2013 ANNUAL MEETING
& TRANSPORTATION TECHNOLOGY EXHIBITION

LEVERAGING TECHNOLOGY FOR QUALITY MAINTENANCE

March 11-14
Gaylord Opryland Hotel & Convention Center
Nashville, Tenn.

For more information visit http://tmc.trucking.org
Leverage the Power of TMC’s 2013 Annual Meeting & Transportation Technology Exhibition!

Trucking’s Complete Technology Trade Show
From brakes to bearings, from scanners to software, the Technology & Maintenance Council’s (TMC) Study Groups and Task Forces cover it all. Leverage the power of the industry’s best source of maintenance and truck technology information.

Where Industry Solutions Are Forged
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.

Best Educational Program Available
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.

History of Cooperative Development
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 trucking pioneers and visionaries who have dedicated much of their lives to the Council.

Maximize Your Membership—Attend TMC’s Annual Meeting!
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 & 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.

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 ShopTalk, 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.
- 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.
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!

What’s More — It’s a Bargain!
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!

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## 2013 Annual Meeting Schedule

### SATURDAY, MARCH 9
- **Noon - 8 pm**
  - Exhibit Setup
- **9 am - 5 pm**
  - Press Conferences
- **10 am - 5 pm**
  - Registration Desk Open
- **10 - 11 am**
  - Future Truck Committee Meeting
- **11:30 am - Noon**
  - New Directors Meeting (Closed)
- **Noon - 1 pm**
  - Secretaries’ Meeting
- **Noon - 1 pm**
  - TMC Officers Meeting (Closed)
- **1:15 - 3:15 pm**
  - Study Group and Meeting Planning Committee Meetings (Closed)
- **3:30 - 5:30 pm**
  - Board of Directors Meeting (Closed)
- **4 - 5 pm**
  - Professional Technician Development Committee Meeting
- **5:30 - 6 pm**
  - New Board Meeting and Officers’ Election (Closed)
- **5:30 - 6:30 pm**
  - Sergeant-at-Arms and Meeting Mechanics Meetings (Closed)
- **6 - 7 pm**
  - Future Truck Task Force Leadership Meeting (Closed)
- **6 - 7 pm**
  - Recognized Associates Meeting (Closed)

### MONDAY, MARCH 11
- **6:45 am - 7:30 am**
  - Registration Desk Open
- **7 - 8 am**
  - Study Group Leadership Breakfast Meetings (Closed)
- **7 am - Noon**
  - Exhibit Setup
- **7 - 8 am**
  - First Time Attendees and New Member Orientation / Breakfast (Morning Session)
- **8 am - 4 pm (8 hours)**
  - Task Force Meetings
- **2:30 - 4 pm**
  - PTDC Committee Meeting (closed)
- **3 – 3:30 pm**
  - First Time Attendees and New Member Orientation — (Repeat of Morning Session)
- **4 - 5 pm**
  - Fleet Talk
- **4 - 5 pm**
  - Full Associates Meeting (Associates Only)
- **5:15 - 6:15 pm**
  - Fleet Operators’ Forum/Town Meeting
- **6:30 - 8:30 pm (2 hours)**
  - Exhibition Grand Opening and Reception

### TUESDAY, MARCH 12
- **6:45 am - 5 pm**
  - Registration Desk Open
- **7 - 8:30 am**
  - TMC Kickoff Breakfast
  - Featured Speaker – C. Randall Mullett, vice president, government relations and public affairs, Con-way, Inc.
- **7 - 7:45 pm**
  - CCJ Reception (Closed)
- **8 - 10 pm**
  - CCJ Fleet Maintenance Executive Career Leadership Dinner (By Invitation Only)
- **8:45 - 10:15 am**
  - Technical Session #1:
    - LNG/CNG — Will it Work for Your Operation?
- **10:30 am - 2:30 pm (4 hours)**
  - Walk-Around Luncheon, Coffee Break and Exhibition Viewing
- **2:45 - 4:15 pm**
  - Study Group Sessions –
  - **S.11 Energy Conservation**
    - Future Transportation Energy Sources
  - **S.15 Specialty Trucks**
    - Vehicle Safety in the Vocational Truck Environment
- **4:30 - 5 pm**
  - Study Group Business Sessions –
  - **S.1 Electrical & Instruments**
  - **S.4 Cab & Controls**
  - **S.12 Onboard Vehicle Electronics**
  - **S.16 Service Provider**
- **5 - 7 pm (2 hours)**
  - Exhibit Viewing and Reception

### WEDNESDAY, MARCH 13
- **6:30 - 7:30 am**
  - Buffet Breakfast
- **6:30 am - 5 pm**
  - Exhibit Teardown
- **8 - 9:30 am**
  - Study Group Sessions:
  - **S.2 Tire & Wheel**
    - Wide-base Tires for Dummies
  - **S.7 Trailers, Bodies & Material Handling**
    - Food Safety Modernization Act
- **9:30 - 9:45 am**
  - Coffee Break
- **9:45 - 11:15 am**
  - Shop Talk
- **11:15 - 11:45 am**
  - Fleet Operators’ Forum Wrap-up
- **noon - 1 pm**
  - Administrative Wrap-up Meeting (Closed)
- **1:15 - 2:15 pm**
  - Board of Directors Meeting (Closed)

### THURSDAY, MARCH 14
- **7 am - Noon**
  - Registration Desk Open
- **7 - 8 am**
  - Buffet Breakfast
- **8 am - 5 pm**
  - Exhibit Teardown
- **8 - 9:30 am**
  - Study Group Sessions:
  - **S.2 Tire & Wheel**
    - Wide-base Tires for Dummies
  - **S.7 Trailers, Bodies & Material Handling**
    - Food Safety Modernization Act
- **9:30 - 9:45 am**
  - Coffee Break
- **9:45 - 11:15 am**
  - Shop Talk
- **11:15 - 11:45 am**
  - Fleet Operators’ Forum Wrap-up
- **Noon - 1 pm**
  - Administrative Wrap-up Meeting (Closed)
- **1:15 - 2:15 pm**
  - Board of Directors Meeting (Closed)
Join us in Nashville for TMC’s 2013 Annual Meeting & Transportation Technology Exhibition. We’re returning to the Gaylord Opryland Hotel & Convention Center for just one year — but it’s the start of a five-year run in central Tennessee. Starting in 2014, Nashville’s new Music City Center will host TMC’s Annual Meeting through 2017.

**SUNDAY**
- Sunday, March 10 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 (Meeting Officially Starts)**
- Monday, March 11 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**
- 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**
- 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 takes place Wednesday evening, 7 - 11:30 pm

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

**Monday, March 11, 2013**

### S.1 Electrical & Instruments—Chairman: Curtis Cummings
- **RP Updates (S.1)**
  - T. Cross
  - 8 – 9 am
- Guidelines for Battery
- Disconnect Switches
- **RP 137C Update**
  - (Antilock Power for Tractors)
  - D. Henningson
  - 10 – 11 am
- **RP 141 Update (Trailer ABS Power)**
  - D. Henningson
  - 11 am – Noon
- **Electric Vehicle Charging**
- Infrastructure and Interface
- Chassis-to-Body Electrical
- Connector for Refuse Vehicles
- **RP 156 Update**
  - K. Randolph
  - 3 – 4 pm

### S.2 Tire & Wheel—Chairman: Ken Eggen
- **RP Updates (S.2)**
  - T. Miller/P. Fisher
  - 8 – 10 am
- Troubleshooting Radial
- Tire Irregular Wear
- Underinflation Guidelines for CSA
- **Total Cost of Tire Ownership**
  - G. Walenga
  - 1 – 2 pm
- **Case Studies for Proper**
- **Tire Inflation Maintenance**
  - A. Cohn
  - 2 – 3 pm
- **Understanding Wheel**
  - D. Overton
  - 3 – 4 pm

### S.3 Engine—Chairman: David Foster
- **RP Updates**
  - C. Prengaman
  - 8 – 9 am
- **RP 312A Update**
  - (Evaluating Additive Packages)
  - J. Long
  - 9 – 10 am
- **Fuel Filter Serviceability,**
  - **Maintenance and**
  - **Premature Filter Plugging Issues**
  - B. Mandt
  - 10 – 11 am
- **RP 316A Update**
  - (Engine Temp. Control Settings)
  - E. Roell
  - 11 am – Noon
- **Standardized Transmission Clutch Engagement Requirements**
  - V. Meloche
  - Noon – 12:30 pm
- **RP 355 Update**
  - (DPF Cleaning and Maintenance)
  - M. Louzon
  - 12:30 – 1 pm
- **Proper Coolant Filling**
  - of Diesel Engines
  - M. Martellini
  - 1 – 2 pm
- **LNG/CNG**
  - R. Tumbarello
  - 2 – 3 pm
- **Evaluating Reusable Filters**
  - K. DeDolph
  - 3 – 4 pm

### S.4 Cab & Controls—Chairman: Jeff Harris
- **RP Updates**
  - J. Adami
  - 8 – 9 am
- **RP 401B Update**
  - (Cab Control Location)
  - M. Kachmarsky
  - 9 – 10 am
- **Mirror Visibility in**
  - **Inclement Weather**
  - J. Hubbell
  - 10 – 11 am

### S.4 Cab & Controls (continued)
- In-Cab Cleaning and Deodorizing
  - M. Winchell
  - 11 am – Noon
- HVAC for Hybrid-Electric,
  - Electric & Conventional Trucks
  - A. Moultanovsky
  - 1 – 2 pm
- **Power Management Strategies**
  - for In-Cab (CPAP) Medical Devices
  - W. Watson
  - 2 – 3 pm

### S.5 Fleet Maintenance Management—Chairman: Marty Kilgore
- **RP Updates**
  - D. Reed
  - 8 – 9 am
- VMRS Codes Committee
  - J. Poster
  - 9 – 10 am
- **Access to Repair Information**
  - L. Flowers
  - 10 – 11 am
- **Universal Downtime Tracking**
  - J. Porter
  - Noon – 1 pm
- **Vehicle Lock-out/Tag-out**
  - J. Staats
  - 1 – 2 pm
- **Proper Pilot Review Guidelines**
  - M. Mendel
  - 2 – 3 pm
- **New Shop Development**
  - M. Kilgore
  - 3 – 4 pm

### S.6 Chassis & Brake Systems—Chairman: Greg Cybor
- **Air Disc Brakes**
  - R. Petresh
  - 8 – 9 am (Rm 1)
- **RP 610 Update**
  - (Driveline Design Criteria and Maintenance Guidelines)
  - D. Talentowski
  - 8 – 9 am (Rm 2)
- **ECBS/ABS Diagnostics**
  - T. Weed
  - 9 – 10 am (Rm 1)
- **Rear Suspension Inspection Procedure**
  - R. McNulty
  - 9 – 10 am (Rm 2)
- **RP 628B Update**
  - J. Clark
  - 10 – 11 am (Rm 1)
- **RP Updates**
  - D. Talentowski
  - 10 – 11 am (Rm 2)
- **Wheel End RP Update**
  - L. Kern
  - 11 am – Noon (Rm 1)
- **Proper Brake Drum Seating Procedure**
  - K. Kelley
  - 11 am – Noon (Rm 2)
- **RP 634 Update**
  - (Ride Height Adjustment)
  - J. Knutsen
  - 1 – 1:30 pm (Rm 1)
- **RP 643 Update**
  - (Air Ride Suspension Maintenance)
  - J. Knutsen
  - 1:30 – 2 pm (Rm 1)
- **Wheel Bearing Preload**
  - L. Kern
  - 2 – 3 pm (Rm 1)
- **Spring Brake Chamber Inspection**
  - R. Petresh
  - 3 – 4 pm (Rm 1)

### S.7 Trailers, Bodies & Material Handling—Chairman: Scott Bartlein
- **RP Updates**
  - H. Schneider
  - 8 – 9 am
- **RP 708A Update**
  - (Trailer Axle Alignment)
  - J. Reynolds
  - 9 – 9:30 am
- **Maintaining Insulation Value in Refrigerated Trailers**
  - L. Coleman
  - 9:30 – 10:30 am
- **Dock Equipment/Trailer Interface Standardization**
  - J. Manone
  - 10:30 – 11:30 am
- **Splash and Spray Suppression**
  - C. Kerr
  - 11:30 am – Noon
- **RP 704B Update**
  - (Heavy-Duty Trailer Lighting)
  - B. Van Riper
  - 1 – 2 pm
- **RP 718A Update**
  - (Refrigerated Trailer Classification)
  - C. Fetz
  - 2 – 3 pm
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Technical Sessions

LNG/CNG—Will It Work for Your Operation?

Not since the early 1990s has trucking shown so much interest in natural gas as a practical alternative to diesel. With the rising cost of diesel and the comparatively attractive price of natural gas, many fleets are taking a serious look at this plentiful North American fuel.

But there are significant challenges to successfully adopting LNG/CNG fuels. CNG distribution relies on convenient access to natural gas pipelines and delivery stations. LNG, while not dependent on pipeline distribution, requires cryogenic fueling technology, which is not currently well established. Engine performance can also be a concern, since both CNG and LNG have a lower energy content as compared to diesel, and can contain contaminants that are corrosive and abrasive to engine components. Special oils and new vehicle systems will also be required for these vehicles. Some applications may be able to forgo vehicle diesel-related aftertreatment; however, others may not.

Vehicle maintenance operations will also have to make certain modifications to their service facilities, depending upon which fuel is being used. These modifications will impact building electrical, ventilation and waste water systems.

Attend this session and learn what’s involved with spec’ing and maintaining CNG and LNG powered commercial vehicles. An expert panel of fleets, manufacturers and suppliers will be on-hand to discuss vehicle specification options, fueling station and maintenance facility requirements, as well as some of the technical challenges that operating LNG/CNG vehicles presents.

Technical Session #1:
Tuesday, March 12
8:45 - 10:15 am
Future Truck — Looking Far Over the Horizon: Fleet Managers’ Assessment of Future Equipment Needs: 2025 and Beyond

It has been more than a decade since ATA’s Technology & Maintenance Council last updated its long-range, “Far Horizons” Future Truck Position Papers, which presented fleet needs assessments for future equipment designs and maintenance. In that time, all of the major vehicle OEM’s have introduced major new models and cabs, using input from TMC’s Future Truck Committee as a guide.

New engine/vehicle platform development is 10-15 years from concept to production. Vehicle manufacturers have already started; two years ago, the SuperTruck program was launched with more than $100 million in federal funding and an equivalent in matching funds from various grants. Now is the perfect time for TMC’s Future Truck Committee to revisit long-range fleet desires and expectations for the next generation of new vehicle designs. And that’s why TMC’s Future Truck Committee is launching a special effort this fall to survey TMC and ATA member fleets on the subject.

TMC will send out a series of four surveys designed to solicit fleet input on what direction the next generation of vehicles should take. Fleets will be asked to complete the four surveys — one each month — from November 2012 through February 2013.

The survey will be followed with more in-depth interviews with fleets and manufacturers, but this is the first major part of the effort. It is vitally important to let vehicle designers know now what fleets need in future equipment from a users’ perspective, since the lead time for new vehicle platforms is about 10-15 years and work on the next generation of designs is only now just beginning.

Specifically, TMC will seek fleet input into the following areas:
1. Engine and Underhood
2. Hybrids and Alternative Fuels
3. Aftertreatment
4. Transmission and Clutch
5. Axles and Wheel Ends
6. Tire and Wheel
7. Aerodynamics
8. Cab Interior
9. Instrumentation
10. Safety and Driver Assistance Systems
11. Anti-Idling Equipment
12. Connected Vehicle
13. Electrical/Electronic
14. Trailer
15. Reliability and Durability
16. Service Tools and Technicians
17. Roads and Infrastructure
18. Regulations
19. Fleet Management
20. Technology Needs to Meet Shipper and Consignee Requests
21. Parts availability and Sourcing

Those who complete all four parts of this survey will be eligible to enter a special drawing to win a free registration to TMC’s 2013 Annual Meeting & Transportation Technology Exhibition, to be held March 11-14, in Nashville, Tenn.

During this session, TMC will present the preliminary results of its survey efforts and share with industry what fleets say they want or expect from future vehicle designs. Attendees will gain insights into what their colleagues are demanding from vehicle manufacturers. In addition, an overview of the SuperTruck program will be provided along with an update on progress and preliminary insights to vehicle manufacturers’ plans for their next generation vehicles.

Technical Session #2
Wednesday, March 13
7:30 – 9 am
Study Group Sessions

Future Transportation Energy Sources

The U.S. Energy Information Administration estimates that there are about nine million alternative fuel/hybrid vehicles in use in the United States. Of these, nearly three million are in current use by government and commercial fleets.

Within this vehicle population, there is quite a diversity of fuel options—each with its own advantages and disadvantages.

An alternative fuel vehicle is a dedicated, flexible fuel, or dual-fuel vehicle that’s designed to operate on at least one alternative fuel, such as:
- Ethanol
- Natural Gas (liquefied or compressed)
- Liquefied Petroleum Gas (LPG)
- Hydrogen
- Methane
- Biodiesel
- All-Electric

Other fuels are also in development or being tested for commercial applications, such as dimethyl ether (DME). DME, which is produced from biomass and — depending on its method of production — can be carbon neutral.

Fleets are feeling more pressure to consider alternatives to diesel and gasoline engines. Based on current trends, chances are good that most will have one or more of these platforms within their fleet by decade’s end.

One of two alternative-fuel-related sessions at TMC’s 2013 Annual Meeting, this session will present a comprehensive overview of the various alternative fuel options currently available. Presenters will provide projections on the availability of these fuels, as well as describe which alternative fuels are best suited for particular types of vehicles and fleet operations.

Attend this session and gain a solid understanding of the various types of alternative fuels and how they may improve your fleet’s operation and carbon footprint.

S.11 Energy Conservation Study Group
Tuesday, March 12
2:45 – 4:15 pm

Vehicle Safety in the Vocational Truck Environment

When it comes to user safety, vocational fleets have their own unique concerns that go far beyond that of the typical over-the-road commercial fleet. For example, trucks with powered platforms, personnel lifts, and vehicle-mounted work platforms must comply with Occupational Safety and Health Administration (OSHA) regulations such as §1910.67, which are designed to help ensure user safety. Construction, mining, armored and other specialty fleets have their own unique concerns as well.

According to the 2011 Census of Fatal Occupational Injuries conducted by the U.S. Bureau of Labor Statistics, fatal work injuries in private truck transportation rose 14 percent in 2011. That’s the second consecutive year that the counts have risen in this sector after reaching a series low in 2009.

This session will examine frequent injuries that are common on vocational vehicles based on information from workers compensation claims, and what can be done with the vehicle design to eliminate or reduce injury claims. Panelists will include fleet managers, insurance company representatives as well as workers compensation specialists.

S.15 Specialty Trucks Study Group
Tuesday, March 12
2:45 – 4:15 pm
Engine Manufacturers’ Update: A Look at Engine Technologies for 2014-2018

During TMC’s 2012 Annual Meeting, the S.3 Engines Study Group presented its EPA 2007/2010 Engine Report Card, based on fleet operational data collected through a TMC survey of fleet members. From this, attendees learned how these third generation engines were performing as compared to their predecessors and the news was mixed. While some strides had been made in the area of fuel economy and reliability, serious issues remained.

In general, EPA 2010 engines were found to be significantly better than the EPA 2007 engines and somewhat better than the EPA 2004 engines, even with the added selective catalytic recirculation (SCR) technology used in the 2010 models by all engine makers except Navistar.

The report card for EPA 2010 engines vs. EPA 2007 engines found improvements in categories of aftertreatment device durability, fuel economy and vehicle out-of-service time. However, the EPA 2010 models ranked poorly in overall maintenance cost, serviceability, and ease of diagnostics categories with 50 percent or more of responders finding them worse than EPA 2007.

For TMC’s 2013 Annual Meeting, the S.3 Engine Study Group is assembling a panel of engine experts to address the issues identified in last year’s “report card.” During this session, our panel will discuss what resolutions and recommendations have emerged since to address these concerns.

Panelists will also share information on future regulations – such as 2013’s onboard diagnostic rules, and 2014/2017 greenhouse gas emission rules and how they will impact engine performance, reliability and maintenance. New service tool requirements will also be addressed, covering new connectors, service software and hardware differences from existing specifications.

This engine manufacturers’ update will provide important insights into how manufacturers are dealing with 2007/2010 engine issues as well as what fleets can expect from emerging engine technology for the 2014 through 2018 model years.

How to Manage Total Labor/Time Productivity

Chances are your maintenance operation does a good job of managing its parts inventory. But can your fleet say the same for your shop labor?

Service providers and their employees are usually motivated to keep a tight rein on labor productivity because they are a profit center and sell their labor. But in most fleet maintenance operations, maintenance is considered a cost center and cost reporting is handled differently.

Some fleets, however, are now taking a different approach to their maintenance cost reporting and are attempting to run their operation as if it were a profit center. Others are starting to view labor hours as something to be inventoried, just like parts, and are starting to track labor with the same budgetary discipline.

Tracking technician time may be the single most important area of management control for a fleet. Attend this session and learn about new strategies for managing total labor/time productivity. Fleet and service provider representatives will share their perspectives on the subject. Software providers will discuss how management programs can help improve fleet labor management. The use of TMC/ATA’s Vehicle Maintenance Reporting Standard (VMRS) will also be discussed as it relates to effective labor productivity management.

S.5 Fleet Maintenance Management
Wednesday, March 13
2:30 - 4 pm
Maintaining Electrical Connectors for Maximum Service Life

There are many methods of maintaining electrical circuit integrity of electrical connectors in harsh environmental conditions. The use of plated terminals, hermetically sealed connectors, positive pressure housings, and high terminal contact pressure can all help minimize the environmental effect on electrical connections.

In addition to these methods, various lubricants have been used successfully for decades to protect electrical connections. The lubricant not only has the ability to protect the electrical connector from environmental corrosion, but can also inhibit fretting corrosion and galling, reduce the force required to mate and unmate the electrical connectors, and help seal the connectors from contaminants. These become important benefits to the user.

When properly applied, connector lubricants provide many benefits with no ill affect. Lubricants are dielectric in bulk and are made conductive if modified for other purposes.

Connector repair and servicing is an important aspect, too. Often special tooling is required for connection and disconnection; if not used, the connector can be damaged and a more expensive repair required. Proper repair techniques are also critical not only to preserve the functionality and durability of the connector, but also minimize the risk of a repair-related vehicle fire.

Attend this special joint session of the Corrosion Control Action Committee and S.14 Light- & Medium-Duty Trucks Study Groups, and learn what your fleet should be doing to maximize the service life of your vehicle electrical connectors and electrical systems.

Special Joint Session —
S.14 Light- & Medium-Duty Trucks & Corrosion Control Action Committee
Wednesday, March 13
4:15 – 5:45 pm

Do You Have Up-Tight Wheel Bearings?
A New Look at Wheel Bearing Preload

When it comes to wheel bearing adjustment on commercial vehicles, engineers generally agree that a controlled amount of preload is better than a slight amount of endplay for optimal service life. When preload is achieved, that means endplay has been removed and the bearings have an axial load due to the force applied by the fastener assembly — no movement (endplay) is verifiable.

The problem is, however, that it has been historically difficult to measure zero endplay in a maintenance shop environment. Moreover, there has been a lack of specific instructions from the axle and wheel-end component manufacturers advising how to install preload consistently within a recommended range.

That's why TMC's S.6 Chassis and Brake Study Group developed TMC RP 618, Wheel Bearing Adjustment Procedure. RP 618 provides a procedure for consistently achieving a slight amount of endplay (.001 - .005”) on conventional wheel end systems — an acceptable compromise for maximizing wheel end service life. Pre-adjusted and unitized systems are also available that can attain preload; but these differ from conventional wheel ends to some extent in design, field serviceability and cost.

The Society of Automotive Engineers (SAE) is developing a recommended practice — SAE J2535, Setting Preload in Heavy-Duty Wheel Bearings — that, when adopted, will establish a range for bearing preload force values for several popular Class 7-8 truck and trailer axle applications. However, J2535 is primarily directed at manufacturers; procedures for fleet operations are still lacking.

New efforts are being made on a number of fronts to revisit the idea of developing procedures for achieving controlled preload. For example, improved versions of precisely adjustable wheel-end fasteners are being introduced, and improved maintenance instructions are being developed for minimizing endplay.

As a result of these new developments, TMC’s S.6 Chassis and Brake Study Group has launched a new task force to study wheel bearing preload measurement. This Task Force will examine various methods to achieve wheel bearing preload adjustment and create a procedure to achieve similar in fleet operations.

Attend this meeting and learn about what new developments and technologies are emerging for optimizing wheel bearing service life, and see if they have the potential to improve your maintenance operation's bottom line.

S.6 Chassis & Brake Systems Study Group
Wednesday, March 13
4:15 – 5:45 pm
Food Safety Modernization Act: Traceability of Food Products
How the New Law Changes Refrigerated Trailer Maintenance

New Food and Drug Administration (FDA) rules regarding food product traceability are now in effect, and their implementation is significantly impacting maintenance and maintenance management of refrigerated trailer fleets. Is your fleet ready?

The burden of foodborne illness is considerable. Every year, 1 out of 6 people in the United States—48 million people suffer from foodborne illness, more than a hundred thousand are hospitalized, and thousands die, according to FDA.

FDA’s Food Safety Modernization Act (FSMA), signed into law by President Obama on Jan. 4, reportedly enables FDA to better protect public health with new enforcement authorities designed to improve food safety standards compliance and to better respond to and contain problems when they occur.

For the first time, FDA has a legislative mandate to require comprehensive, prevention-based controls across the food supply. The Administration now will hold food companies accountable for preventing contamination or adulteration of food — from where the product is raised or made all the way through to its final destination.

Attend this session and learn what The Food Safety Act means to your refrigerated transport operation and what strategies have been developed to help ensure compliance.

S.7 Trailers, Bodies & Material Handling Study Group
Thursday, March 14
8 – 9:30 am

Wide-base Tires for Dummies

Modern wide-base tires were designed to replace a set of dual tires at the tractor drive and/or trailer positions, thus reducing tare weight and improving fuel economy. It’s been more than 10 years since new generation wide-base tires were introduced to North American trucking industry, but many misconceptions and questions still remain about wide-base tire operation and application.

Wide-base tires have proven their ability to save carriers fuel and increase payload. However, wide-base tires are not suitable for every application and have posed issues for some fleets ranging from reduced tread life, traction, and bearing life.

Still, industry knowledge of wide-base tires has grown greatly in the last 10 years and we now know much more about the impact wide-base tire use has on wheel end maintenance and service life, retreadability, irregular tire wear, and CSA scores.

Attend this session and receive a comprehensive primer on vehicle spec’ing, application and maintenance of wide-base tires to many different types of trucking vocations. An expert panel of manufacturers, suppliers and fleets will be on hand to help separate fact from myth when it comes to these modern marvels of tire technology.

S.2 Tire & Wheel Study Group
Thursday, March 14
8 – 9:30 am

Study Group Sessions
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.

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 11
4 – 5 pm

Shop Talk
Thursday, March 14
9:45 -11:15 am
Randy Mullett is vice president, government relations and public affairs, for Con-way Inc., a freight transportation and global logistics services company headquartered in Ann Arbor, Michigan.

As the company’s top policy executive in Washington, D.C., Mr. Mullett is responsible for Con-way’s Government Relations and Public Affairs activities as well as corporate communications encompassing public relations, brand and reputation management, web content, social media, internal communications and corporate social responsibility.

He also serves as Con-way’s chief sustainability officer. In this role, he directs corporate-wide initiatives focused on improving economic and environmental sustainability through continuous adoption of business practices that improve operating efficiencies and reduce carbon emissions. He reports to Douglas W. Stotlar, Con-way’s president and CEO.

Based in Washington, D.C., Mr. Mullett has served as Con-way’s lead policy executive since 2002. In 2008, he assumed additional responsibilities for the company’s global Corporate Security group, and in 2012 his responsibilities were expanded to include Corporate Communications. Prior to moving to DC, he spent 26 years in operations and sales management, progressing through increasingly responsible management roles with Con-way and with Roadway Express.

A respected authority and frequent speaker on transportation, business, and corporate sustainability issues, Mr. Mullett serves on the Board of Directors for the National Association of Manufacturers, The American Trucking Associations and the American Benefits Council.

Additionally, Mr. Mullett is Vice Chairman of the National Cooperative Freight Research Program Oversight Committee. He is also a member of the advisory boards of the Maritime Institute at Old Dominion University and the Transportation Sustainability Research Center at the University of California—Berkeley. He serves on the Department of Homeland Security’s Highway and Motor Carrier Sector Coordinating Committee. A resident of Berryville, Va., Mr. Mullett holds a bachelor’s degree from Shepherd University in Shepherdstown, W.V. and an MBA from Old Dominion University in Norfolk, Va.
Registration, Accommodations and Travel

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 applies to all TMC and ATA members.

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

Scroll down to “TMC Events.” Please be sure to complete and return a spouse registration form, if you wish to register your spouse for their separate program. This will ensure admittance at evening functions, viewing periods, etc.

Registration Fees
On or before February 11, 2013
Full Meeting Registrant, TMC or ATA Member $525
Full Meeting Registrant, Non-Member $625
Spouse’s Program, Member/Non-Member $275

After February 11, 2013
Full Meeting Registrant, TMC or ATA Member $625
Full Meeting Registrant, Non-Member $725
Spouse’s Program, Member/Non-Member $275

Refund Policy
If your plans to attend the TMC meeting change, you may receive a refund—less a $50 administration charge—up until Feb. 11, 2013. There will be no refunds after Feb. 11, 2013.

Meeting Dress Code
Attire for TMC’s 2013 Annual Meeting is business casual. However all TMC Officers and Study Group Chairmen are expected to wear ties and TMC blazers during the meeting. It is also strongly recommended that panelists wear business attire during Technical/Study Group sessions.

Housing
TMC’s 2013 Annual Meeting & Transportation Technology Exhibition is pleased to be partnering with the Gaylord Opryland Hotel and Convention Center for meeting-related housing. To secure housing for TMC’s 2013 Annual Meeting & Transportation Technology Exhibition, use the QR Code link to TMC’s website: http://tmc.trucking.org. By phone, call 888-777-6779 or 615-889-1000 and reference the title “TMC Annual Meeting” (Group Code A-ATA13).

Rate: $179.00 single/double

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 eastern. Tell the agent you’re attending the Technology & Maintenance Council of the American Trucking Associations’ 2013 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’ 2012 Annual Meeting and mention the AVIS Discount Code: A683199.

Nashville Climate
Nashville weather for March varies in temperature from a high of 70° F to a low of 35° F.
Corsair Distillery with Lunch at Loveless Cafe

Today’s tour will start with a delicious southern lunch served family style at Loveless Café. The Loveless Motel and Café first started serving its famous fried chicken and biscuits in 1951 when the property was purchased by Lon and Annie Loveless. They set up picnic tables in the front yard and sold fried chicken and biscuits from the front door to travelers driving up and down US Highway 100. Soon they converted the rooms of the early 1900’s home into a dining room and kitchen of the Loveless Café. Lon ran the motel and handled the hams while hungry crowds were drawn to Annie's homemade preserves and from-scratch biscuits - one of the few secrets that has remained unchanged to this day. Today Loveless Café serves between 4,000 to 7,000 biscuit’s a day - still using that same original secret recipe from Annie Loveless. If Lon & Annie could see today what they started so long ago! Following lunch we will tour Corsair Artisan. The facility is located in the Marathon Motorworks Village. This historic building provided the setting for brewing all of the whisky mash for Corsair’s traditional and experimental whiskies.

Trash to Treasure with Lunch at Stoveworks:

If you are looking for an antique shopping Mecca in the South, head over to Franklin, Tennessee. Franklin, lies just outside Nashville and is a historical district with many Civil War sites. On today’s tour be sure to wear comfortable shoes and search for everything from vintage jewelry to antique clay pots and rugs. Our first stop is The Franklin Antique Mall and is the oldest and largest in the middle Tennessee region. The mall itself is located in Franklin’s historic “Ice House”. The building originates from 1900. The store is over 12,000 square feet and represents 60 independent dealers. Our next stop is the Arbor Antique Mall, this store features “true antiques, including English, American and primitive furniture. They also carry silver, estate jewelry, china, glass, linens and many rare collectibles. Arbor Antiques represents over 40 dealers in over 5,000 square feet.

Our final stop Lysbeth Antiques is nestled in the larger Antiques at the Factory, a 15,000 square foot shared area by over 50 vendors. Lysbeth specializes in carefully purchased items such as antique furniture and has an ever changing collection. They also feature all sorts of vintage jewelry including Victorian jewelry.

Lunch will be provided at the historic Stoveworks Restaurant

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 Gaylord Opryland Event Center on Wednesday, March 13. This year’s Annual Banquet & Entertainment Showcase features Country Music Superstar Josh Turner. Scoring back-to-back No.1’s with his second single release from Haywire, “All Over Me,” made Turner one of only seven country artists to have two No. 1 hits in 2010. Six years after his Grand Ole Opry debut, he was inducted into the prestigious organization, becoming one of the youngest artists to receive such an honor. Turner’s current album Punching Bag debuted at No.1 on the Billboard County Albums chart. Turner is currently out on his 2012 tour, which is presented by Cracker Barrel Old Country Store®, performing at venues and festivals nationwide throughout December. Josh uses this same approach to his career in the music industry, where many artists seem to come and go quickly. “I don’t ever want to take anything for granted;” he says. “I’ve learned from certain people that it takes a lot of hard work, passion and love for what you do to have longevity in this career.” For more information, visit www.joshturner.com. Attire: Business Casual.

TMC’s Spouse’s Program
Task Force Descriptions

S.1—Electrical & Instruments

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.

Road Service Diagnostic Evaluation Process
Chairman: Carl Tapp, PAM Transport, (479) 361-5251
This Task Force will develop a Recommended Practice that offers a process for evaluating the diagnostic abilities of a technician providing electrical service during a roadside assistance call. The RP will help fleet management ensure proper electrical repairs are made during road service calls.

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, specifying 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: Keith Randolph, Cooper Bussmann Transportation, (864) 266-5067
This Task Force will update RP 156, Electrical Circuit Protection Components.

Electric Vehicle Charging Infrastructure and Interface
Chairman: Charles Groeller, (610) 751-7876
This Task Force will develop a Recommended Practice for electric vehicle charging infrastructure and interface connectors.

S.2—Tire & Wheel

RP Updates
Chairmen: Tim Miller, Goodyear Tire & Rubber Co., (330) 796-3258; Peggy Fisher, Tire Stamp, (248) 373-0312

Effects of Extreme Temperatures on Wheel Torque
Chairman: Dale Overton, (270) 210-7337
This Task Force will develop a recommended practice on the effects of extreme temperatures on wheel fastener torque.

Impact of Using Flammable Bead Breaker for Demounting Tires
Chairman: Norm Ball, Michelin, (913) 558-8101
This Task Force will investigate the impact of using flammable products for breaking beads when demounting tires.

Wide-Base Tire Irregular Wear
Chairman: Guy Walenga, Bridgestone Americas Tire Operations, (615) 937-3451
This Task Force will develop a Recommended Practice addressing irregular wear patterns on wide-base tires.

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.

Underinflation Guidelines for CSA
Chairman: Peggy Fisher, Tire Stamp, (248) 373-0312
This Task Force will develop a recommended practice for establishing the definition of an underinflated tire for use by the Federal Motor Carrier Safety Administration (FMCSA)’s CSA program.

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: Dale Overton, (270) 210-7337
This task force will develop a recommended practice on wheel offset and inset impacts on component life/durability.

S.3—Engine

RP Updates
Chairman: Chris Prengaman, The Lubrizol Corp., (440) 347-4225
This Task Force will review existing engine-related Recommended Practices and update them as needed.
**Task Force Descriptions**

**Cooling System Maintenance for Technicians**
Chairman: Mike Goodheart, Penray, (919) 542-0992
This Task Force will develop technician guidelines for cooling system components and coolants.

**Extended Life Coolants**
Chairman: Marty Martinelli, Penray (919) 542-0992
This Task Force will develop a recommended practice for extended life coolant specification.

**Underhood Thermal Events**
Chairman: Mike Bastuk, Cummins, Inc., (812) 377-3856
This Task Force will develop a recommended practice addressing vehicle fires that originate in the underhood/engine compartment area.

**Fuel Filter Serviceability, Maintenance and Premature Filter Plugging Issues**
Chairman: Brian Mandt, Donaldson, Inc., (952) 887-3346
This Task Force will investigate premature fuel and oil filter plugging issues.

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

**Evaluating Reusable Filters**
Chairman: Karl DeDolph, D3 Consulting, Inc. (612) 845-1972
This Task Force will develop a recommended practice on evaluating reusable filter media for various engine filtration applications.

**RP 316A Update (Engine Temperature Control Settings)**
Chairman: Eric Roell, Horton, Inc., (651) 361-6565
This Task Force will update RP 316A, which covers engine temperature control settings for liquid-cooled diesel engines.

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

**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.

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

**Seat Base Installation Standards**
Chairman: Al Anderson, Base International, (508) 766-4163
This Task Force will develop guidelines for installing seat bases in Class 7-8 cabs.

**RP 428 Update (Vision Devices)**
Chairman: Jerry Hubbell, DJL Associates, Int'l (828) 277-7514
This Task Force will update RP 428 which covers recommended practices for supplemental vision/information devices.

**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 Moultanovsky, 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.

**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: Jack Poster, TMC/ATA, (703) 838-7928
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: Jim Staats, Wiers Fleet Partners, (574) 936-4076
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, Gibson Energy, (405) 623-7572
This Task Force will investigate issues pertaining to accessing repair information for service of commercial vehicles.
Task Force Descriptions

Creating Quality Processes for Shops (Six Sigma)
Chairman: Kevin Billings, MHC Kenworth, (970) 353-9700
This Task Force will develop guidelines for creating quality processes for maintenance shops using six sigma quality control methods.

New Shop Development
Chairman: Marty Kilgore, Trans Carriers, Inc., (901) 368-3746
This Task Force will develop guidelines for new shop development based on several existing TMC recommended practices and other information.

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: Mark Mendel, MHC Kenworth, (615) 916-3583
This Task Force will develop guidelines for conducting a proper pilot review based on existing TMC recommended practices and other information.

S.6—Chassis & Brake Systems

Air Disc Brakes
Chairman: Randy Petresh, Haldex (816) 801-2335
This Task Force studies the effects of air disc brakes on commercial motor vehicles to keep the TMC membership abreast of their application to tractors, trailers, and heavy trucks.

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 Study Group as needed.

Wheel End RP Updates
Chairman: Leslie Kern, SKF USA, Inc., (224) 535-4432
This Task Force will update RP 640 pertaining to alternate wheel bearing adjustment systems, as well as other RPs addressing wheel end issues.

Considerations for Offset Wide-Base Wheels
This Task Force will develop guidelines pertaining to wide-base wheels with offsets. This Task Force was transferred from the S.2 Tire and Wheel Study Group.

Demand of Trailer Air Requirements at the Gladhand
Chairman: Hank Schneider, Sealco Comm. Veh. Products, (602) 253-1007
This Task Force will develop recommendations for Class 7-8 tractor air system supply capabilities and trailer volume demands.

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: Leslie Kern, SKF USA, Inc., (224) 535-4432
This Task Force will examine various methods to achieve wheel bearing preload adjustment and create a procedure to achieve same in fleet operations.

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.

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.

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.

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: Joe Manone, Rite-Hite Corp., (414) 355-2600
This Task Force is developing guidelines to help standardize designs for dock equipment/trailer interfaces.

Van Moisture Contamination (RP 734 Update)
Chairman: Steve Hazard, TDCCO, (740) 383-6376
This Task Force is updating RP 734 dealing with moisture contamination in dry-van trailers.

Trailer Axle Alignment (RP 708B Update)
Chairman: Jerry Reynolds, Hendrickson, (717) 577-4321
This Task Force is updating RP 708B dealing with trailer axle alignment issues.

Splash and Spray Suppression
Chairman: Cynthia Kerr, Andersen Flaps, Inc., (856) 317-0040
This Task Force is developing a recommended practice on splash and spray suppression for trailers. It will gather information about various techniques for suppressing splash and spray, and examine their effectiveness at doing so.
**S.11—Energy Conservation**

* ‘07 & ‘10 Integration into Types II, III & IV Tests*
  **Chairman:** Bob Wessels, (731) 463-4350; Chuck Blake, Detroit Diesel, (313) 610-3141
  This Task Force will update the Type II, III and IV Fuel Economy Test Procedures to include how diesel exhaust fluid and regeneration may impact how procedures are conducted and overall operating costs.

* RP 1111A Update (Relationships 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.

* Fleet Duty Cycle Modeling*
  **Chairman:** Kirk Rutherford, Bridgestone Americas Tire Operations, (615) 937-6906
  This Task Force is developing guidelines for fleet duty cycle modeling.

* 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 developing the TMC Type II and III fuel economy test procedures.

* Sustainability Template for Fleet Maintenance Shops*
  **Chairman:** James Casey, Cognis, (513) 482-3541
  This Task Force is developing guidelines for establishing a sustainability plan template for fleet maintenance operations.

* 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.

**S.12—On-Board Vehicle Electronics**

* RP 1208 Update (PC Service Tool Selection)*
  **Chairman:** Bill Van Horn, Noregon Systems, Inc., (336) 768-4337
  This Task Force is developing guidelines to consider for contracting light- & Medium-Duty vehicle Maintenance.

* 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.

* RP 1202B Update*
  **Chairman:** Ken DeGrant, Dearborn Group (859) 624-8488
  This Task Force is updating TMC RP 1202B covering off-board diagnostic standards.

* 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.

* 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.

* 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.

**S.14—Light- and 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.
Task Force Descriptions

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

Standard Body-to-Chassis Connector
Chairman: Jay Davenport, Truck-Lite, (517) 795-3788
This Task Force will explore developing a best practice for a standard body-to-chassis connector for light/medium vehicles.

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.

Vehicle Lighting for LMV Liftgate Applications
Chairman: Arnold Kwiat, Maxon Lift, (562) 201-0582
This task force is developing recommendations for lighting standardization for light- and medium-duty vehicles with liftgates.

S.15—Specialty Trucks

Hybrid Powertrains
Chairman: Guy Rini, GTR Development, LLC, (540) 247-9623
This Task Force will explore application of hybrid powertrains to specialty vehicles.

Auxiliary Axle Spec’ing and Maintenance Guidelines
Chairman: Skip Martens, Hendrickson International, (662) 728-9910
This Task Force will develop recommendations for spec’ing and maintaining auxiliary axles on vocational vehicles.

Hydraulic System Failure Analysis
Chairman: Jim Alexander, Parker Hannifin Corp., (256) 892-4630
This Task Force will develop recommendations for hydraulic system failure analysis.

Vehicle Alternative Fuels Identification Symbols
Chairman: Roger Lackore, Oshkosh Truck Corp., (920) 832-3249
This Task Force will develop recommendations for identification symbols for alternative fuels used with commercial vehicles.

Electric Commercial Vehicle Information Report
Chairman: Will Watson, Will Watson & Associates, (253) 638-3145
This Task Force is developing an information report on electric commercial vehicles in vocational applications.

S.16—Service Provider

Rapid Repair Assessment
Chairman: Jim Elkins, Floyds Sales and Service, (307) 630-5968
This Task Force is developing an RP on establishing an acceptable diagnostic and repair time frame between fleets and service providers.

Warranty Handling Task Force
Chairman: Jack Porter, Decisiv, Inc., (804) 762-4153
This Task Force is developing an RP on a common process of identifying customer extended warranty coverages from truck OEM or parts suppliers to streamline the repair workflow process.

Repair Order Approval and Authorization
Chairman: Gary Cummins, FleetNet America, (704) 435-3897
This Task Force is developing an RP for use by service providers and fleets that standardizes the workflow process for estimating and approving vehicle repairs and service.

Conflict 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.

Optimizing Productivity of Service Provider Technicians
Chairman: Bob Bullard, Empire Truck Sales, (601) 933-5320
This Task Force is identifying practices that optimize service provider technician productivity to achieve the highest levels of trust and satisfaction with customers.

Customer Satisfaction
Chairman: Christine Harvey, PACCAR, Inc., (425) 254-4147
This Task Force is developing a training outline that will cover elements needed to facilitate a successful and repeatable service event from a customer satisfaction perspective.

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) 463-4282
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: Jerry Anderson, (336) 210-5681
This Task Force is developing an RP 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.

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.

Professional Technician Development Committee

Technician Skills Contest
Chairman: George Arrants, Cengage Learning, (281) 850-1676
This Task Force is developing procedures for implementing a national technician skills contest under the auspices of TMC.

Technician Qualification (Making Sense of TMCSuperTech)
Chairman: Bob Cornwell, ASE, (703) 669-6606
This Task Force analyses technician performance at TMCSuperTech to determine trends/indicators in technician qualification and training.
Task Force Descriptions

**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, D.J.L 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 Tomororw'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.

**Corrosion Control Action Committee**

**Electrical System Corrosion**  
*Chairman: Brad Van Riper, Truck-Lite, (716) 665-6214*  
This Task Force will develop a Recommended Practice on minimizing electrical system corrosion.

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

**Can and Controls Corrosion**  
*Chairman: Al Anderson, Bose International, (508) 766-4163*  
This Task Force will develop guidelines for dealing with corrosion as it relates to cab and control systems.

**Corrosion Control Maintenance**  
*Chairman: Mac Whittmore, ArvinMeritor, (763) 428-1427*  
This Task Force will develop maintenance recommendations for minimizing chassis-related corrosion.

**Trailer Corrosion**  
*Chairman: Al Anderson, Bose International (913) 764-2306*  
This Task Force is developing guidelines for minimizing trailer-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: David McCorkendale, Watson and Chalin Mfg., (214) 578-2261*  
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.

**Mitigating Corrosion on Electrical Components on Vocational Vehicles**  
*Chairman: Kristen Goodson, Peterson Mfg., Co. (816) 765-2000*  
This Task Force is developing recommendations for mitigating corrosion on electrical components on vocational vehicles.
TMC’s 2013 Fall Meeting
& National Technician Skills Competition
September 9-12, 2013
David L. Lawrence Convention Center,
Pittsburgh, Pennsylvania

TMC’s 2014 Annual Meeting
& Transportation Technology Exhibition
March 8-13, 2014
Nashville Music City Center,
Nashville, Tennessee