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Vol. 41 No. 10
October 2016

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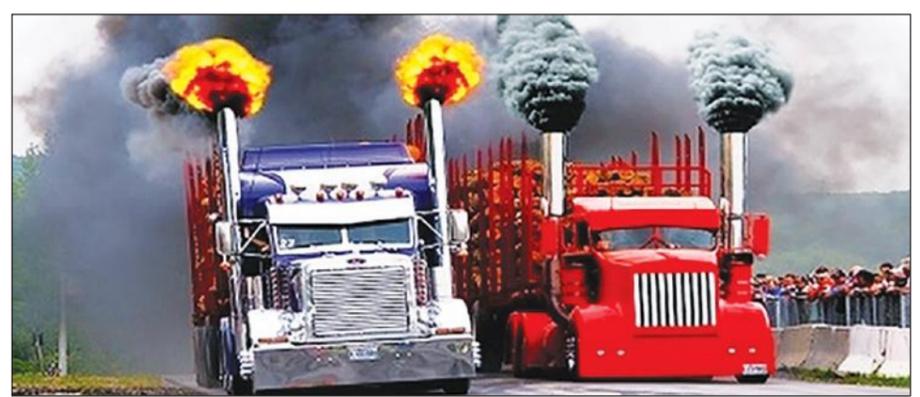
“THE JOURNAL OF THE TRUCKING INDUSTRY”

Records Fall at the Carlisle Truck Nationals in 2016



This amazing Big Rig garnered plenty of attention at the 2016 Carlisle All Truck Nationals! - photo by Pam Pollock - Turn to Pages 16 & 17 for more photos from the truck show.

More Power – Better Fuel Economy With Diesel Spec



MONTREAL, QUEBEC... Diesel Spec was established in 1987 as a diesel engine rebuild shop. The company has since repaired and rebuilt hundreds of diesel engines of all types. While Diesel Spec still does engine repairs and rebuilding, today the company's specialized engine mechanics have also become tuning technicians and programmers. In 2001 Diesel Spec began doing ECM tuning for local customers with good results. Before long, they were receiving ECM's from all over Canada, and soon after, the USA, Mexico, New Zealand, Australia, Austria and France. In 2005 Diesel Spec invented a tool that gave them the ability to do ECM tuning remotely, which has been a great convenience to their customers. continued on page 21

WL Byers and Southern Pines Announce Partnership



Left to Right- Pat Gallagher, David Byers and George Byers
WL Byers and Southern Pines announced that the companies will combine in a partnership of equals. The combined company will operate under the name of Southern Pines offering hauling services in the contiguous U.S., Canada, and Mexico. David Byers will be named President of Southern Pines; Pat Gallagher, CEO; Bob Gallagher, Vice President; George Byers, Secretary; and Tom Kairys VP of Commercial Gas Sales. Byers Trucking is a family-owned business operating since 1962. They operate 30 trucks and continued on page 19

Detroit Solutions Contribute to Efficiency, Safety of New Freightliner Cascadia



COLORADO SPRINGS, CO... Every facet of the new Freightliner Cascadia® has been optimized to reach higher levels of efficiency and performance. The updated, integrated Detroit™ Powertrain is at the core of those achievements.

"We challenged ourselves to find ways to make an immediate impact on our customers' bottom line," said Kary Schaefer, general manager, Marketing & Strategy for Daimler Trucks North America. "Instead of focusing on just individual components, we took a holistic approach and provided an integrated solution to bring additional fuel efficiency."

The engine, transmission and axles of the integrated Detroit Powertrain are designed, engineered and manufactured to lower our customer's Real Cost of Ownership™ in the new Cascadia.

The available downsized 400hp/1,750 lb/ft. Detroit™ DD15® and Detroit™ DD13® engines are optimally matched to the updated EGR system to deliver enhanced performance. The DD15 is now lighter and can go longer between routine service appointments. The GHG17 certified DD15 also features a variable-speed water pump for lower impeller speeds, resulting in less parasitic load; an improved DDEC electronics system for better engine and after-treatment system management; and an optimized piston design for less friction and oil consumption.

The new DT12 has also been updated to improve fuel efficiency

and reduce friction by using super-finished gears and use of low viscosity transmission oil. It also features the latest generation of intelligent powertrain management (IPM4), which uses a GPS-based system to anticipate upcoming road terrain and maximize the powertrain's ability to utilize fuel most effectively.

The new Detroit rear axles have features such as lower sump volume, gear-set coating, friction reducing gear cutting and optional Axle Lubrication Management that reduces parasitic loss and improves fuel economy. New Detroit rear drive axle ratios 2.28 and 2.16 are available in the new Cascadia to further promote downsizing and thus improved fuel economy.

"We are driven to find and develop the right solutions that maximize truck, powertrain and driver performance," said Schaefer. "That dedication goes beyond fuel savings; it also centers on active safety systems like Detroit Assurance that protect everyone on the road."

The latest Detroit Assurance 4.0 suite of safety systems features driver-friendly controls and an interactive dash display that deliver a high level of on-road control and safety in the new Cascadia. The system includes Active Brake Assist, Adaptive Cruise Control and Lane Departure Warning.

Active Brake Assist is always on and part of the radar; it can potentially mitigate collisions through partial and full braking

on moving objects, as well as full braking on stationary objects in the new Cascadia.

An optional video-capture feature records safety-related events for 20-30 seconds of video before, during and after the incident. The saved recording, which is available through the Bendix SafetyDirect web portal, informs fleet managers of driver training opportunities.

Detroit™ Assurance is integrated with the Detroit engine, transmission, braking system and dashboard to enhance driver safety by mitigating collisions.

"There are so many challenges that drivers face on the road today, including the performance of other drivers and road conditions. We will continue to improve our safety offerings to help drivers return home accident-free," said Schaefer.

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

Detroit offers a complete line of heavy-duty diesel engines, axles, transmissions, safety systems and connected vehicle services for the commercial transportation industry in both the on-highway and vocational markets. Detroit™ products are sold and serviced through a network of hundreds of locations throughout North America. For more information, or to locate the nearest Detroit location, visit DemandDetroit.com. Detroit™ is a brand of Detroit Diesel Corporation, a subsidiary of Daimler Trucks North America.

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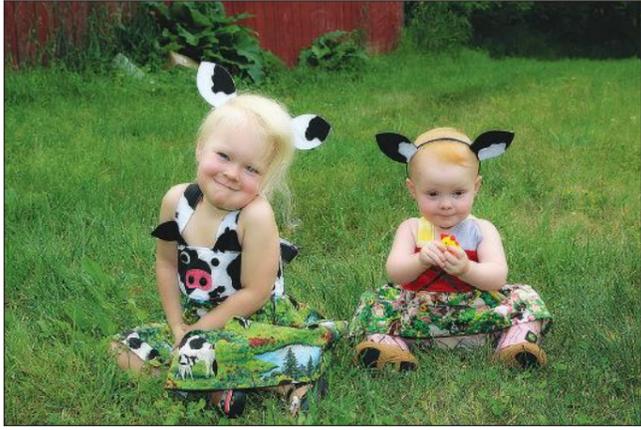
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Off The Beaten Path



by Pam Pollock

I'd Been Waiting For A Girl (Or TWO!) Like You...

Dear Mackenna and Althea - from the moment I found out that I was going to be a Grandma almost 4.5 years ago, I was super stoked. I mean, seriously excited and full-tilt gung-ho! I had been buying and stashing baby clothes and toys for a couple of years - bring on that grandbaby!

The two of you have exceeded my expectations of grandparenthood! I dig the Gaga gig! I treasure almost every moment that I spend with the two of you! (I don't like when one of us throws a little mini fit or if I have to change poopy diapers...) I have been waiting my whole life for someone who is like me - a daydreamer, loves to dress up in costumes, dramatic acting of everyday events - you know what I mean - someone with an imagination who finds taking a walk down a country road can suddenly turn into a bear hunt or pushing the cart down the grocery store aisle turns into a covert op spy mission. Adventure - oh the adventures we have! Sometimes we are pirates, other days we are escaping from pirates. We battle dragons while wearing Princess dresses and tiaras and then we ARE the dragons, wearing tiaras. My favorite role is when we are fairies and we wave our magic wands, while proclaiming, "Diddly-wahhhh, Diddly-wahhhh, ding, ding, ding!"

Because of the two of you, I donned my "brave cape" and participated in the swim lessons with you at the Y. Oh, I still don't know how to swim, but I stuck it out for all of those weeks and I can actually go into water past my knees. Thank-you, girls, thank-you!

A few of my favorite things to do with you are swinging, running through the water sprinkler, playing store, coloring, making up new songs to sing - I still think we could make the big time with our new song, "Happy Potty Dance"! I like playing dolls, emergency clinic and trucks with both of you. But my happiest times? Ahhh... that's when we snuggle on the floor or couch with a mountain of books. Mackenna, you correct me when I leave out a word or two from the story and Althea, you are an excellent lift the flap helper.

The other day I was babysitting "my girls" and Althea, you honked my nose for a good solid 5 minutes, laughing hysterically at each and every honk. You wrapped your little arms around my neck and just squeezed and squeezed me. Mackenna, you were tired and curled up in a ball in the corner of the couch, so I wrapped you up in a blanket and told you that I loved you... you sleepily opened your eyes and brushed back your hair and replied, "I love you too, Gaga." My heart turned into a puddle of mushy goo and I had to blink back my tears. I shed those tears a lot when I am around both of you - and they are

happy and thankful tears.

In the spring we learned that a new baby would be joining the family in January! My heart is overflowing with happiness. Would BK3 be another girl or a boy? The anticipation for the past 3.5 months just grew and grew. Finally the big reveal day arrived and your Daddy popped the balloon and the blue confetti burst forth into the sky, swirling around all of your heads and then fluttering to the ground. Oh girls! What fun we will have with a little brother! Adventure Awaits for all of us - and I am thrilled that I am experiencing grandparenthood with the THREE greatest grandchildren! Gaga Pam loves ALL of you so very, very, very much!



photo by Brandi Cunningham, Cherished Memories Photography



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ISSN 1524-2684 www.movinout.com
E-Mail: movinout@zoominternet.net
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PUBLISHER Steven M. Pollock
EDITOR Pam Pollock
NATIONAL SALES Autumn Kellogg George Miller (717) 767-1523
FEATURES WRITERS Heather Hogeland Roger Hogeland Robert Conrad Laura Hubka Ken Hubka Chad Violet
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MACPA Mid-Atlantic Community Papers Association
NATSN North American Truck Stop Network
PMTA Pennsylvania Motor Truck Association
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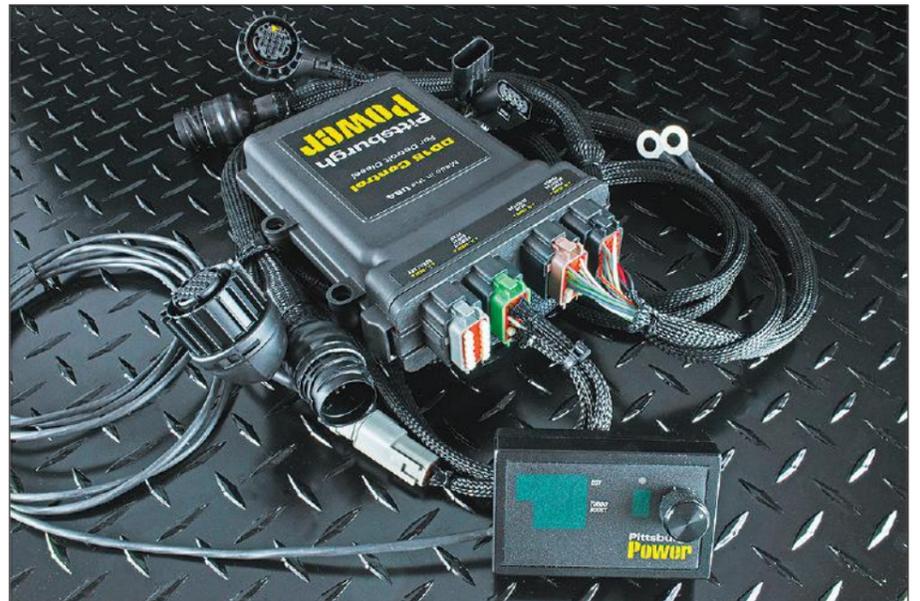
with Bruce Mallinson

The Dallas Truck Show: Even though the show's attendance overall was down slightly, our booth was always filled with owner-operators. There is a tremendous amount of interest growing in our ability to equip you or your favorite shop with our remote tuning suitcase. In this suitcase are a laptop computer and all of the necessary equipment to connect to Cummins, Caterpillar, and Detroit Diesel engines so that we can program and troubleshoot engines regardless of where they are located via remote access. The ability to do this troubleshooting has benefited several small fleets

running both new glider kits AND new trucks. As a result, NOW, when a check-engine light comes on, you no longer have to take the truck to a truck dealership! Just give us a call. Typically, we will just instruct you to plug the computer into the data port and we will then tell you what the problem is and what you need to do in order to make the necessary repairs. Do you need more horsepower and torque? There's NO problem there: You're just a phone call away. We have dealers set up in Chicago, Phoenix, North Texas, Orlando, Kansas City, and Oregon. So, SOON, those of you not all that geographically

close to Pittsburgh will have more locations where you can find more of what Pittsburgh Power has to offer. Pittsburgh Power Custom computer programming designed (and tested) by our engineers (original engine manufacturers' programs will naturally also be available) will be available without having to travel to Western Pennsylvania.

The "variable geometry turbochargers" on the 12.7-liter DD4 Detroit's are not only gaining tremendous power, but the fuel mileage is up about 0.75 miles per gallon. Horsepower at 1200 RPM, you ask?! How about 600 to the



ground (which is 705 flywheel HP)! The torque is 1800 foot-pounds! That is a remarkable achievement for a 12.7-liter engine. Even though we CAN give you that much power at such a low RPM, you should STILL pull the hills and mountains above 1400 RPM. As always, your boost gauge and pyrometer will tell you where you need to be... This IS an expensive conversion - somewhere between \$6,000 and \$7,000. At an increase of 0.75 miles per gallon, the payback time will be about 1 year at today's fuel prices, and that timeline shrinks if prices rise. Basically, this is a result of the "V.G." Turbo's ability to offer both the quicker spool-up of a small turbo along with the higher output of the larger turbo.

To the owners of DD15 Detroit's: The Pittsburgh Powerbox IS NOW available for your engine!! This is truly a plug-and-play set-up. In fact, the computer mounts under the hood, so the only hole required in the firewall is for the remote control. The computer has 7 power settings and produces 25 horsepower per setting and 50 pound feet of torque for a total of 175 horsepower and 350 additional pound feet of torque (on the max level, level 7). The beauty of the Powerbox has always been the fact that you can change the horsepower and torque as you drive (on-the-fly!), and you can also turn it back to stock horsepower if you're in snow or ice. If you have to put a driver in your truck you can turn it to zero or power level 1 (or any

other level) and unplug the remote. Without the remote, he/she cannot change the settings. The operator will only be able to choose to leave it on its current level or switch the unit off, rendering the engine back to stock (or level 0). You can also take the box to another truck (provided it also has a dd-15 or dd-16 engine), if need be.

Another DD-15 performance enhancement developed by the engineering staff at Pittsburgh Power is our emissions-compliant performance tune (programming). The horsepower can be set up to 600 horsepower to the ground which equates to 705 horsepower to the flywheel and 1950 foot pound of torque to the rear wheels which is 2294 foot pound of torque at the flywheel. If you don't need this much power, all you have to do is tell us what it IS that you desire! It's your truck and your decision, and engineering is very flexible with their abilities! Now, the advantage to the Powerbox verses the performance tune is the fact that you can adjust it while you

drive. The performance tune is adjusted with your right foot (only). Either way of gaining horsepower and torque along with fuel mileage will put a smile on your face and you will have a deeper appreciation of your truck. When you think about your life with your truck, isn't that what we want, a good running tuck that is legal, gets great fuel mileage and does not break down.

Now that we are able to improve the reliability of the emissions systems on the new trucks, increase the response, horsepower and torque along with improving fuel mileage, you can feel comfortable purchasing a brand new truck equipped with a Cummins, Detroit, or Paccar engine. Now you will start to see the prices of used trucks prior to 2008 decline because the 2008 to present trucks are now reliable with our help.

Written by Bruce Mallinson, Pittsburgh Power Inc., 3600 South Noah Dr., Saxonburg, Pa. 16056; 724-360-4080; www.Pittsburghpower.com

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The Lighting Basics: Lighting Legality – Lens Codes - Part 1

By: Warren Lantz

This month and next month, we are going to look at the letters molded into the lenses of lights. This month will cover the parameters for an SAE Code, while next month will be examples of decoding parts using a table they have provided. The following information has been sourced via an official SAE document written in 1995 and approved for unlimited distribution found posted on law.resource.org. I will have the link at the bottom of this article for your reading pleasure.

It should be said right off the bat that the SAE itself does not “approve” or “endorse items.”

An SAE code must meet the following requirements:

- Markings must be permanent on lens or body (typically part of the production process).
- Markings must be observable and readable.

• Markings must have “manufacturer identification and model designation.” An example would be “KD 516.”

• Letters must be 2mm or 3mm (there are exceptions)

• The code itself.

The SAE Code is made up of the following 4 parts:

• SAE

• “A number within a circle or parentheses indicating the number of compartments in a multicompartment device or the number of separate lamps when more than one compartment... No number is required for a single compartment device.”

• “One or more letters identifying the function or functions for which the device was designed. Multipurpose devices shall be marked to cover each function for which the device was originally designed. Such devices may be used to carry out one

or more of these functions.”

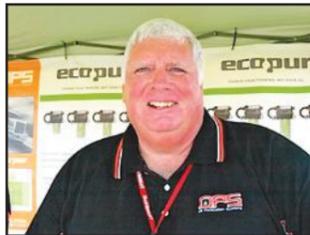
• “The last two numbers of a year which means that the code letters refer to SAE Specifications listed in the SAE Handbook current in the year indicated, or the applicable requirements of Federal Motor Vehicle Safety Standard 108 specified for the device function in the year indicated. To denote that a function meets the requirements of FMVSS 108, but not the current SAE Specification, a dash line shall be placed under the function letter.”

I hope this article gave you a little more insight into the letters on the lens of your light.

My source for the above content can be found at: <https://law.resource.org/pub/us/cfr/ibr/005/sae.j759.1995.html>

Next month, we will finally get around to decoding the letters on the lens of your light and uncover their meanings for good.

Understanding Oil Contaminants



By Tom Bock

Let's start with an update on the new diesel motor oil categories. After five years of testing between the oil companies, the American Petroleum Institute (API) and the engine manufacturers the API has approved the oil for sale. The proposed category PC-11 has been divided into two new categories CK-4 that will replace the current CJ-4 oil designed for current engines and FA-4 that is designed for engines built in 2017. API CK-4 and FA-4 will hit the market December 1, 2016 and can be identified by the API Donut symbol on the back of the oil container. Both oils are formulated to improve fuel economy and provide additional protection from oxidation, engine wear, the effects of low and high temperatures and carbon deposits. These improvements should help extend oil drains by maintaining satisfactory oil quality etc.

Here are a few questions that were submitted:

I have an increase in viscosity and oxidation coupled with a sizeable decrease in total base number (TBN). What could be causing this combination? The answer is

HEAT, the oil is overheating that causes an increase in chemical reaction that adds oxides to oil and causes the base additives calcium, magnesium, phosphorous to lose potency. The added heat will cook the oil causing it to thicken and the viscosity will increase. The cause of the excess heat can be as simple as running with low oil levels, a defective oil cooler, or restricted flow in oil galleys or turbo charger. The low level of oil does not allow the oil to cool in oil pan before starting a new oil cycle through engine. A blocked oil cooler will not allow the oil to dissipate heat and restrictive flow keeps oil in engine longer increasing heat levels.

My oil sample has high potassium but very little sodium that would indicate an antifreeze contamination of my oil. Where could it be coming from? Potassium is a major ingredient in preservative compounds that are used to protect engine parts from corroding while on the shelf. Usually when I see this I ask if any parts that come in contact with the oil have been replaced recently i.e. oil coolers, turbo chargers, oil pans, charge air coolers (potassium with aluminum) etc. If no parts have been replaced, then the contamination could be environmental or from an oil additive.

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 on oil sampling results or oil in general please send them to me at: tbock@ops-1.com and I will provide answers in this column.

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Congressman Frank LoBiondo (R-New Jersey) Visits Hunter Truck Dealerships



Nancy Hunter Mycka, Rep. Frank LoBiondo (R - NJ) and Phil Gravatt, Peterbilt



Rep. Frank LoBiondo

Pennsville, NJ... Federal Representative Frank LoBiondo recently toured two local truck dealerships, Hunter Peterbilt - Pennsville and Hunter Truck Sales & Service - Swedesboro, to discuss areas of concern for truck dealers.

While at the Hunter Truck Sales dealerships, Representative LoBiondo met with Hunter Management teams for a complete tour of the Sales, Parts, Leasing, and Service departments. "We are happy to have had the opportunity to discuss several issues of concern for truck dealerships across the country," Nancy Hunter Mycka, EVP of Public Relations said. "In particular, we were able to address FET (Federal Excise Tax) concerns, the EPA Phase 2 cost

indications, oil and gas industry indications, as well as the current state of the used truck market." Representative LoBiondo also sat in a Peterbilt 579 and received an explanation of recent technology changes, as well as insight

into why Heavy Truck OEM's now have proprietary engines and the advantages and challenges that come with these engines. Since 1938, Hunter Truck Sales has provided a wide array of services geared toward the trucking

industry. Hunter franchises with truck producers Peterbilt and International and are currently operating 20 locations in Pennsylvania, New Jersey, New York, and West Virginia.

industry. Hunter franchises with truck producers Peterbilt and International and are currently operating 20 locations in Pennsylvania, New Jersey, New York, and West Virginia.

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ATA Truck Tonnage Index Fell 2.1% in July

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 2.1% in July, following a revised 1.6% decline during June. In July, the index equaled 134.3 (2000=100), down from 137.1 in June. The all-time high was 144 in February.

Compared with July 2015, the SA index rose just 0.3%, the smallest year-over-year gain in 2016. In June, the year-over-year increase was 2.1%. Year-to-date, compared with the same period in 2015, tonnage was up 3.2%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjust-

ment, equaled 138.2 in July, which was 2.7% below the previous month (142).

"On a monthly basis, tonnage has decreased in four of the last five months and stood

at the lowest level since October during July," said ATA Chief Economist Bob Costello. "This prolonged softness is consistent with a supply chain that is clearing out elevated inventories.

"Looking ahead, expect a softer and uneven truck freight environment until the inventory correction is complete. With moderate economic growth expected, truck freight will improve the further along the inventory cycle we progress," he said.

Trucking serves as a barometer

of the U.S. economy, representing 68.8% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled just under 10 billion tons of freight in 2014. Motor carriers collected \$700.4 billion, or 80.3% 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 10th day of the month. The report includes month-to-month and year-over-year results, relevant economic comparisons and key financial indicators.

Bendix Extends Customer Service Center Hours

ELYRIA, OH... To better serve its customers, Bendix is extending the hours of its North American Customer Service Centers and enabling bilingual access to Customer Service representatives via its automated phone menu. Effective Aug. 22, 2016, representatives will be available Monday through Friday, 8 a.m. to 8 p.m., Eastern Time. The extension means that customers in the East can reach a representative by phone three hours later than currently, and customers in the West - who formerly accessed their rep via a West Coast service location - can reach a Bendix team member three hours earlier. In addition, a step is being removed from the automated

menu. To be connected to the next available rep, customers will dial 1-800-AIR-BRAKE (1-800-247-2725), select option 1, and then select 1 for English or 2 for French. A Spanish language option is also on tap for later in 2016.

Bendix is also updating segments of its order placement process, effective Aug. 22. For customers in the United States and outside of Quebec province in Canada, the email address for orders is changing to orders@bendix.com. The existing email address will remain in place for a short transition period, during which orders received will automatically forward to the new address. The email change affects those customers not currently

setup to place orders via Bendix's EDI or website (bendix.biz). The number for fax orders is also changing to (260) 356-0506. For customers within Quebec province, the process for submitting orders will not change: email orders to MLT-CustomerService@bendix.com or fax them to 1 (514) 323-1352.

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GATS 2016



Another Huge Success for Mercer Transportation!

Mercer Transportation was once again in full force at the 2016 Great American Trucking Show held in Dallas, Texas, August 25th - 27th.

The "Mercer Diner" was delivered to Dallas this year by John and Carol Wieczorek, who are always glad to support Mercer and even stayed and worked the show floor, taking the opportunity to share with others first hand their experience being Independent Contractors at Mercer. We appreciate the hard work and want to send a special thank you to John and Carol for helping make this year's show a success. For a really cool look at the booth getting setup, check out the August 24th video on Mercer's Facebook page!

Another exciting event that Mercer sponsored this year was the GATS Concert, featuring Tony Justice/John Michael Montgomery! In addition to being able to provide several hundred tickets to show attendees, we were also able to provide Mercer Owner Operators with VIP Meet and Greet tickets, which allowed them special access to visit with John Michael Montgomery before the concert.

Mercer Owner Operators attending the show were treated to dinner out on Thursday evening, allowing for some great fellowship and an opportunity to sit back, relax and rest those tired legs from a full day at the Show. It's always great to see our Mercer Contractors at the truck shows and this is just one small way that we can say, "Thank You!"

As most of you know, Mercer believes strongly in, and supports in a variety of ways, our active duty and veteran military men and women. We were honored and excited to be involved in the Employer Support of the Guard and Reserve Program (ESGR). ESGR is a Department of Defense Program established to promote cooperation and understanding between Reserve Component Service members and their civilian employers. ESGR is supported by a network of more than 4,500 volunteers located across all 50 states, the District of Columbia, Guam-CNMI (Commonwealth of the Northern Mariana Islands), Puerto Rico, and the U.S. Virgin Islands. Volunteers, together with Headquarters ESGR staff, work hard to promote and enhance employer support for military service in the Guard and Reserve.

The "Statement of Support Program" is the cornerstone of ESGR's effort to gain and maintain employer support for the Guard and Reserve. The intent of the program is to increase employer support by encouraging employers to act as advocates for employee participation in the military. Supportive employers are critical to maintaining the strength and readiness of the Nation's Guard and Reserve units.

Participating employers sign a support pledge stating that:

- We fully recognize, honor, and comply with the Uniformed



Mercer Owner Operators, John and Carol Wieczorek, delivered the Mercer Diner booth and met John Michael Montgomery.

- Services Employment and Reemployment Rights Act.
- We will provide our managers and supervisors with the tools they need to effectively manage employees who serve in the Guard and Reserve.
- We appreciate the values, leadership, and unique skills service members bring to the workforce and will encourage opportunities to hire Guardsmen, Reservists, and Veterans.
- We will continually recognize and support our country's service members and their families, in peace, in crises, and in war.

The Employer Support of the Guard and Reserve signing at GATS 2016 was the LARGEST signing to date and Mercer is proud of our involvement with this great cause!

Mercer also took advantage of GATS to launch a new and exciting website, www.showyourtruck.com, as well as the



Show Us Your Truck Facebook page. We started this site and FB page in the hopes they will serve as a place for the trucking community to show off their trucks and for fans of big trucks to view and discuss some of the coolest rigs and working trucks on the road today.

Anyone who owns a truck can submit their entry through the website. Trucks do NOT have to be custom trucks. Take a photo of your truck with a great background, like in the mountains, a city shot, etc. and submit it...ANYONE can win with the right photo!

Each month, a selection committee will pick the winning truck and feature it in the Winners section of the site. In addition to just good old fashioned bragging rights, each winner will receive a prize ranging from truck accessories, cool gadgets, or gift cards. So kick back, enjoy the site and keep on truckin'!

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Mercer Owner Operators enjoy a "Thank You" dinner after a long day at the Show.



Mercer Supports the Employer Support of the Guard and Reserve Program.

Industry News Briefs

Courtesy of PMTA



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

Driver Turnover Falls for Carriers in Second Quarter Due to Sluggish Market

Driver turnover fell four points year-over-year for larger truckload fleets to 83% in the second quarter, dropping to the lowest level since 2011 amid a sluggish freight market, American Trucking Association reported Sept. 1.

Turnover at the smaller truckload fleets, or those with \$30 million or less in revenue, fell nine points to 79%, the lowest level in three quarters sequentially, but ticked up three percentage points year-over-year. For larger fleets, with \$30 million or more in revenue, the rate dropped six points from the first quarter to 83%.

"The continued decline in the turnover rate reflects the continued choppiness in the freight economy," said ATA Chief Economist Bob Costello. "As we hopefully approach the end of this period of elevated inventories later this year, freight demand will pick back up leading to increased demand for drivers and higher turnover rates in the future." However, he added that despite the fall in turnover rates, the driver shortage remains a concern for many motor carriers.

ATA President Chris Spear Calls Rhode Island Truck-Only Toll 'Extortion'

American Trucking Association's new president, Chris Spear, jumped headfirst into the conflict between the Rhode Island Trucking Association and Gov. Gina Raimondo on Aug. 24.

Spear labeled RhodeWorks, Raimondo's trucks-only tolls plan, "extortion" in a meeting in Riverside, Rhode Island, with members of the state association and other business people opposed to the plan.

"We don't know if this program is legal, but it is bad policy and an extortion of our industry," Spear said. Rhode Island Trucking Association President Christopher Maxwell echoed Spear's comments about RhodeWorks, which would require commercial trucks - but not other vehicles - to pay \$3 at each of 14 toll booths around the state up to a maximum of \$20 per day.

New Route Brings Cargo to Philadelphia via Bigger Panama Canal and 'Panamax' Ships

With the long-awaited \$5.4 billion Panama Canal expansion completed and allowing bigger ships to carry more cargo through the waterway, some of those larger vessels are coming to the Port of Philadelphia.

Mediterranean Shipping Co. began a new freight route Aug. 3, hauling fruit and "dry" cargoes such as tires, wood products, wine, sugar, and cocoa beans from Chile and Peru through the canal's new traffic lane, with a stop in Freeport, Bahamas, and then in Philadelphia.

The Philadelphia Regional Port Authority, which owns 15 piers

and terminals on the Delaware River, puts the economic impact of MSC's new route at \$21.8 million in annual personal income and \$5.7 million in state, local, and federal taxes.

Tech Talk: Michigan may let driverless cars cruise public roads w/o human operator

Michigan may become the first state to let driverless cars on the road without any human driver behind the wheel. State legislators have introduced a bill that would let companies developing the self-driving technology operate their vehicles on the road without a test driver present.

Most major automakers and some major tech companies, including Google and Uber, are

developing autonomous cars and testing them on public roads. But currently, all states require a human driver to be behind the wheel in case they need to take over.

US Proposes Mandatory Speed Limiter Devices

The federal government is proposing that heavy-duty vehicles be equipped with devices that limit their speeds on

U.S. roadways but said the limiters will not be required to be tamper-proof.

The proposal, announced Aug. 26, discusses the benefits of setting the maximum speed at 60, 65, and 68 miles per hour but said a final rule could differ, depending on public input and vehicle tests to

determine a speed limit for specific vehicle types.

Comments on the proposed rule will be accepted for 60 days after publication in the Federal Register. The rule wouldn't be effective until three years after the final rule is published in the register.

The joint proposal of the Federal Motor Carrier Safety Administration and National Highway Traffic Safety Administration said limiting the speeds of heavy vehicles will save lives and injuries, cut fuel costs and reduce greenhouse gases and other pollutants.

"This is basic physics," NHTSA Administrator Mark Rosekind said in a statement. "Even small increases in speed have large effects on the force of impact. Setting the speed limit on heavy vehicles makes sense for safety and the environment."

FMCSA Seeking Comment on Medical Review Board's Diabetes Recommendation

The Federal Motor Carrier Safety Administration is seeking public comment on a slate of guidelines recommended by the agency's medical experts for drivers with diabetes to operate commercial motor vehicles. FMCSA's medical review board guidelines follow a

May 2015 proposed rule that would allow drivers with diabetes mellitus to be qualified to operate CMVs in interstate commerce.

The notice of proposed rulemaking would enable individuals with the condition to obtain a medical examiner's certificate at least annually. The stipulation is that evidence is presented by the treating clinician that the driver's condition is stable and well-controlled.

General regulatory requirements deem a person physically qualified to drive a CMV only if that person has no established medical history or clinical diagnosis of diabetes mellitus currently requiring insulin for control. However, since 2003, FMCSA has maintained an exemption program for individuals that use insulin to treat diabetes.

DOT Awards \$759 Million in FASTLANE Transportation Grants

The U.S. Department of Transportation has announced grants totaling more than \$759 million to support 18 transportation infrastructure projects in 15 states and the District of Columbia.

The first round of grant awards were part of the Fostering Advancements in Shipping and Transportation for the Long-term

Achievement of National Efficiencies program, or FASTLANE.

From 2016-2020, the FASTLANE grant program is authorized to award \$4.5 billion in dedicated funding for projects of national or regional significance that address major issues facing the nation's highways and bridges.

DOT said the grants, authorized in the 2015 FAST Act, for the first time establish broad, multiyear eligibilities for freight infrastructure, including intermodal projects.

Most state lawmakers who backed gas tax hike won their primaries

The Hill Reports, almost all lawmakers who supported legislation to raise their state's gasoline tax last year won their primaries in 2016, according to an analysis from the American Road and Transportation Builders Association (ARTBA).

But raising the federal gas tax, which hasn't been done in two decades, is still seen as politically unpopular.

Iowa, South Dakota, Utah, Idaho, Georgia, Nebraska, Washington, and Michigan all passed a fuel tax increase or something similar in 2015.

Ninety-eight percent of the lawmakers who backed those increases and were up for re-election came out victorious in primary races this year, according to ARTBA's Transportation Investment Advocacy Center.

Six of those states had a Republican governor and GOP-led legislature.

Tech Talk: Uber Is Betting We'll See Driverless 18-Wheelers Before Taxis

In a battered warehouse in San Francisco, Uber is working on what it thinks will be a shortcut in the race to make money from vehicles that drive themselves. A fleet of six modified white Volvo truck cabs operate out of a brick building in the SoMa district popular with technology startups.

Around the clock, at least one of the vehicles is steering itself around Bay Area highways.

(Tech Talk) Alphabet and Chipotle Are Bringing Burrito Delivery Drones to Campus

In what's sure to be a college student's dream come true, drones will soon be delivering burritos on the campus of Virginia Tech.

The experimental service, to begin this month and last just a few weeks, is a test by Project Wing, a unit of Google's parent company Alphabet Inc.

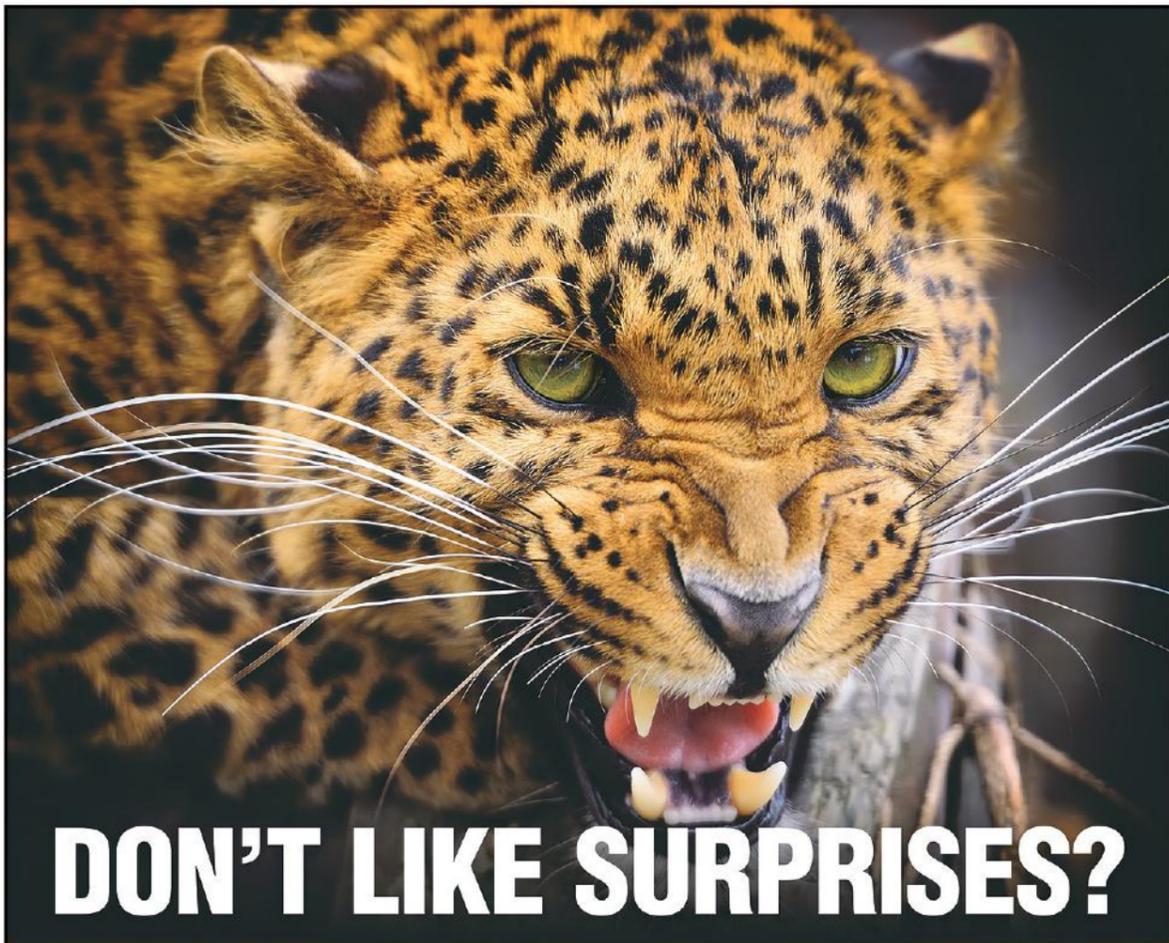
Chipotle Mexican Grill Inc. and the Blacksburg, Virginia, university have agreed to participate.

The Federal Aviation Administration approved the venture, the most extensive test yet in the U.S. of what many companies -- including Amazon.com Inc. and Wal-Mart Stores Inc. -- hope will eventually become routine drone deliveries of products.

Amazon has begun a round of trials at a location in the U.K.

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Freightliner Trucks Pushes Innovation with New Cascadia



COLORADO SPRINGS, CO... The new Freightliner Cascadia® is the most advanced truck Freightliner has ever designed, and will further lower the Real Cost of Ownership™ (RCO) for customers.

Freightliner leveraged the global expertise of parent company Daimler AG, as well as conducted hundreds of hours of testing in Daimler Trucks North America's (DTNA) proprietary, state-of-the-art wind tunnel and millions of miles of real-world on-highway testing, to evaluate and design the new Cascadia.

When developing the new Cascadia, engineers set a priority goal of achieving significant fuel savings over the already industry-leading Cascadia Evolution by conducting robust testing, research and development.

The new Cascadia is available with the integrated Detroit™ Powertrain, which combines the fuel-efficient downsized 400 hp/1,750 lb/ft. of torque Detroit™ DD15® or Detroit™ DD13® engines with the Detroit™ DT12™ automated manual transmission, Intelligent

Powertrain Management (IPM4) and corresponding Detroit™ steer and rear tandem axles. The new Detroit rear axles have features such as lower sump volume, gear-set coating, friction reducing gear cutting and optional Axle Lubrication Management that reduces parasitic loss and improves fuel economy.

The new DT12 has also been updated to improve fuel efficiency and reduce friction by using super-finished gears and use of low viscosity transmission oil. It also features the latest generation of intelligent powertrain management (IPM4), which uses a GPS-based system to anticipate upcoming road terrain and maximize the powertrain's ability to utilize fuel most effectively.

The new Cascadia has a fresh, aerodynamic shape with dozens of sleek new updates, selected specifically to push fuel efficiency to the next level.

Standard enhancements such as an upper door seal, elliptical-shaped mirrors, sloped hood, bumper with integrated air deflector and

integrated antennas all minimize drag. The optional Aero and AeroX packages provide additional aerodynamic benefits to manage airflow, including longer side extenders, lower chassis fairings, drive wheel covers and proprietary-designed wheel fairings.

The interior of the new Cascadia has received more attention than any previous Freightliner truck.

The new Cascadia is loaded with improvements ranging from the layout of the gauges and switches in the driver compartment to features inside the sleeper area, including a new Driver's Loft configuration.

Steering and handling have been improved with the driver in mind. A new front suspension provides a smoother ride and improved roll stiffness, and the steering gear is now located further forward to help improve steering precision and ultimately lead to less driver fatigue.

The ergonomically designed wraparound dashboard includes switches and steering wheel controls which allow drivers to work without leaning and stretching.

In the instrument cluster, digital smart gauges and information displays keep drivers informed as they drive.

The original Cascadia is one of the quietest trucks on the road; the new Cascadia is even quieter, thanks to new noise abatement technology. Available in a variety of cab configurations, the new Cascadia is all about customizable living-space options that address the realities of professional drivers while they're on the road. The sleeper area has been redesigned to include more cabinets, as well as larger spaces that can accommodate standard appliances. For entertainment, a television swivel bracket can hold up to a 26" flat panel TV for movie-theater-like viewing. Double-bunk and Driver Loft options are also available. A new cargo shelf option allows drivers to store containers or duffle bags easily. If an upper bunk is spec'd, it will come standard with an easily released telescoping ladder, making getting into the upper bunk a breeze.

A game-changer in sleeper design and options, the Driver's Loft

features a dinette table/work table and opposing seating with seat belts. These can be folded down flat quickly to allow for a Murphy-style bed to swing down. The Driver's Loft also comes standard with aircraft-inspired LED ambient lighting and dimmer switch so drivers can personalize their light levels.

New splayed frame rails create more room in the engine compartment to allow technicians easy access for maintenance tasks, and most electronic control units are now stored securely in the cab in the new eVault for easier convenience and protection from the elements. In front of the eVault is the fuse and relay box which is easily accessible with no hand tools needed. To increase dash component accessibility, the dash panel was designed to be easily removed. Additionally, the standard two-piece front bumper of the Cascadia can be quickly removed within two minutes.

Further enhancements to serviceability will pay uptime dividends over the life of the truck. An updated, larger, engine air filter increases airflow and requires less frequent replacement intervals. Standard, interior and exterior LED lights further add to the Cascadia's ease of maintenance.

Using a full LED system, the Cascadia's innovative new headlights incorporate LEDs in the low beam, high beam, daytime running lamp, park lamp and turn signal lamp. The LED provides an impressive field of view in nighttime and bad weather conditions, which enables drivers to better distinguish objects in the road as well as reduce eye strain.

The new, one-piece windshield design increases wiper coverage by 12 percent over the current Cascadia, and is specially constructed to provide increased resistance to breakage. Both the one-piece windshield and one-piece door glass provide an unobstructed view to the mirror and road.

The optional Detroit™ Assurance 4.0 suite of safety systems includes Active Brake Assist that now provides full braking on stationary objects, Adaptive Cruise Control and Lane Departure Warning with optional video capture. This proprietary safety suite includes driver-friendly controls and is seamlessly integrated into the truck's dashboard, engine and

transmission electronics and can enhance driver safety by mitigating collisions.

Detroit Assurance safety event reporting can be accessed using Detroit™ Connect Analytics, which will be available to customers starting in Q1 2017. Safety event reporting available through Analytics can be viewed using the new Detroit Connect portal, informing fleet managers and further enhancing driver safety performance.

Customers will benefit from the proprietary connectivity platform introduced by Detroit exclusively for the new Cascadia. The new platform will facilitate the delivery of current Detroit Connect features, such as Virtual Technician™ remote diagnostic service, as well as new features designed to provide deeper insights on fuel efficiency and safety performance. The introduction of the new platform also marks the debut of Detroit Connect Remote Updates which enables over-the-air engine parameter programming and Detroit-initiated remote engine and other powertrain electronic controller firmware updates. Remote Updates features will be available to customers during the second half of 2017.

Also available as an option with the new Cascadia, Detroit Connect Analytics provides users with on-demand, automated fuel efficiency and safety analysis and reports featuring key insights from Detroit and DTNA engineers.

The connectivity platform will be available with start-of-production of the new Cascadia in January 2017. A five-year standard base package includes Virtual Technician, access to the new Detroit Connect portal, and later in 2017, Remote Updates.

Detroit Connect Analytics will be available within different service option packages with the new Cascadia, one that will deliver the fuel efficiency features only and one that will include both fuel efficiency and safety features. Detroit Connect Analytics will be available for use with the new Cascadia beginning Q1 2017.

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

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.

Why Worship God?

When one is told to worship God it is only reasonable that he/she ask, "Why?" This is not a new question. Even Pharaoh in the Old Testament asked, "Who is the Lord that I should obey His voice?"

There are four answers to that question. God is our Maker. Some people think they came from a lower form of life. This is heathenism. A man with the right intelligence knows there must be a mastermind behind the world and all that is within it.

When God made man, he was a corpus. All the functions of his body were there, but they were lifeless until God breathed into his nostrils the breath of life, the man became a living soul. We should worship Him because is our Maker and Creator.

The second reason we should worship God is because He is our Defender. He defends us against the approaches of Satan. He defends us against diseases. When He made man, God instilled in him combative forces that ward off physical harm, danger and death.

Thirdly, He is our Redeemer. When we fell into the depths of sin, He redeemed us by the death of His Son.

Finally, He is our Friend. "What a friend we have in Jesus."

Trucking Solutions Group Elects New Chairman

Trucking Solutions Group is proud to announce the election of its new Chairman, Henry Albert of Albert Transport Inc. He has succeeded long time Chairman, Rick Ash who was instrumental in leading the Group's Health initiatives benefiting the trucking industry. Rick is a founding member along with Bob & Linda Caffee as well as Henry Albert. Rick will continue to be instrumental in trucking health initiatives.

We are a group of transportation professionals striving to improve our business through education, both for ourselves and others in our industry, while also projecting a positive image. The group is also used as a focus group for industry leaders on issues of concern to the trucking industry as a whole.

To learn more about the Trucking Solutions Group members visit our Facebook page <https://www.facebook.com/groups/156763991414366/>

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Shell ROTELLA® Debuts WAA Documentary as Part of "Unsung" Series

HOUSTON... The Shell ROTELLA® brand takes a patriotic approach with their latest film in their "Unsung" documentary series. The newest installment highlights Wreaths Across America (WAA), a non-profit organization dedicated to honoring our fallen veterans for their service and sacrifice. Each year, WAA is committed to ensuring that each fallen U.S. hero is revered during the holiday season through the laying of a wreath at cemeteries nationwide. The film highlights the behind-the-scenes effort driven by truckers that makes the annual initiative a continuing success.

"The Shell ROTELLA® brand understands the impact of hard-working individuals and organizations who work day and night to help make a positive impact in the communities in which they live and serve," said Chris Guerrero, global brand manager, Shell ROTELLA®. "It is important for us to acknowledge the sacrifice each and every hero gave to protect our nation, as well as highlight the Wreaths Across America program. These volunteers work effortlessly to not only remember and honor the fallen U.S. soldiers, but also continue to teach communities, schools,

and veterans' homes about their sacrifices." The new short-form documentary provides a glimpse into the hardworking efforts of Morrill Worcester, owner of Worcester Wreath Company and Founder of Wreaths Across America and his journey to the creation of the touching, and educational program. Additionally, three other videos will be unveiled in 2016; the next which will highlight a female search and rescue team leader in Yosemite. The "Unsung" series was un-

veiled in 2013 and is comprised of highly stylized, dynamic short-form films which capture the often-overlooked heroes who are working behind-the-scenes of almost every industry. From an ex-firefighter helping to rebuild a community after the devastating Hurricane Sandy to the dangerous work of a logger, and now the gripping story of one man's annual tribute to our veterans, "Unsung" exposes the compelling stories of the hard work and perseverance that helps to drive our everyday lives.

To experience the new documentary, please visit <https://www.youtube.com/watch?v=woouM1cH68>. For more information and to view past films, please visit <http://rotella.shell.com/media/unsung.html>.

Trucking Leaders Against Dangerous Mandate For Speed Limiting Devices On Large Trucks

Grain Valley, MO... A national association of small-business truckers says the government's proposal to mandate speed limiting devices on large trucks would be dangerous for all highway users. The Owner-Operator Independent Drivers Association, the nation's only organization representing professional and small-business truckers, says such devices create speed differentials that lead to more crashes and promote road rage among other motorists.

The Federal Motor Carrier Safety Administration and the National Highway Traffic Safety Administration announced today a notice of proposed rulemaking. It would require U.S. trucks larger than 26,000 pounds and ECU equipped, approximate model year 2000 and newer, be set at a maximum speed of 60 or 65 or 68 miles per hour. The notice says the agency will consider other speeds based on public input.

"Highways are safest when all vehicles travel at the same relative speed," said Todd Spencer. "This wisdom has always been true and has not ever changed."

The Association also points out that speed limit devices actually take control out of the hands of drivers in that there are a number of scenarios that require drivers to accelerate in order to avoid danger.

"No technology can replace the safest thing to put in a truck, which is a well-trained driver," concluded Spencer.

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 157,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

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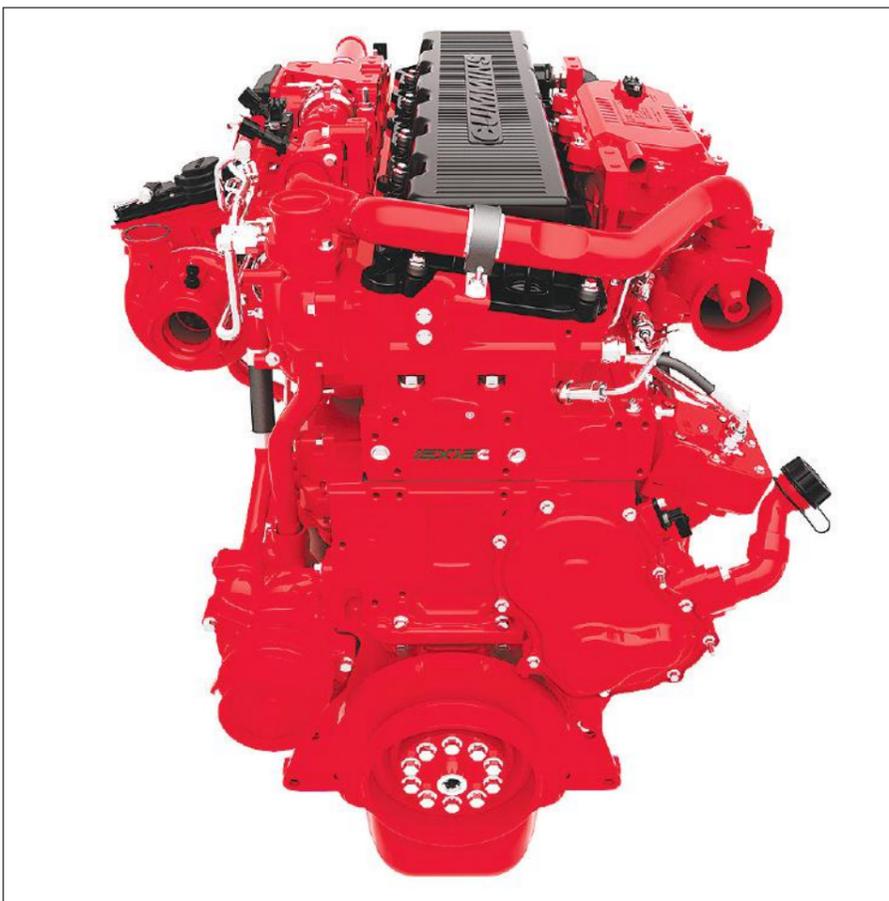
Three times a year — May, August and October, we take a week to show how much we appreciate our drivers! Monday thru Friday during Driver Appreciation Week drivers are invited to visit our offices in Langhorne, PA, Pittsburgh, PA and Birmingham, AL to sit down, relax and enjoy a home-cooked meal by the office staff. Drivers that get to one of these locations during Drivers Week will have the opportunity to be entered in a drawing for many cool prizes.

If you're thinking about switching companies swing by one of the three terminals listed above for a free meal and some more information. Our next Drivers Week is Oct. 10th thru Oct. 14th.

This is a great opportunity for our office staff and our drivers to really get to know one another; and it makes being a part of a working family that much more meaningful.

If you would like to join our team of safe drivers, please call us 800-262-9766 or visit us on the web at: www.mawsonandmawson.com

With The Launch Of New 450-Hp Ratings, Cummins ISX12 Continues To Exceed The Toughest Demands



heavy material on the way out, but return with a light or empty load. SmartTorque technology modulates torque output to deliver the adequate amount of torque needed for the work being done.

Along with these new ratings for regional-haul trucks, Cummins is continuing to work on expanded ratings for vocational trucks, to provide even greater productivity beyond its current leadership position in ISX12-powered cement mixers, refuse and vacuum trucks.

The ISX12 will continue to be Cummins vocational and regional/bulk-hauling champion through 2017, and will be available through the end of 2018, with Cummins launching the next-generation X12 at the beginning of 2018.

Kenworth Launches Kenworth Essentials App for Smartphones and Mobile Devices

KIRKLAND, WA... Kenworth Truck Company has launched the new Kenworth Essentials app for Apple and Android smartphones and mobile devices.

The World's Best® app provides easy access to important Kenworth and industry news in real time. Use the new app to explore Kenworth truck models, engines and technologies with immersive videos, brochures, and galleries of multi-perspective images.

Download the Kenworth Essentials App to your smartphone today from the Apple Store or the Google Play Store, respectively.

For iPhones and iPads, go to the Apple Store, search for "Kenworth" on your smartphone or mobile device, and install the app. Or simply email the link (<https://itunes.apple.com/us/app/kenworth-essentials/id1130153749?mt=8>) to your device.

For Android devices, go to the Google Play Store, search for "Kenworth" and install the app. Or email the link (<https://play.google.com/store/apps/details?id=com.paccar.KenworthEssentials>) to your device.

Cummins Inc. announces the availability of two new 450-hp ISX12 ratings for linehaul and regional-haul truck markets.

For decades, Cummins has led the development of a wide range of engines optimized for a multitude of customer applications and duty cycles. From light-duty through heavy-duty, our full product lineup has helped define the industry over the years. Dating back to the L10 and M11 in the 1980s, Cummins has been a pioneer in 10- to 13-liter smaller heavy-duty engines, commonly known as medium-bore engines. This legacy of proven performance carries on today with the ISX12 engine.

Since its release in 2010, the ISX12 has performed enormously well across a wide range of trucking applications, from regional-

haul and bulk-haul to refuse and mixer. This versatile engine, with its unmatched Power Take-Off (PTO) capabilities, continues to delight customers who demand more from their medium-bore engines. Over the years, Cummins has continuously refined the ISX12 to ensure that it not only meets performance expectations, but also brings competitive fuel economy and overall increased productivity to customers with the highest expectations.

The ISX12 has been a dependable product for many customers across North America since its release. Williams Tank Lines, based in California, hauls petroleum products, and operates predominantly ISX12-powered trucks. Mike Williams, President, stated, "The maintenance is a lot lower with

the medium-bore ISX12, we've had less breakdowns, it's more dependable, more consistent. We have some that are approaching a million miles, and they haven't been overhauled."

Building on this success with customers like Williams Tank Lines over the past six years, Cummins is pleased to announce the release of two new 450-hp ISX12 ratings for linehaul and regional-haul trucks: the 450 hp with 1650 lb-ft of peak torque and 450 hp with 1450/1650 lb-ft of peak torque. The 450 hp with 1650 lb-ft of peak torque provides performance on the same level as 15-liter and 13-liter engines but at a much lighter weight, which means more payload capacity. The 450-hp 1450/1650 lb-ft SmartTorque rating is ideal for applications like tank and bulk haulers that transport

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Records Fall at the Carlisle Truck Nationals in 2016



plus the always popular big rig glow show.

Day 3 was also the final day for truck weekend and it saw a nice snapshot of the weekend, including a pair of awards parades; one for the big rig owners and the other for the truck showfield winners. In addition, Diehl Wilson and his Virginia Giant ride truck offered one final round of rides, Toxic and Raminator offered one final performance and the future of the hobby (the kids) took to the Red 102.3 stage to feature their unique pieces of art with an automotive twist.

While 2016 has come to an end, it's one event that will be talked about for many years. Save the date though, because plans are underway already for next year's show. The 2017 Carlisle Truck Nationals and Big Rig Show & Shine come back to Carlisle, August 4-6.

Carlisle Events is a partner or producer of 11 annual collector car and truck events. Events are held at the Carlisle PA Fairgrounds (Carlisle, PA), Allentown Fairgrounds (Allentown, PA) and the SUN 'n FUN Complex (Lakeland, FL). The season schedule includes five automotive swap meets of varying size, five auctions, as well as individual specialty shows featuring Corvettes, Fords, GMs, Chryslers, trucks, imports, tuners and performance sport compacts. Founded in 1974 by friends Bill Miller and Chip Miller, events hosted at Carlisle attract more than a half a million enthusiasts annually from all corners of the globe. More information is available via www.CarlisleEvents.com or www.CarlisleAuctions.com.

Carlisle, PA... The 2016 Carlisle Truck Nationals hosted more trucks than any Carlisle truck event since 2003 and nearly topped the 2001 mark of 1,714 en route to becoming a top-5 all-time truck show at Carlisle. With 1,704 registered trucks, including nearly 200 big rigs, the Carlisle Truck Nationals continued to trend upward and this year marked the third straight year of event growth and a renewed

passion for all things truck. Day 1 (Friday, August 5) felt like a standard Saturday and the Saturday of show weekend was something not seen by the Carlisle masses in many years. The Friday fun started at 7 a.m. with trucks and vendors not only loading in, but getting set up and showing what's fresh and hot in 2016. The Phantom Fun Zone via Phantom Entertainment was back on the midway and the always

popular kids scavenger hunt carried families from one stop to the next across the grounds. The kid themed fun culminated in a special Berg Bikes pedal cart giveaway along with hundreds of FREE smiles on the faces of all involved.

As Friday wrapped, Friday Night at the Fairgrounds came to life. First, a trio of freestyle motocross riders wowed a packed grandstand with gravity defying stunts and

right after, Toxic and Raminator destroyed some junk cars with a spectacular monster truck show. But, what really kept guests late into the Carlisle night was a country music concert featuring a pair of Nashville signed acts, Ben Gallaher (originally from nearby Camp Hill, PA) and Michael Ray. Their set lasted until after 9:30 p.m., with showgoers staying well past 10 p.m. for a photo and autograph from two talented

singers. Saturday was jam-packed with truck fun and competitions and carried over 12 hours of activities for a new record audience to enjoy. A pair of monster truck shows, stunt shows and even more family fun took center stage, plus the grandstands were packed for low truck limbo, high truck competition, burnouts and beauty. The night also kept the party going with drop and drag,

Carlisle Truck Nationals Big Rig Winners List

200 CONVENTIONAL CAB OVER TRACTOR-SLEEPER				215 ANTIQUE							
1ST	JUSTIN D MOSSER	2004	PETERBILT	1192	1ST	CHRIS LEE	1965	MACK B-57	916		
2ND	NORTHEAST CARTAGE	2016	KENWORTH	1323	2ND	CHRIS LEE	1985	MACK SUPERLINER	706		
3RD	GEORGE H MIELKE/TRENTON MILLS FARMS	1995	PETERBILT	1633	3RD	BOBBY ROMANSKI ROMANSKI TRUCKING	1987	MACK SUPERLINER	1326		
201 CONVENTIONAL CAB OVER TRACTOR-DAY CAB				220 CAR CARRIER							
1ST	AGENS STONE	2015	PETERBILT	1526	1ST	MICHAEL EDDY FLEET CAR CARRIERS	2016	PETERBILT 389	644		
2ND	PRINCE TRANSPORT	2010	PETERBILT	1665	2ND	TRENT ENTERPRISES LLC	2016	PETERBILT 389	229		
3RD	LENNYS OLD TIME TRANSPORT/CHAD WOODWARD	1973	W900 A	1314	3RD	LARICK TRUCKING	2014	PETERBILT 388	1687		
202 DUMP TRUCK - TRIPLE AXLE & UP				BEST INTERIOR							
1ST	JIMMY SHYNE	2005	PETERBILT TRIAXLE	1160	SWEETIE BOY TRANSPORT				2016	PETERBILT	220
2ND	GOMEZ BROTHERS TRUCKING	2016	WESTERNSTAR 4900	1651	BEST CHROME						
3RD	RYAN GOODMAN ECKENRODE TRUCKING	2001	INTERNATIONAL 5900	1410	DAVID F BICER, Jr.				2006	PETERBILT	201
203 DUMP TRUCK - SINGLE AXLE & UP				BEST GRAPHICS							
1ST	TERRY HEIMBACH	1958	MACK B61	636	BLACK SHEEP TRUCKING				2001	PETERBILT	200
2ND	CHARLES E BRAKE	2008	FORD F-750	1024	BEST FLEET						
205 MEDIUM ROLL BACK				HJ TOWING & JOHNS MOBILE							
1ST	LARICK TOWING	2017	KENWORTH T270	1695	BEST TRUCK NAME						
2ND	STEELE TOWING	1998	INTERNATIONAL 444E	1325	DAVID F BICER, Jr.						
3RD	LARICK TOWING	2014	FREIGHTLINER M2	1689	CHROME BROKE						
209 LARGE WRECKER				BEST SLEEPER							
1ST	JOHNS MOBILE REPAIR	2015	KENWORTH T880	1084	ROB SCHIEWE				2006	WESTERN STAR	214
2ND	HJ TOWING & RECOVERY INC.	2015	KENWORTH T880	943	BEST OF SHOW						
3RD	JOHNS MOBILE REPAIR	2014	KENWORTH T800	937	JOHN JAIKES				1999	KENWORTH W900L	
212 CONSTRUCTION & SERVICE TRUCK				BEST PAINT							
1ST	ROBERT JETT	2015	PETERBILT T-270	1068	JOHN JAIKES				1999	KENWORTH W900L	
2ND	SARACENO INC	2000	PETERBILT 357	1550	MOVING OUT CHOICE						
3RD	LATONA TRUCKING	2016	KENWORTH W900	1327	PINE OAKS TRUCKING				1999	PETERBILT 379	
213 SPECIAL INTEREST TRUCK				CHET CIAGO							
1ST	FALZONE TOWING	2015	KENWORTH W900L	1167	BEST LIGHTS						
2ND	GENE INGRAHAM	1982	GMC BRIGADEER/PIERCE	94	JONATHAN LARICK				2017	KENWORTH T270	
214 TRACTOR TRAILER COMBO				BILL MILLER'S CHOICE							
1ST	JOHN JAIKES PRECISION TRANSPORTATION	1999	KENWORTH W900L	1187	JONATHAN LARICK				2014	PETERBILT 388 CAR HAULER	
2ND	GILLES ROBICHAUD GCR TRUCKING LTD	2008	PETERBILT 389	1228							
3RD	DONNY WILLIAMSON GARY & GARY TRUCKING	1991	PETERBILT 379	1507							

2016 Carlisle Truck NATIONALS



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This Machine Does Not Have A Brain, Use Yours: Parts Changers And Technicians Part 1:

In the 80's it was said that ECMs using OBD (On board diagnostics) would put technicians out of a job. A computer would do the task of diagnostics and it would do everything to fix itself besides turn a wrench. How did that work out? Technology is supposed to make life easier and simpler but when you compare a new ISX to an old beige big cam do things look simpler and easier? ECMs all have an on board diagnostics system. Is it useful? Absolutely. Is it perfect? Not even close. I hear lots of guys refer to the ECM as the brain box. Take it from someone who has disassembled hundreds and programmed thousands...there is no brain in there. The diagnostic systems on ECMs are more limited than most people realize. That's why the need for technicians who use their head to find problems in this industry has never been greater. I've worked alongside great technicians and I've worked with guys who just pull codes and change parts. The difference tends to be if they are using their brain or not.

Do you need a computer to tell you that you have a miss? If you know your truck you don't. You can hear it, you can feel it, and you know something isn't right. A parts changer isn't going to be interested in talking to you. He's going to plug in, pull codes, and basically do what the computer tells him to do. If the computer doesn't tell him what's wrong or he changes it out for his test DDEC III with tons of timing advance in it then he will

say the ECM is bad and change the computer because that's what parts changers do. There is a lot of profit in the parts business so there isn't much corporate incentive to change this. Also good technicians are expensive, hard to replace, and increasingly hard to find. Many are from before the days when there was an ECM on the engine. These guys had to rely on their eyes, ears, a toolbox full of testing equipment and their brain to find problems. The best techs out there combine their knowledge with the diagnostic information from the ECM. They realize that the ECM's diagnostics has limitations and they don't let it do the thinking for them. Imagine you have a DDEC IV that won't start. Most of the time a DDEC IV will not log a code in this situation. If a DDEC IV loses unswitched power, the ignition input, or both timing signals no fault code will be logged. If it's power related it won't communicate. Also Series 60 engines with DDECIVs do not have a fuel pressure sensor. A technician will know what fuel pressure was when he tried to crank the engine. If the engine didn't have an ECM the fuel pressure would be the first thing checked in a no start situation. A parts changer who relies on the ECM to do his thinking isn't going to know what the fuel pressure is. Check back next month for the next part of this article.

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

Schneider's Military Commitment Earns Recognition from CivilianJobs.com



GREEN BAY, WI... The strong commitment Schneider offers to the U.S. military started over 80 years ago with founder Al Schneider, a National Guardsman, and continues today. For the sixth consecutive year, CivilianJobs.com rewarded that ongoing dedication, naming Schneider a Most Valuable Employer (MVE). The website recognizes the companies that value the contributions of military-experienced employees, and the MVE honor helps veterans and current military personnel identify the top employers to target for civilian careers.

The 2016 Most Valuable Employer for Military survey was

open to all U.S.-based companies. The winners were selected based on employers' recruiting, training and retention plans that best serve military service members and veterans. Over 28 percent of the Schneider driving force has military experience.

"Transportation, like the military, is fast-paced and dynamic," said Rob Reich, senior vice president at Schneider and U.S. Army veteran. "The complex business challenges that are inherent in a modern-day transportation operation require associates who can hit the ground running with critical thinking skills, leadership and motivation. We find all of these

characteristics in those with military experience and welcome them to our ranks."

Key aspects of the Schneider military program include:

- Guaranteed home time for weekend drill and annual training (no paid time off required)
- Extended benefits and differential pay if deployed for up to 18 months
- An apprenticeship program in which veterans are eligible to earn a monthly educational benefit check from the VA in addition to a Schneider paycheck – up to \$1,266 each month – depending on years of service
- A credit for military experience

program where those who have served in the military will be rewarded with a higher starting pay

"What drew me to Schneider is the high percentage of military personnel employed," said John Ritscher, Schneider driver and U.S. Army veteran. "I used my GI Bill to obtain my commercial driver's license, and the Schneider Apprenticeship Program helped me apply the military experience I gained to get a strong footing in my new career as a driver."

To learn more about career opportunities at Schneider for current and former military personnel, please visit <https://schneiderjobs.com/company-drivers/military>.



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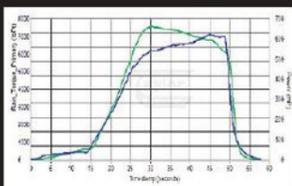
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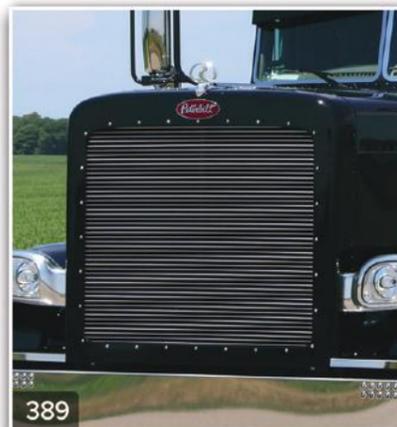
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WL Byers and Southern Pines Announce Partnership

continued from page 1
 over 130 trailers and specialized pieces of equipment. Over-size haul load capabilities range up to 350,000 pounds, 160' long, 32' wide and 21' tall. Byers is ranked among North America's TOP 50 Heavy and Specialized Transportation Companies by American Cranes & Transport Magazine.

Southern Pines was founded in 2002 with a fleet of more than 30 trucks. Drivers are certified and specially trained to transport industrial gases and hazardous shipments.

Its cryogenic tank trailers are capable of transporting between 7,300 and 7,800 gallons of liquid oxygen, nitrogen or argon.

"It makes perfect sense to join forces as our partnership of working together totals more than 25 years," said President David Byers. "The size of the combined fleet along with the versatility of the fleet will expand our service options and customer base."

"Our organizations complement each other, and we will continue to offer uncompromising specialized service, the highest safety standards, state-of-the-art technology, advanced driver training, modern equipment, proper load securement, and profession-

alism."

Both of companies share a strong safety record, timely pickup and delivery performance, and solid relationships with state permitting agencies for oversize loads.

Southern Pines is currently a leading force in safely transporting hazardous materials and product via the cryogenic tanker fleet.

"Southern Pines now has the versatility of the amount and type of equipment in the fleet; plus, we will now offer by including specialized division of oversized shipments as HAZMAT and non-hazmat, said CEO Pat Gallagher.

"We can now provide a one-stop shop for HAZMAT loads as well as provide a broader range of services. The combining of our strengths is a game-changer for the trucking industry. We can extend our value-added products and solutions to more customers."

Southern Pines' headquarters is located at 4200 Industrial Blvd, Aliquippa, PA. Operational centers will be located in Wampum, PA; Aliquippa, PA; East Chicago, IN; and Houston, TX. Maintenance facilities include the locations of Blairsville and Wampum, PA, and East Chicago, IN.

Inquires related to specialized hauling can call 800-635-1268 and specialized tankers call 800-377-1049.

Road Flooded? Don't Drive Through It!

Floods can happen anywhere. Even places you wouldn't expect can become flooded if conditions are right. In recent months, Texas has been particularly hard-hit with major flooding in both Dallas and Houston. Now West Virginia is seeing some terrible flooding. Whether it's heavy rain or the aftermath of a hurricane, no matter what city you live in the effects of a flood can be damaging!

While flooding is dangerous in any location, it can be particularly deadly when it occurs on roadways. Drivers often underestimate the depth of the water and how little it takes to completely sweep away a vehicle (even a large truck). Here are 6 reasons why you should never drive through flooded

roads.

There may not be a road
 Flood waters from a swollen river can have a very powerful current and can wash away entire swaths of road. This damage can be hidden from view under just a few inches of water and can mean the difference between making it to the other side and being stuck in fast-moving flood waters with a car that won't work. What's more, it could mean your life as the soft ground under the water could cause your car to begin sinking.

It doesn't take much for your tires to lose traction

Tires are designed to maintain traction only on rain-covered roadways. As little as an inch can cause the tires to lose traction completely. That means your tires could begin to spin and that there's next to nothing keeping your car from being swept away. And while cars are very heavy, many can begin to float in one foot of water. Couple that with the loss of traction, and you've got nowhere to go.

It doesn't take much to damage your car

Even if the water is less than a foot deep, the potential for significant damage to your car still exists. On most passenger cars, six inches of water is enough to threaten your car's exhaust system and air intake. Once water gets in there, your car can stall and become irreparably damaged. Is it worth the thousands of dollars it would take to replace a busted engine or buy a new car just to save a minute or two? Don't drive through a flooded road. Turn around and find another way to get to your destination.

Two feet can carry you away

Two feet of water may not seem like much and, if it's not moving water, you might be able to make it through (though we don't recommend it). But if the water is moving, stay away! Those two feet of water can sweep away pretty much any vehicle regardless of size and drivetrain (see first video above). Four-wheel drive isn't going to do much good if your car has lost all traction and is now floating, even just an eighth-of-an-inch above the surface of the road. Once your vehicle has lost contact with the road, it's at the mercy of the current.

Danger often lies beside a flooded road

That moving water on the road might not be very deep and it might not be moving very fast, but think about where it's going for a moment. Remember that it doesn't take much for moving water to get your car going somewhere that you don't want it to be. Roads sometimes run beside creeks, ditches, and even drainage gullies that can swallow your car completely. If you can't escape in time, you could find yourself trapped in a sinking car. Now, more than a few thousand dollars is at stake - it may mean your life!

Blitzify is a new mobile application that connects customers and automotive service providers through a comprehensive and innovative mobile platform that is changing the way people buy and sell automotive services. The app merges data from local market research, information from service providers, special offers, testimonials and ratings and reviews from customers into a user-friendly interface giving the user out-the-door, real time price comparisons. For more information, visit www.blitzify.com.

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Trailstar International Parts Department – Sales, Service And A Whole Lot More

By Steve Pollock

ALLIANCE, OH... Trailstar Internationals Part Sales & Service department supplies trailer parts to their entire nationwide dealer and customer network from their manufacturing plant in Alliance, Ohio. Trailstar Intl's Dealer Network is constantly growing and evolving with new dealerships and new ways of servicing their customers. "Our dealership network has grown faster than we ever thought possible" Says Brian Barker Part Sales Manager at Trailstar. I have been in the dump trailer business for over 20 years and what we have accomplished her in the last 4 years is really something. We have added 31 new dealerships since our resurgence back into the Trailer world. Our dealerships do a great job at stocking quality Trailstar trailer parts, and if we run into an unforeseen situation we will drop

ship any part anywhere to make sure our customers are taken care and back on the road making money with their equipment.

Trailstar's parts and service department also specializes in offering unique parts and services for customers that run older trailers whose manufacturer is no longer in business. "We get request all the time from drivers who can't find the parts they need" Says Drew Willmott Customer Service Manager. With the equipment and fabrication department we have here we can make just about anything. We can burn almost any profile as well as fabricate any hinge. Pin, bracket, fifth wheel plate, draft arms - you name it and we will find a way to make it. A bulkhead for a City or Cobra trailer no problem, Trailstar International is the place to call.

Trailstar also offers complete aluminum repairs and panel re-

placement for dump trailers right at their Alliance plant. Trailstar services all makes and models of trailers with repairs ranging from electrical, hydraulic plumbing,

brakes, tires, suspensions, to full repairs on wrecks and rollovers. Customers can purchase genuine Trailstar parts at any of the company's nationwide network of

dealers. Parts can also be purchased direct from Trailstar, either over the counter or by shipping. For all Customer Service information call Trailstar at 330-821-

9900. Trailstar is located at 20700 Harrisburg-Westville Rd., about 5 miles east of Alliance, Ohio on Rt. 62.



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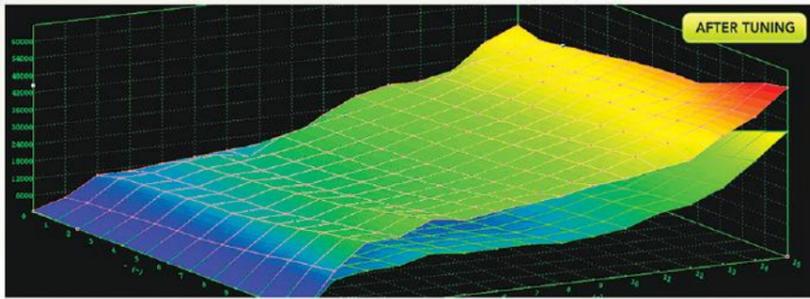
More Power – Better Fuel Economy With Diesel Spec

continued from page 21

What does ECM Tuning means?

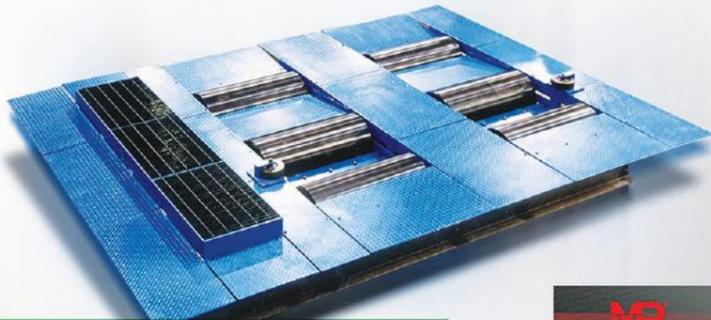
ECM Tuning is the process of fine tuning the software program that controls your engine management system. More power, greater response and lower fuel consumption are some of the advantages that a Tuning will offer. What's more, Tuning a Ecm has no negative effect on the life of an engine.

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result is more power, greater response and lower fuel consumption. The improved combustion will also make the engine run cleaner as well. Diesel Spec offers a 30-day satisfaction warranty or your money back. Diesel Spec can do performance tuning for added power or fuel economy tuning for increased fuel economy. The company also is a worldwide distributor for the two largest performance parts suppliers in North America, offering turbos, exhaust and intake manifolds, clutches, cams and crank dampeners. Diesel Spec also does delete tuning for off-highway vehicles.

Here are a few customer testimonials:
"I went from 5.7 mpg to 7.5 mpg with my 2009 Cummins ISX. I should have done this a long time ago... Thanks to Diesel Spec team!" - *Louis Gauget, Mexuscan Cargo*
"I am saving 15k per year in fuel with my Caterpillar twin turbo and I have less downtime. Can't ask for more! Thanks guys!" - *Eric Arsenault, Arsenault Transport*
"Diesel Spec has done tuning to all my Volvo and Caterpillar engines. Average of 12% fuel saving on each of them. Thousand of dollars in my pocket each month. Great services and customer support." - *Deepland Transport, Deep*
Diesel Spec is located in North America, Canada. They can be reached at 1-855-932-0060. You can also learn more about Diesel Spec from their website at www.dieselspec.ca. Questions can be emailed to info@dieselspec.ca

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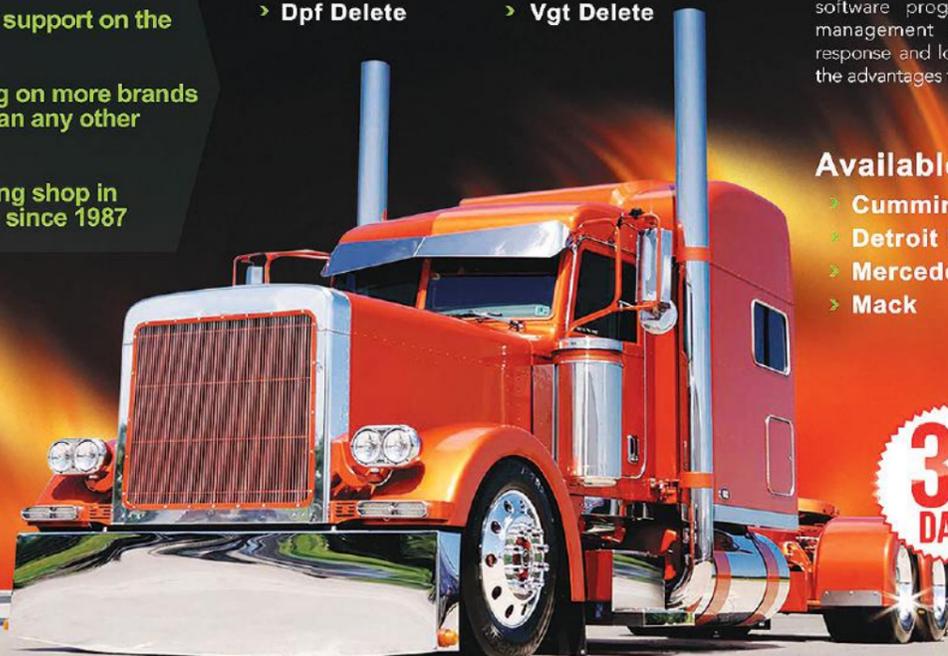
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WHAT DOES ECM TUNING MEAN?

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First And Only Scrubbing Windshield Wiper Blades Enter The Market Peterbilt To Participate In DOE's Supertruck II Program

Temecula, CA... SCRUBBLADE, innovator of the fresh, never-before-seen, most effective windshield wiper design, is rising in popularity as the top-rated wiper blade among off-road enthusiasts, professional truck drivers and everyday commuters. In a debris removal test performed by AKRON Rubber Development Laboratory, Inc. (ARDL), SCRUBBLADE went head-to-head against the largest wiper companies and proved to be 6-12 times more effective than its competitors at removing debris effectively. The windshield wiper hasn't been this challenged since 1903. No other company has ever designed a blade that actually scrubs away bugs, dirt and debris like SCRUBBLADE.

With the highest level of quality, attention to detail, blades that adapt to 99 percent of all vehicles today and the invention of groundbreaking design for optimal debris removal performance - SCRUBBLADE's success is coming as no surprise to the industry.

Team SCRUBBLADE operates with remarkable attention to customer service and its perfected design resonates with customers and retailers around the nation. The company is in current negotiations with large retailers to achieve another double-digit gain in sales volume this year.

"As a long-time commuter from northern to southern California and as a perfectionist about clean windshields, the design for SCRUBBLADE came as an epiphany to me during a long drive after the frustration of enduring hours with a smeared bug directly in my line of sight," said Billy Westbrook, creator of SCRUBBLADE. "After that idea was planted, years of hard work, decision-making and building a reliable team has paid off and we now have the most effective product on the market. This year is going to be huge for us with retail, marketing and internal plans that I know will take us to the next level."

Since inception, SCRUBBLADE

has been committed to innovating design to ensure the cleanest, clearest wipe and keeping its customers safe. Encouraging exploration, speed and distance, SCRUBBLADE is determined to create a product that becomes the standard on every vehicle. With two main blade designs, customers can choose between SCRUBBLADE Heavy Duty and SCRUBBLADE Platinum, along with other items like adapters, heavy-duty wiper fluid, Fog-B-Gone and Rain-B-Gone.

Founded in 2006, SCRUBBLADE is the only wiper blade in the marketplace designed and proven to cut through more than just water. Using their patented two-part cleaning system, the true innovation is found in the product's small triangular scrubbers designed to cut through debris for a cleaner, particle-free windshield. The inside trailing blade then removes remaining water and debris for a significantly better wipe.

DENTON, TX...Peterbilt announces it will work with Cummins to develop technologies under the U.S. Department of Energy (DOE) SuperTruck II program.

The technologies will double freight efficiency to achieve Greenhouse Gas Emissions (GHG) requirements set forth for model years 2021, 2024 and 2027.

"Peterbilt is proud to support the DOE's SuperTruck II program in cooperation with Cummins," said Darrin Siver, Peterbilt General Manager and PACCAR Vice President. "We will work together to build on the success of our original SuperTruck program."

"Cummins and the entire team is focused on developing technologies that can transform the industry and help our customers be more successful while continuing to be great stewards of the environment. Combining some of the best technical minds available for this project, I am confident that we can reach our goals and deliver results that are a win for our

customers, a win for our organizations and a win for the environment," said Wayne Eckerle, Cummins Vice President of Research and Technology.

Peterbilt will work to improve aerodynamics by 15 percent in all wind directions, which will provide customers an up to 7.5 percent improvement in fuel economy. This enhancement will decrease aerodynamic drag and rolling resistance.

"Peterbilt recognizes customers' needs for reduced fuel costs," said Scott Newhouse, Peterbilt Chief Engineer. "Our aerodynamic and fuel saving initiatives align with the goals of the SuperTruck II program."

Peterbilt will work to improve fuel economy and efficiency through technologies including auxiliary systems such as air compressors, power steering pumps and cooling pumps. To reduce rolling resistance, Peterbilt will team with tire manufacturing partners to investigate alternative compounds

and tire configurations for optimized surface contact.

The SuperTruck II program is a five-year program between Peterbilt and Cummins. The team hopes to not only meet, but exceed the goal of the doubling the baseline truck's efficiency.

On the original SuperTruck program, the Peterbilt and Cummins team demonstrated a 66 percent fuel economy improvement and 76 percent freight efficiency improvement over the baseline truck. Advanced aerodynamics, predictive cruise control, chassis light-weighting and battery-based A/C systems for idle reduction led to these improvements. These options are now available on the Model 579 EPIQ, which demonstrates Peterbilt's goal of developing quick-to-market technologies.

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

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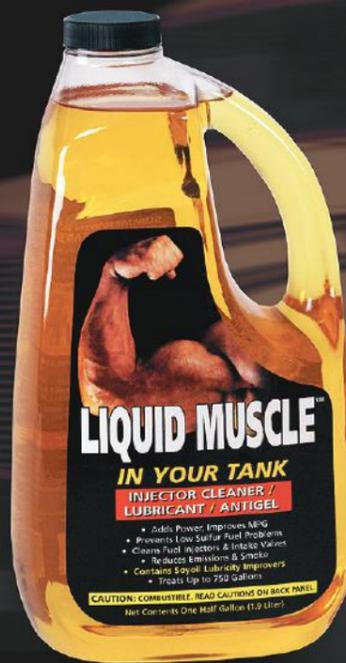


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Navistar Announces Wide-Ranging Strategic Alliance With Volkswagen Truck & Bus

Navistar International Corporation announced that it has formed a wide-ranging strategic alliance with Volkswagen Truck & Bus, which includes an equity investment in Navistar by Volkswagen Truck & Bus and framework agreements for strategic technology and supply collaboration and a procurement joint venture.

The agreements expected to be entered into in connection with the alliance will enable Navistar to offer customers expanded access

to leading-edge products and services through collaboration on technology and the licensing and supply of Volkswagen Truck & Bus' products and components, while better optimizing its product development spend. The alliance will also strengthen Navistar's liquidity position. In addition, the procurement joint venture is expected to leverage the purchasing power of Volkswagen Truck & Bus' three major truck brands, Scania, MAN and Volkswagen Caminhões e

'nibus, in addition to Navistar's own International E and IC Bus brands, providing Navistar with enhanced global scale.

Navistar expects significant synergies from both the strategic technology collaboration and the procurement joint venture. The company expects the alliance to be accretive beginning in the first year, and for cumulative synergies for Navistar to ramp up to at least \$500 million over the first five years. By year five, it expects the alliance will

generate annual synergies of at least \$200 million for Navistar. This annual run rate is expected to grow materially thereafter as the companies continue to introduce technologies from the collaboration.

Navistar will remain a leading, independent truck, bus and engine company, focused on providing best-in-class products and related services to its customers globally and delivering value for its shareholders.

As part of the alliance,

Volkswagen Truck & Bus will acquire 16.2 million newly issued shares in Navistar, representing 16.6% of post-transaction undiluted common stock (or 19.9% of pre-transaction outstanding common stock). It will pay \$15.76 per share or a 25% premium over Navistar's 90-day volume weighted average price as of August 31, 2016, or 12% over Navistar's closing price on September 2, 2016. Navistar will receive \$256 million from the equity investment to be used for

general corporate purposes.

To underscore the long-term nature of the alliance, Volkswagen Truck & Bus has agreed to hold these shares for a minimum of three years. Reflective of its shareholding post-transaction, Volkswagen Truck & Bus will have the right to appoint two directors to Navistar's board of directors.

Harley-Davidson to Stop Sales of Illegal Devices That Increased Air Pollution from the Company's Motorcycles

WASHINGTON... The U.S. Environmental Protection Agency (EPA) and the U.S. Department of Justice (DOJ) announced a settlement with Harley-Davidson, Inc., Harley-Davidson Motor Company Group, LLC, Harley-Davidson Motorcycle Company, Inc., and Harley-Davidson Motor Company Operations, Inc. (collectively Harley-Davidson), that requires the companies to stop selling and to buy back and destroy illegal devices that increase air pollution from their motorcycles, and to sell only models of these devices that are certified to meet Clean Air Act emissions standards. Harley-Davidson will also pay a \$12 million civil penalty and spend \$3 million to mitigate air pollution through

a project to replace conventional woodstoves with cleaner-burning stoves in local communities.

The government's complaint, filed along with the settlement, alleges that Harley-Davidson manufactured and sold approximately 340,000 illegal devices, known as "super tuners," that, once installed, caused motorcycles to emit higher amounts of certain air pollutants than what the company certified to EPA. Aftermarket defeat devices like these super tuners alter a motor vehicle's emissions controls and are prohibited under the Clean Air Act for use on vehicles that have been certified to meet EPA emissions standards. Harley-Davidson also made and sold more than 12,000 motorcycles that were not covered

by an EPA certification that ensures a vehicle meets federal clean air standards.

"Given Harley-Davidson's prominence in the industry, this is a very significant step toward our goal of stopping the sale of illegal aftermarket defeat devices that cause harmful pollution on our roads and in our communities," said Assistant Attorney General John C. Cruden, head of the Justice Department's Environment and Natural Resources Division. "Anyone else who manufactures, sells, or installs these types of illegal products should take heed of Harley-Davidson's corrective actions and immediately stop violating the law."

Since January 2008, Harley-Davidson has manufactured and sold two types of tuners, which when

hooked up to Harley-Davidson motorcycles, allow users to modify certain aspects of a motorcycle's emissions control system. These modified settings increase power and performance, but also increase the motorcycle's emissions of hydrocarbons and nitrogen oxides (NOx). These tuners have been sold at Harley-Davidson dealerships across the country.

Under the settlement, Harley-Davidson will stop selling the illegal aftermarket defeat devices in the United States by August 23, 2016. Harley-Davidson will also offer to

buy back all such tuners in stock at Harley-Davidson dealerships across the country and destroy them. The settlement requires the company to obtain a certification from the California Air Resources Board (CARB) for any tuners it sells in the United States in the future. The CARB certification will demonstrate that the CARB-certified tuners do not cause Harley-Davidson's motorcycles to exceed the EPA-certified emissions limits. Harley-Davidson will also conduct tests on motorcycles that have been tuned with the CARB-certified tuners and provide the

results to EPA to ensure that its motorcycles remain in compliance with EPA emissions requirements. In addition, for any super tuners that Harley-Davidson sells outside the United States in the future, it must label them as not for use in the United States.

The complaint also alleges that Harley-Davidson made and sold more than 12,000 motorcycles from model years 2006, 2007 and 2008 that were not covered by an EPA certificate of conformity.

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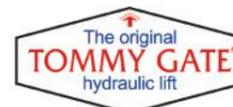
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OXNARD, CA... SCOSCHE Industries, innovators of award-winning consumer technology and car audio products and accessories, has released one of its most versatile products to-date: the GoBat™2600. This three-in-one device is an in-car mobile device charger, emergency LED flashlight and portable battery pack, covering all the bases of a truly convenient and useful product.

The goBAT 2600 is designed to travel with consumers wherever their daily lives take them, such as commutes to work, road trips, camping and other outdoor adventures. The goBAT 2600's ability to live and perform in and out of a vehicle makes it a convenient and savvy purchase. When you are away from your vehicle, its built-in 2600mAh battery quickly charges smartphones, tablets, cameras and other USB-powered devices, ensuring users stay connected to the gadgets they need most. And this versatile accessory will also charge itself in a car's 12V port, while simultaneously charging a user's device when inside a vehicle. goBAT 2600 can also be recharged via an included Micro USB cable. Blue LED power level indicator lights let you know the battery's available power level.

When it is not recharging devices back to life, the goBAT 2600 acts as an emergency aide. It is a convenient accessory to keep in vehicles for when unexpected car issues arise. Whether a user is changing a tire or heading back to the camp trail, the goBAT 2600's built-in emergency LED flashlight with safety strobe will illuminate dark paths and alert others to your presence in dark environments. The goBAT 2600 includes a Magnetic Cap that allows users to mount the flashlight and shine light on a specific area for hands-free use.

The goBAT 2600 (Part #PBC71) comes pre-charged so you can use it right out of the box and will be available in mid-September at SCOSCHE.com for \$24.99.

Follow @SCOSCHE on Twitter, Facebook, GOOGLE+, Instagram, Pinterest and LinkedIn for the latest news on all of the company's award-winning consumer tech and car audio products and accessories.

Professional Truck Driver Saves Fellow Driver From Rising Floodwaters - Melton Truck Lines, Inc.'s Daniel Sieczkarski Named Highway Angel For His Heroic Efforts

ALEXANDRIA, VA... Daniel Sieczkarski, of Rochester, New York, a professional driver for Melton Truck Lines, Inc. of Tulsa, Oklahoma, has been named a Highway Angel by the Truckload Carriers Association (TCA). Daniel is being recognized for saving another driver whose tractor trailer was stuck in rising floodwater.

On April 18, 2016, Sieczkarski was driving on I-10 near Brookshire, TX just outside of Houston, when he heard the weather channel warning broadcast alert of flooding in the area. Shortly after he noticed a tractor trailer parked sideways in floodwater near the bridge with the driver behind the wheel. Immediately Sieczkarski knew something wasn't right. He quickly moved his truck to a safe place and ran back to check on the driver. "I had never seen flooding before so I didn't realize how bad it was until I got closer," said Sieczkarski. As he gazed upon the scene, he realized how close the floodwater was rising around the driver and his truck.

Sieczkarski borrowed a life vest and some tubing from a motorist that had also stopped. Together they tied the tubing to the vest and sent it down for the driver to use himself. After 15 minutes of talking with the driver, who was hesitant to leave his tractor trailer and all his belongings, Sieczkarski knew he had to take matters into his own hands. Sieczkarski put the life vest on himself and swam to the stranded driver's truck. When he opened the cab door, the driver could see how quickly the water was rising and was convinced to leave his truck and together they began swimming to safety. The motorists lent support by keeping hold of the tubing to help in the rescue. Together they were submerged in the fast rising water several times but ended up getting to dryer land safely and unharmed. An hour after Sieczkarski decided to put another man's life before his own, he heard over the radio that the stranded tractor trailer was fully submerged under

the water. If he had not acted so quickly the outcome could have been very different. Sieczkarski and the other driver talk on a regular basis; the rescued driver and his wife are both thankful that Sieczkarski made the quick decision to help that day.

Sieczkarski has been driving for 14 years and enjoys his job because he's able to drive across the beautiful country. When asked about what made him risk his own life for a stranger he said, "I lost my wife three years ago and I didn't know if that driver had a wife and family, but if he did, I didn't want his family to go through what I had gone through."

For his willingness to help, TCA has presented Sieczkarski with a certificate, patch, lapel pin, and truck decals. Melton Truck Lines, Inc. also received a certificate acknowledging Sieczkarski as a Highway Angel.



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By Steve Pollock

ROARING SPRING, PA... Professional Truck Driver Ted Ballon earned the top spot in 2015 as Smith Transport's "Driver of the Year". He was presented the award at a ceremony held at Smith Transport's Corporate Office in Roaring Spring, Pennsylvania last April.

Ted Ballon has been a Professional Truck Driver for 16 years, the past 6 working for Smith Transport as a Regional Dry Van Operator. Ted was Smith's Driver of the Month in September 2015 and stated, "I didn't think there was any change

that I would become Smith's Driver of the Year but I was wrong!" When asked how he earned the award, Ted replied, "You have to work hard and make sure you are in compliance." And work hard he did, as Ted ran 135,000 miles in 2015.

The Driver of the Year award is chosen from among all Smith drivers and he/she must have the highest point score in areas including safety, performance, on-time delivery and pick-up, and attitude. The company chooses one Smith driver each month, who then becomes a finalist for Driver of the

Year. The award is prestigious as the finalists are some of the best drivers in Smith's fleet. Ted said that his Driver Manager John Jacobs was a big help in keeping him loaded and running.

When asked about what he likes about Smith Transport, Ted stated, "Everyone at Smith Transport is easy to work with. They are like family. If I have a problem, I can see Barry Smith himself, if I need to. More importantly, if I have a problem, they will do something to solve it [the problem]. People at Smith know me by name, not my

truck number. I like working at Smith, I'm not going anywhere."

Ted also said, "I have achieved two of my three goals: to be Smith's Driver of the Month; Driver of the Year and my third goal, to drive 1 Million Safe Miles at Smith, should be reached next year. I look forward to joining that Million Mile Club and putting the Million Mile Safe Driver sticker on my truck."

Ted Ballon resides in Chesapeake, Virginia with his wife of 19 years Sonia and daughters Kristina and Jessica.

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Pacifico Reflections - Play Like A Kid



by: Mike McGough

His season was off to a crummy start. As a pitcher he had started three games, lost two, and didn't get the decision in the other one. His speed and accuracy were fine--90 miles an hour plus and only two walks. But there was something missing.

This was his first year in the new league. The competition was stiffer. He was being watched and he felt it. Jugs guns were on his every pitch. They counted his pitches, plotted his pattern, and made notes on his intuitive sense of the game. The stakes and the competition were high.

After the first game an older man wearing a tattered Yankees cap, caught his attention as he walked off the mound with one out in the fifth inning. The older man, sitting just behind the dugout, nodded and touched the brim of his cap. He also flashed a knowing smile to the dejected pitcher.

In his second start, the young pitcher only made it to the third inning. With two men on and none out, the coach pulled him. As he walked off the mound, the old man nodded, tipped his hat and smile as if to say, "Been there and know how you feel." The look the young man flashed back said, "This

is no fun, what are you smiling at old man?"

There was a week of rain, so it was almost two weeks until he was scheduled to pitch again. The third game started off with a five-run first inning. For whatever reason, the coach made no move to the bullpen. If this was to be a lesson in pain and humiliation, he was learning. The second inning was a little better, but they still scored two runs off him. And they were clearly on him--a walk followed by a homerun that was still rising as it left the park. The third inning was a six-run frolic, so the coach began the fourth with a reliever.

After the game he walked out of the stadium with his head hanging as low as his spirits. As he made his way to his car he noticed a 1951 Studebaker President parked near his car. The old man wearing the Yankee hat was sitting behind the wheel. At first he saw him as an aggravation for which he was not in the mood. He was going to get in his car, head for his apartment, and spend the evening sulking.

"Tough one kid," the older man said. The kid didn't respond. "Highest and loneliest sport on the field, that pitchers mound is." The kid stopped and looked at the older man, but still said nothing. "Tough season so far." Then after a pause during which he looked right at the kid, the older gentleman said, "Want to change it?"

The kid shook his head in disbelief at the question then said, "No, I want keep losing every game."

"Don't get smart with me. I'm offering you some help, and God know you could use it. Pitched a game or two myself, and if I learned anything I learned that

my fears were a bigger threat than any batter I ever faced. You got the speed and the accuracy, but in the self-confidence department, you've got nothing. And these last three games have only convinced you that your initial fears in this new league are right."

The young man's shoulders dropped. "Maybe you're right."

"Your fears are your biggest enemy. Fear is holding you back. Everything you do is tempered by it. I can see it on your face."

"Okay, so what do I do?"
"Remember when you played for fun; just because you loved the game? No jugs guns, nobody counting pitches, nobody watching every move, no money, no contracts, and best of all no fears. It was just you, the batter, and the catcher. It was all about playing the game."

There was a silence that neither man quickly broke. The older man started his car and released the emergency brake. As he pulled away he said, "Play your next game like you did when you were a kid and nobody was watching. Play for fun."

Four days later, the rookie pitcher had his fourth start. It wasn't a no-hitter or a shutout, but he pitched eight innings and got the win. As he walked off the mound after the eighth, he looked behind the dugout for the old man in the Yankee hat. They exchanged nods. This time their smiles each said something different. The old man's smile asked the question, "Lesson taught?"

The winning pitcher's smile replied, "Lesson learned, and thank you!"

In life, just like in baseball, fears and self-doubt are emotions that seldom serve you well!

CRST Offers Veteran Apprenticeship Program For Drivers Using GI-Bill™ Benefits

CEDAR RAPIDS, IA...CRST International Inc. was approved for the Veteran Apprenticeship Program through the Department of Labor and the Veteran's Administration. New and current CRST drivers using GI Bill™ benefits may now be eligible to earn additional monthly income as they transition into their new trucking careers with CRST.

Applicants to the 12-month program must be using GI Bill™ benefits to qualify for the program. Veterans will have the opportunity to earn up to an additional \$13,400 tax-free from government funding during the 12-month program. The income levels are determined by number of years served and the type of benefits received through the GI Bill™.

The Veteran Apprenticeship Program will complement CRST's existing Heroes on the Highway military program for veterans joining the transportation industry.

Approval for CRST International's Veteran Apprenticeship Program comes on the heels of the company's recognition as a 2016 Top 100 Military Friendly Employer.

CRST provides a broad array of transportation solutions, including expedited van, flatbed, dedicated services, brokerage, transportation management and high value product white glove moving services. CRST's operating companies are made up of CRST Expedited, Inc., CRST Malone, Inc., CRST Dedicated Services, Inc., CRST Logistics, Inc., CRST Specialized Transportation, BESL Transportation and Pegasus Transportation. For more information, visit www.CRST.com or call 800-736-CRST (2778).



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Tax Talk: 3 Things You Just Need To Do



sending you those end of the year tax documents that you will need to file your taxes correctly. Why risk missing an important tax document that could potentially save you money? Those of you who move frequently and/or are on the road all the time, either get a post office box or use a family member's address that you know will not be changing anytime soon. Whatever works for you. Just figure it out, and then get it done, rather than pushing it off and wind up forgetting about it all together. This simple "tip" will provide you the confidence that you are not missing any tax document that can potentially add to your deductions.

#2 Track it all, all the time. I can't emphasize this enough. Income and expenses don't happen once a year, they happen every day. Aside from your day to day business transactions, financial matters arise out of nowhere. Tomorrow, you might just change employers or get a new contract, another day you may decide to buy or sell a home, or worse, have to pay for a loss due to a flooded basement. Maybe you may take advantage of a new investment opportunity. Since there is no way to predict what financial matters will arise on a day to day basis, you need a solution that will help track your finances accordingly. There are multiple options and solutions to track income and finances. Obviously, you can hire a bookkeeper to manage this for you, and if you are self employed, I honestly recommend it. However, there are also an abundance of free digital and mobile applications that can make it easy for you to do it yourself, and better, while you are on road-and in real time.. Bottom line, this will be the only way you can ever be sure that you maximize every expense that you may be entitled to.

#1 Update your info. Your mailing address is the key! I am not just talking about the IRS, but rather the vendors, banks, employers, and health care companies that will be

your knowledge and understanding, these constantly evolving tax laws either can save you, or cost you, thousands every year. So instead of trying to save a couple hundred bucks, trying to prepare your return yourself, just hire a professional. Help ensure that you are taking every deduction and credit that might be entitled to you. Time is money, and you can easily find yourself wasting hours trying to figure out these on-line tax preparation software programs. They are never as easy, and hardly as cheap as advertised. In addition to the time and money you are risking, add the potential for identity theft. A large percentage of tax identity theft scams are the result of taxpayers filing their own returns via online tax preparation service. Even the big boys you see on television (every five minutes during tax season) have been compromised. Don't believe me? Google It!

Risk vs. Reward? At the end of day, the government mandates that we all prepare and file our tax returns in a timely manner, however, they also place the burden on each of us to be prepared on time and have complete comprehension about our tax laws in order to pay the least amount of tax at the end of every year. By applying these three tips, not only will you be prepared at tax time and have confidence that you did everything you could to not leave money on the table, but you will also minimize the risk of a potential tax problem that thousands of our tax clients are dealing with every day. As I am always asked "What's the best way to fix a tax problem?" My answer is always the same, "Prevent it from happening in the first place."

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

Whether you're a company driver, owner operator, own an entire fleet, or even work in an entirely different industry; I am willing to bet that you invest your time and focus to make a living for you and your families benefit, and not the IRS's. I would also wager on the fact that you don't desire or need any more problems and stress than you already carry with just your everyday life and responsibilities that come with it. I also know that I have never once had a client call me to help fix their tax problem, that actually planned and executed a strategy on getting into that position in the first place. I mean, I would like to think that I am the "most fun tax guy" out there and clients enjoy talking to me about their taxes, but I would risk it all against that being the case! Taxes suck, there is no way around it.

Here are 3 tips that will save you that time and money, make sure your life is easier when its tax time, and of course and most importantly provide you the best opportunity to never have to call those "fun tax guys" about getting out of a mess that you could have avoided.

Get Help. If you are like 99% of the people I know (and I'm not just talking about drivers), you don't have the time to keep up with the annual changes in tax code. Depending on

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27th Annual Truckers Day @ The Buck



by Robert Conrad

Buck Motorsports Park, located 10 miles south of Lancaster, PA in the town of Quarryville, holds a full schedule of supercharged, family events each year. "The Playground of Power" has something for everyone as they host truck & tractor pulls, monster truck events, and demolition derby events just to name a few. Every year in August, they host one of the biggest diesel trucking events in the country with their Truckers Day At The Buck spectacular.

The 2016 version marked the shows 27th anniversary and it took place on Saturday, August 20th. A steady stream of customs and classics rolled into The

Buck all day long and over 300 trucks filled the field from one end to the other. Spectators and drivers got to see some of the finest working show trucks on the East Coast competing for trophies in a number of classes in the huge show & shine. With plenty of on-site camping available, several companies brought a number of trucks and turned the show into a company get together. As in past years, the proceeds from the show & shine went to the kids at the Children's Miracle Network.

The summer of 2016 has been one of the hottest in recent memory and Truckers Day At The Buck cranked it up even higher! As the afternoon wound down into early evening, the action continued as

featured the highly anticipated diesel truck pulling competition. Teams from all over the country come out to compete. Besides the incredible pulling semis, there were street driven trucks pulling side by side and drag racing on the dirt track to the cheers of the crowd.

The annual "Parade of Champions" let the show & shine winners show off under the lights. All in all, the 27th Annual Truckers Day At The Buck was a huge success. Make plans to attend the 2017 show for a day full of diesel-powered thrills! Check out the Movin' Out Calendar of Events, go to www.buckmotorsports.com, or call "The Buck" directly at 800-344-7855 for more information on the 2017 show.

Truckers Day at The Buck



All Photos by Robert Conrad
For our complete photo coverage visit www.movinout.com

Speedco Celebrates Grand Opening Of Spokane Store

NASHVILLE, TN... Speedco, a national provider of on-highway preventive maintenance and tire service to the commercial trucking industry, recently celebrated the grand opening of a new retail store location in Spokane, Washington. Local dignitaries, members of the community and Speedco customers attended the event, which culminated with a ribbon-cutting ceremony. This is the first Speedco location in Spokane and the business' 52nd store in the U.S.

"We are excited to officially open a Speedco location in Spokane, expanding our network and making preventative maintenance service

more readily available in the highly traveled Northwest corridor," said Chris Ripani, president of Speedco, Bridgestone Americas Tire Operations (Bridgestone). "Our customers depend on us to deliver the quick lube, tire and service solutions they need to stay on the road, no matter where they are in the U.S. We are committed to delivering consistent, dependable service across all of our locations."

The new Speedco store is located along I-90 in Spokane, one of the busiest commercial trucking routes in Washington. It will bring industry-leading tire services, quick lubes and other solutions to com-

mercial fleets that regularly use this route. Fifteen jobs have been

- As part of the grand opening celebration, five-time Olympian and Team Bridgestone athlete Khatuna Lorig signed autographs and interacted with customers and members of the local community. -

brought to the region through the new store, including technicians, crew chiefs and management.

Speedco is owned and operated by Bridgestone. As part of the grand opening celebration, five-time

Olympian and Team Bridgestone athlete Khatuna Lorig signed autographs and interacted with customers and members of the local community.

Speedco also took this opportunity to make a donation to the local chapter of the Make-A-Wish Foundation (Make-A-Wish). Speedco is a long-time partner of Make-A-Wish, having raised more than \$770,000 for the non-profit organization in the last 10 years.

For more information about Speedco or to locate a store, visit <https://www.speedco.com/>.

Introducing Cerni's New Location

Youngstown, OH... John and Vince Cerni of Cerni Motor Sales, Inc. in Youngstown, Ohio are proud to announce the opening of their new dealership, Cerni International North Coast, Inc. in Painesville, Ohio. Cerni International North Coast, formerly known as Lake Truck Sales and Service will open in August.

"We are looking forward to building relationships with the long term employees of Lake Truck and working together to provide the excellent service that our customers have become accustomed to at our Youngstown location," said John P. Cerni II, Owner and CEO of Cerni Motor Sales, Inc.

The Painesville location at 431 Richmond Street promises to offer the same great experience Cerni Motors has been providing its Youngstown customers for over fifty-five years.

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

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

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

If you would like to list an upcoming show or event, send all the details including a telephone contact number to
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Working Show Truck Of The Month - Wayne And Deborah Carney



length of 82 feet with the trailer hooked to the cab. The sleeper features everything from custom cabinets to stained glass windows on the entry doors! Power comes from a 600 Cummins engine that's paired with an 18-speed transmission and a set of 3:55 rears.

After getting to see the truck in person, inside and out, I'd like to say that the photos don't begin to show just how cool this massive KW is, or should I say was. Things can certainly change in the blink of an eye, and unfortunately, Wayne and Debby had to live out that old saying this past July. While traveling unloaded, the right front steer tire blew and they ended up being involved in a single vehicle accident with the truck. Thanks to the fact that the Carneys always drive responsibly, they both walked away pretty shaken but not seriously injured. Luckily Charles and Hawkeye were not hurt seriously

either. Unfortunately, the truck ended up nose first in a heavily wooded ditch on the side of the road, lying partially on the passenger side when it stopped. The tow truck drivers said the massive front bumper and bull bar combination most likely saved their lives in the accident. The Carneys have since taken a bit of time off to go on a well-deserved vacation while it's being determined if the truck can be rebuilt. I had the pleasure of meeting the Carneys at a benefit truck show they were kind enough to attend up in my home state of Massachusetts. Words can't describe how sick I felt when I saw the Facebook posts of the accident. Despite the fact that their incredible truck suffered some serious damage, thankfully Wayne, Debby, Charles, and Hawkeye all walked away from the accident. This feature was planned so I decided to go ahead with it just because I



By Robert Conrad

Wayne and Deborah Carney have logged a lot of miles and delivered quite a few specialized flatbed loads with their incredible 2016 KW T-800 and 2015 Reitnour flatbed combo. They work for Landstar and their stunning, blue KW is equipped with all of the comforts

of home thanks to the 202" custom sleeper. Their two dogs, Charles & Hawkeye (named after the characters on the famous TV show MASH), go everywhere with them and they have plenty of doggie toys in the sleeper to keep them busy! This massive truck has an incredible 371" wheelbase and an overall

wanted to show how impressive Wayne & Debby's KW actually was. If it's possible to rebuild the truck I'm sure they will, but if not, they might just build a bigger one!!

Movin' Out salutes Wayne and Debby Carney this month, and we hope to see their big, blue beauty back on the road real soon!

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