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**MO Truck Driving Champs**  
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May 23  
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June 20  
**Safety Council Meeting**  
Location: TBD

June 24  
**PAC Golf Tournament**  
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July 4  
**Independence Day**  
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Branson, MO

# Don't forget to join us for the 2019 Championships May 31-June 1 in Branson, Missouri



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## Did the ELD Mandate Reduce Accidents?

We recently analyzed detailed data from the Federal Motor Carrier Safety Administration (FMCSA) to assess how the electronic logging device (ELD) mandate has affected three important transportation safety-related outcomes: hours-of-service (HOS) compliance, accident counts and the frequency of unsafe driving. Our results show that the ELD mandate clearly achieved its first goal: HOS compliance improved considerably, with the frequency of the most egregious violations dropping by roughly 36% shortly after the mandate and by more than 50% when the FMCSA strictly enforced the mandate. Compliance rates of small carriers and independent owner-operators improved the most, with large asset-based carriers practically unaffected because they already used ELDs (and had very few HOS violations).

Surprisingly, the number of accidents for the most-affected carriers did not decrease, and our research indicates, may have increased relative to large asset-based carriers. Finally, the number of unsafe driving violations for these same carriers increased considerably, which could explain why their accident counts did not decrease. This suggests that small carriers and independent owner-operators made up for productivity losses due to stricter HOS compliance by working more rapidly.

This article will discuss the ELD mandate and our findings.

### Background

On December 18th, 2017, the FMCSA enforced a mandate requiring nearly all truck drivers to use an ELD to track their working hours. ELDs are harder for a driver to manipulate compared to traditional paper logs. Because the FMCSA also enforces a driver's legal working hours via the HOS regulations, ELDs reduce a driver's ability to appear to be operating in compliance with HOS regulations when in fact they are not. Driver logs are checked periodically during millions of roadside inspections performed each year.

On April 1st, 2018, the FMCSA began strictly enforcing the mandate, increasing penalties for drivers operating without ELDs....

~Continue to [MH&L](#) for the full article

## Fleet Management in the 'Now Economy'

Today's consumers are demanding shorter fulfillment cycles and speedier deliveries — a direct result of what's become known as the "Amazon Effect." In this climate of ever-changing expectations, new developments in fleet technology are vital to delivering the greatest value to customers and helping them remain ahead of their competitors.

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Real-time exception handling, routing and analytics are particularly valuable to companies as they navigate the sharing economy of transportation. Ryder provides precisely that through its cloud-based platform RyderShare, which provides real-time visibility across all modes of transportation in a network. It alerts drivers to information updates and routing instructions, and more. Accessible through a customer-facing website and mobile application, RyderShare uses cellular and GPS technology to link shippers with onboard vehicle technologies.

Cellular and GPS technology links shippers with onboard vehicle technologies.

### The Role of Telematics

Telematics continues to play a key role in fleet management. Aside from full-featured GPS fleet location and tracking benefits, telematics systems such as Ryder's RydeSmart have the ability to manage vehicle performance for its customers. RydeSmart serves as an early warning system that detects any issues in need of repair while the vehicle is on the road and/or in the shop. The telematics system has the ability to assess any faults, and directs the vehicle to the nearest shop location with the best capacity. This enables diesel technicians to prepare for the vehicle before it arrives, reduces the number of onboard breakdowns, and enables the technicians to work with shorter triage time. There is much value in preempting failure, which makes this kind of technology useful....

~Continue to [Utility Products](#) for the full article



## Five Tips to Transition From AOBDR to ELD Compliance

Many fleets have already complied with the federal electronic logging device (ELD) mandate, requiring drivers' hours of service to be captured with ELDs instead of paper logs. However, some early adopters of older e-log systems have been allowed to continue using their automatic onboard recording devices (AOBRDs) during a two-year grandfather exemption. They must transition to an ELD platform prior to the exemption expiration on December 16, 2019....

**Clearly identify project champions.** Congratulations on being early adopters! As industry leaders who embraced AOBRDs, you have helped pave the way for improved fleet operations and efficiencies in our industry....

**Survey every part of your business.** Drill down to find out which features of your existing system are most important to each department. This process includes discovering the different type of reports being run, how often, and who is receiving them. It is helpful to develop a flow chart for each report....

**Evaluate providers and ELDs.** Fleet companies should carefully research the vast array of providers in the market. It's naive to assume that the incumbent AOBRD provider has a modern ELD technology stack, or that it will seamlessly integrate with existing infrastructure...

**Evaluate customer support and training.** Does your ELD provider's 24/7 customer-support staff? Call the support help lines of the vendors you are evaluating. Do they have a live person ready to assist? What was your wait time? A fun experiment is to call back and try the sales option — it may be surprising how fast that call is answered in comparison...

**Understand integration and APIs.** The technology backbone of an ELD system is a complex rules and regulations engine. It's important to have a clear understanding of how each vendor platform under review collects and shares data. What is the interface method? Does the system have an application programming interface (API) hub that will allow for easy integration to existing operations?...

Transitioning technologies can be a challenging project for any fleet operator. With thoughtful preparation and a diligent review of ELD providers and solutions, you can successfully execute the transition from AOBRDs to ELDs, and achieve full compliance...

~Continue to [SupplyChainBrain](#) for full article

## Higher Training Levels Sought By Mexican Driver Facility

The CECATI 84 Heavy Truck Training Center, which opened on April 6, was funded in part by Camara Nacional del Auto-transporte de Carga (CANACAR, the Mexican counterpart to the American Trucking Associations), the Mexican educational institution CECATI 84, and Kenworth Truck subsidiary Kenworth Mexicana S.A. de C.V. Truck cab simulators training methodology were provided by St. Petersburg, Florida-based Advanced Training Systems (ATS).

Driving skills can be greatly enhanced with the use of simulators, ATS CEO John Kearney told FreightWaves, because there are situations such as skidding over ice or dealing with a blowout that can't be taught on the road. Kearney also noted that new entry-level driver training rules in the U.S. that go into effect in February 2020 do not allow simulators to certify drivers for road training.

In Mexico, however, "the training center will be able to use the technology provided by simulators to improve and advance training throughout the 32 states of Mexico," Kearney said. "That is a benefit for the U.S., because it will lead to standardized training between the two countries."

ATS' methodology of integrating "adaptive training" uses a three-element approach: instructor-led training; computer-based training; and simulator-based training. It allows prospective drivers to learn the basics of driving and develop the necessary skills to deal with adverse weather and road conditions before climbing behind the wheel of a real truck, according to Jesus Omar Bon Campos, the center's director. Trainees will have access to five simulators, two trailers and a 50-acre maneuvering track.

CANACAR's Luciano Jiménez Laveaga said that the students at the facility will receive a total of 97 hours of instruction before graduation, whereas before they received less than 19 hours.

ATS chief operating office Enrique Mar and CANACAR president Enrique Armando Gonzalez agreed to highlight the attributes integrated in the training center in forthcoming driver training forums within Mexico to demonstrate the effectiveness of an integrated dynamic driving simulation laboratory, they said.

~[Benzinga.com](#)



## Getting ready for ELDT: Deadline looms for new driver training rule

Waiting for the next regulation to take effect is a way of life in the trucking industry. Last year's electronic logging device mandate, and changes to the hours-of-service regulations before that, are part of an ongoing cadence of new requirements that cause carriers and drivers alike to evolve and adapt to new realities of business and life on the road.

The clock officially is ticking on the next compliance date set to take effect on Feb. 7, 2020, in the form of [entry-level driver training](#) (ELDT).

Officially titled Minimum Training Requirements for Entry-Level Commercial Motor Vehicle Operators, the final rule published by the Federal Motor Carrier Safety Administration in late 2016 will enact new federal requirements in an attempt to standardize today's existing patchwork of training curricula that are developed at the state level.

The final rule puts the onus on commercial driver's license schools, as well as carriers with inhouse [CDL training programs](#), to self-certify in a yet-to-be-deployed Training Provider Registry (TRP) and to overhaul entry-level driver training courses. Laura McMillan, vice president of training development for Instructional Technologies, said the self-certification process was modeled after FMCSA's National Registry of Certified Medical Examiners.

Currently, the U.S. Department of Transportation only mandates four topics for CDL training providers: hours of service, driver qualification and disqualification, health and wellness and whistleblower protection. The new rule will require schools and trainers to provide 31 specific theory courses as well as 19 behind-the-wheel (BTW) skills courses, and driver candidates are required to have an 80 percent pass rate

in theory courses and to demonstrate proficiency in all 19 BTW skills required....

~Continue to [CCJ](#) for full article

## Truckers can now be placed out of service for these 4 violations

The Commercial Vehicle Safety Alliance (CVSA) has updated their out of service criteria — and here's what you need to know.

The updated North American Standard Out-of-Service Criteria for 2019 went into effect on April 1 and contained several changes to the standards that could result in a truck or driver being placed out of service.

Here are the major out of service changes that went into effect on April 1:

DRIVER'S SEAT (MISSING), a. to provide an out-of-service condition for a missing driver's seat. Drivers using a temporary seat rather than a permanent seat that is secured to the vehicle in a workmanlike manner was added to the out-of-service criteria.

DRIVER MEDICAL/PHYSICAL REQUIREMENTS, a. Skill Performance Evaluation Certificate by modifying the language. A driver who possesses a valid Skill Performance Evaluation (SPE) but is not complying with the SPE requirements should be placed out of service.

BRAKE SYSTEMS, g. Brake Drums and Rotors (Discs), (2) by adding language and a picture for cracks in structural supports of a brake rotor. If there are cracks through the vents in rotors, a collapse of the rotor is imminent; therefore, the vehicle should be placed out of service.

STEERING MECHANISMS, h. Tie Rods and Drag Links, (3) to add an out-of-service condition for a non-manufactured hole. A non-manufactured hole in a drag link should be placed out of service.

Also significant among the updated criteria — the CVSA determined that it is "most appropriate" to remove an expired CVSA decal before applying a new decal.

The CVSA updates the North American Standard Out-of-Service Criteria every year with the new changes going into effect April 1.

You can [click here](#) for more information on this year's changes to the North American Standard Out-of-Service Criteria.

~Continue to [CDL Life](#) for full article



## FMCSA Receives HOS Exemption Requests From Fireworks Groups

The Federal Motor Carrier Safety Administration has received separate exemption requests from Extreme Logistics and the American Pyrotechnics Association regarding certain hours-of-service rules.

Extreme Logistics, a fireworks display company, is asking for reprieve from certain stipulations of the 14-hour rule, which dictates that drivers may not drive beyond the 14th consecutive hour after coming on duty after a period of 10 hours off duty. Specifically, the company is asking that truck drivers be allowed to exclude off-duty and sleeper berth time from their calculation of their 14 work hours. These drivers would not be allowed to drive after accumulating 14 hours of on-duty time following 10 consecutive hours off duty.

According to the document published in the Federal Register on April 18, the exemption would apply to the drivers of 12 commercial motor vehicles who are involved in staging fireworks shows.

If granted, the exemption would only be in effect from June 26-July 8 in order to coincide with Independence Day celebrations. The exemption would be in place during this window for the next five years.

Extreme Logistics cites financial considerations in its request for exemption, stating that strict compliance with the 14-hour rule would require more time and more drivers.

“The applicant states that it is seeking the HOS exemption because compliance with the 14-hour rule would impose economic hardship on cities, municipalities and themselves,” the Federal Register document states. “Complying with the existing regulation means that most shows would require two drivers, significantly increasing the cost of the fireworks display.”

Extreme Logistics noted that its drivers have never been involved in an accident and attested that the exemption would not alter that safety record. As a safety measure, the exemption would require a motor carrier to notify FMCSA within five days of any crash.

The applicants also state that drivers travel relatively short distances to transport fireworks in the days leading up to a celebratory extravaganza. In 2018, the farthest Extreme Logistics drivers traveled to haul supplies for a show was 150 miles. Additionally, the drivers usually travel in the early morning when traffic is light.

Extreme Logistics’ exemption application appears in the Federal Register the same day as a similar request from the American Pyrotechnics Association...

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## Police use drone to show how serious they are about 'move over' enforcement



An Illinois sheriff has shared unique drone footage showing just how quickly and efficiently they are pulling over drivers who fail to move over for emergency vehicles.

On Monday, April 15, the [Clark County Sheriff's Office \(IL\)](#) shared a video clip featuring a major "Move Over" or "[Scott's Law](#)" enforcement detail. In the video, you can see police pulling over a semi truck and a passenger vehicle.

The Clark County Sheriff's Office says that they caught 10 drivers in violation of Scott's Law in just two hours.

Law enforcement agencies across Illinois are ramping up Scott's Law enforcement after sixteen state troopers were hit by vehicles while performing traffic stops just this year. Three of those troopers did not survive.

~Continue to [CDL Life](#) for full article



**Congratulations to Remy Braun**  
of D&D Sexton Inc.  
for being named the 2018 Professional Driver of the year for the state of Missouri



## Abrupt Shutdown of Falcon Transport Idles 550

YOUNGSTOWN, Ohio – Falcon Transport Co. told its 550 employees here that it is discontinuing operations and to stop work "immediately."

Falcon, founded in 1903, is a transportation logistics company with flatbed and over-the-road services for clients including General Motors, Ford, Nexteer, Arcelor Mittal and U.S. Steel. It was purchased in 2017 by CounterPoint Capital Partners. The abrupt shutdown follows by less than two months the idling of the General Motors Lordstown Complex. Total fallout from that closing, just counting the 1,500 autoworkers remaining on the sole first shift, now is estimated at 6,000 lost jobs, according to economic development officials.

Falcon Transport's director of operations, Jayson Calhoun, emailed employees the following message Saturday:

"We regret to inform you that Falcon Transport Co. is not able to continue operations and will be shutting down effective today.

"Please stop any work you are doing for the company immediately. You are not expected to return to work. Please be on the lookout for further information we will be sending regarding this information."

It is unclear whether Falcon complied with the federal requirements under the Worker Adjustment Retraining Notification Act, which says companies employing more than 100 must give 60-day notice to its workers. As of this posting, such a notice was not published by the Ohio Department of Job and Family Services.

In 2017, one year before the acquisition, the company was owned by the Constantini family, and that year its CEO, Don Constantini, gave Youngstown State University a \$1 million gift to build a sports broadcasting center at Stambaugh Stadium.

Falcon director of operations Larry Long, at the time of the acquisition by Counterpoint, said the company was "thrilled" to continue its legacy as an Ohio-based carrier.

"I look forward to meeting personally with the industry's best drivers to share our growth plans with them..."

~ Continue to [Business Journal Daily](#) for full article



## 'Hard enforcement' for truckers in insect quarantine area starts May 1



Truckers without the proper permit are subject to fines of up to \$20,000.

Authorities in Pennsylvania will start 'hard enforcement' of a new permit for truckers who make stops in the quarantine zone for an invasive species of insect starting this week.

Starting on May 1, some businesses that operate in one of the fourteen Pennsylvania counties that are considered to be Spotted Lanternfly quarantine zones must obtain and carry a permit showing that the company is in compliance with insect inspection and control training. Companies that are based in the quarantine zone, load in the quarantine zone, or that make stops in the quarantine zone all must obtain the permit.

Trucking companies that travel through but do not make any stops in the quarantine area are not required to obtain a permit.

The 'hard enforcement' will include random roadside stops conducted by state police and the Department of Agriculture to ensure that drivers are carrying the proper permit. Law enforcement officers in neighboring states may also check bills of lading or other records to determine if truck drivers have stopped in a quarantine zone.

Those companies that fail to obtain their Spotted Lanternfly permit could be refused entry or face fines of up to \$20,000.

The Pennsylvania Department of Agriculture only requires that a manager takes the course to obtain the permit but then requires that the company document that the manager provides proper training for other employees...

The 14 counties under quarantine include Berks, Bucks, Carbon, Chester, Dauphin, Delaware, Lancaster, Lebanon, Lehigh, Monroe, Montgomery, Northampton, Philadelphia, and Schuylkill.

You can [click here to take the two hour online training course](#) and to obtain a permit through the Pennsylvania State University for free...

The Spotted Lanternfly is an invasive species native to Asia that poses a major threat to crops like grapes and hops. You can learn more about the invasive insect in the video below.

~Continue to [CDL Life](#) for full article

### MEMBERSHIP CANCELLATIONS

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J&B Moving	For Hire	\$350.00
RM Supply Inc.	Private	\$350.00
State Fair Moving & Storage Inc.	Mover	\$550.00
Supervalu Inc.	Private	\$594.00



## Penn State participating in FHWA project to study truck platooning



Penn State University has revealed its role as one of seven key partners participating in a Federal Highway Administration (FHWA) project that will be used to help industry and agency partners understand how truck platoons operate in realistic, operational environments.

Penn State's involvement in Phase 1 of the FHWA's Truck Platooning Early Deployment Assessment program will be through its Thomas D Larson Pennsylvania Transportation Institute (LTI). The project will be led by Battelle, a global research and development organization, and funded by the USDOT's Intelligent Transportation Systems Joint Program

Office (ITS JPO) in cooperation with the FHWA and Federal Motor Carrier Safety Administration (FMCSA). Other key team partners include the Center for Automotive Research, SAE International, Saia LTL Freight, Volvo Group and the University of Michigan Transportation Research Institute (UMTRI).

From now, through to the end of November, the team will perform detailed planning and team building to develop proposals for consideration during Phase 2 of the project. If awarded a contract to participate in Phase 2 of the project, the team will then execute plans, collect data, and conduct evaluations of truck platoons driven by professional drivers delivering commercial goods. With proposed platooning locations set to include Indiana, Ohio and Pennsylvania, LTI will work closely with the Pennsylvania Department of Transportation (PennDOT) and Pennsylvania Turnpike Commission (PTC) during deployment.

Truck platoons or connected convoys have the potential to increase both road capacity and fuel efficiency. The adoption of autonomous driving technology could boost these benefits even more. The FHWA notes that previous research has resulted in the development of truck platooning technology with only limited testing and demonstration in a real-world environment. This new project will provide valuable insight into actual truck platooning operations on public roads that can be used to inform government on future regulations and deployment.

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“This type of research is extremely important in order to accurately assess how truck platooning will impact safety, efficiency and mobility,” explained Sean Brennan, LTI affiliated faculty member and professor of mechanical engineering at Penn State. “To date, most testing of connected and autonomous vehicles has been done using one vehicle, typically a passenger vehicle. This project will provide a better understanding of the behaviors and improvements achieved when automation and communication systems are given more interaction across groups of vehicles, or a platoon, in this project. In a truck platoon, for example, this may require coordinating the braking between vehicles, which enables closer spacing than a human can achieve with normal reaction times, resulting in greater fuel savings and emissions improvements than conventional driving.”

~Continue to [Traffic Technology Today](#) for full article



## Automated and Electric Vehicles

The Technology & Maintenance Council is evolving to contend with the necessary maintenance and specification issues that are arising as a result of two advanced technologies that are fast becoming part of today's trucking scene.

To assess the maintenance-related challenges of driver-assist and fully automated systems, TMC in January 2018 launched its S.18 Automated Vehicle Study Group. The council expanded the study group's mission at its 2018 fall meeting to include electric vehicles under the premise that these two technologies are often being developed in concert or in parallel by manufacturers.

Robert Braswell, executive director of TMC, said the council's board of directors expanded S.18's mission because even though high levels of automation are frequently being tested and will be deployed on internal combustion engine-powered trucks, many new demonstrations of electric propulsion commercial vehicles also are coupled with highly automated driving features. The council's leadership views integration of these technologies as something that fleets need to consider simultaneously as they begin planning facilities and preparing their maintenance shops and technician teams to keep these vehicles up and running at their full potential.

The fleet maintenance and service community, and TMC itself, must quickly adapt the tried and proven methods, tools and diagnostics that have evolved over many years to the rapid and immediate emergence of these vehicles and support infrastructure. There is little hands-on experience and inherent expertise within the current population of technicians, trainers and supervisors.

[The theme of this year's TMC annual meeting, "Beyond the Frontier of Maintenance,"](#) meanwhile, was demonstrated in S.18's task force and exploratory sessions, and the three primary technical sessions — "Justifying, Implementing & Maintaining Active Safety Systems," "The International Forces Driving Electric Vehicle Standardization" and the "TMC/SAE Symposium: The Coming Impact of the New 21st Century Truck Partnership Initiative." New Class 8 electric vehicle offerings revealed at TMC's transportation technology exhibition also reinforced the notion that electric commercial vehicles are here.

## Peak Truck Efficiency

More fleets and truck owners are using technologies to get more miles per gallon.

Just a decade ago, owner-operator Henry Albert of Larado, TX, said he was just hoping to reach 8 miles per gallon. Today, thanks to finely tuned aerodynamics and engine parameters, Albert averages 9.4 mpg and often tops 10 mpg.

"The more you can prevent air from going into places, the better," Albert said. "With all the battles that we have to fight in this industry, do we really want to pick a fight with the air?"

While Albert is fortunate enough to run a newer tractor-trailer, there are no shortages of affordable aerodynamic products on the market that can transform the performance of older trucks, said Joel Morrow, who runs Ploger Transportation, a fleet in Norwalk, OH, with 62 tractors and 104 trailers.

"If you're going to drive long haul and you have a dedicated run, put every aerodynamic device known to man on that truck," said Morrow, whose fleet obtains fuel savings from cab extenders and low viscosity oil.

The 2018 version of the annual fleet fuel economy study by the North American Council on Freight Efficiency (NACFE) found that the overall adoption rate for the technologies studied has grown from 17% in 2003 to 44% in 2017.

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~Continue to [Trucker.com](http://Trucker.com) for full article



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# SuperTech Wrap-Up

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