldest motor carrier in the United States.

were historical documents and a chain-driven 1927 C Model Mack that had previously been in the Jones fleet. In addition to food and entertainment, contractors from across the carrier family showed up for a Pride and Polish Competition. Winners were Jared White, leased to Jones Motor Co.; Mark Harris, a contractor for Greentree Transportation Company; Blake Davis/ James Craven from ATI Trucking, LLC; and Evan Bottomley who is leased to Hot Shot Express, Inc.

Contractors, agents, employees and family members from all of the TII Family of Companies participated in the day-long extravaganza coined as the Transport Investments Jamboree. On display

The TII Family of Companies ranked Number 78 on the Transport Topics Top 100 List of carrier groups, and Number 8 among flatbed/ heavy specialized carriers.



Contractors, agents and employees from all of the TII Family of Companies attended the 125th Anniversary Celebration of Jones Motor Co., Inc.



Photos of years gone by were on display, including this photo of Clifford and William Jones.



- All photos courtesy of Jones Motor Co. -

Slippery Rock Touch-A-Truck... And They All Had A "Wheelie" Good Time!



The Slippery Rock Lions Club hosted their annual Touch-A-Truck event this past September in the parking lot of the Giant Eagle plaza. Eighteen Wheelers were joined by police and fire vehicles, cable utility trucks, military vehicles, construction trucks and even some jet skis! Youngsters of all ages thoroughly enjoyed being able to not only touch the vehicles, but to also climb in and get a closer look! - All photos by Pam Pollock -



SLIPPERY ROCK TOUCH A TRUCK



All photos by Pam Pollock
Visit our Truck Show
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Marvin Strange Joins Southern Pines Trucking as Executive Vice President, Cryogenic & Tanker Division



Marvin Strange

Aliquippa, PA... Southern Pines Trucking, www.spinestrucking.com, a leader in the specialized transportation industry, announces the addition of Marvin Strange to their Leadership Group as Executive Vice President, Cryogenic & Tanker Division.

"In his role, Marvin will oversee the operations and management of Southern Pines' Cryogenic and Tanker Division, enhancing customer relationships and service offerings to strategically grow the business," said Pat Gallagher, Southern Pines Chief Executive Officer.

Strange has more than 25 years of transportation industry experience, with a specialized focus in the cryogenics and tanker sector, most recently serving as the Vice President of Operations for Merchant Gas Group, a subsidiary of Kenan Advantage Group. Starting as a tanker driver in 1994, Marvin has worked his way up through various management positions, aiding in technology rollouts to enhance organizational efficiencies, decreasing driver turnover and building

solid customer relationships. "Marvin's expertise in the cryogenic and tanker transportation industry will play a critical role as we continue to focus on organizational growth and servicing our diverse customer base," added Gallagher.

Southern Pines Trucking is a multi-service transportation firm offering tanker and heavy haul services. Southern Pines operates over 75 trucks and 200 specialized pieces of equipment to handle any type of hauling needs in the U.S., Canada and Mexico. For more information visit www.spinestrucking.com.

In Memory of Professional Truck Driver Scott Rice

Scott R. Rice of Osceola, New York passed away unexpectedly on Thursday, September 26, 2019 at the age of 49. Scott was a Professional Truck driver for over 25 years and trucking was his entire career.

Scott had been friends with Dave Bicek for many years and drove one of Dave's trucks for the past year. Just days before his untimely death, Scott polished his truck for a truck show in Snowshoe, Pennsylvania, where he earned a 2nd place trophy in his class and another trophy for Farthest Drive to the show. This was the first truck show that Scott had ever participated in.

Scott R. Rice is survived by his wife Sarah, his father, four brothers, one sister, one uncle and several nieces and nephews.

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MOVIN' OUT Calendar of Events

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

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

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

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

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

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

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

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

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

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Kuhnle Brothers Remodel Corporate Offices

By Steve Pollock

NEWBURGH, OH.... Kuhnle Brothers, a bulk hauler based in Newburgh, Ohio recently remodeled their corporate offices, providing a modernized and more efficient corporate office and central dispatch.

The company has been family owned and operated since 1966. The Kuhnle family, drivers and employees take great pride in their services and the well maintained equipment they operate. The company can provide transportation services for nearly any bulk commodity in the US. Kuhnle Brothers operate pneumatic, dry vacuum, coded stainless, rubber lined, composite and food grade trailers.



Kuhnle Brothers CEO Kim Kuhnle (left) with his uncle and co-founder of the company Kim Kuhnle.

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Vote on Thunder Bay Truck Route Delayed Until Dec.

CANADA....Thunder Bay City Council postponed a vote set this week on new revisions to the proposed truck route by-law – a move OTA continues to raise serious questions about.

OTA's Jonathan Blackham was prepared to address Council and the new specific revisions to the by-law, but was denied from doing so by City Staff, which cited information by OTA had already been raised with Council in previous meetings in the summer. However, the proposed revisions to the bylaw that OTA was to comment on were drafted September 23,

2019 with no opportunity for consultation provided.

The vote has now been pushed to a future date, but no later than December 2, 2019.

"Being denied the opportunity to address new legitimate issues with Council is absurd since the bylaw is in direct conflict with the Highway Traffic Act and ignores that truck drivers, as a course of business, must follow hours-of-service-regulations," said Jonathan Blackham OTA Director, Public Policy and Affairs.

Specifically, revisions to the bylaw included a provision for

the change in definition of 'driver', so tickets can also be issued to the owner of the vehicle or the trucking company. This proposed change, runs counter to several sections of the Highway Traffic Act that prohibits tickets being issued to companies for the sole actions of a driver. Included would be holding a company accountable for a driver disobeying an official sign which is the charge typically applied with respect to truck routes.

In addition, the definition of 'conduct of business' was added to allow drivers and

trucks to continue deliveries in Thunder Bay without having to revert back to the designated truck route after each delivery, before proceeding to the next stop. Drivers in the course of conducting business as defined would be exempt from the bylaw. What is missing from the Conduct of Business, however, was an acknowledgement that truck drivers must follow the hours of service regulations and are required to take daily and weekly off-duty periods, which means access to truck parking is critical.

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MOVIN' OUT

Working Show Truck Of The Month

Aaron Walters



roof of the cab with extra roof lights taking their place and Aaron added a Nu-Gen Services strobe light bar and brackets. The red frame compliments the truck perfectly and features a full custom deck plate with a recessed airline box, custom built fender brackets, and a custom rear tail piece with an I light bar. Even the custom airline holder was fabricated especially for the truck and it really finishes off the area behind the sleeper. Power for those heavy hauls comes from a C-15 CAT engine putting out 550 HP, that's paired with a set of 4:33 rears and an 18 speed transmission for pulling those hills! A 14,600 lb. steer axle and 46 K rear axles help get the job done on those heavy loads that Aaron is used to hauling.

of custom features that Aaron incorporated into the build that he finished just in time for the 2019 No Coast Large Cars Show in Britt, IA.

The bright blue cab & sleeper are complimented perfectly by a unique silver stripe pattern that's trimmed in red. Custom lower cab and sleeper panels from 12 Gauge Customs give the truck a sleek look and Aaron has also added strapless air cleaners with light bar panels from 12 Gauge Customs as well. A 20" Valley Chrome bumper sits on the double frame rails up front and Aaron also installed a set of 8" flat top straight exhaust stacks from Lincoln Chrome, the industry leader in custom exhaust systems. WTI single hump fenders cover the rear tri-axle set up, painted blue to match the cab, just like the fuel tanks with polished straps. The air horns were cleaned from the

All of his hard work in building his dream truck, and getting it finished just in time to debut it at the No Coast Large Cars Show paid off for Aaron, as he took home three of the custom built American flag trophies that were awarded, including Best of Show Bobtail!

Don't be fooled this is no garage queen built just for truck shows, Aaron actually hauled his first load with the truck right after the show, a huge military tank which was a bucket list item for him in trucking. He's been running hard and hauling heavy ever since, styling all the way in the "Blue Moon"!



By Robert Conrad Aaron Walters calls his newest truck "Blue Moon", but the only thing blue about his 2019 Peterbilt 389 glider is the color. This is one heavy hauler that's as hot as the midday sun, thanks to an endless list

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Horizontal

- 2. Mechanism for venting gases from an internal combustion engine.
- 3. Filters that typically remove 85% or more of the soot.
- 4. Unit, a better term is force couple.
- 5. Adjustment or modification of the internal combustion engine or Engine Control Unit (ECU).
- 6. Turbine-driven forced induction device that increases an internal combustion engine's efficiency and power.
- 8. Works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.

Vertical

- 1. Unit of measurement of power.
- 2. Machine designed to convert one form of energy into mechanical energy.
- 3. Combustible or energy-generating molecules that can be harnessed to create mechanical energy.
- 7. Used to reduce the NOx pollutants in exhaust gases.