Turning Experience Into Practice at
TMC’s 2014 Annual Meeting & Transportation Technology Exhibition!

Comprised of a broad collection of experienced fleets, equipment suppliers and service providers, TMC is the only industry association that is focused solely on truck technology and maintenance. Using their real world experience, members work together to create the industry’s best practices in truck technology and maintenance to help improve trucking equipment and transportation efficiencies throughout North America.

If you’re not a TMC member, this is a golden opportunity to see what TMC can offer you. Most first-time attendees come to their next TMC event as members!

More than just a trade show, TMC is home to trucking’s leading fleet professionals, vehicle manufacturers, and component suppliers. It is the industry’s leading forum for getting things done collaboratively.

From brakes to bearings, from scanners to software, the Technology & Maintenance Council’s (TMC) Study Groups and Task Forces cover it all.

The Industry’s Only Organization Dedicated to Truck Technology and Maintenance

Whether your interest is staying current on equipment, maintenance or technology issues, there’s no better venue than TMC meetings to catch up on industry-specific news.

Rich 50-Year History Setting Maintenance and Engineering Standards

TMC is a place for serious work, and our dedication to the cooperative development of voluntary industry best practices is evident through the publication of the Council’s Recommended Engineering and Maintenance Practices adopted by industry. These practices represent more than 55 years of industry knowledge. Today, TMC’s growth and strength comes from its pioneers and visionaries who have dedicated much of their lives to the Council.

Collaborative Problem Solving on Complex Industry Issues

If you’re a TMC member, or your company is an ATA member, you are part of an important team dedicated to improving our industry in a way that no other group can. But if you haven’t attended TMC’s Annual Meeting and Transportation Technology Exhibition before, you’re missing out on an important aspect of TMC/ATA membership.

Annual Meeting veterans will attest that attending TMC meetings maximizes their membership investment. It enables both fleets and suppliers to make personal contact with an incredible cross-section of the industry’s most important and influential equipment and technology specialists, putting you in touch with North America’s top technical professionals and fleet decision makers.

Unparalleled Access to Industry Experts

For fleets, this means having direct access to information on equipment and technology specifications and maintenance best practices.

At TMC, equipment and technology professionals can:

- Attend the industry’s most innovative educational sessions covering all aspects of vehicle maintenance and design. Planned by fleets, for fleets.
- Gain and share information with hundreds of your peers at TMC’s Shop Talk, a free-form discussion on equipment issues.
- Resolve troubling equipment issues at TMC’s Town Meeting and Fleet Operators’ Forum.
- Participate in voluntary standards-setting efforts through TMC’s Study Groups and Task Forces, which are tackling important issues such as electronic logging devices, natural gas powered vehicles and emerging onboard technologies.
- Witness and participate in the most informative technical event — TMC’s Transportation Technology Exhibition. TMC’s exhibition makes available to attendees the best minds on equipment issues in the trucking industry.
- Participate in TMC’s Future Truck Initiative. As the only industry association that is focused solely on truck technology and maintenance, TMC and its member companies work together with OEM’s to create the industry’s standards for future truck technology and equipment that help ensure that the truck of the future is one that is the most efficient to operate and maintain.
Where else can you get access to all this information? And we even include a host of meals during the week — a big savings for budget-conscious fleets. Here’s what you get for your full meeting registration:

- Access to more than 12 educational sessions
- Entrance to ‘Trucking’s Complete Technology Tradeshow’
- Chance to participate in over 100 industry task forces
- Two breakfast events
- Three luncheon events
- Three evening receptions
- TMC’s Annual Banquet
- TMC’s Fleet Operators’ Forum
- Unequalled networking opportunities
- Access to the industry’s best technical experts

Fleet or supplier, TMC offers so much for you. We’re North America’s premier technical conference for trucking, and it’s an event you simply must attend to stay current on industry practices. There’s simply no other venue that offers so much information on how to maximize fleet performance and efficiency. It’s your one-stop shop for fleet education, supported by the industry’s only user-driven best practices.

At TMC, we’re creating value through maintenance and equipment efficiencies, and we look forward to seeing you in Nashville this March!
## TMC 2014 Annual Meeting Schedule

### March 10-13, 2014

<table>
<thead>
<tr>
<th>Day</th>
<th>Time</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Saturday, March 8</strong></td>
<td>Noon - 8 pm</td>
<td>Exhibit Setup</td>
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<tr>
<td><strong>Sunday, March 9</strong></td>
<td>8 am - 5 pm</td>
<td>Exhibit Setup</td>
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<tr>
<td>10 am - 5 pm</td>
<td>Registration Desk Open</td>
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<tr>
<td>8 - 10 am</td>
<td>Strategic Planning Committee Meeting</td>
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<tr>
<td><strong>10-11 am</strong></td>
<td>Future Truck Committee Meeting</td>
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<tr>
<td>10 am - Noon</td>
<td>Member Outreach Committee Meeting</td>
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<tr>
<td><strong>11 am - Noon</strong></td>
<td>Future Truck Task Force Leadership Meeting (Closed)</td>
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<tr>
<td><strong>11:30 am - Noon</strong></td>
<td>New Directors Meeting (Closed)</td>
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<tr>
<td>Noon - 1 pm</td>
<td>TMC Officers Meeting (Closed)</td>
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<tr>
<td><strong>1:15 - 3:15 pm</strong></td>
<td>Study Group and Meeting Planning Committee Meetings (Closed)</td>
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<tr>
<td><strong>3:30 - 5:30 pm</strong></td>
<td>Board of Directors Meeting (Closed)</td>
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<tr>
<td><strong>4 - 5 pm</strong></td>
<td>Professional Technician Development Committee Meeting</td>
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<tr>
<td><strong>5 - 6 pm</strong></td>
<td>Secretaries Meeting</td>
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<tr>
<td><strong>5 - 6 pm</strong></td>
<td>Sergeant-at-Arms and Meeting Mechanics Meetings (Closed)</td>
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<tr>
<td><strong>5:30 - 6 pm</strong></td>
<td>New Board Meeting and Officers’ Election (Closed)</td>
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<tr>
<td><strong>6 - 7 pm</strong></td>
<td>Recognized Associates Meeting (Closed)</td>
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<tr>
<td><strong>7 - 7:45 pm</strong></td>
<td>CCJ Reception (Closed)</td>
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<tr>
<td><strong>8 - 10 pm</strong></td>
<td>CCJ Fleet Maintenance Executive Career Leadership Dinner (By Invitation Only)</td>
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<tr>
<td><strong>Monday, March 10</strong></td>
<td>6:45 am - 7:30 pm</td>
<td>Registration Desk Open</td>
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<tr>
<td><strong>6:30 - 8 am</strong></td>
<td>Study Group Leadership Breakfast Meetings (Closed)</td>
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<tr>
<td><strong>7 am - Noon</strong></td>
<td>Exhibit Setup</td>
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<tr>
<td><strong>7 - 8 am</strong></td>
<td>First Time Attendees and New Member Orientation / Breakfast (Morning Session)</td>
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<tr>
<td><strong>8 am - 4 pm (8 hours)</strong></td>
<td>Task Force Meetings</td>
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<tr>
<td><strong>2:30 - 4 pm</strong></td>
<td>PTDC Committee Meeting (closed)</td>
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<tr>
<td><strong>3 - 3:30 pm</strong></td>
<td>First Time Attendees and New Member Orientation — (Repeat of Morning Session)</td>
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<tr>
<td><strong>4 - 5 pm</strong></td>
<td>Fleet Talk</td>
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<tr>
<td><strong>4 - 5 pm</strong></td>
<td>Full Associates Meeting (Associates Only)</td>
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<tr>
<td><strong>5:15 - 6:15 pm</strong></td>
<td>Fleet Operators’ Forum/Town Meeting</td>
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<tr>
<td><strong>6:30 - 8:30 pm (2 hours)</strong></td>
<td>Exhibition Grand Opening and Reception</td>
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<tr>
<td><strong>Tuesday, March 11</strong></td>
<td>6:45 am - 5 pm</td>
<td>Registration Desk Open</td>
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<tr>
<td><strong>7 - 8:30 am</strong></td>
<td>TMC Kickoff Breakfast</td>
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<tr>
<td><strong>7:45 am</strong></td>
<td>Featured Speaker: Phil Byrd, President &amp; CEO, Bulldog Hiway Express</td>
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<tr>
<td><strong>8:45 - 10:15 am</strong></td>
<td>Technical Session #1: Fuel Efficiency and Vehicle Emissions Regulations: Now and for the Foreseeable Future</td>
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<tr>
<td><strong>10:30 am - 2:30 pm (4 hours)</strong></td>
<td>Walk-Around Luncheon, Coffee Break and Exhibition Viewing</td>
<td></td>
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<tr>
<td><strong>2:45 - 4:15 pm</strong></td>
<td>Study Group Sessions: S.6 Chassis and Brake Systems S.14 Light- &amp; Medium-Duty &amp; Specialty Trucks</td>
<td></td>
</tr>
<tr>
<td><strong>4:30 - 5 pm</strong></td>
<td>Study Group Business Sessions (S.3, S.5, S.11, PTDC, CCAC Business Sessions Only; No Educational Sessions)</td>
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<tr>
<td><strong>5 - 7 pm (2 hours)</strong></td>
<td>Exhibit Viewing and Reception</td>
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<tr>
<td><strong>Wednesday, March 12</strong></td>
<td>6:30 - 7:30 am</td>
<td>Buffet Breakfast</td>
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<tr>
<td><strong>6:30 am - 5 pm</strong></td>
<td>Registration Desk Open</td>
<td></td>
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<tr>
<td><strong>7:30 - 9 am</strong></td>
<td>Technical Session #2 The Low Down on Low-Viscosity Engine Oils</td>
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<tr>
<td><strong>9 - 12:30 am (3.5 hours)</strong></td>
<td>Final Exhibit Viewing Period &amp; Coffee Break</td>
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<tr>
<td><strong>12:30 - 5 pm</strong></td>
<td>Exhibit Teardown</td>
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<tr>
<td><strong>Thursday, March 13</strong></td>
<td>7 am - Noon</td>
<td>Registration Desk Open</td>
</tr>
<tr>
<td><strong>6:30 – 7:30 am</strong></td>
<td>Buffet Breakfast</td>
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<tr>
<td><strong>7 am - 5 pm</strong></td>
<td>Exhibit Teardown</td>
<td></td>
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<tr>
<td><strong>7:30 - 9 am</strong></td>
<td>Study Group Sessions: S.1 Electrical S.16 Service Provider</td>
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<tr>
<td><strong>9:15 - 9:30 am</strong></td>
<td>Coffee Break</td>
<td></td>
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<tr>
<td><strong>9:30 – 11:15 am</strong></td>
<td>Shop Talk</td>
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<tr>
<td><strong>11:15 - 11:45 am</strong></td>
<td>Fleet Operators’ Forum Wrap-up</td>
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<tr>
<td><strong>Noon - 1 pm</strong></td>
<td>Administrative Wrap-up Meeting (Closed)</td>
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<tr>
<td><strong>1:15 - 2:15 pm</strong></td>
<td>Board of Directors Meeting (Closed)</td>
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</table>
2014 Annual Meeting Overview

TMC Returns to Nashville
Join us in Nashville for TMC’s 2014 Annual Meeting & Transportation Technology Exhibition. We’re beginning a four-year run at Nashville’s new Music City Center, which will host TMC’s Annual Meeting through 2017.

SUNDAY, MARCH 9
- Sunday, March 9 is TMC Leadership and Press Conference Day.
- This is when TMC holds its organizational meetings and press conferences are held for the trade press and media.

MONDAY, MARCH 10 (Meeting Officially Starts)
- Monday, March 10 is Task Force Day.
- First Timer’s orientation starts at 7 am; repeats at 3 pm.
- TMC Task Forces are held from 8 am - 4 pm.
- The day concludes with TMC’s Town Meeting/Fleet Operators’ Forum (featuring Silver Spark Plug award presentations) and TMC’s Exhibit Grand Opening.

TUESDAY, MARCH 11
- Educational Sessions begin Tuesday.
- TMC Kickoff Breakfast starts at 7 am.
- Walk-around Luncheon and Exhibition Viewing runs from 10:30 am - 2:30 pm
- Evening viewing period runs from 5 - 7 pm

WEDNESDAY, MARCH 12
- Educational Sessions continue on Wednesday.
- TMC’s final exhibit viewing period runs from 9 am - 12:30 pm.
- Industry Awards Luncheon takes place from 12:45 – 2:15 pm
- Our Annual Reception and Banquet occurs Wednesday evening.

THURSDAY, MARCH 13
- Educational Sessions continue Thursday morning.
- TMC’s Shop Talk runs from 9:30 – 11:15 am.
- Final session — TMC’s Fleet Operators’ Forum Wrap-up — concludes at 11:45 am
### Task Force Schedule  Monday, March 10, 2014

**S.1  Electrical —Chairman: Curtis Cummings**

<table>
<thead>
<tr>
<th>Task</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP Updates (S.1)</td>
<td></td>
</tr>
<tr>
<td>RP 105C Update (Battery Cable Assemblies)</td>
<td></td>
</tr>
<tr>
<td>Guidelines for Battery Disconnect Switches</td>
<td></td>
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<tr>
<td>Electric Vehicle Charging Infrastructure and Interface</td>
<td></td>
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<tr>
<td>RP 156 Update (Electrical Circuit Protection Components)</td>
<td></td>
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<tr>
<td>RP 141 Update (Trailer ABS Power)</td>
<td></td>
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<tr>
<td>Forklift Voltage Drop Test Procedure (Joint S.1/S.7)</td>
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<tr>
<td>Liftgate Voltage Drop Test Procedure (Joint S.1/S.7)</td>
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<tr>
<td>Solar Power for Commercial Vehicles</td>
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<tr>
<td>RP 137C Update (Antilock Power for Tractors)</td>
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<tr>
<td><strong>T. Cross</strong></td>
<td>8 – 8:30 am</td>
</tr>
<tr>
<td>C. Groeller/F. Kelly</td>
<td>8:30 – 9:30 am</td>
</tr>
<tr>
<td>B. Jeffries</td>
<td>9:30 – 10 am</td>
</tr>
<tr>
<td>C. Groeller</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>M. Nolan</td>
<td>11 – 11:30 am</td>
</tr>
<tr>
<td>B. Henningson</td>
<td>11:30 am – Noon</td>
</tr>
<tr>
<td>B. Jeffries</td>
<td>Noon – 1 pm</td>
</tr>
<tr>
<td>B. Purkey</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>J. Mallow</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>D. Henningson</td>
<td>3 – 4 pm</td>
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**S.2  Tire & Wheel —Chairman: Randy Obermeyer**

<table>
<thead>
<tr>
<th>Task</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>RP Updates (S.2)</td>
<td></td>
</tr>
<tr>
<td>Case Studies for Proper Tire Inflation Maintenance</td>
<td></td>
</tr>
<tr>
<td>Understanding Wheel Offset and Inset</td>
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<tr>
<td>ATIS Installation and Maintenance Guidelines</td>
<td></td>
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<tr>
<td>Total Cost of Tire Ownership</td>
<td></td>
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<tr>
<td>Jacking and Lifting New Tractors</td>
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<tr>
<td>Usage Guidelines for Retired Steer Tires</td>
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<tr>
<td>Usage Guidelines for Retreaded Steer Tires</td>
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<tr>
<td>Wheel Refinishing Out of Service Guidelines</td>
<td></td>
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<tr>
<td>Procedures for Checking Runout</td>
<td></td>
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<tr>
<td>Troubleshooting Radial Tire Irregular Wear</td>
<td></td>
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<tr>
<td><strong>P. Fisher</strong></td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>A. Cohn</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>C. Putz</td>
<td>10 – 10:30 am</td>
</tr>
<tr>
<td>A. Cohn</td>
<td>10:30 – 11:30 am</td>
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<tr>
<td>G. Walenga</td>
<td>11:30 – Noon</td>
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<tr>
<td>K. Rohlwing</td>
<td>12:30 – 1 pm</td>
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<tr>
<td>N. Ball</td>
<td>1 – 1:30 pm</td>
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<tr>
<td>N. Ball</td>
<td>1:30 – 2 pm</td>
</tr>
<tr>
<td>B. Uzarek</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>D. Walters</td>
<td>3 – 3:30 pm</td>
</tr>
<tr>
<td>D. Jones</td>
<td>3:30 – 4 pm</td>
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**S.3  Engines —Chairman: David Foster**

<table>
<thead>
<tr>
<th>Task</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP Updates</td>
<td></td>
</tr>
<tr>
<td>Short Fuel Filter Service Life</td>
<td></td>
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<tr>
<td>LNG/CNG</td>
<td></td>
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<tr>
<td>Proper Coolant Filling of Diesel Engines</td>
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<tr>
<td>Maintenance Guidelines for Non-Aqueous Coolants</td>
<td></td>
</tr>
<tr>
<td><strong>M. Martinelli</strong></td>
<td>8 – 10 am</td>
</tr>
<tr>
<td>B. Mandt</td>
<td>10 – 11 am</td>
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<tr>
<td>R. Tumbarello</td>
<td>11 am – Noon</td>
</tr>
<tr>
<td>M. Martinelli</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>M. Alexander</td>
<td>2 – 3 pm</td>
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**S.4  Cab & Controls —Chairman: Jeff Harris**

<table>
<thead>
<tr>
<th>Task</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP Updates</td>
<td></td>
</tr>
<tr>
<td>RP 401B Update (Cab Control Location)</td>
<td></td>
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<tr>
<td>Mirror Visibility in Inclement Weather</td>
<td></td>
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<tr>
<td>HVAC Harmonization of RP 436 and RP 441</td>
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<tr>
<td>Power Management Strategies for In-Cab (CPAP)</td>
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<tr>
<td>Medical Devices</td>
<td></td>
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<tr>
<td><strong>J. Adami</strong></td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>M. Kachmarsky</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>J. Hubbell</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>A. Moultanovsky</td>
<td>11 am – Noon</td>
</tr>
<tr>
<td>W. Watson</td>
<td>1 – 2 pm</td>
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**S.5  Fleet Maintenance Management —Chairman: Jim Staats**

<table>
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<th>Task</th>
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<tbody>
<tr>
<td>RP Updates</td>
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</tr>
<tr>
<td>Flooded Vehicle Inspection (Exploratory Meeting)</td>
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<tr>
<td>VMRS Codes Committee</td>
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<tr>
<td>Universal Downtime Tracking</td>
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<tr>
<td>Vehicle Lock-out/Tag-out</td>
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<tr>
<td>Proper Pilot Review Guidelines</td>
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<tr>
<td>LNG/CNG Tank Inspection</td>
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<tr>
<td>LNG/CNG New Facility Development</td>
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<tr>
<td>Industry Definitions</td>
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<tr>
<td><strong>D. Reed</strong></td>
<td>8 – 8:30 am</td>
</tr>
<tr>
<td>J. Staats</td>
<td>8:30 – 9 am</td>
</tr>
<tr>
<td>L. Flowers</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>J. Porter</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>S. Brinson</td>
<td>11 am – Noon</td>
</tr>
<tr>
<td>K. Marko</td>
<td>Noon – 1 pm</td>
</tr>
<tr>
<td>L. Flowers</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>L. Flowers</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>A. Anderson</td>
<td>3 – 4 pm</td>
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**S.6  Chassis & Brake Systems —Chairman: Greg Cybor**

<table>
<thead>
<tr>
<th>Task</th>
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<tbody>
<tr>
<td>ECBS/ABS Diagnostics</td>
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<tr>
<td>RP 610 Update (Driveline Design Criteria and Maintenance Guidelines)</td>
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<tr>
<td>Rear Suspension Inspection Procedure</td>
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<tr>
<td>Proper Brake Drum Seating Procedure</td>
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<tr>
<td>RP 628B Update</td>
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<tr>
<td>RP 643 Update (Air Ride Suspension Maintenance)</td>
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<tr>
<td>Spring Brake Chamber Inspection</td>
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<tr>
<td>RP 623 Update (Power Steering Diagnostics)</td>
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<tr>
<td>RP Updates</td>
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<tr>
<td>Wheel Bearing Preload</td>
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<tr>
<td><strong>T. Weed</strong></td>
<td>8 – 9 am (Rm 1)</td>
</tr>
<tr>
<td>D. Talentowski</td>
<td>9 – 10 am (Rm 1)</td>
</tr>
<tr>
<td>R. McNulty</td>
<td>10 – 11 am (Rm 1)</td>
</tr>
<tr>
<td>K. Kelley</td>
<td>11 am – Noon (Rm 1)</td>
</tr>
<tr>
<td>J. Clark</td>
<td>Noon – 1 pm (Rm 1)</td>
</tr>
<tr>
<td>J. Knutson</td>
<td>1 – 2 pm (Rm 1)</td>
</tr>
<tr>
<td>R. Petresh</td>
<td>2 – 3 pm (Rm 1)</td>
</tr>
<tr>
<td>M. Cartwright</td>
<td>2 – 3 pm (S.4 Rm)</td>
</tr>
<tr>
<td>D. Talentowski</td>
<td>3 – 4 pm (Rm 1)</td>
</tr>
<tr>
<td>B. Tanis</td>
<td>3 – 4 pm (S.4 Rm)</td>
</tr>
</tbody>
</table>
S.7 Trailers, Bodies & Material Handling—Chairman: Scott Bartlein

RP Updates

H. Schneider 8 – 9 am

RP 732 Update (Rear Impact Guard Repair)

G. Fenton 9 – 9:30 am

RP 737 Update (Rear Impact Guard Replacement)

G. Fenton 9:30 – 10 am

RP 713B Update (Hooking Up Double Trailers)

G. Gaussoin 10 – 10:30 am

RP 728 Update (Trailer Axle Maintenance)

J. Downey 10:30 – 11 am

RP 710A Update (Overhead Door Maintenance)

P. Zola 11 am – Noon

Forklift Voltage Drop Test Procedure (Joint S.1/S.7)

B. Jeffries Noon – 1 pm (S.1 room)

Liftgate Voltage Drop Test Procedure (Joint S.1/S.7)

B. Purkey 1 – 2 pm (S.1 room)

Maintaining Insulation Value in Refrigerated Trailers

L. Coleman 2 – 2:30 pm

Dock Equipment/Trailer Interface Standardization

K. Bowman 2:30 – 3 pm

RP 718A Update (Refrigerated Trailer Classification)

C. Fetz 3 – 3:30 pm

Splash and Spray Suppression

C. Kerr 3:30 – 4 pm

S.11 Energy Conservation—Chairman: Marc Clark

RP 1114 Update (Driver’s Effect on Fuel Economy)

G. Strausbagh 8 – 9 am

TMC Type II & III Fuel Economy Test Modernization

K. Rutherford/C. Blake 9 – 10 am

Optimal Grid Electrification Implementation

J. Gustafson 10 – 11 am

Energy Consumption Improvement via Aerodynamic Devices

F. Marinko 11 am – Noon

RP 1106 Update (Evaluating Fuel Additives)

B. Wessels 1 – 2 pm

Smartway/GEM Compliance

F. Marinko 2 – 3 pm

S.12 On-Board Vehicle Electronics—Chairman: Allen Caldwell

RP 1210C Update (Windows API)

K. DeGrant 8 – 8:30 am

Electronic Onboard Recorders (EOBR)

T. Cuthbertson 8:30 – 10:30 am

RP 1210 Compliance

K. DeGrant 10:30 – 11 am

Telematics and OBD Accessory Connector Standardization

J. Bate 1 – 2 pm

Wireless/DSRC

K. DeGrant 2 – 3 pm

S.14 Light- & Medium-Duty / Specialty Trucks—Chairman: Richard Winters

Vehicle Lighting for LMV Liftgate Applications

A. Kowal 8 – 8:30 am

RP 1404 Update (Wiring Systems)

L. Stumpp 8:30 – 9:30 am

Guidelines to Consider for Contracting LMV Maintenance

D. Williams 9:30 – 10:30 am

RP 1410 Update (Automatic Transmission Maint.)

C. Litscher 10:30 – 11:30 pm

RP Updates

R. Winters 11:30 am – Noon

RP 1409 Update (Automatic Transmission Design)

R. Price 1 – 2 pm

Hybrid Powertrains

G. Rini 2 – 3 pm

Electric Commercial Vehicle Information Report

M. Kachmarsky 3 – 3:30 pm

Vehicle Alternative Fuels Identification Symbols

R. Lackore 3:30 – 4 pm

S.16 Service Provider—Chairman: Ken Calhoun

Service Event Data Transparency

B. Love 8 – 9 pm

Emissions Tampering

P. Savage 9 – 10 am

Quality Control

G. Frary 10 – 11 am

Conflict Resolution

C. Voyles 11 am – Noon

Technician Career Path Development

B. Mulshine Noon – 12:30 pm

Parts Acquisition for Service Providers

V. Lindley 1 – 2 pm

Future Truck Committee—Chairman: Brent Hilton

Future Electrical/Electronic Systems

A. Lesesky 8 – 9 am

Condition-Based Maintenance

H. Prentice 9 – 10 am

Future Trailer Productivity

C. Fetz 10 – 11 am

Autonomous Trucks

J. Bate 11 am – Noon

360° Awareness

D. Drinkard 1 – 2 pm

Future Cab and Driver Interface

J. Hubbell 2 – 3 pm

Future Tire Reliability/Durability

G. Walenga 3 – 4 pm

Corrosion Control Action Committee—Chairman: Todd Cotier

Chassis & Undercarriage Corrosion Control

B. Hornyak 8 – 9 am

Cab & Control Corrosion Control

T. Brune 9 – 10 am

Mitigating Corrosion on Hydraulic and Air Components on Vocational Vehicle Bodies

J. Alexander 10 – 11 am

Corrosion Impact on Vocational Vehicles

B. Mamlock 11 am – Noon

Corrosion of Engine and Underhood Components

J. LaClaire 1 – 2 pm

Hydraulic Brake Systems Corrosion Control

R. Winters 2 – 3 pm

Professional Technician Development Committee—Chairman: Bonne Karim

Future Technician Scholarships

D. Walters 8 – 9 am

Technician Skills Contest

G. Arrants 9:30 – 10:30 am

Fostering State Trucking Association Competitions

R. Carryl 11 am – Noon

Increasing Technician Participation in TMC

A. Schuier 1 – 2 pm
Technical Sessions

Fuel Efficiency and Vehicle Emissions Regulations: Now and for the Foreseeable Future

In 2011, federal officials published the first fuel efficiency and greenhouse gas pollution standards for heavy-duty trucks, vocational vehicles, and heavy-duty pickups and buses. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) developed the standards in coordination with the automotive industry and other stakeholders, including environmental groups and the state of California.

Under the new program, trucks and buses built in 2014 through 2018 will reduce oil consumption by a projected 530 million barrels and greenhouse gas pollution by approximately 270 million metric tons. The initiative is estimated to save $50 billion in fuel costs over the life of the program.

The agencies have each adopted complementary standards under their respective authorities covering model years 2014-2018, which together form a comprehensive heavy-duty national program. The joint standards are rooted in the regulatory history of EPA’s SmartWay Transport Partnership program, and extensive technical and engineering analyses, federal officials say.

EPA and DOT’s National Highway Traffic Safety Administration (NHTSA) have adopted standards for carbon dioxide (CO₂) emissions and fuel consumption, respectively, tailored to each of three main regulatory categories:

• combination tractors;
• heavy-duty pickup trucks/vans, and;
• vocational vehicles.

The EPA program also includes emissions standards for nitrous oxide (N₂O) and methane (CH₄) standards that will apply to all heavy-duty engines, pickups and vans. The joint standards cover not only engines, but also complete vehicles, reportedly allowing the agencies to achieve the greatest possible reductions in fuel consumption and greenhouse gas (GHG) emissions, while avoiding unintended consequences.

For tractor-trailers, fuel efficiency will be measured with a new gram per ton-mile (and gallon per 1,000 ton-mile) metric. These final standards will achieve from nine to 23 percent reduction in emissions and fuel consumption from affected tractors over the 2010 baselines.

There are more changes coming, however. A new round of emissions changes are being considered for model year 2020, designed to further reduce trucking’s environmental footprint.

Attend this session and learn what these emissions changes will mean to trucking and to EPA’s SmartWay Certified Vehicle Program. Panelists will discuss coming changes to the Greenhouse Gas Emissions Model (GEM) for medium- and heavy-duty vehicle compliance, what it means to fleets, and how these changes will impact the cost of fleet compliance.

Technical Session #1—
Tuesday, March 11
8:45 – 10:15 am
The Low Down on Low-Viscosity Engine Oils

Recent federal fuel efficiency standards for heavy-duty trucks have prompted vehicle manufacturers to explore new means of achieving better fuel economy performance. One of the promising new technologies being explored is low-viscosity engine oils.

It’s been more than a decade since the American Petroleum Institute (API) finalized the last heavy-duty diesel engine oil specification (CJ-4) and lubrication engineers are hard at work formulating its replacement. Known in the development phase as “PC-11” (the PC stands for proposed category) the new specification has to accomplish more than its predecessors did. Not only does the new formulation have to handle the rigors of exhaust gas recirculation (EGR) and meet fleet expectations for engine reliability and service life, it must also contribute to reduced fuel consumption and greenhouse gas emissions.

Because the mission is so complex, it is likely that CJ-4’s replacement will have two oils (subcategories). One oil would have the traditional viscometrics, such as SAE 15W-40, and be backward compatible with existing on- and off-highway engines. The second will be a lower-viscosity oil providing fuel economy benefits vs. today’s traditional oils (such as 15W-40). However, the tradeoff is it would offer only limited backward compatibility, which would be dependent on manufacturer requirements, and vehicle applications.

That’s just for diesel. But what about natural gas engines? There currently is no API oil spec for LNG/CNG powerplants. With the growing interest in natural gas fuels, what will manufacturers plan to do?

Attend this session and get the low down on low-viscosity engine oils and what the new formulations will mean for your fleet operation.

Technical Session #2 —
Wednesday, March 12
7:30 - 9 am
Study Group Sessions

New Challenges for Today’s Vehicle Charging Systems and Beyond

Heavy-duty commercial vehicles have changed dramatically during the past 30 years, and with those changes have come increasingly complex demands for electrical power. Today, fleets often must specify alternator packages with outputs of 250-300 amps to meet all their operational requirements. Compared to previous generations of trucks, today’s units experience more starts per day, higher electrical loads, and greater electronic delivery demands.

Although commercial vehicles have experienced many design, material and specification changes, today’s alternator still occupies relatively the same space, location and envelope it did 30 years ago. But that will all soon change.

Attend this session to learn how new fleet and regulatory demands for greater fuel efficiency and other factors are forcing manufacturers to rethink conventional charging system designs. Gain valuable insights into new technologies that will revolutionize heavy-duty truck charging systems.

S.1 Electrical—
Thursday, March 13
7:30 – 9 am

Benchmarking the Success of Your Tire Program

Tires are a major operating cost and smart fleet managers pay close attention to fleet tire performance through benchmarking. But a tire benchmarking strategy is only as good as the metrics being measured and the means of data collection.

There are a number of important factors for fleet managers to consider when establishing a tire benchmarking program. First, determine what information must be tracked immediately, and what information may wished to be tracked in future—e.g., removal miles, wear rates in 32nds of an inch, casing performance.

Also consider:
- Are the costs of all newly introduced tires being tracked?
- Are all taxes and scrap fees being factored in?
- Are adjustment credits being captured?
- Are labor costs being included?
- Are road call costs being included?

Also consider what metrics should be used to assess performance. Should it be cost per mile? What about other considerations such as carbon footprint and greenhouse gas emissions?

Second, decide what software your fleet should use for tracking purposes and how it will be used on the shop floor. There are many options available to fleets these days. Consider also how all this data will be retrieved and reported.

Attend this session and learn how to best establish a tire benchmarking program from a distinguished panel of fleet executives and tire experts. Results of a recent TMC survey on benchmarking practices will also be shared. This session will help your fleet turn industry experience into practice and improve the safety, efficiency and profitability of your operation.

S.2. Tire & Wheel—
Wednesday, March 12
2:30 – 4 pm

The Great Refrigerant Conversion—Round Two: Anticipated A/C Refrigerant Changes

Changes are coming to the refrigerants that provide in-cab climate control in automotive applications, and it is not certain what the replacement to R-134a will be when those changes take effect by decade’s end. Automobile and light truck manufacturers will be first to convert, but can medium- and heavy-duty trucks be far behind?

The changes took shape first in Europe, with European regulators phasing out use of R-134a in mobile air conditioning in 2011, and eliminating its use in all new vehicles by 2017. U.S. regulators have not set a similar timetable; however, some U.S. automakers have already started using one of two competing replacement refrigerants — R-1234yf. California is proposing the mandated use of low-global warming potential (GWP) refrigerant for the 2017 model year, but rules have yet to be finalized.

R-1234yf was developed by Honeywell and Dupont specifically to replace R-134a, which is considered to be more harmful to the environment. The problem with R-1234yf is, some claim, that it is as much as 10 times more expensive and potentially dangerous because it is somewhat flammable and could pose a greater fire risk in a crash situation than other refrigerant alternatives.
Volkswagen, Daimler, Toyota and BMW have announced their opposition to R-1234yf, and instead are making plans to replace R-134a with R-744 — a carbon dioxide refrigerant. While not flammable, this refrigerant operates at very high pressures and requires major changes in cooling design and technology. The U.S. automotive industry last underwent a great refrigerant conversion when R-134a replaced R-12 in 1993.

Attend this session and learn where the future of automotive air conditioning is going with respect to these new refrigerants.

**S.4 Cab & Control—**
**Wednesday, March 12**
**4:15 – 5:45 pm**

**Understanding the Reduced Stopping Distance Brake Technology & Resulting Maintenance Issues**

Revised federal braking standards for combination vehicles now require most tractor-trailers to come to a complete stop from 60 miles per hour within 250 feet. This new standard, which was fully implemented in August 2013, represents a reduction of the old 355-foot standard by about 30 percent.

For the most part, larger drum brakes or air disc brakes have satisfied the new requirement for many typical vehicle combinations, manufacturers say. In some cases, brake drums and shoes have gotten larger, but new designs and lighter weight materials have made compliance less costly thanks to savings in component weight.

Implementation of the new regulation has been mostly uneventful. However, there are some important maintenance issues that have surfaced since the new designs hit the street. Incidents of shortened drum life have surfaced, which also are causing linings to be replaced prematurely. Reports of increased brake noise, chatter and dust are also surfacing.

In addition, fleets must now more than ever pay close attention to selection of replacement linings if they want their brakes to deliver original equipment performance.

Attend this session and learn what fleet experience has been with the new reduced stopping distance brake systems and what maintenance issues may be arising because of the changes. Panelists will be on hand to share solutions to the issues that have been reported as well as field questions from attendees.

**S.6 Chassis and Brake Systems —**
**Tuesday, March 11**
**2:45 - 4:15 pm**

**Understanding How Trailing Equipment Can Improve Overall Fuel Efficiency**

The pressure to increase combination vehicle fuel efficiency is everywhere. Fleets want to save fuel and reduce cost. Shippers want their products hauled in an environmentally friendly manner. Regulators want to reduce greenhouse gases and vehicle emissions for environmental sustainability and public health.

Much of the effort to improve fuel efficiency has focused on improving engine efficiency and aftertreatment and tractor aerodynamics. But there is much to be gained by improving trailer designs, too.

New aerodynamic fairings and boattail treatments are already starting to appear on tractor-trailers, mostly as a result of California’s mandate of EPA SmartWay best practices. And more aerodynamic improvements are on the way.

Before considering adopting new technologies and choosing what’s right for your fleet operations, fleet managers must first understand exactly causes aerodynamic drag. Attend this session to gain a technical and practical understanding of the forces that are dragging fuel efficiency down. Only then can you consider the new technologies and the testing methods available for validation.

When it comes to actual results, seeing is believing and it is important to use test methodologies that will demonstrate fuel economy improvements under “real world” conditions. Tests like TMC’s Type IV Fuel Economy Test Procedure are designed to do just that and it is important to know how a potential vendor’s fuel economy solution has been evaluated before investing in the technology.

Rolling resistance is important, too. The rule of thumb is at 50-55 mpg, 50 percent of fuel is burned by rolling resistance with the other half attributed to aerodynamic drag. As aerodynamics continue to improve, the mechanical portion will certainly be a bigger piece of the fuel consumption pie.

Attend this session and learn what new technologies and designs are coming to the next generation of trailers in the near future, and what can be done to get those most out of today’s units, too. This session will review the latest greenhouse gas regulations and how that is impacting trailer design and configuration, as well as cover what testing is available to determine the validity of component claims. Fleet perspectives will also be offered.

**S.7 Trailers, Bodies & Material Handling—**
**Wednesday, March 12**
**4:15 – 5:45 pm**
Right to Repair: Application Access to Service Material and Future of Advanced Diagnostics

Fleets and independent service providers have reportedly been experiencing significant difficulties obtaining information needed to make vehicle repairs. So much so that various groups have been calling for legislation at the federal and state level to ensure independent service providers and equipment owners have access to any information necessary to service or repair vehicles without the need to return to the original equipment manufacturer service network.

Federal law requires that OEMs make available service information needed to maintain and repair emission systems, but they are not obligated to do so for other vehicle systems. Attempts to expand the federal law have not advanced. However, voters in the state of Massachusetts did take action in November 2012 with its “Right to Repair Initiative” which took effect on January 1, 2013.

The state law requires vehicle owners and independent repair facilities in Massachusetts to have access to the same vehicle diagnostic and repair information made available to the manufacturers’ Massachusetts dealers and authorized repair facilities.

The Massachusetts state legislature passed its own right to repair law a few months before, but it excluded medium- and heavy-duty vehicles. The voter-approved version of the law, on the other hand, includes all motor vehicles sold in the state. It also requires heavy-duty vehicles to use the same onboard diagnostics connector — OBD II — as passenger cars and light trucks use; a significant issue since heavy trucks use the J1939 connector and diagnostics protocol. A bill is being developed to reconcile the two laws but it is not certain what the outcome will be.

Attend this session and learn how right to repair related actions at the state and federal level are impacting heavy-duty trucks on the national level. Panelists will explain how manufacturers are responding to these actions and what fleets can expect the impact will be on their operations.

S.12 Onboard Vehicle Electronics — Wednesday, March 12 2:30 - 4 pm

Fleet Experience and the Future of Hybrid Vehicles

One of the most promising new technologies emerging to meet fuel efficiency and environmental challenges for medium- and heavy-duty vehicles is the hybrid drive system. Hybrid drive systems offer the potential both to increase vehicle fuel efficiency and at the same time to reduce actual vehicle emissions below the level of the engine certification.

Over the last decade, hybrid systems have risen from a little known technology to an emerging trend in medium- and heavy-duty vehicles, specifically light, medium and vocational applications that have city, stop-and-go and high idling duty cycles. Many fleets have are including hybrids in their buying cycle. Why? Hybrids have a higher initial cost, but this is dropping as volumes increase and applications become more diverse.

Hybrid Electric systems are preferred in medium-duty applications while heavy-duty is leaning more and more towards Hybrid Hydraulic systems. Indications are the higher acquisition costs are offset by operational cost savings and hybrid systems offer the possibility of reduced noise, electrical power generation, and reduced maintenance thanks to lowered brake wear, extended maintenance intervals and reduced engine load or operation time.

Study Group Sessions
Now that many fleets have had several years of experience operating hybrids, the time has come to assess just how well they are performing. Attend this session and see what fleets have learned about operating, spec’ing and maintaining hybrid vehicles. Panelists will also cover how industry experts are transforming that experience into practice and how that will impact future hybrid vehicle technology.

**S.14. Light- & Medium-Duty & Specialty Trucks—**  
Tuesday, March 11  
2:45 - 4:15 pm  

**Technician Retention Strategies for Fleets and Service Providers**

Does your organization struggle with turnover? You have invested heavily in acquiring and training the talent that it takes to make your business successful, but turnover can have you training them for someone else’s benefit.

According to the Society for Human Resource Management (SHRM), employee turnover is defined as “the rate at which employees enter and leave a company in a given fiscal year” and it is an expensive proposition.

Research indicates direct replacement costs associated with employee turnover can reach as high as 60 percent of an employee’s annual salary, with total turnover costs equating to as much as 200 percent of annual salary, reports SHRM. In fact, studies have shown turnover-related costs can represent up to 40 percent of pre-tax income for companies in industries that experience high-turnover rates.

Turnover issues are especially problematic in vehicle maintenance operations. Our industry faces a coming tsunami of retiring workers as the baby boom generation reaches retirement age. Moreover, attracting new workers to commercial vehicle maintenance remains challenging. And growing vehicle complexity and sophistication requires substantial investment in technician training that makes retaining employees all the more important.

Attend this session and learn what top operations are doing today to retain technicians. Join us as we navigate the roadmap to creating a culture of retention, one that not only makes your people want to stay, but also makes your organization stronger and prepares it for the future.

**S.16 Service Provider—**  
Thursday, March 13  
7:30 – 9 am
Other Features of Interest

TMC’s Town Meeting & Fleet Operators’ Forum
TMC’s best-attended event is always its Town Meeting and Fleet Operators’ Forum. TMC’s Town Meeting provides an opportunity for the Council to present members and attendees with information about what’s happening within TMC. Reports are provided regarding Council membership, meetings, and exhibits, as well as TMC Recommended Practices, information reports, technical policy advisories and products. Additionally, a federal regulatory report is provided by the head of ATA’s Engineering Department.

TMC’s Silver Spark Plug Awards will be presented during the Town Meeting as well. The Silver Spark Plug is TMC’s highest honor. TMC’s Fleet Operators’ Forum immediately follows the Town Meeting. At the Fleet Operators’ Forum, fleet attendees bring up equipment problems that they have been unable to resolve successfully with their product manufacturer or supplier. An update is given later during the week at TMC’s Fleet Operators’ Forum Wrap-up. If you have an issue you wish raised, please contact TMC at (703) 838-1763.

Monday, March 10 —
5:15 - 6:15 pm

Fleet Talk / Shop Talk
Fleet Talk and Shop Talk rank consistently as the most popular features at TMC general meetings. TMC’s Fleet Talk is a lively dialogue based on TMC’s successful Shop Talk format, but open only to fleet attendees. Topics of interest that emerge from this session will be raised at Shop Talk later in the week for open discussion before the entire Council. Shop Talk, open to all registered attendees, offers a unique chance to learn and share the tricks of the trade from the industry's best experts.

At both sessions, two veteran fleet managers will lead what will be a spirited discussion on what works or doesn’t work in vehicle maintenance.

Fleet Talk
Monday, March 10
4 – 5 pm

Shop Talk
Thursday, March 13
9:30 - 11:15 am

TMC Kickoff Breakfast
Featured Speaker—Phil Byrd, President and CEO, Bulldog Hiway Express

Phil Byrd is President and CEO of Charleston, South Carolina-based Bulldog Hiway Express. Bulldog is a 50-year old for hire trucking firm serving the truckload and intermodal segments of the industry.

In 2013, Mr. Byrd was named Chairman of the Board for American Trucking Associations, (ATA), Inc. A two-time past chairman of the South Carolina Trucking Association, Mr. Byrd has also served as chairman of the South Carolina Maritime Association and the Charleston Motor Carrier Association. He currently serves on the board of directors of the American Trucking Associations, and the Truckload Carries Association. He also serves on the advisory board of the American Transportation Research Institute (ATRI).

Mr. Byrd is a past recipient of the Motor Carrier Executive of the Year Award for South Carolina, and the 2004 NTW Transportation Leader of the Year. He is a 1976 graduate of the Charleston Southern University where he now serves on the Board of Visitors and was selected as their 1999 Alumnus of the Year.

Mr Byrd is a regular lay speaker in churches throughout South Carolina. He is a member of Reevesville Baptist Church where is serves as a Trustee, a Deacon, and a Sunday School Teacher. In his spare time he enjoys hunting, golfing, and camping with his family.

Tuesday, March 11
7 – 8:30 am

TMC Industry Awards Luncheon
TMC’s Industry Awards Luncheon features the presentation of various Council and industry awards including the Recognized Associates Award, Study Group Secretary Award, Peggy Fisher Study Group Leadership Award, Excellence in Maintenance Supervision Award, and others. A plated luncheon begins at 12:45 pm with award presentations commencing at approximately 1:30 pm.

Wednesday, March 12
12:45 - 2:15 pm
Other Features of Interest

Associates Meeting
Open to all fully registered associate (supplier/vendor) and service provider attendees, this meeting will feature the latest in a continuing series of interactive interviews with industry leaders designed to help associate and service provider attendees better understand their role within the industry in these dynamic times.

Monday, March 10
4 - 5 pm

Press Conferences
Press conferences will be held on Sunday, March 9 at various times by TMC exhibitor companies.

Schedules will be distributed to TMC press contacts and the Truck Writers of North America (TWNA) as the event draws closer. Additionally, TMC’s meeting will feature a Media Room for press attendees that will offer working space. The Media Room will be open throughout the event beginning Monday, March 10.

Sunday, March 9
9 am - 5 pm

TMC Annual Banquet & Reception
TMC’s annual banquet and reception, which features the council’s leadership “changing of the guard,” will be held at the Music City Center on Wednesday, March 12. Visit TMC’s website for details on the event entertainment showcase to be featured.

Wednesday, March 12
Reception — 7 – 8 pm
Banquet — 8 -11:30 pm

TMC SPOUSES PROGRAM
In Nashville, TMC’s will offer the following for its traditional spouses program:

Jack Daniels Distillery with Lunch at Miss Mary Bobo’s

Just 70 miles south of Nashville, nestled between rolling hills and Mulberry Creek, Lynchburg is home to the Jack Daniel’s Distillery that tells the story of the people, place and processes that have given the Whiskey its unique character since 1866. Your distillery guide will tour you throughout the grounds, including the barrel house and bottling buildings. Lunch will be served at Miss Mary Bobo’s Boarding House, known for its family-style service and great southern cooking.

Tuesday, March 11
9 am – 3 pm (date and time tentative)

Loretta Lynn’s Ranch Hurricane Mills
Loretta Lynn’s Ranch is situated just an hour outside of Nashville in the beautiful countryside. Lynn’s ranch in Hurricane Mills, is billed as “The 7th Largest Attraction in Tennessee” featuring a recording studio, museums, lodging, restaurants, western stores, and other attractions. Tour Lynn’s antebellum mansion, where she and Doo raised their children. The ranch is centered around her large plantation home along with a replica of her parents’ cabin in Butcher Hollow. Lunch will be provided at the Ranch.

Wednesday, March 12
9 am – 3 pm (date and time tentative)
### Meeting Registration Fees & Policies

To attend all business sessions, exhibition viewing periods, breakfasts, luncheons, cocktail receptions, etc., you must be fully registered. The Member rate is applicable to all TMC and ATA members.

#### Early Bird Registration Fees (on or before Feb. 10, 2014) *

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<td>Full Meeting Registration (TMC or ATA non-member)</td>
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<td>Spouse Program (2-day off-site tour)</td>
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#### Registration Fees (after Feb. 10, 2014) **

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<td>$750</td>
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<td>Spouse Program (2-day off-site tour)</td>
<td>$300</td>
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**Those who register online before February 10 will receive a $50 discount

**Onsite Registrants will be charged a $100.00 administrative fee.

### Refund Policy

If your plans to attend TMC’s meeting changes, you may receive a refund — less a $50 administration charge — up until Feb. 10, 2014. There will be no refunds or credits after Feb. 10, 2014!

Cancellation notices are accepted at tmc@trucking.org.

### Housing

TMC’s 2014 Annual Meeting & Transportation Technology Exhibition is pleased to be partnering with the Nashville Convention and Visitors’ Bureau for meeting-related housing. Attendees to this event must make their own hotel room reservations by scanning the QR code on this page or by calling (877) 259-4716 or going to the online reservations site. https://aws.passkey.com/event/10611041/owner/681/home

Room Rate: Call or see website for rates.

### Airline Reservations

To obtain TMC discounts for travel on United Airlines, contact ATA’s official travel agency, MacNair Travel at (866) 826-9259 from 8:30 am to 7:00 pm EST, Monday-Friday. You may also email trucking@macnairtravel.com, or call United Airlines Meetings Plus at (800) 521-4041 from 8 am to 10 pm EST. Tell the agent you’re attending the Technology & Maintenance Council of the American Trucking Associations’ 2014 Annual Meeting and mention File Number 565HS.

### Rental Car Information

To obtain TMC discounts for car rentals with AVIS Rent-a-Car, call (800) 331-1600. Tell the agent you’re attending the Technology & Maintenance Council of the American Trucking Associations’ 2014 Annual Meeting and mention the AVIS Discount Code: A683199.

#### Three Ways to Register

**ONLINE**

The fastest and easiest way to register is online at: http://tmc.trucking.org or ATABusinessSolutions.com

**MAIL OR FAX**

Complete a registration form (go to http://tmc.trucking.org to download and print PDF form) and fax or mail with check, money order or credit card information to: TMC/ATA Registrations, PO Box 101360, Arlington, VA 22210-4360, Fax: (703) 838-1701.

### Registration Fees (see below)

Full Meeting Registration Fees include all business sessions, food functions and social events.

For membership information, call 703-838-1761, email tmc@trucking.org, or visit http://tmc.trucking.org or ATABusinessSolutions.com.

### Substituting for a TMC Member

For substitution purposes, only TMC Members receive the TMC Member registration rate; however non-members from the same company may substitute for a member who is unable to attend. Print the name of the TMC member below for whom you are substituting (subject to verification)!

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To obtain TMC discounts for travel on United Airlines, contact ATA’s official travel agency, MacNair Travel at (866) 826-9259 from 8:30 am to 7:00 pm EST, Monday-Friday. You may also email trucking@macnairtravel.com, or call United Airlines Meetings Plus at (800) 521-4041 from 8 am to 10 pm EST. Tell the agent you’re attending the Technology & Maintenance Council of the American Trucking Associations’ 2014 Annual Meeting and mention File Number 565HS.

### Rental Car Information

To obtain TMC discounts for car rentals with AVIS Rent-a-Car, call (800) 331-1600. Tell the agent you’re attending the Technology & Maintenance Council of the American Trucking Associations’ 2014 Annual Meeting and mention the AVIS Discount Code: A683199.
First Time Meeting Attendees Orientation & Breakfast

New TMC members are paired with established fleet and supplier members who guide them through their first TMC meeting experience. TMC’s board of directors is introduced to the group and is on-hand for any questions.

TMC will provide:
1. Signage at the entrances acknowledging your company as the official sponsor of the First Time Meeting Attendees Orientation & Breakfast
2. Reserved seating for all company representatives
3. Special recognition in the TMC meeting program
4. Your company can place one (1) small piece of business literature at each place setting

Cost for sponsorship: $7,500

Tuesday TMC Kickoff Breakfast

One of the most highly attended events of the week, your company will enjoy increased visibility from a wide array of motor carrier professionals including top CEO’s, fleet executives, and fleet managers. Along with acknowledgment of your company’s contribution from the podium, TMC will provide:
1. Signage at the entrances recognizing your company as the official sponsor of the TMC Kickoff Luncheon
2. Special recognition in the TMC meeting program, as well as on the breakfast tickets and video projection screens
3. Reserved seating for all company representatives
4. Podium recognition by TMC’s General Chairman
5. Placement of one small piece of business literature at each place setting

Cost for sponsorship: $20,000

Exhibit Hall Food/Beverage Service

Sponsor a food/beverage service area in the exhibit hall for the entire week! Your company can choose the location of the area they want to sponsor, whether it is at their booth, or on the other end of the exhibit hall. TMC will provide signage at the food/beverage area recognizing your company as the official sponsor. Sponsorship includes all exhibit viewing periods.

Cost for sponsorship: Food Service Area: $5,000
Beverage Service Area: $3,000

These Prize Drawings will be conducted at each viewing period. Your company’s name will be announced over the exhibit hall sound system as the sponsor of the prize. Your company’s logo will be printed on the prize tickets. Signage recognizing participating companies will be placed at the prize desk.

Cost for sponsorship: $1,000

Grand Prize Daytona 500 Package Drawing

Conducted at the final exhibit viewing period. Signage recognizing your company will be prominently displayed at the prize desk. The logo of the sponsoring company will be printed on the prize tickets. Recognition also provided through hall sound system.

Cost for sponsorship: $5,000

Coffee Breaks

Your company will be recognized as the official sponsor of the coffee break through:
1. Signage with your company’s logo in the coffee break area.
2. Special recognition in the TMC meeting program

Cost for sponsorship: $3,000 each

Bottled Water

Your company’s logo will be printed on the bottled water that is distributed during official meeting dates.

Cost for sponsorship: $10,000

TMC’s Industry Awards Luncheon features special presentations of several council honors, including the Recognized Associate Awards.

Cost for sponsorship: $20,000

To sponsor, go to:
http://app.versiform.net/Forms/Link/2e2c780a-cabf-43cb-b42e-aaa121c16008
Task Force Descriptions

NOTE: Not all Task Forces listed below will meet at TMC’s 2014 Annual Meeting. For a list of all Task Forces that will meet in Nashville, see pages 6 and 7.

S.1—Electrical

RP Updates
Chairman: Todd Cross, Remy, (765) 778-6532
The RP Updates Task Force determines which S.1 (Electrical and Instruments) Study Group Recommended Practices are current and which ones are in need of update for inclusion in future editions of TMC’s Recommended Practices Manual.

Chassis-to-Body Electrical Connector for Refuse Vehicles
Chairman: Charles Groeller, (610) 751-7876
This Task Force will develop a Recommended Practice to define the electrical interface between the truck chassis and vocational/refuse body. The RP will address connector type, performance, location and pin assignments.

RP 137C Update (Antilock Power for Tractors)
Chairman: Dale Henningson, Quantum Ingenuities, (435) 835-2662
This Task Force will update RP 137C, which covers antilock braking system power requirements for truck-tractors.

RP 141 Update (Trailer Antilock Power)
Chairman: Dale Henningson, Quantum Ingenuities, (435) 835-2662
This Task Force will update RP 141, which covers antilock braking system power requirements for trailers.

Guidelines for Battery Disconnect Switches
Chairman: Bob Jeffries, Delco, (765) 602-2631
This Task Force will provide guidelines for installing/mounting, spec’ing and troubleshooting battery disconnect switches.

Headlight Hazing and Safety
Chairman: Brad Van Riper, Truck-Lite, (716) 665-6214
This Task Force will develop a recommended practice covering hazing of headlight lenses and how it may impact visibility and safety.

RP 156 Update (Electrical Circuit Protection Components)
Chairman: Matt Nolan, Cooper Bussmann Transportation, (503) 612-7186
This Task Force will update RP 156, Electrical Circuit Protection Components.

Solar Power for Commercial Vehicles
Chairman: John Mallow, eNow, Inc., (401) 919-0164
This Task Force will develop a Recommended Practice offering guidelines on the application of solar power technology to commercial vehicles. It will define uses of solar power, identify variables affecting generation of power using solar cells, and offer recommendations on safety, specification and sizing of solar panels.

RP 105C Update (Battery Cable Assemblies)
Chairman: Charles Groeller, (610) 751-7876; Fred Kelly, Prestolite Wire, (810) 679-0330
This Task Force will update RP 105C, covering routing and material specifications for battery cable assemblies.

Video Camera/Sensor Connector/Cabling Guidelines
Chairman: Ron Silc, Alliance Wireless Technologies, (574) 266-1960
This Task Force will develop a Recommended Practice offering performance guidelines for service and maintenance of video camera/sensor connector and cabling for use on medium- and heavy-duty commercial trucks.

S.2—Tire & Wheel

RP Updates
Chairman: Peggy Fisher, Tire Stamp, (248) 373-0312

Troubleshooting Radial Tire Irregular Wear
Chairman: Doug Jones, Michelin, (864) 458-4699
This Task Force will develop a Recommended Practice covering troubleshooting radial tire irregular wear.

Total Cost of Tire Ownership
Chairman: Guy Walenga, Bridgestone Americas Tire Operations, (615) 937-3451
This Task Force will develop a Recommended Practice addressing how to determine the total cost of tire ownership.

Case Studies for Proper Tire Inflation Maintenance
Chairman: Al Cohn, PSI, (210) 508-6260
This task force will develop case studies of successful fleet programs for ensuring proper tire inflation pressures.

Understanding Wheel Offset and Inset
Chairman: Chris Putz, Hayes Lemmerz, (734) 737-5438
This task force will develop a recommended practice on wheel offset and inset impacts on component life/durability.

Jacking and Lifting New Tractors
Chairman: Kevin Rohlwing, Tire Industry Association, (240) 544-1270
This task force will develop a recommended practice on procedures for jacking and lifting new tractors so as to prevent tire damage.
Usage Guidelines for Repaired Steer Tires
Chairman: Norm Ball, Michelin North America, (913) 681-0304
This task force will develop a recommended practice on use guidelines for repaired tires on steer axle positions.

Usage Guidelines for Retreaded Steer Tires
Chairman: Norm Ball, Michelin North America, (913) 681-0304
This task force will develop a recommended practice on use guidelines for retreaded tires on steer axle positions.

Wheel Refinishing Out of Service Guidelines
Chairman: Brandon Uzarek, Accuride, (270) 827-7696
This task force will develop a recommended practice on guidelines for delineating out of service criteria for corrosion pitting depth as it pertains to wheel refinishing.

Procedures for Checking Runout
Chairman: Dave Walters, Alcoa Wheel and Transportation Products, (814) 226-7386
This task force will develop a recommended practice on procedural guidelines for checking wheel runout.

ATIS Installation and Maintenance Guidelines
Chairman: Al Cohn, PSI, (210) 508-6260
This task force will develop a recommended practice on guidelines for installation and maintenance of automatic tire inflation systems (ATIS).

S.3—Engines

RP Updates
Chairman: Marty Martinelli, Peak Commercial & Ind. (919) 219-1406
This Task Force will review existing engine-related Recommended Practices and update them as needed.

Short Fuel Filter Service Life
Chairman: Brian Mandt, Donaldson, Inc., (952) 887-3346
This Task Force will investigate premature fuel filter plugging issues.

Standardized Transmission Clutch Engagement Requirements
Chairman: Victor Meloche (313) 592-5024
This Task Force will develop recommended requirements for standardizing transmission clutch engagement.

RP 355 Update (DPF Cleaning and Maintenance)
Chairman: Mark Louzon, Volvo Powertrain N.A., (301) 790-6733
This Task Force will update RP 355, which offers guidelines for diesel exhaust particulate filter (DPF) cleaning and maintenance.

RP 312A Update (Evaluating Additive Packages)
Chairman: Joe Long, The Penray Companies, Inc., (203) 312-9346
This Task Force will update RP 312A, which offers guidelines for evaluating aftermarket diesel fuel additive packages.

Proper Coolant Filling of Diesel Engines
Chairman: Marty Martinelli, Peak Commercial & Ind. (919) 219-1406
This task force will develop a recommended practice on proper coolant filling procedures for diesel-powered trucks.

Maintenance Guidelines for Non-Aqueuous Coolants
Chairman: Mark Alexander, Evans Cooling Systems, Inc., (203) 917-8131
This Task Force will develop maintenance guidelines for use of non-aqueous (waterless) coolants in commercial vehicle applications.

LNG/CNG
Chairman: Randy Tumbarello, Trimac Transportation, Inc., (281) 985-0086
This task force will develop recommended practices pertaining to implementing, specifying and maintaining engines using either liquefied or compressed natural gas as a primary fuel.

S.4—Cab & Controls

RP Updates
Chairman: John Adami, NW Heavy Duty Component Sales, (425) 633-4309
This Task Force is updating various S.4 Recommended Practices.

RP 401B Update (Cab Control Location)
Chairman: Mark Kachmarsky, Mack Trucks, Inc., (610) 351-8667
This Task Force will update RP 401B which covers recommended practices for cab control and instrumentation location.

Mirror Visibility in Inclement Weather
Chairman: Jerry Hubbell, VES, (828) 277-7514
This Task Force will develop a recommended practice on the effect of inclement weather on mirror visibility and what can be done about it.

In-Cab Cleaning and Deodorizing
Chairman: Mark Winchell, Whiting Systems, (501) 847-9031
This Task Force will develop a recommended practice for in-cab cleaning and deodorizing.

HVAC for Hybrid-Electric, Electric and Conventional Trucks
Chairman: Dr. Alex Moulantovskiy, Automotive Climate Control, Inc., (574) 264-2190
This Task Force will develop performance criteria for heating, ventilation and air conditioning systems on hybrid-electric, electric and conventional trucks.

HVAC Harmonization of RP 436 and RP 441
Chairman: Dr. Alex Moulantovskiy, Automotive Climate Control, Inc., (574) 264-2190
This Task Force will review and harmonize the recommendations of TMC recommended practices RP 436 and RP 441 pertaining to HVAC performance.

Power Management Strategies for In-Cab (CPAP) Medical Devices
Chairman: Will Watson, Will Watson & Associates, (253) 638-3145
This Task Force will develop a recommended practice for power management strategies for in-cab medical devices such as continuous positive airway pressure machines used to treat sleep apnea.
**S.5—Fleet Maintenance Management**

**VMRS Codes Committee**
Chairman: Lew Flowers, (405) 623-7572
The VMRS Codes Committee’s purpose is to explain the benefits and to foster the use of the Vehicle Maintenance Reporting Standard (VMRS) system. The Task Force also encourages the exchange of information and user problems between VMRS system users and establishes new parts codes as requested.

**RP Updates**
Chairman: Dave Reed, Arsenault Associates, (404) 735-2022
This Task Force will update any RPs as necessary.

**Vehicle Lock-out/Tag-out**
Chairman: Scott Brinson, Coastal Beverage Co., Inc., (252) 753-3332
This Task Force will investigate the potential for a task force dealing with vehicle lock-out/tag-out issues.

**Access to Repair Information**
Chairman: Lew Flowers, (405) 623-7572
This Task Force will investigate issues pertaining to accessing repair information for service of commercial vehicles.

**Universal Downtime Tracking**
Chairman: Jack Porter, Decisiv, Inc., (206) 669-4422
This Task Force will develop guidelines for tracking downtime for commercial vehicles.

**Proper Pilot Review Guidelines**
Chairman: Ken Marko, Frito Lay North America, (972) 334-5120
This Task Force will develop guidelines for conducting a proper pilot review based on existing TMC recommended practices and other information.

**Industry Definitions**
Chairman: Al Anderson, Bose Corporation, (508) 766-4163; Bo Ward, Bose Corporation (704) 907-5828
This Task Force is developing a consolidated resource of industry term definitions for commercial vehicle maintenance operations.

**LNG/CNG New Facility Development**
Chairman: Lew Flowers, (405) 623-7572
This Task Force will investigate issues pertaining to development/upgrading maintenance facilities to service LNG/CNG powered vehicles.

**LNG/CNG Tank Inspection**
Chairman: Lew Flowers, (405) 623-7572
This Task Force will investigate issues pertaining to inspection of LNG/CNG fuel storage tanks.

**S.6—Chassis & Brake Systems**

**ECBS/ABS Diagnostics**
Chairman: Tom Weed, Bendix Commercial Vehicle Systems, (440) 329-9652
This Task Force studies the effects of antilock braking systems and electronic controlled braking (brake-by-wire) systems on commercial motor vehicles to keep the TMC membership abreast of their application to tractors, trailers, and heavy trucks. Coverage includes brake systems design, maintenance diagnostics, fleet and government testing, proposed legislation, insurance benefits, and current topics such as in-axle sensing, alternative connectors, and traction control.

**RP Updates**
Chairman: Dennis Talentowski, Peterbilt Motors, (847) 310-9938
This Task Force will update RPs under the S.6 Chassis & Brake Systems Study Group as needed.

**Wheel End RP Updates**
Chairman: Bob Tanis, Training & Lubrication Technology, (513) 860-4112
This Task Force will update RP 640 pertaining to alternate wheel bearing adjustment systems, as well as other RPs addressing wheel end issues.

**Rear Suspension Inspection Procedure**
Chairman: Rod McNulty, Peterbilt Motors, (215) 773-2996
This Task Force will develop a recommended practice for inspecting rear suspensions on heavy-duty commercial vehicles.

**Proper Brake Drum Seating Procedures**
Chairman: Ken Kelley, Webb Wheel Products, Inc., (256) 736-6341
This Task Force is developing a recommended practice to help ensure that brake drums are properly seated prior to wheel installation.

**RP 634 Update (Ride Height Adjustment)**
Chairman: John Knutson, Hendrickson, (630) 910-2688
This Task Force is updating RP 634 on ride height adjustment procedures.

**RP 643 Update (Air Ride Suspension Maintenance)**
Chairman: John Knutson, Hendrickson, (630) 910-2688
This Task Force is updating RP 643 on air ride suspension maintenance.

**RP 610 Update (Driveline Design Criteria and Maintenance Guidelines)**
Chairman: Dennis Talentowski, Peterbilt Motors, (847) 310-9938
This task force will update RP 610 covering driveline design criteria and maintenance guidelines.

**Wheel Bearing Preload**
Chairman: Bob Tanis, Training & Lubrication Technology, (513) 860-4112
The purpose of this task force is to develop a Recommended Maintenance Practice to provide guidance in how to manually adjust wheel bearings to achieve acceptable, repeatable pre-load values in heavy-duty, on-highway vehicles.

**Spring Brake Chamber Inspection**
Chairman: Randy Petresh, Haldex (816) 801-2335
This Task Force will develop a recommended practice covering inspection of spring brake chambers during preventive maintenance inspections.

**RP 623 Update (Power Steering Diagnostics)**
Chairman: Mark Cartwright, TRW Commercial Steering, (765) 429-1939
This Task Force will update TMC Recommended Practice 623 covering diagnostic procedures for heavy-duty vehicle power steering systems.
RP 718A Update (Refrigerated Trailer Classification)
Chairman: Charlie Fetz, Great Dane Trailers, (912) 644-2100
This Task Force is updating RP 718A which deals with refrigerated trailer classification methodology.

RP 728 Update (Trailer Axle Maintenance)
Chairman: Jim Downey, Hutchens Industries, (800) 654-8824
This Task Force will update RP 728 which covers semi-trailer axle maintenance recommendations, including U-bolt inspection.

RP 732 Update (Rear Impact Guard Repair)
Chairman: Gary Fenton, Stoughton Trailers, LLC, (608) 873-2530
This Task Force will update RP 732 which covers maintenance and repair recommendations for semi-trailer rear impact guards.

RP 737 Update (Rear Impact Guard Replacement)
Chairman: Gary Fenton, Stoughton Trailers, LLC, (608) 873-2530
This Task Force will update RP 737 which covers replacement recommendations for bolt-on semi-trailer rear impact guards.

RP 713B Update (Hooking Up Double Trailers)
Chairman: Gary Gaussoin, Silver Eagle Mfg., (503) 335-2114
This Task Force will update RP 713B which covers procedures for hooking up double/multiple semi-trailers.

RP 710A Update (Overhead Door Maintenance)
Chairman: Paul Zola, Whiting Door Mfg., Corp., (716) 542-5427
This Task Force will update RP 710A covering overhead door maintenance on commercial semi-trailers and bodies.

S.7—Trailers, Bodies & Material Handling

Composite Van Trailer Repair
Chairman: Hank Schneider, Sealco Comm. Veh. Products, (602) 253-1007
This Task Force is developing recommendations for repairing composite van trailers.

Maintaining Insulation Value in Refrigerated Trailers
Chairman: Lori Coleman, Gordon Food Services, (616) 717-4072
This Task Force is developing guidelines for maintaining insulation value in refrigerated trailers.

Dock Equipment/Trailer Interface Standardization
Chairman: Kenneth Bowman, Rite-Hite Corp., (414) 362-6418
This Task Force is developing guidelines to help standardize designs for dock equipment/trailer interfaces.

Heavy-Duty Trailer Lighting (RP 704B Update)
Chairman: Brad Van Riper, Truck-Lite, (716) 665-6214
This Task Force is updating RP 704B dealing with heavy-duty trailer lighting issues.

Liftgate Voltage Drop Test Procedure
Chairman: Bruce Purkey, (479) 621-8282 x227
This Task Force will develop a procedure for measuring voltage drop in liftgate starting/charging circuits. (Joint task force with S.1.)

Forklift Voltage Drop Test Procedure
Chairman: Bob Jeffries, Delco Remy, (765) 602-2631
This Task Force will develop a procedure for measuring voltage drop in forklift starting/charging circuits. (Joint task force with S.1.)

RP Updates
Chairman: Hank Schneider, Sealco Comm. Veh. Products, (602) 253-1007
This Task Force is updating RPs under the S.7 Study Group as needed.

S.11—Energy Conservation

RP 1111A Update (Relationship Between Truck Components and Fuel Economy)
Chairman: Bob Wessels, (731) 463-4350; Chuck Blake, Detroit Diesel, (313) 610-3141
This Task Force will update RP 1111A, which covers relationships between truck components and fuel economy.

RP 1114 Update (Driver’s Effect on Fuel Economy)
Chairman: Gary Strausbaugh, The Mennel Milling Co., (419) 435-8151
This Task Force is developing updating RP 1114 pertaining to the driver’s effect on fuel economy.

TMC Type II & III Fuel Economy Test Modernization
Chairman: Chuck Blake, Detroit Diesel, (313) 610-3141; Bob Wessels, (731) 463-4350
This Task Force is updating the TMC Type II and III fuel economy test procedures.

Energy Consumption Improvement via Aerodynamic Devices
Chairman: Fritz Marinko, Auto Research Center, (317) 292-8600
This Task Force is developing a recommended practice documenting the potential contribution aerodynamic devices make to energy consumption improvement.

Quantifying the Value of Intangible Green Technology
Chairman: Tim Livley, Food Lion, LLC, (704) 633-8250 x 6283
This Task Force is developing guidelines for quantifying the value of adopting “green” or environmentally responsible practices in fleet operations.

Optimal Grid Electrification Implementation
Chairman: Jon Gustafson, Cascade Sierra Solutions, (541) 302-0900
This Task Force is developing a technical policy advisory regarding standardizing practices of providing power for trucks through a smart-grid off-board infrastructure.

Smartway/GEM Compliance
Chairman: Fritz Marinko, Auto Research Center, (317) 292-8600
This Task Force will present an ongoing series of informational presentations regarding EPA Smartway’s Greenhouse Gas Emissions Model (GEM) for medium- and heavy-duty vehicle compliance.

RP 1106 Update (Evaluating Fuel Additives)
Chairman: Chuck Blake, Detroit Diesel, (313) 610-3141; Bob Wessels, (731) 463-4350
This Task Force is updating RP 1106 which covers guidelines for evaluating diesel fuel additives for commercial vehicles.

RP 1101 Update (Driver’s Effect on Fuel Economy)
Chairman: Gary Strausbaugh, The Mennel Milling Co., (419) 435-8151
This Task Force is developing guidelines for quantifying the value of adopting “green” or environmentally responsible practices in fleet operations.

RP 1111A Update (Relationship Between Truck Components and Fuel Economy)
Chairman: Bob Wessels, (731) 463-4350; Chuck Blake, Detroit Diesel, (313) 610-3141
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Smartway/GEM Compliance
Chairman: Fritz Marinko, Auto Research Center, (317) 292-8600
This Task Force will present an ongoing series of informational presentations regarding EPA Smartway’s Greenhouse Gas Emissions Model (GEM) for medium- and heavy-duty vehicle compliance.

RP 1106 Update (Evaluating Fuel Additives)
Chairman: Chuck Blake, Detroit Diesel, (313) 610-3141; Bob Wessels, (731) 463-4350
This Task Force is updating RP 1106 which covers guidelines for evaluating diesel fuel additives for commercial vehicles.
S.12—On-Board Vehicle Electronics

**RP 1210C Update (Windows API)**
Chairman: Ken DeGrant, Dearborn Group (859) 624-8488
This Task Force will update RP 1210C, Windows Application Program Interface.

**RP Updates**
Chairman: Tom Cuthbertson, XRS, Inc., (703) 801-2419
This Task Force is updating S.12 Recommended Practices as needed.

**Electronic On-Board Recorders**
Chairman: Tom Cuthbertson, XRS, Inc., (703) 801-2419
This Task Force is developing recommended practices for emerging electronic on-board recorder devices.

**RP 1210 Compliance**
Chairman: Ken DeGrant, Dearborn Group (859) 624-8488
This Task Force is developing a list of diagnostic devices that are RP 1210-compliant.

**Telematics and Accessory Connector Standardization**
Chairman: John Bate, Volvo Trucks North America, (336) 393-2000.
This Task Force is developing a recommended practice for standardizing telematics and on-board diagnostic accessory connectors.

**Wireless / DSRC**
Chairman: Ken DeGrant, Dearborn Group (859) 624-8488
This Task Force is developing a recommended practice covering wireless and dedicated short-range communication technologies for commercial vehicle applications.

**Electronic Data Logger Assessment and Security Determination**
Chairman: Tom Cuthbertson, XRS, Inc., (703) 801-2419
This task force will analyze and determine risk and needed security measures needed for electronic onboard recorders (EOBRs)/electronic data loggers (EDLs). It will develop a recommended practice based on its findings, outlining security and encryption methods.

S.14—Light & Medium-Duty Trucks

**Guidelines to Consider for Contracting Light- & Medium-Duty Vehicle Maintenance**
Chairman: Dave Williams, Verizon, (716) 863-6417
This Task Force will develop a Recommended Practice on items to consider when contracting a service provider for light- and medium-duty vehicle maintenance.

**Understanding Automatic Transmission Fluid (ATF) Diversity**
Chairman: Lou Stumpp, Navistar, Inc. (317) 892-3054
This Task Force will develop a Recommended Practice documenting the reasons for diversity of automatic transmission fluids for Class 2-6 vehicles.

**RP Update**
Chairman: Rich Winters, Verizon, (410) 393-0553
This Task Force will update Recommended Practices within S.14 as needed.

**Entry/Egress Recommendations for Vehicles with Liftgates**
Chairman: Lawrence Disque, Leyman Liftgates, (513) 891-6210
This Task Force is developing recommendations for entry/egress standards for vehicles with liftgates.

S.16—Service Provider

**Conflicts Resolution**
Chairman: Chas Voyles, Navistar, (217) 404-4069
This Task Force is developing an RP on conflict resolution between the fleet customer and the service provider.

**Recommended Standard Repair Times**
Chairman: Tommy Davis, AMBEST, Inc., (601) 924-4288
This Task Force is developing an RP on fair industry standard repair times.

**Quality Control**
Chairman: Greg Frary, TravelCenters of America, (440) 463-6292
This Task Force is developing recommendations for measuring repair quality and conformance of service providers to such a metric.

**Parts Acquisition for Service Providers**
Chairman: Vince Lindley, Volvo Trucks North America, (336) 393-3515
This Task Force is developing an RP on parts acquisition best practices for service provider operations. It will define and map the process for acquisition of parts, especially as it pertains to minimizing downtime for fleet customers.

**Emissions Tampering**
Chairman: Peter Savage, Clarke Power Systems, (513) 719-2313
This Task Force will develop a guide for fleet and service providers to describe what constitutes emissions tampering under federal law as applied to medium and heavy trucks. It will also cover how to avoid unintentional tampering when operating, servicing, repairing or rebuilding trucks or tractors.
Professional Technician Development Committee

Technician Career Path Development
Chairman: Brian Mulshine, Navistar, (630) 215-6322
This Task Force will develop a recommended practice for preparing and evaluating a career development plan for service technicians.

Service Event Data Transparancy
Chairman: Bruce Love, DP Solutions, (936) 631-3110
This Task Force will develop a recommended practice for sharing electronic data between business systems regarding the vehicle service event.

Future Truck Committee

Future Electrical/Electronic Systems
Chairman: Al Lesesky, Vehicle Enhancement Systems, (803) 366-7170
This Task Force keeps abreast of the latest in heavy-duty electrical systems and explores new and emerging electrical/electronic system technologies. The Task Force then makes these new technologies known to TMC members and provides information on benefits and possible problems and solutions.

Future Tire Durability & Reliability
Chairman: Guy Walenga, Bridgestone Americas Tire Operations, (615) 937-3451
This Task Force will attempt to discover causes and solutions to problems that limit tire durability and reliability in order to reduce tire operating costs. All causes of tire failures—including operation hazards, maintenance problems, manufacturing defects and retread and repair errors—will be addressed.

Future Cab and Driver Interface
Chairman: Jerry Hubbell, DJL Associates International, (828) 279-7514
This Task Force keeps abreast of the latest issues and information affecting the tractor and the driver. At present it is dealing with driver interface issues.

Future Trailer Productivity
Chairman: Charie Fetz, Great Dane Trailers, (912) 644-2100
The Tomorrow’s Trailer Task Force keeps TMC members abreast of the latest in trailer technology, including aerodynamics, and addresses feasibility of new trailer technologies.

Future Truck Propulsion Systems
Chairman: Lou Stumpp, (317) 892-3054,
Navistar, Inc. This Task Force will identify end-user concerns to manufacturers regarding tomorrow’s propulsion systems.

Future Technician
Chairman: Jack Sukala, J. Jeb Mfg., (856) 845-4455
This Task Force will identify issues pertaining to future technician development.

Condition-Based Maintenance
Chairman: Henry Prentice, Noregon, (704) 219-7328
This Task Force will explore application of condition-based maintenance technologies to commercial vehicles.

360° Awareness
Chairman: Duke Drinkard, Southeastern Freight Lines, (803) 939-3523
This Task Force will challenge industry to declare advanced technology development plans capable of achieving 360 degree driver awareness using standard measurement techniques and objectives defined in TMC RP 428 and SAE J1750. This will help eliminate blind spots and poor visibility often encountered by drivers of tractor-trailers.

Autonomous Trucks
Chairman: John Bate, Volvo Trucks North America, (336) 393-2986.
This Task Force is exploring the need for recommended practices and developing a position paper on autonomous truck technologies.

Corrosion Control Action Committee

Corrosion of Engine and Underhood Components
Chairman: Jim LeClaire, Web Wheel, (817) 602-7390
This Task Force will develop a recommended practice pertaining to preventing and/or minimizing corrosion of engine and underhood components.

Cab and Controls Corrosion Control
Chairman: Tim Brune, Automotive International, Inc., (513) 489-7883
This Task Force will develop guidelines for dealing with corrosion as it relates to cab and control systems.

Chassis & Undercarriage Corrosion Control
Chairman: Bill Hornyak, Sherwin-Williams Automotive Finishes, (412) 580-1992
This Task Force is developing guidelines for minimizing chassis and undercarriage-related corrosion.

Hydraulic Brake Systems Corrosion Control
Chairman: Rich Winters, Verizon, (410) 393-0553
This task force is developing recommendations for minimizing light/medium vehicle hydraulic brake corrosion.

Corrosion Impact on Vocational Vehicles
Chairman: Bill Mamlock, PPG Industries, Inc., (618) 407-8109
This Task Force will develop recommendations for minimizing corrosion on vocational vehicles.

Mitigating Corrosion on Hydraulic and Air Components on Vocational Vehicle Bodies
Chairman: Jim Alexander, Parker Hannifin Corp., (256) 892-4630
This Task Force is developing recommendations for mitigating corrosion on hydraulic and air components on vocational vehicle bodies.
TMC’s 2014 Fall Meeting & National Technician Skills Competition
September 20-24, 2014
The Walt Disney Swan & Dolphin Resort
Orlando, Fla.

TMC’s 2015 Annual Meeting & Transportation Technology Exhibition
February 16-19, 2015
Music City Center
Nashville, Tenn.

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