



# ROAD TALK

VOL. 22, NO. 1 / JAN-FEB 2018

AN OFFICIAL PUBLICATION FOR TRUCKING PROFESSIONALS

A large, 3D, golden-yellow graphic that reads "Happy New Year". The text is set against a dark blue night sky with colorful fireworks and falling confetti. Below the text is a road with a yellow diamond-shaped road sign in the foreground. The sign has a black border and a black arrow pointing forward. The numbers 1, 2, 3, 4, 5, 6, 7, 8, and 9 are visible on the sign's border. The road has white dashed lines and a white crosswalk. The overall scene is festive and celebratory.

Happy  
New  
Year

Best wishes for a safe and happy 2018  
American Highway Carriers Association

## Greenhouse Gas Emissions and Fuel Efficiency Standards Phase 2 EPA proposes to remove gliders from regulations

The Environmental Protection Agency (EPA) is proposing to repeal emission standards under its Phase 2 Greenhouse Gas Emissions and Fuel Efficiency Standards that apply to glider vehicles, glider engines, and glider kits. The proposed repeal is based on

the interpretation that glider vehicles would not be considered “new motor vehicles”, glider engines would not be considered “new motor vehicle engines”, and glider kits would not be

treated as “incomplete” new motor vehicles.

Under this proposed interpretation, EPA would lack authority to regulate glider vehicles, glider engines, and glider kits under the Clean Air Act.

Opposition to the proposed changes is fierce.

Environmentalists and large trucking associations have commented strongly against the change stating that the EPA has clear authority to regulate rebuilt engines and that creating such a loophole

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Considering language used in their comments, the American Trucking Association appears to see this as a slap in the face from the EPA. The

association commented,

“ATA members buy a tremendous amount of new equipment and pay a premium price investing in clean engine technologies.”, and

“The Continued Growth of Gliders Creates a Competitive Disadvantage

to Fleets Purchasing New Equipment”.

The comment period ended January 5, 2018.

You can view comments and actions at [www.regulations.gov](http://www.regulations.gov), RIN 2060-AT79.

A glider kit is a new truck chassis, special ordered from the factory, without engine or transmission.

This allows for a customized powertrain to be added that better meets the needs of the consumer.

## Crashes are NOT always Cut & Dry

The sun was bright during this stop-and-go commute with clear skies as far as the eye could see. The crash happened during the afternoon as shadows clearly show. There were no skid marks at the scene and unfortunately no witnesses would come to the aide of our driver. In this particular crash, the claimants would share their horrific story of how our driver, without warning, barrelled into their lane causing damage to their vehicle, mental trauma and soft tissue and neck injuries. Luckily, our driver was informed on how to take photos at the scene.



**This particular photo (above) is quite revealing**

- 1) The lady in the car is stretching her neck out the window to watch our driver take the photos.**
- 2) The other lady is standing outside the vehicle without much visible pain .**
- 3) The photo shows a different story than that of the claimant. First, our driver appears to be occupying his own lane. Had our driver entirely pushed the claimant out of her lane into another lane her vehicle would not likely have been so close to our driver’s vehicle without skid marks or a damage trail. It more closely appears that the claimant’s vehicle entered into our driver’s lane.**

A motor carrier’s crash history is vitally important to staying in business. A claim involving trauma, injury and property damage can get costly in a hurry skyrocketing the ratio between premium collected and claim payouts. This driver was fortunate to have evidence to support his claims. Never assume claims such as these will be cut and dry. Find witnesses at the scene, take photos of all sides of the accident so that all vehicles and persons are shown – not just close-ups. Take photos of license plates and try to get as much information as you can from the parties involved.

## ALCOHOL-IMPAIRED CRASHES INCREASE BY 50.9% NHTSA release fatality statistics

The U.S. Department of Transportation’s National Highway Traffic Safety Administration today released fatal traffic crash data for calendar year 2016. According to NHTSA data, which was collected from all 50 states and the District of Columbia, 37,461 lives were lost on U.S. roads in 2016, an increase of 5.6% from calendar year 2015.

NHTSA found that distracted driving and drowsy driving fatalities declined, while deaths related to other reckless behaviors – including speeding, alcohol impairment, and not wearing seat belts – continued to increase. Motorcyclist and pedestrian deaths accounted for more than a third of the year-to-year increase.

There were 4,317 fatalities in crashes involving large trucks in 2016, 5.4% more fatalities than in 2015, the highest since 2007. Of the 4,317 fatalities, 722 (16.7%) were occupants of large trucks, 10.8% were nonoccupants, and 72.4% were occupants of other vehicles.

Alcohol-impaired drivers of large trucks involved in fatal crashes had the largest percent increase of all vehicle types at 50.9% That percentage is based on much smaller numbers than all other vehicle types, but is still very concerning. There were 55 crashes in 2015 and 83 crashes in 2016.

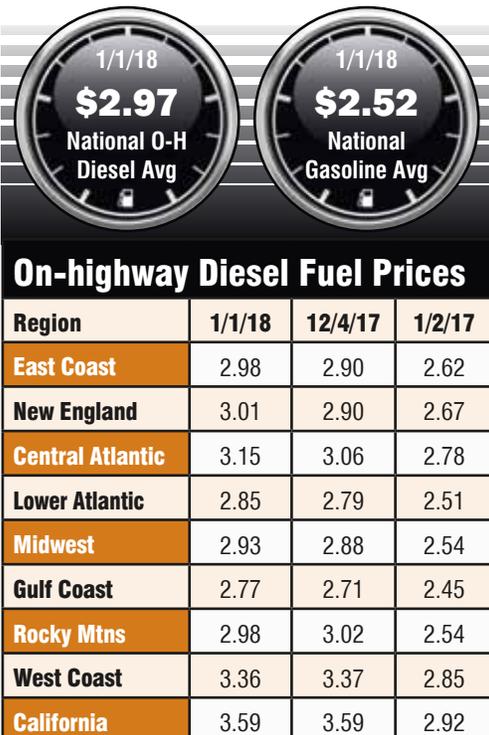
Source: NHTSA’s National Center for Statistics and Analysis ([nhtsa.dot.gov](http://nhtsa.dot.gov))

## FUEL UPDATE

According to the U.S. Energy Information Association (EIA), OPEC and some non-OPEC countries agreed to crude oil production cuts for 2017 and have subsequently agreed to continue limiting output through the end of 2018. This declaration of cooperation has tightened crude oil supplies, putting upward pressure on crude oil prices. EIA forecasts Brent crude oil spot prices to average \$57/barrel in 2018, a 5% increase from 2017. EIA also forecasts average increases of 4% (\$2.51) for retail gasoline prices and 8% (\$2.89) for on-highway diesel in 2018.

Currently, the U.S. average regular gasoline retail price is 2 cents-per-gallon (cpg) higher than last month and is 14.3 cpg higher than the same time last year. Not to be outdone, California's price per gallon rose 37 cents through 2017.

The U.S. average diesel fuel price rose 5 cpg in December, and 39 cpg over the past year. Two notable regions were, the New England area which shelled out 11.3 cpg more than just last month and California which, over the course of 2017, was walloped with a 67 cpg year-over-year increase.



Prices listed above are diesel averages in dollars per gallon.

Up-to-date statistics are available from the Department of Energy at [www.eia.gov](http://www.eia.gov).

## Winter PREPARATIONS



PUSHER TRUCK

Commercial trucks are frequently operated under severe duty conditions. If you are driving in areas with very low temperatures, especially areas with snow and ice, you **MUST** winterize properly or risk damaging your equipment. For those that have been in the industry a while, the tips below may just be a helpful reminder, but a very important one at that.

First and foremost, make sure you have a proper winter survival kit containing food, water, and medical supplies in case you're stuck somewhere for a prolonged period of time.

A tip we got from a number of cold weather drivers is that you've got to have good windshield wipers and washer fluid. Washer fluid comes with different freezing points using alcohol to lower the freezing point. Choose a washer fluid that is appropriate for conditions and top it off!

Maintain your engine's coolant quality and level. Antifreeze provides protection against temperature extremes, rust, corrosion, scale, and premature water pump failure, but over time can lose its rust-inhibiting properties, causing corrosion — flush if needed. Very important! Manufacturers recommend different water/coolant ratios depending on temperature when refilling.

Try not to run too low on fuel. Be sure to carry extra fuel during winter to guard against detours, longer/slower travel times, road challenges, etc.

Use caution when approaching elevated structures, such as bridges and highway overpasses. As cold air surrounds the surface of a bridge it loses heat from all sides unlike the road. The steel and concrete that it is made of also transfers its heat quickly to the air causing it to freeze faster than roads and could ice over in a hurry. So, be cautious on transitions from roads to bridges as they may not be treated with ice/snow-melting materials (salt/sand) which help to prevent spin-outs.

Getting good traction to the road is less consistent in adverse weather conditions, so your tires' tread depths need to be in good shape. The minimum tread depth for steer tires is 4/32-inch, and 2/32-inch for any other wheel position. There is no shame in exceeding those minimums as you'll feel the difference on wet and slushy roads.

Diesel engine ignition relies on compressed air that creates heat, and big cold blocks and cylinder heads absorb heat. To counter that loss, glow-plugs are introduced to ignite the fuel. Older engines can take 20 seconds to achieve working temperature - modern engines 6-8 seconds. Account for this and reduce the drain on your battery with external devices when the engine is not running.

Batteries are a function of chemical reactions that react slower in cold weather. At 32°F a vehicle battery loses 35% of its strength and at 0°F it loses about 60%. Have your battery tested to avoid the call for help. Don't forget to check the alternator!

Be sure to check tire inflation levels regularly. Air pressure in a tire typically goes down 1-2 psi for every 10°F of temperature loss. So in cold weather, a temperature drop of 30°F could mean a loss of 3 to 6 psi — increasing the risk of a tire failure or loss of control.

When you're sure all systems are a "Go", remember to take it slow and be aware of what's happening around you. Be safe.



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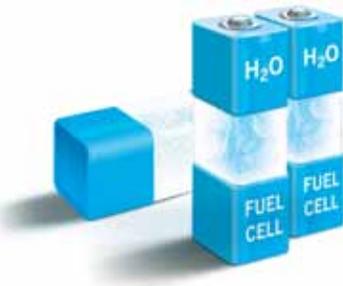
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## BATTERY vs FUEL CELL

Toyota Motor North America, Inc. (TMNA) will build the world's first megawatt-scale carbonate fuel cell power generation plant with a hydrogen fueling station to support its operations at the Port of Long Beach, CA. The news was delivered during the Los Angeles Auto Show on November 30 and adds yet another nail in the diesel fuel coffin in California and the internal combustion engine.

The Tri-Gen facility will use bio-waste sourced from California agricultural waste to generate water, electricity and hydrogen. The facility is expected to come online in 2020 and generate approximately 2.35 megawatts of electricity and 1.2 tons of hydrogen per day, enough to power the equivalent of about 2,350 average-sized homes and meet the daily driving needs of nearly 1,500 vehicles.

As is the case with electric vehicles, infrastructure represents the largest obstacle in scaling these technologies and the oil industry is not taking a blind eye. In January, Royal Dutch Shell became part of a global hydrogen council that included Toyota, Total SA, Liquide SA, and Linde AG. The companies will be investing about \$10.7 billion in hydrogen products over the next five years.



Shell is investing significantly in hydrogen fueling stations in Europe and the U.S. The company has established four hydrogen stations in Germany, one in London's Heathrow Airport, and two in California. Earlier In The Year, Royal Dutch Shell And Toyota announced a partnership to build seven more hydrogen fueling stations in California.

Currently, France, United Kingdom, India, Norway, Netherlands and China have stated that they are phasing out gasoline powered engines over the next 15-20 years. The United States as a whole has not made any such pledges, and the Trump administration continues reversing federal environmental regulations. However, California governor Jerry Brown signed legislation last year requiring the state to reduce greenhouse gas emissions 40% below 1990 levels by 2030. New York has set similarly aggressive goals as a partner in the Paris Accord.



## 2018 SCHOLARSHIP PROGRAM

The cutoff for applications in AHCA's scholarship contest is the 1st of September. *That means you still have plenty of time to get your applications in! But why wait until the last minute?*

This contest is designed to provide financial aid to the children or grandchildren of our good-standing members. Simply complete the 2018 application (available online at [ahcaonline.com](http://ahcaonline.com) or by contacting AHCA direct) and attach it with the requested documentation. All entries must be submitted to AHCA by September 1, 2018. Do not hesitate, do not procrastinate DO NOT WAIT another moment!

The number of scholarships awarded are commensurate to the number of applicants with a maximum of three \$500 scholarships awarded.