

## TMC Gearing Up for 2021 Fall Meeting, Technology Exhibition

*Competition and Trade Show to Take Place In-Person in Cleveland*

Leaders of the American Trucking Associations' Technology & Maintenance Council (TMC) are looking forward to welcoming the industry to the organization's first in-person meeting since 2020 this September in Cleveland, TMC's 2021 Fall Meeting & Transportation Technology Exhibition.

"We are very excited to host one of the industry's first, and largest, in-person gatherings in Cleveland in just a few weeks. Building on ATA's safe and successful in-person



son Mid-Year Management Session held this May, our members are excited to gather together and we are equally eager to host them, but with a continued emphasis on our members' health and safety,"

(See TMC, page 11)

## ATA/TMC Announces 2021 National Technician Appreciation Week

The American Trucking Associations (ATA) and ATA's Technology & Maintenance Council (TMC) announced they would be hosting the second annual National Technician Appreciation Week beginning September 19.

"While our industry's trucks keep the country moving, we are pleased to take a week to recognize the efforts of the men and women who keep those trucks moving: America's professional technicians," said ATA President



and CEO Chris Spear. "The work these professionals do are critical to the success of every motor carrier in the country, and without their efforts our trucks wouldn't be able

to deliver the essential goods that keeps our economy running."

NTAW will provide an opportunity to celebrate the hard work and

(See NTAW, page 10)

## TMC Leaders of Tomorrow

### Rocco Marrari—Tuned in on Technology

TMC's 2021 Fall Meeting & Transportation Technology Exhibition will be the first time the TMC Leaders of Tomorrow (TLOT) Class of 2023 meets as a group in person and Rocco Marrari is looking forward



to meeting his new peers. Marrari currently serves as Vice President of Sales Imaging and Workflow Solutions for EBE Technologies.

"I hope to gain more industry knowledge and learn from the industry veterans, and once I grad-

(See TLOT, page 8)

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## News Briefs

- American Trucking Associations' Moving & Storage Conference opened registration for the MSC National Event, scheduled for this Nov. 15-17 in Austin, Texas. Registration for the event is now open at <https://mscnational.trucking.org/>, which will be updated with the latest scheduling and program information. The MSC National Event will feature dynamic general sessions, focused on the latest political and economic trends in the industry, as well as opportunities for networking, connecting with the allied supplier community and educational opportunities focused on growth and profitability.
- Navistar's board appointed Mathias Carlbaum as the new CEO and President of Navistar International, effective Sept. 1. He will succeed Persio Lisboa, who will retire. Since April 2021, Carlbaum has been leading the post-merger management of Navistar on behalf of the Traton Group. German-based Traton Group completed its merger with Navistar as of July 1. Previously, Carlbaum served as executive vice president of commercial operations at Scania.

### TMC Fleet Adviser

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# Technical Difficulties

## Hot Stuff: Setting Radiator Specs to Make for Cool Power

With the temperatures at TMC hitting 90 degrees plus for the 43rd day and all-time record temperatures being recorded all over the North American map this summer, it occurs to me the TMC's updated Engineering Recommended Practice (RP) on radiator specifications couldn't be timed better. RP325, *Radiator Integrity for On-Highway Trucks*, has been published in the 2021 *RP Manual Supplement* and is accessible through TMC Connect ([tmcconnect.trucking.org](http://tmcconnect.trucking.org).)

TMC developed RP 325A initially as a recommendation to the end-user when purchasing new vehicles, and to vehicle original equipment manufacturers (OEMs) and radiator manufacturers when designing new cooling products for specific applications. It establishes time and mileage parameters, as well as service and maintenance characteristics for radiators in medium- and heavy-duty trucks (Class 6, 7, and 8) used in on-highway service, covering both bolted and crimped radiators as well as gaskets, mounting brackets, and hardware.

To meet the life expectancy targets set in the RP, fleets must properly maintain their radiators. Preventive maintenance of the cooling system should be done with care, and particular attention should be paid to the chemical composition of the coolant, and removal of foreign materials in the fins. Abuse of the vehicle in use as well as neglecting maintenance can significantly impact the service life of radiators and mountings.

Use of coolants must be in compliance with OEM recommendations and any addition of supplemental coolant additives (SCAs) needs to follow TMC RP 319B, *General Guidelines and Precautions on Supplemental Coolant Additives*. Anti-freeze and SCAs not meeting OEM specifications, as stated in TMC RP 302C, *Fleet Purchasing Specification for Ethylene Glycol Base Anti-freeze Coolant*, can cause premature failure of radiators, along with the potential of preventing a successful warranty claim.

TMC is looking for your help in providing your needs and subject matter expertise in several new Task Forces that will meet for the first time at the TMC Fall Meeting on Monday, September 13 in Cleveland, Ohio. TMC's S.5 Fleet Maintenance Management Study Group will begin laying out the structure for implementation of Health Ready Component Standards

(See *Technical Difficulties*, page 4)



## Events

- Sept. 7-9 — North American Rail Shippers Annual Meeting, Chicago; <https://www.railshippers.com>.
- Sept. 9 — California Trucking Association Safety Council Meeting, Virtual; <https://members.caltrux.org>.
- Sept. 12-16 — TMC's 2021 Fall Meeting & Transportation Technology Exhibition; National Technician Skills Competition (TMC SuperTech); Cleveland, Ohio; [tmcfall.trucking.org](https://tmcfall.trucking.org).
- Sept. 12-18 — National Truck Driver Appreciation Week (NTDAW); <https://www.trucking.org/national-truck-driver-appreciation-week>.
- Sept. 19-24 — National Technician Appreciation Week (NTAW); <https://tmc.trucking.org/blog/2021-national-technician-appreciation-week>.
- Sept. 21-23 — Fleet Safety Week, Online; <https://www.fleetsafetyconference.com>.
- Sept. 28-30 — North American Commercial Vehicle Show, Atlanta; <https://nacvshow.com/>.
- Oct. 23-27 — ATA's Management Conference & Exhibition, Nashville, Tenn. <https://www.trucking.org>.
- Nov. 8-10 — ATA National Accounting & Finance Council (NAFC) Annual Conference & Exhibition, Charlotte, NC <https://nafcanual.trucking.org/>.
- Nov. 15-17 — ATA Moving & Storage Conference National Event, Austin, Texas. <https://www.trucking.org/moving-storage-conference>.
- March 7-10, 2022 — ATA Technology & Maintenance Council (TMC) Annual Meeting & Transportation Technology Exhibition, Orlando, Fla. [tmcannual.trucking.org](https://tmcannual.trucking.org).



## Technical Tips

### TMC RP 1705, Guidelines for Corrosion Protection During Chassis Modifications

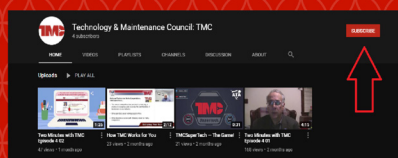
TMC's RPs: Tech Tools the Pros Use is a bulletin produced by ATA's Technology & Maintenance Council to increase knowledge and skills of technicians by actively encouraging them to utilize TMC Recommended Practices (RPs) which have direct relevance to technician's daily activities. The RPs featured in this series have been selected from the current TMC Recommended Practices Manuals by fleet maintenance executives who chair the TMC Study Groups which develop and maintain them. The RP highlighted in this bulletin should be a part of every technician's tool kit of "go-to" information resources. This edition of Tech Tools the Pros Use focuses on TMC RP 1705, *Guidelines for Corrosion Protection During Chassis Modifications*. TMC encourages its members to share this

bulletin with shop operations and individual technicians.

S.17 Collision and Corrosion Study Group Chairman Chris Sterwerf recommended RP 1705 as essential for technicians to have a useful basis for making chassis and frame repairs, because with today's light-weighting of vehicle construction means that something as simple as welding can have expensive unintended consequences.

You can find a short video detailing this RP on TMC's YouTube channel by searching "Technology & Maintenance Council." The complete current TMC Recommended Practices Manuals, as well as copies of individual RPs and other technical resources can be obtained through ATA Business Solutions (<https://www.atabusinesssolutions.com/Shopping/>), selecting TMC under the "categories" filter.

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#TMCFall21

## Technical Difficulties

(Continued from Page 2)

utilizing both SAE Recommended Practice JA 6268 and the TMC Vehicle Maintenance Reporting Standards (VMRS); S.5 will also look at updating TMC RPs 511 and 520 for refrigerant recovery/flushing. TMC's S.18 Automated and Electric Vehicle Study Group will launch a Task Force to set practices for electric vehicle pre-trip inspection and TMC's S.1 Electrical Study Group will conduct an exploratory discussion on Out of Service (OOS) for rear-facing LED lighting, which likely will lead to establishing a new Task Force at the TMC's 2022 Annual Meeting.

Even if you can't make the trek to our first face-to-face encounter in 18 months, be sure to engage with your maintenance professional colleagues by becoming active in these or any of TMC's more than 100 working Task Forces. It's as simple as going into TMC Connect and finding the Task Force that interests you via the Community Navigator. Then just hit the "join community" button and you are in. It also helps to reach out to the Task Force chairperson and offer your assistance for the ongoing work between public meetings. Be cool and be part of these hot projects!

—Jack Legler, TMC  
Technical Director

## ATRI Issues Call for Driver Input on Job Motivations and Satisfaction

The American Transportation Research Institute (ATRI) launched a new data collection initiative to better understand the motivating factors for being an owner-operator, independent contractor, or company driver. This research was identified by ATRI's Research Advisory Committee as a top research priority in 2020.

Drivers are asked to provide input through an online data collection form that will measure what job-related factors contributed to becoming an owner-operator, independent contractor, or company driver and whether those expectations have been met. This timely research will provide valuable insight into understanding how drivers could be impacted by legislative and regulatory actions that may impact the way in which

drivers are classified.

"This ATRI data collection initiative will be critical to understanding why drivers choose the type of employment they do. The motivations behind these choices and their level of satisfaction are important for understanding what types of employment opportunities drivers are looking for and why," said Tom Weakley, OOIDA Foundation Director of Operations and a member of ATRI's Research Advisory Committee.



The data collection form is available online at <https://www.research.net/r/ATRI-OO-IC-Survey>, and drivers are asked to complete the survey by Friday, September 17, 2021. All submitted data will be kept strictly confidential and participants will receive an advance copy of the full report.

Listen to

## Tech Talk With TMC

on *The Dave NEMO Show*

For show schedule, visit:  
<http://radionemo.com> or  
<http://tmc.trucking.org>

Join Dave Nemo and TMC Executive Director Robert Braswell

Tuesdays at 10 am Eastern, 9 am Central

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## TechForce Shares Resources for Aspiring and Working Techs

**T**echForce Foundation, a national 501(c)(3) nonprofit, has launched its national “Because I’m a Tech...” campaign featuring a diverse group of technicians sharing their stories of successful and secure careers. TechForce celebrates the campaign with the release of its updated Ultimate Guide to Transportation Technician Careers – [TechForce.org/CareerGuide](http://TechForce.org/CareerGuide).

Transportation technology is critical to the American economy, and the demand for technicians is surging. Yet, many students planning their futures and individuals considering career changes don’t realize the opportunities and the potential for success as transportation techs. Often underestimated as “blue collar,” or “grease monkey” jobs, today’s technicians are actually high-tech “new collar” workers who depend on their computer skills and fluency with the latest technology.

“A modern car runs on approximately 100 million lines of computer code, more than twice that of the NASA space shuttle,” says Jennifer Maher, CEO & Executive Director for TechForce Foundation. “Now, with electric vehicles set to become more common than ever before, the list of STEM (science, technology, engineering and math) skills transportation techs need continues to grow. These are skilled, well-paying, technical jobs that literally keep America rolling.”

(See **TechForce**, page 7)

## Locomotion, ZF Partner on Autonomous Truck Safety

**L**ocomotion has announced a comprehensive agreement with ZF, one of the largest automotive and commercial vehicle suppliers in the world, for joint development of steering units to enhance autonomous truck safety.

Under the terms of the agreement, ZF and Locomotion will collaborate to develop and test the Level 4 (L4) capable ReAX steering systems in real-world conditions. This steering system integrates market-leading electronic technology with redundant hardware, which is critical for the safe deployment of autonomy.

“We’re excited to work with ZF, which brings its expertise from the automotive sector to commercial vehicles, and it’s a great opportunity to drive the safest deployment of Locomotion’s autonomous trucking product portfolio,” said Dr. Çetin Meriçli, Locomotion’s co-founder and CEO. “Safety is the bedrock of every phase in our deployment of autonomous truck technology services.”

Locomotion is on a mission to re-engineer the world’s supply chain for autonomy, starting with a portfolio of autonomous

truck technology, each equipped with the L4 ReAX steering unit.

L4 ReAX offers full redundancy to achieve rigorous safety standards, which ensure that a system functions correctly and demonstrates the ability to maintain safe operations at all times by detecting and managing faults.

“We are pleased to collaborate with Locomotion on its phased approach to developing autonomous trucking technology,” explained Julien Plenchette, Vice President, Americas, Commercial Vehicle Division, ZF Group. “Locomotion’s unique and practical approach with initial human-guidance offers an opportunity to get to market earlier, which provides ZF with real-world data in order to enhance our technology.”

Locomotion is aiming to deploy its first product line, Autonomous Relay Convoy, in late 2022, starting with Wilson Logistics and following with PGT Trucking to fulfill the contracts for a total of 2120 trucks between the two customers.



### New TMC Member Contact Info?

**W**hen your mailing address changes, don’t forget to let TMC know so your membership benefits can follow you.

Some member contact information can be changed online by logging into “My Account” at <http://www.ATABusinessSolutions.com>. Use the unique email address from your TMC mem-

ber record as your USER ID and then set your own password. If you need help with this, call TMC at 703-838-1763 or email [tmc@trucking.org](mailto:tmc@trucking.org). For security reasons, individuals usually can’t change their company name online, so if you change jobs, contact us and we’ll do that for you.



## Research Shows In-Person Events Safer Than Daily Activities

As the Delta Variant causes uncertainty around returning to normal activities, new primary research and predictive modeling shows that attending large in-person business events are safer than many daily activities and that hosting the events does not increase local COVID-19 case rates. In fact, for recent August events, the infection rates were as much as 95 percent lower than the U.S. at large. Modeling found risks of infection at events to be as much as eight times less than the metro area where they were being held.

Attendee vaccination rates, the controllable nature of events, and a correlation between the eagerness of participants to return to events with their willingness to adopt additional health and safety protocols are key factors.

The findings are the result of a research partnership between Freeman, a global leader in events, and Epistemix, a computational modeling software company that develops simulations to fight disease and inform public health policy.

"Based on the data we've seen, attending an in-person event is no riskier—in fact, less risky than essential daily activities," said Freeman CEO Bob Priest-Heck. "Businesses and organizations want to get back to events for critical commerce, networking, and exchange of ideas. This research provides the framework for doing so safely."

In-person business event participants are more likely to be vaccinated than the U.S. population, reflecting a vaccination rate above 80 percent and creating vaccination coverage that drastically cuts

(See *Delta Variant*, page 10)

## TMC Job Exchange

### Position Available — Peterson Manufacturing, Director of Fleet Sales

#### DESCRIPTION:

Peterson Manufacturing Company is an industry-leading innovator in the design, building and delivering of vehicle safety lighting and harness systems. We have built our reputation by providing solutions to our customers' most difficult problems. We take pride in using the latest technologies and automated assembly equipment to provide quality products with maximum value. Peterson Manufacturing, an ISO 9001:2015 certified company, is a key subsidiary of Peterson Corporation, eight highly specialized companies and nearly 600 associates working in global transportation-related industries. Peterson Manufacturing is a privately held company with headquarters in the greater Kansas City area since 1945. Peterson Manufacturing is currently seeking a Director of Fleet Sales, reporting to the Vice President of Sales and Marketing. Interested Parties should contact:

Al Anderson, VP Sales & Marketing  
4200 E. 135th Street  
Grandview, MO 64030  
816-765-2000 x248  
aanderson@pmlights.com.

#### DUTIES:

- Recommend, design and implement a sales strategy for Peterson Manufacturing's fleet customers and prospects.
- Attends trade meetings, industry conventions and other functions as appropriate.
- Oversee the administration, sales and service activities for all assigned fleet customers on a national basis.
- Coordinate marketing activities for fleet customers and prospects in the appropriate channels.
- Prepare proposals and other pertinent sales documents as they pertain to the appropriate sales process(es).
- Work with field representatives in the areas of product familiarization, application and sales as well as service techniques and processes.
- Coordinate with OEM dealers to successfully drive new vehicle specifications.
- Coordinate the handling of technical inquiries through the Peterson Engineering Department.
- Work closely with Directors of Heavy-Duty Sales, Regional and OEM

Sales Managers, Sales Agencies and other Peterson associates to identify major sales opportunities and to coordinate activities in support of fleet sales initiatives.

#### QUALIFICATIONS:

- Ability to build and execute strategic selling initiatives.
- Successful experience in building strong customer relationships and consistently meeting or exceeding sales goals.
- Detail-oriented and highly organized self-starter with a keen ability to identify and support customer's needs.
- Demonstrated ability to communicate, present and influence effectively at all levels of an organization.
- Proven ability to drive the sales process from plan to close.
- Ability to quickly gain a broad understanding of company products and services.
- Have the ability to read and understand product drawings and electrical schematics in order to determine the appropriate Peterson product for the customer's needs.
- Have an above average mechanical aptitude and the ability to understand the market and vehicle applications of our customers and which Peterson products meet those needs.
- Have knowledge of all aspects of the commercial vehicle transportation market.
- B.A or B.S., or equivalent with emphasis in sales/marketing or engineering preferred.
- Minimum of ten (10) years in sales/marketing.
- Must be able to travel up to 75%, with regular overnight stays required.

### TMC Job Market: Getting Listed

Position Wanted or Position Available announcements are published at no charge for TMC members. Announcements should be emailed to [tmc@trucking.org](mailto:tmc@trucking.org).



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# TechForce

(Continued from Page 5)

To correct this misperception TechForce and its industry partners are sharing stories and resources to showcase accurate representations of technician careers. TechForce invites techs to join in by posting on social media and completing the phrase "Because I'm Tech..." with the accomplishments, lifestyle and other things they enjoy thanks to their technician career.

TechForce has also created the first and only social network designed and gamified for tech students and professional technicians to connect with each other, schools, industry and employers (JoinTechForce.org). The social network features the Ultimate Guide to Transportation Tech Careers and other resources, opportunities for career exploration,



scholarships, free technical training and events. The online platform

also connects schools with industry resources.

The TechForce social network is evolving and growing every day, with thousands of students, instructors and working techs using this innovative resource. TechForce was able to launch the gamified site in the midst of COVID to meet the rising demand for virtual training and social connectivity. The transportation community is both supporting it with content and using it to learn, connect, find scholarships and events, and explore job opportunities while competing for prizes and leaderboard status.

For additional information about secure, successful careers in transportation technology, visit [jointechforce.org](http://jointechforce.org).



## NHTSA Releases March Recalls

The National Highway Traffic Safety Administration (NHTSA) has released its vehicle safety defect/noncompliance notices for March 2021, including light-, medium- and heavy-duty trucks and equipment listed below. Consumers can get information on safety recall campaigns, or information on the recall of a particular vehicle make and model, by calling NHTSA's Auto Safety Hotline, 888-327-4236, or accessing the information online at <http://www.nhtsa.dot.gov>.

### Equipment

■ **Safety Belt Solutions Ltd. (Safety Belt Solutions)** is recalling certain seat belts with part number 202441-1/ MFG 35FB9. The seat belt tongues may not have been heat-treated correctly during manufacturing. As such, these seat belts fail to comply with the requirements of Federal Motor Vehicle Safety Standard (FMVSS) number 209, "Seat Belt Assemblies." Incorrectly heat-treated seat belt tongues may not properly restrain an occupant in the event of a crash, increasing their risk of injury. Safety Belt Solutions will notify the manufacturer that purchased the equipment, and Safety Belt Solutions will test the seat belts, and replace them as necessary, free of charge. Owners may contact Safety Belt Solutions customer service at +44 (0) 2393 079 064 (International number).

■ **Hyundai Motor America (Hyundai)** is recalling certain 2019-2020 Kona Electric and 2020 Ioniq Electric vehicles. The lithium-ion (Li-ion) battery may short-circuit. An electrical short in the Li-ion battery increases the risk of a fire. Hyundai will notify owners, and as an interim action, owners have the option to follow provided instructions to perform a battery update through the vehicle's infotainment system or request a Hyundai dealer to provide the update. Once parts are available, dealers will inspect the Battery System Assembly (BSA), and replace it if necessary. Repairs will be performed free of charge. Owners are advised to park their vehicles outside

and away from structures until the interim action is complete. Owners were notified of the safety risk, and the interim action, with a letter mailed April 9, 2021. A second letter will be sent once the remedy is available. Owners may contact Hyundai customer service at 1-855-371-9460. Hyundai's number for this recall is 200.

■ **Ferrara Fire Apparatus, Inc. (Ferrara)** is recalling certain 2009-2020 Aerial vehicles equipped with a positional waterway trolley. If the operator attempts to both extend the ladder, and shift from one mode to the other at the same time, the locking tabs can be broken off the locking arms. A damaged positional waterway trolley can become disconnected from the ladder and drop to the ground, increasing the risk of injury or death. Ferrara will notify owners, and dealers will adjust the proximity switches for units equipped with a positional waterway mode shift timer interlock system, free of charge. The recall began on April 20, 2021. Owners may contact Ferrara customer service at 1-800-443-9006.

■ **Altec Industries, Inc. (Altec)** is recalling certain 2017-2019 DC1317 and DRM12 Chippers equipped with a gasoline engine. The flexible section of the exhaust pipe may separate, creating an exhaust gas leak. An exhaust gas leak in the engine compartment increases the risk of a fire. Altec will notify owners, and owners will receive instructions to replace the flex pipe, free of charge.

## TLOT

(Continued from Page 1)

uate from the program I hope to help teach those who would like to learn more about the industry," he said. "I look forward to being part of a group of the next generation of transportation professionals. Transportation has been great to me in the short six years I've been involved, so I can't wait to help recruit the next group."

Like many in the industry, the prospect of emerging technology keeps Marrari excited about how all the new technology is impacting transportation in a positive way.

"I think we will continue to see new technology affect what we do on a daily basis," he added. "Over the last year I learned that the trucking community is like a big family and without it, the county would truly shut down."

Marrari is currently the Task Force Secretary for the Health Ready Component Standards within the S.5 Fleet Maintenance Management Study Group. He says he anticipates becoming more involved with the S.5 Study Group in the future.

"Rocco is a vendor of mine and approached me about how to get more involved with TMC. I appreciated his willingness to do more than "just sell" within the organization," said Amanda Schuier, S.5 Chairman, SVP, Quality Transport Company.

"He jumped immediately in to serving as a Task Force Secretary for S.5, and also has already reviewed an RP for the S.5 Study Group. I believe his contributions to the S.5 Study Group will help us stay on top of new technology initiatives related to data, workflows and software management for fleet and maintenance managers in the future. I look



*Tips*

## VMRS Get the Job Done Right

When many people think of VMRS, they think of the component and manufacturer codes; they might also be familiar with the numerous labor and equipment classification codes found in VMRS. But did you know that VMRS also contains codes for many other areas of the equipment repair industry? Now is a good time to review several of the 65 active sets of Code Keys found in VMRS.

Keeping track of the numerous claim forms processed by an equipment repair facility can be a difficult task. Is it a warranty claim or a recall, maybe it's an extended dealer service, how do you keep track? VMRS is the perfect way to keep track of any type of claim. Code Key 81 (Type of Claim) contains 12 codes that qualify the type of claim submitted. There are codes for "warranty for a registered truck recalls and extended dealer covered repairs, plus nine other codes specifically used to designate types of claims.

VMRS also contains codes

that designate the response for any claim. Code Key 83 (Claim Response Reason Codes) contains over 45 reasons involved in a claim response. There are codes that cover "core charges", "handling", "missing part number" and "mileage rollback" to name a few. It's vitally important for a fleet to track any type of claim, no matter the dollar amount. Using VMRS gives the fleet a standard method and language for compiling their claim forms.

So the next time you think of VMRS, remember it's more than just component and labor codes. VMRS is a coding convention that contains numerous codes for many facets of equipment maintenance.

The current version of VMRS is VMRS Version 2.0. To find out more about VMRS, contact me at 703-838-7928 or [jposter@truck-ing.org](mailto:jposter@truck-ing.org). You can order any VMRS product by calling 866-821-3468 or by visiting <http://www.atabusinesssolutions.com>.

—Jack Poster, VMRS Services Manager

forward to seeing his leadership advance within the organization."

As Marrari prepares to head to TMC's Fall Meeting in Cleveland, one thing he says he's really looking forward to is the opportunity to network and learn.

"I would like to continue to grow within TMC and who knows where that may

lead to. The great thing about the organization is that it is always developing new ideas to create recommended practices and I think

that is what makes the organization great," he said.

"TMC is critical to the future of the industry as carriers can come together to look at best practices and bring efficiencies to the industry."





# Toyota to Assemble Fuel Cell Modules at Kentucky Plant in 2023

Toyota intends to make fuel cell modules at its massive Kentucky auto-assembly plant for use in zero-emission big rigs and heavy-duty commercial vehicles, according to news reports.

Toyota said it's setting up a dedicated line at its Georgetown, Kentucky, plant that will begin assembling the electrochemical devices in 2023. Toyota said the dual fuel cell modules produce 160 kilowatts of continuous electricity and are part of a propulsion system that includes a high-powered battery, electric motors and hydrogen tanks supplied by partner companies. Toyota is working with its Hino truck subsidiary on hydrogen-powered semis, and will also supply fuel cell modules made in Kentucky to other manufacturers.

"Heavy-duty truck manufacturers will be able to buy a fully integrated and validated fuel cell electric drive system, allowing them to offer their customers an emissions-free option in the Class 8 heavy-duty segment," Tetsuo Oga-  
wa, president and CEO of Toyota Motor North America, said in a statement.

Toyota is setting up a dedicated line at its Georgetown, Ky, plant that will begin assembling the electrochemical devices in 2023. Toyota said the dual fuel cell modules produce 160 kilowatts of continuous electricity and are part of a propulsion system that includes a high-powered battery, electric motors and hydrogen tanks supplied by partner companies. Toyota is working with its Hino truck subsidiary on hydrogen-powered semis, and will also supply fuel cell modules made in Kentucky to other manufacturers.



# ATA, Industry Praises Modern, Clean, and Safe Trucks Act

President Joe Biden unveiled another component of his administration's plan to fight the climate crisis late August, announcing a new target that half of vehicles sold in the country by 2030 will be battery electric, fuel-cell electric or plug-in hybrid. Biden signed the executive order at the White House alongside representatives from Ford, GM and Stellantis, and members of the United Auto Workers Union. The automakers are supporting Biden's new target, announcing their "shared aspiration" that 40-50 percent of their cars sold by 2030 to be electric vehicles, according to a joint statement from the three automakers. Biden said the future of America's car manufacturing "is electric and there's no turning back."

"The question is whether we'll lead or fall behind in the race for the future," Biden said. Throughout Biden's remarks, he emphasized that a move toward electric vehicles should come with an assurance that those vehicles and the batteries powering them should be made in the US and with union workers.

The Environmental Protection Agency (EPA) and Department of Transportation (DOT) also announced Thursday they are reversing a Trump-era rollback of fuel emissions standards. The newly proposed standards from the agen-

cies for light-duty vehicles will be 10 percent more stringent than the Trump-era rules for 2023 model year vehicles, then becoming five percent more stringent each year through 2026 model year vehicles.

The proposed emissions standard for mileage year 2026 is 52 miles per gallon, up from 43.3 miles per gallon under the Trump administration, which is the current mileage standard. The new standard is also up from 50.8 miles per gallon under the Obama administration rules for mileage year 2026.

The Biden administration's proposed standard would translate to a label value -- what the consumer would see on a new car sticker -- of 38.2 mpg. The EPA estimates that implementing these standards would avoid 2.2 billion tons of carbon dioxide emissions through 2050.

The agencies also announced a separate set of regulations to reduce greenhouse gas emissions for heavy-duty trucks. The first rulemaking process for trucks is expected to be finalized next year, and will apply to heavy duty vehicles starting with the 2027 mileage year, according to the EPA.

Advocates also called on Biden to implement stronger emissions standards, rather than calling on automakers to hit targets.



## NTAW

(Continued from Page 1)

commitment of professional technicians. Professional technicians perform one of the most demanding and critical roles in trucking. This week will not only acknowledge the extraordinary efforts of these dedicated professionals, but also help attract prospective talent to one of the most in-demand careers in the industry.

"We are very excited to launch the second annual National Technician Appreciation Week, highlighting the professional technicians that are so indispensable to the industry," said TMC Executive Director Robert Braswell. "Technicians are part of the backbone of the trucking industry. Without them, making sure vehicles are ready for service and in safe condition, drivers can't make the deliveries we rely on. This is the perfect time for our industry and the general public to show their appreciation and say, 'Thank you' to these important individuals and the valuable work they do."

Those interested in utilizing the official 2021 NTAW logo may apply for permission to do so at <https://www.trucking.org/ntaw-logo-request-form>.

For more information on NTAW, scheduled for September 19-25, visit <http://tmc.trucking.org>.

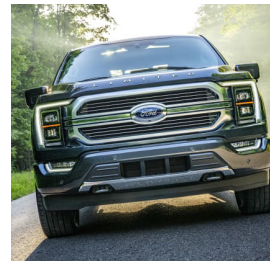


## Ford to Cut F-150 Pickup Truck Production Due to Chip Shortage

Ford Motor is cutting production of its highly profitable F-150 pickup truck and two other vehicles next week due to the ongoing global shortage of semiconductor chips, according to a news release.

The Ford Oakville plant builds the Ford Edge and Lincoln Nautilus crossovers. Kansas City assembles the F-150. Ford also will cut two of three shifts next week at its Dearborn Truck Plant in Michigan, which produces the F-150.

"Our teams continue making the most of our available semiconductor allocation, finding unique solutions to provide as many high-quality vehicles as possible to our dealers and customers," the company said in a statement.



The Kansas City plant was already down this week due to the chip shortage.

The parts shortage has caused rolling shutdowns of automotive assembly plants globally throughout this year. Ford has been hit particularly hard by the lack of chips, losing about 50 percent of its planned production in the second quarter. The origin of the shortage dates to early last year when Covid caused rolling shutdowns of vehicle assembly plants. As the facilities closed, the wafer and chip suppliers diverted the parts to other sectors such as consumer electronics, which weren't expected to be as hurt by stay-at-home orders. The problem is expected to cost the global automotive industry \$110 billion in revenue in 2021, according to consulting firm AlixPartners.

## Delta Variant

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transmission of COVID-19 at those events regardless of the gathering size.

Despite some concerns over the Delta variant, the majority of attendees and exhibitors want to return to in-person events, and over 90 percent are not opposed to additional health and safety protocols to enable them to gather safely. Further, those who do not support additional protocols say they instead choose to stay home, mitigating any added risks of potential in-

fections.

Freeman has been tracking participant sentiment with over 3 million responses to date. This is the largest industry panel available on attitudes and behaviors related to COVID-19 and in-person business events.

Epistemix, a computational modeling software company that develops simulations to fight disease and inform policy of the CDC, WHO and the federal, state, and local government, has developed a robust approach that enables it to model the risk of infection and subsequent impact on local

hospitals due to in-person business events. The modeling represents more than two dozen cities and key event destinations with back-testing confirming its model forecasts.

The business events industry is a growth engine essential to local economies and businesses that are heavily reliant on the spending brought about by foot traffic and travel from events. The impact of not having business events is felt by exhibitors that depend on events to meet customers and make sales, and the service providers, whose workers have been out



## EPA Celebrates 30 Years of Green Lights Program

This year, The Environmental Protection Agency (EPA) is celebrating the 30th Anniversary of the founding of Green Lights, the agency's first climate partnership program, as well as its legacy. As an Affiliate Partner in SmartWay, one of EPA's current climate partnership programs, and the only partnership program in OTAQ, we invite you to join in the celebration, and help us spread the word about our impacts.

Over the years, EPA's Climate Partnership Programs have served to broaden and diversify the agency's climate approach—working hand-in-hand with the tens of thousands of private sector partners and state and local governments to achieve more than would be possible through federal regulations alone. EPA's Climate Partnership Programs like SmartWay have helped Americans save more than \$500 billion and achieve more than 6 billion metric tons of greenhouse gas emissions, a total which exceeds all U.S. carbon dioxide emissions in 2019.

In 2019 alone, these programs drove reductions equivalent to 8 percent of total U.S. greenhouse gas emissions.

SmartWay program successes — since 2004, U.S. trucking companies have saved \$41.8 billion on fuel costs and SmartWay has helped its partners save 312 million barrels of oil- equivalent to eliminating annual electricity use in over 20 million homes.

EPA has created a dedicated website at [www.epa.gov/30climate](http://www.epa.gov/30climate). In addition to a press release issued by EPA headquarters, the EPA posted a retrospective report, fact sheets, timeline, and more.

## TMC

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said ATA President and CEO Chris Spear. "The TMC Fall Meeting has already seen strong registration, reflecting our members' desire to resume meeting and their belief in our commitment to their wellness. We are very much looking forward to seeing them in Cleveland in September."

The event — whose theme is "Mastering the New Realities of Maintenance Management" —will feature TMC's customary slate of outstanding educational sessions, focusing on vehicle electrification, future vehicle design and communication technologies, as well as other topics including advanced driver assistance systems, electromechanical braking systems, spec'ing vehicles for 2022 and beyond and much more. Registrations have been brisk for the four-day event, and there is limited availability of hotel space; however, TMC is working to accommodate strong demand for lodging from attendees.

TMC's 2021 Fall Meeting also marks the return of the National Technician Skills Competition — TMC SuperTech. While the COVID-19 pandemic forced the Council to curtail the competition in 2020, TMC's Professional Technician Development Committee is welcoming technicians to compete in Cleveland. Due to social distancing and space limitations, TMC SuperTech 2021 will consist of a one-day, one-track competition featuring a written test and 11 skills stations, organized in a table-top format similar to that of the Day 1 track of recent TMC SuperTech competitions. TMC SuperTech 2021 will showcase the high degree of skill and knowledge shown everyday by truck-

ing industry technicians. And it's trucking's only industry-wide competition dedicated to honoring technician professionalism.

"For more than six decades, TMC has worked to raise professional and technical standards for the trucking industry," said TMC Executive Director Robert Braswell. "This fall meeting is an important part of that — not just to see what is available in the field on the exhibit hall floor — but to have the opportunity to discuss



and learn about the latest advances in truck technology in our myriad of task forces and educational sessions. TMC leadership is committed to providing this experience for our members in a safe and responsible way."

"There's been a great pent-up demand among Council members to assemble in-person and we're pleased at the response to our 2021 Fall Meeting agenda," said TMC General Chairman and Treasurer Stacy Earnhardt, vice president of asset management and specialized services, Best Logistics Group. "We're all very excited about gathering in Cleveland to discuss the pressing technical issues of the day and view the latest in truck technology."

For more information, or to register, for the Council's 2021 Fall Meeting visit <https://tmcfall.trucking.org/>. For a look at how TMC is encouraging members to attend safely, visit [https://tmcfall.trucking.org/sites/default/files/TMCFall21\\_SafeAndHealthy.pdf](https://tmcfall.trucking.org/sites/default/files/TMCFall21_SafeAndHealthy.pdf).



## ATA Truck Tonnage Index Decreased 1.2 Percent in July

American Trucking Association's (ATA) advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 1.2% in July after falling two percent in June. In July, the index equaled 109.8 (2015=100) compared with 111.1 in June.

"Softness in tonnage over the last few months is due more to supply constraints, rather than a big drop in freight volumes," said ATA Chief Economist Bob Costello. "Not only are there broader supply chain issues, like semi-conductors, holding tonnage back, but there are also industry specific difficulties, including the driver shortage and lack of equipment. For-hire truckload carriers are operating fewer trucks than a year earlier. It is difficult to haul significantly more freight with fewer trucks and drivers.

"In addition to these supply issues, retail sales and housing starts, both large drivers of truck freight, retreated in July, although both rose on a year-over-year basis," he said.

June's reading was revised down to two percent from our July 20 press release.

Compared with July 2020, the SA index fell 2.9 percent, which was the first year-over-year drop since March. In June, the index was flat from a year earlier. Year-to-date, compared with the same seven months in 2020, tonnage is down 0.2 percent. The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 111.9 in July, 3.2% below the June level (115.6). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by con-



## Kenworth TruckTech+ Remote Available for Medium-Duty Models

The Kenworth TruckTech+ Remote Diagnostics system is now available as an option for Kenworth's new medium duty conventional models, according to a company press release.

Kenworth TruckTech+ Remote Diagnostics provides real-time engine health information to fleet managers/Kenworth dealers to optimize truck uptime and productivity, according to the company. It also allows fleets to track the location of their Kenworth trucks.

Fleets and truck operators can now buy a 24-month Kenworth TruckTech+ Remote Diagnostics subscription when purchasing new Kenworth T180, T280, T380 and T480 models equipped with the Paccar PX-7, and Paccar PX-9 engine. The T280, T380, and T480 of-

fer the system when specified with a Cummins Westport L9N natural gas engine.

Kenworth TruckTech+ notifications help guide the driver, notifying the driver if no action required, to address the alert code during the next service interval, head to a dealer for service, or pull over to prevent possible damage.

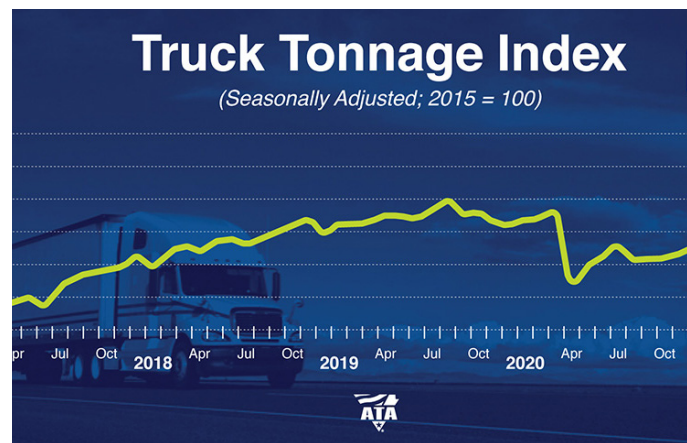
If the driver needs to take the truck in for service, the system finds the locations of the three closest repair facilities. The data is sent to the secure Paccar Solutions web portal so the fleet manager can review the truck's location, status, identified issue, and recommended solution.

The data can also be sent to the servicing dealer in advance to prepare to work on the truck.

tract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5 percent of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been do-



ing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.