

CARB, OEMs Enter Clean Air Partnership

Makers to Follow California's Phaseout Regardless of Legal Challenge

Major truck manufacturers such as Cummins, Daimler, Ford, and General Motors, have committed to California's shift to zero-emission vehicles even if those rules face legal blowback. The so-called Clean Truck Partnership between California Air Resources Board (CARB) and the Truck and Engine Manufacturers Association (EMA) and individual companies includes flexibility for manufacturers to meet emissions requirements while still reaching the state's climate and emission reduction goals.

CARB Chair Liane Randolph said in a statement that "the unprecedented collaboration between California regulators and truck man-

ufacturers marks a new era in our zero-emission future, where we work together to address the needs of both the trucking industry and the Californians who deserve to breathe clean air."

This agreement is not without controversy, as industry leaders believe that it is unrealistic. American Trucking Associations' President and CEO Chris Spear stated that "Our association represents motor carrier members — the paying customers who will inherit the costs of this agreement — and we will not roll over nor relinquish our right to litigate with any party when our interests are threatened. It is clear

(See CARB/OEM Partnership page 8)



Image Credit: Getty Images

NHTSA Pushes for Side Underride Guards

The National Highway Traffic Safety Administration (NHTSA) published an advance notice of proposed rulemaking (ANPRM) in mid-July, signaling it will forge ahead with rulemaking that would require new trailers be equipped with side underride guards.

NHTSA defended this decision with research in the ANPRM, stating that there are annually 89 light vehicle occupant fatalities and 409 serious injuries in two-vehicle crashes with tractor-trailers where a light

passenger vehicle strikes the side of a tractor-trailer and underrides it. NHTSA also estimates that 17.2 lives would be saved, and 69 serious injuries would be prevented annually if all trailers are equipped with side underride guards.

The ANPRM originated due to a September 2013 petition for rulemaking to research and create rules on side underride guards. It is also a response to the Biden administration's Bipartisan Infrastructure Law (BIL), which specified that

(See Side Underride Guards, page 4)

TMC Leaders of Tomorrow

Council Promotes Culture of Learning, Says TLOT Candidate Ray Martinez

As the name implies, TMC's Leaders of Tomorrow (TLOT) program is preparing industry professionals to be the newest generation of Council trailblazers, and Ray Martinez, director of fleet accounts, HDNABI, believes he is well on his way as a member of the Class of 2025.

"The TLOT program is promoting inter-generational collaboration, creating a culture of continuous learning, and bridging the gap between generations." Martinez also stated that TLOT was instrumental in facilitating the shar-

(See Martinez, page 3)



Inside this Issue

News Briefs	2
Technical Difficulties	2
Events	3
Government	4
Safety	5
Light/Medium Duty	6
Technical Tips	8
VMRS Tips	9
Management Tips	11
Cyberspace	12



News Briefs

- Sean Kenney is the new chief executive officer of trailer maker Hyundai Translead as of July 1, 2023. Kenney joined the company in 2020 as chief sales officer. He succeeds Bongjae Lee, who spent seven years with Hyundai Translead and is moving into a leadership role at Hyundai Glovis in Korea.
- Two major new federal grants were awarded to expand truck parking capacity. The two awards, totaling more than \$33 million, will create 170 new truck parking spaces located at key freight corridors in the states of Louisiana and Texas.
- BorgWarner Inc. has completed the spin-off of its Fuel Systems and Aftermarket segments into a publicly-traded company named PHINIA. This is part of the Charging Forward strategy, aimed at transitioning to electrification, including the disposition of \$3-\$4 billion in combustion-related revenue by 2025.
- HDA Truck Pride welcomed Truck Parts Direct and its affiliated family of companies to its group. The acquisition will reportedly help HDA Truck Pride service the San Antonio market and take advantage of the economic growth and expansion between Austin and San Antonio.

TMC Fleet Adviser

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Technical Difficulties

Heavy Braking: TMC Task Force Needs Fleets to Help Address Aftermarket Lining Quality

One of the “pleasures” derived from studying Classical Latin was translating philosophic works. Back in those “good old days,” the equivalent of Will Rogers was one Publius Syrus, who coined many colloquialisms still in use today (such as in the lyrics of a Rolling Stones hit — I challenge you to figure that one out). One such maxim was, “Occasio rara et facilis amittitur (Opportunity is rare, and easily lost),” and a similar golden opportunity is a current project of TMC’s S.6 Chassis & Brake Systems Study Group, which is looking into the subject of aftermarket brake lining classification.

Back in the day when most components for vehicles were produced domestically, it was easier for fleets and component suppliers to achieve consensus on the expected performance of parts in trucks, leading to development of several related TMC Recommended Practices (RPs). One such example is TMC RP 628C, *Aftermarket Brake Lining Classification*, first adopted in 1995 and last revised in 2016. In today’s global market, most brake block material is manufactured abroad, with their proprietary composition being closely guarded. The RP lists aftermarket brake linings that have been voluntarily submitted by the manufacturer and passed original equipment manufacturer (OEM) dynamometer testing conducted at qualified laboratories.

S.6 has established the RP 628C Update Task Force, chaired by Ron Moody, Haldex, to address current challenges for fleets in this area. Brake performance is only regulated at the OEM level at the time of initial vehicle certification. That certification is done with very specific brake component and friction material sourcing; there is no guarantee of performance and no compliance testing on “will fit” aftermarket products.

The RP 628C Update Task Force will convene at the upcoming TMC Fall Meeting, as is putting out a call for fleet members to become involved in this process. With the changes in the marketplace, the general feeling is that the RP is underutilized in providing its traditional classification benefit to fleet members.

Former RP 628 Task Force Chairman Jim Clark pointedly states, “The reason fleets need to attend the RP 628C Update Task Force is because suppliers repeatedly vote against this RP because it produces verified, comparable brake lining performance data where no federal regulation exists. If enough fleets don’t attend the Task Force meeting, suppliers will out vote those fleets present, and eliminate or severely reduce the effectiveness of this RP.”

Signing up for the Task Force is as simple as clicking on the blue “Join” button in its community on TMC Connect (which be found via the community navigator in <https://tmconnect.trucking.org>). The challenge, and opportunity, is on the table. Will it be taken up or will it be lost?

— Jack Legler, TMC Technical Director

Events

- Aug 16-19 2023 — ATA National Truck Driving Championships (NTDC) & National Step Van Driving Championships (NSVDC), Columbus, Ohio. <https://www.trucking.org/events>
- Sept. 11-13 2023 — Intermodal Association of North America (IANA) Intermodal Expo, Los Angeles, Calif. <https://www.intermodal.org/>
- Sept. 10-16 2023 — National Truck Driver Appreciation Week (NTDAW), <https://www.trucking.org/events>
- Sept. 17-21, 2023 — TMC's 2023 Fall Meeting & National Technician Skills Competitions. Huntington Convention Center, Cleveland, Ohio. <https://tmcfall.trucking.org/>
- Sept. 24-30, 2023 — National Technician Appreciation Week; <http://tmc.trucking.org>
- Oct. 1-3, 2023 — National Motor Freight Traffic Association Membership Meeting, Alexandria, Va. <https://nmfta.org/nmfta-event/nmfta-fall-meeting/>
- Oct. 4-5, 2023 — Weighing & Research Council, Alexandria, Va. <http://www.nmfta.org/pages/>
- Oct. 5-7, 2023 — National Truck and Heavy Equipment Claims Council (NTHECC) Fall Convention, Knoxville, Ten. <https://nthecc.org/>
- Oct. 14-17, 2023 — ATA Management Conference & Exhibition (MCE), Austin, Tex. <https://www.trucking.org/events>
- Nov. 13-16, 2023 — Women in Trucking Accelerate! Conference & Expo, Dallas, Tex. <https://www.womenintruck.org/>
- Mar. 4-7, 2024 — TMC Annual Meeting & Transportation Technology Exhibition, New Orleans, La. <https://tmcannual.trucking.org>

Submissions Wanted

Interested in having your event listed in this column? Submit your listing to TMC at tmc@trucking.org or call (703) 838-1763.

Martinez

(Continued from Page 1)

ing of skills and knowledge between TMC members, as well as being an excellent collaboration platform.

Martinez first heard of TMC in 2014 when he attended his first TMC meeting and was immediately captivated. "Every TMC member I encountered shared a deep passion for the trucking industry, especially in the realms of maintenance and discovering solutions to enhance he safety on our roads."

His most memorable experience as a TLOT member, however, was the Call on Washington, jointly held with American Trucking Associations Lead ATA, which he said was one of the most profound experiences of his life. Martinez said he was impressed by the eagerness of Congress-

sional staffers to listen to industry expertise. Specifically, he discussed Federal Motor Vehicle Safety Standard 121, Air Brake Systems, and the possibility of updating this requirement. To his surprise, the staff member diligently took notes and engaged in meaningful dialogue. "The Call On Washington provided a remarkable platform for us to contribute our perspectives and advocate for positive change, engaging with our government officials and enlightened us on the critical role we, as industry professionals, play in shaping policies for a safer future."

Martinez said he feels as if he has barely scratched the surface of what TMC has to offer and looks forward to completing the TLOT program in 2025 and further immersing himself as a contributor to TMC's invaluable work.

TMC and ATA Announce 2023 National Technician Appreciation Week

The American Trucking Associations (ATA) and ATA's Technology & Maintenance Council (TMC) announced they would be hosting the fourth annual National Technician Appreciation Week (NTAW) from September 24-30.

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

"We are very excited to launch

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

For more information, visit <https://tmc.trucking.org/blog/2023-national-technician-appreciation-week>.





Department of Energy Issues Historic \$9.2 Billion Loan for EV Battery Venture

The U.S. Department of Energy (DOE) said it plans to loan \$9.2 billion to BlueOval SK, a joint venture between Ford Motor Co. (Ford) and South Korean battery maker SK On Co., for its battery plants in Kentucky and Tennessee, nearly matching the \$11.4 billion the companies themselves are investing in the project.

This is also the most significant direct government support for an auto company since the bailouts during the Great Recession and is the largest single loan the DOE has ever made. It comes as the Biden administration and automakers aim to rapidly ramp up electric vehicle (EV) production to compete with China, which currently dominates the global EV market.

The loan would support the venture's three new facilities, one in Tennessee and two in Kentucky, that will build EV batteries. Ford has estimated that the projects will create 11,000 jobs and DOE says it will create more than 120 gigawatt hours of U.S. battery production annually.

The loan would support President Biden's "agenda to onshore and re-shore domestic manufacturing of technologies that are critical to reaching the clean energy and transportation future," the DOE said in a blog post about the funding, adding that expanding domestic EV battery production is critical to meeting the administration's goal of 50 percent new car sales being electric by 2030.

Ford treasurer Dave Webb said in a statement that the company welcomes the agency's support for the project: "It's going to help make great EVs available to more customers while powering thousands of good paying jobs and American manufacturing. Major technology transitions have always been accelerated by collaboration between the public and private sectors. The DOE's foresight here will help do the same for the transition to zero-emissions transportation."

For more information, see <https://corporate.ford.com/operations/blue-oval-city/kentucky.html>

Side Underride Guards

(Continued from Page 1)

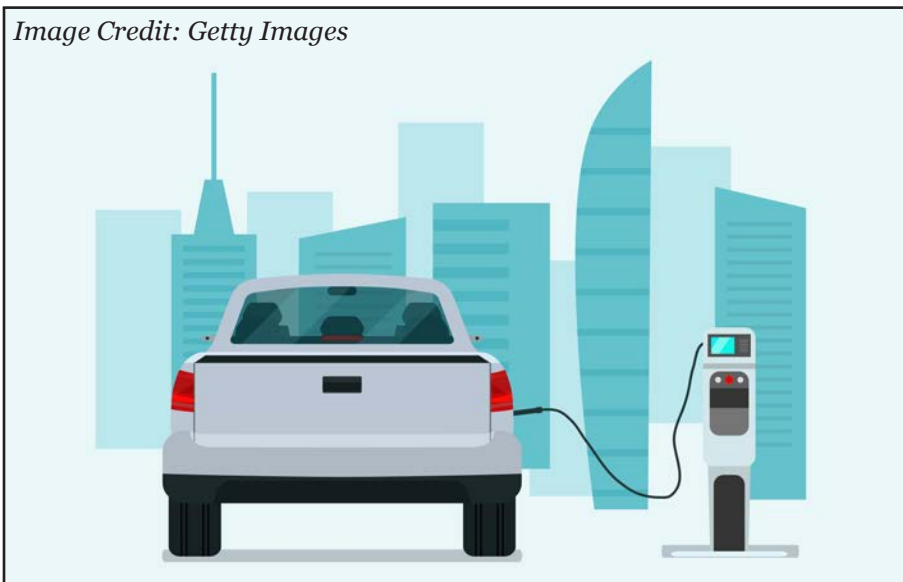
the Department of Transportation (DOT) should conduct research on side underride guards to better understand their overall effectiveness, and to assess the feasibility, benefits, and costs of, and any impacts on intermodal equipment, freight mobility, and freight capacity associated with, installing side underride guards on new trailers and semitrailers. The BIL further directs the DOT to report the findings of the research in a Federal Register notice to seek public comment.

NHTSA specifies requirements for rear impact guards on trailers but there are no federal requirements for side underride guards. The BIL specifies provisions for underride protection measures for trailers and semitrailers. NHTSA estimates that side underride guards could add \$3,000 in additional cost, resulting in an annual cost to equip new trailers with the guards at up to \$1.2 billion.

American Trucking Associations (ATA) and other trucking organizations are opposing the proposal, citing safety, maintenance and configuration concerns. For example, ATA has reported continued safety concerns about side underride guards interacting with rail crossings.

In comments to the ANPRM, ATA said, "ATA policy is that equipment requirements should be based on sound engineering and economic principles that enhance safety, take into account real-world operations and weigh potential unintended consequences," the trade organization wrote. "Side underride guards are approximately 40 feet long [rear guards are only about 8 feet long] and would be subjected to a wide variety of crash scenarios, but only have limited testing data on one specific scenario. ATA believes that efforts to decrease and eliminate side underride crashes should be focused on preventing the crash from occurring in the first place."

Image Credit: Getty Images





NHTSA Releases Latest Recalls

The National Highway Traffic Safety Administration (NHTSA) has released its vehicle safety defect/noncompliance notices for June and early July 2023, including light-, medium- and heavy-duty trucks and equipment listed below. Consumers can get information on safety recall campaigns, or information on the recall of a particular vehicle make and model, by calling NHTSA's Auto Safety Hotline, 888-327-4236, or accessing the information online at <http://www.nhtsa.dot.gov>.

Equipment

- **Dana Incorporated (Dana)** is recalling 2,247 Dana-Spicer Driveshafts, model number SPL100 DS/CS. The driveshafts can break under certain loading conditions. Dealers will replace the driveshafts, free of charge. Owner notification letters are expected to be mailed July 24, 2023. Owners may contact Dana customer service at 1-419-887-3000. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. July 10, 2023—**NHTSA Campaign Number: 23E052000.**
- **Lippert (Lippert)** is recalling 13,997 Curt 7000 and 8000 lb axles. The U-bolts may have been improperly tightened, which can cause the axle to move out of position. Dealers will tighten the U-bolts, free of charge. Lippert will notify RV manufacturers in July 2023. Owners may contact Lippert customer service at 1-574-538-4514. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. July

5, 2023—**NHTSA Campaign Number: 23E050000.**

- **ST Engineering Hackney, Inc. (STE Hackney)** is recalling 243 2011-2017 Kidron refrigerated truck bodies equipped with certain Carrier Transicold refrigeration units, including Supra models 950, 950MT, and 960. The centrifugal clutch may overheat under certain conditions, which can cause it to break apart. Dealers will inspect and replace the panels around the clutch as necessary, free of charge. Interim owner notification letters, informing owners of the safety risk, were mailed July 7, 2023. A second notice will be sent once remedy parts become available, anticipated in September 2023. Owners may contact STE Hackney customer service at 1-252-946-6521. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 28, 2023—**NHTSA Campaign Number: 23V450000.**

- **Eagle Eyes Traffic Ind. Co., Ltd (Eagle Eyes)** is recalling 3,639 Eagle Eyes UPI aftermarket headlights with model numbers 31645 and 31646, sold as replace-

ment headlights for Peterbilt 389 vehicles. The headlights may not have the correct amount of light output, which can reduce visibility. As such, these headlights fail to comply with the requirements of Federal Motor Vehicle Safety Standard number 108, "Lamp, Reflective Devices, and Associated Equipment." Eagle Eyes will replace the headlights, free of charge. Owner notification letters are expected to be mailed July 31, 2023. Eagle Eyes' number for this recall is 23UPIAC1. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 27, 2023—**NHTSA Campaign Number: 23E048000.**

Vehicles

- **Daimler Trucks North America, LLC (DTNA)** is recalling 82 2023-2024 Freightliner eCascadia vehicles. The e-axle planetary gear set may not be welded properly, which can cause the e-motor to detach from the final drive, resulting in an undetectable and sudden loss of drive power without the ability to restart the vehicle. The remedy is currently under development. Owner notification letters are expected to be mailed September 3, 2023. Owners may contact DTNA customer service at 1-800-547-0712. DTNA's number for this recall is FL979. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. July 6, 2023—**NHTSA Campaign Number: 23V467000.**
- **Stoughton Trailers, LLC (Stoughton)** is recalling 55 2024 CCGN-40T trailers. The brake hose may be the incorrect

(See *Recalls*, page 6)

Recalls

(Continued from Page 5)

length and have inadequate or missing air tank fasteners, which can result in brake hose failure. Dealers will replace the brake hoses, and inspect and install any inadequate air tank fasteners, free of charge. Owner notification letters are expected to be mailed July 13, 2023. Owners may contact Stoughton customer service at 1-608-873-2580. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 30, 2023—**NHTSA Campaign Number:** 23V460000.

■ **Lion Electrical Company (Lion)** is recalling 65 2021-2025 LionC school buses. Loose hardware inside the high-voltage distribution unit (HVDU) or direct current junction box (DCJB) enclosures may contact electrical terminals, causing a short circuit. Lion technicians will replace the hardware, free of charge. Owner notification letters are expected to be mailed August 21, 2023. Owners may contact Lion customer service at 1-855-546-6706. Lion's number for this recall is R2023-007b. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 28, 2023—**NHTSA Campaign Number:** 23V452000.

■ **Daimler Trucks North America, LLC (DTNA)** is recalling 332 2023-2024 Freightliner eCascadia vehicles. The service brake system may incorrectly calculate the vehicle mass, which can impair the electronic stability control system performance. As such, these vehicles fail to comply with the requirements of Federal Motor Vehicle Safety Standard



Mack MD Electric Now Available to Order

Mack Trucks says its first medium-duty electric vehicle, the Mack MD Electric, is now available for order. The Mack MD Electric will be available in Class 6 and 7 ratings. The Class 6 model has a GVWR of 25,995 pounds, and the Class 7 model has a GVWR of 33,000 pounds. The truck's three-phase permanent magnet synchronous motor and all on-board accessories are powered by lithium-ion batteries, either in a 150 kWh or 240 kWh configuration and charged through AC or DC charging units. The truck also features a regenerative braking system. The truck will be produced at the company's Roanoke Valley Operations facility in Roanoke Valley, Virginia, where Mack began production of the Mack MD Series in 2020.

(FMVSS) number 136, "Electronic Stability Control Systems on Heavy Vehicles." The remedy is currently under development. Owner notification letters are expected to be mailed August 26, 2023. Owners may contact DTNA customer service at 1-800-547-0712. DTNA's number for this recall is FL978. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 28, 2023—**NHTSA Campaign Number:** 23V453000.

■ **Daimler Vans USA, LLC (DVUSA)** is recalling 20,500 2021 Freightliner Sprinter, 2021-2022 Mercedes-Benz Metris and 2021-2023 Mercedes-Benz Sprinter vehicles. The fuel pump may shutdown, which can result in a loss of drive power. Dealers will replace the fuel pump, free of charge. Owner notification letters are expected to be mailed July 28, 2023. Owners may contact DVUSA customer service at 1-877-762-8267. DVUSA's number for this recall is 4790205. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-

327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 26, 2023—**NHTSA Campaign Number:** 23V444000.

■ **Autocar, LLC (Autocar)** is recalling 2,671 2022-2023 ACTT Xspotter vehicles. The fuel tank mounting straps may not be properly secured. Dealers will inspect and secure, or replace the fuel tank mounting straps as necessary, free of charge. Owner notification letters are expected to be mailed August 21, 2023. Owners may contact Autocar customer service at 1-888-218-3611. Autocar's number for this recall is ACTT-2302. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 23, 2023—**NHTSA Campaign Number:** 23V442000.

■ **Navistar, Inc. (Navistar)** is recalling 6,786 2016 International DuraStar, 2018-2020 and 2023-2024 International 1300FBC Stripped chassis, 2019-2022 IC Bus CE Commercial bus, 2019-2024 IC Bus TC Commercial bus, and 2019-2024 International

(See **Recalls**, page 7)

Several Natural Gas Bus Projects Receive Federal Funds

The Biden Administration has awarded more than \$230 million to compressed natural gas (CNG) transit bus projects, with another \$44 million being granted to transit agency projects that feature at least a portion of CNG bus and refueling infrastructure deployment.

The funding is part of a larger announcement made this week by the Federal Transit Administration's (FTA) Low- and No-Emission Grant Award program.

Among the notable awards:

- **Sun Tran, Tucson, Arizona** – \$21.49 million,
- **Dallas Area Rapid Transit** – \$103 million,
- **Metropolitan Transit Authority of Harris County, Texas** – \$40.4 million,

■ **Utah Transit Authority** – \$17 million, and;

■ **Loudon County, Virginia** – \$14 million.

The funding is for new CNG buses, fueling infrastructure and associated maintenance facility improvements.

Prior to 2021, FTA did not fully consider low-emission natural gas transit bus applications in the competitive Low-No Grant Program. Through its advocacy work, NGVAmerica said it secured language in two fiscal year conference agreements that “directs the FTA to implement 49 U.S.C. 5339(c) in a manner that encourages a variety of different fuel types and consider pro-

cesses that reduce an agency’s overall greenhouse gas emissions.”

The full list of awardees can be found at <https://ngvamerica.org/2023/06/27/biden-administration-announces-over-233-76-million-in-cng-transit-investments/>



Image Credit: Getty Images

Recalls

(Continued from Page 6)

MV vehicles. The brake pressure switch assembly may leak brake fluid into the brake pressure switch's electrical components and cause an electrical short-circuit. Owners are advised to park outside and away from structures until the recall repair is complete. Dealers will replace the brake pressure switch and if necessary, the wire harness or fuse, free of charge. Owner notification letters are expected to be mailed August 1, 2023. Owners may contact Navistar's customer service at 1-800-448-7825. Navistar's number for this recall is 23517. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 2, 2023—NHTSA Campaign Number: 23V397000.

■ **Navistar, Inc. (Navistar)** is recalling 15,398 2016 and 2018-

2024 IC Bus CE school buses. The brake pressure switch assembly may leak brake fluid into the brake pressure switch's electrical components and cause an electrical short-circuit. Owners are advised to park outside and away from structures until the recall repair is complete. Dealers will replace the brake pressure switch assembly and if necessary, the wire harness or fuse, free of charge. Owner notification letters are expected to be mailed August 1, 2023. Owners may contact Navistar's customer service at 1-800-448-7825. Navistar's number for this recall is 23518. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 2, 2023—NHTSA Campaign Number: 23V398000.

■ **Volvo Trucks North America (Volvo Truck)** is recalling 29 2022-2024 VNL and VHD vehicles equipped with RollTek driver

seats. A missing circuit will prevent the side air bag from deploying during a crash. Dealers will connect a jumper harness between the seat and main cab harness, free of charge. Owner notification letters are expected to be mailed August 4, 2023. Owners may contact Volvo Trucks' customer service at 1-800-528-6586. Volvo Trucks' number for this recall is RVXX2305. Owners may also contact the National Highway Traffic Safety Administration Vehicle Safety Hotline at 1-888-327-4236 (TTY 1-800-424-9153), or go to www.nhtsa.gov. June 4, 2023—NHTSA Campaign Number: 23V403000.

TMC's Online Social Networking & Collaborative Platform—
Feature Packed and Mobile Friendly!

<http://tmconnect.trucking.org>

CARB/OEM Partnership

(Continued from Page 1)

that America has lost its way when the government bullies the private sector to succumb to unachievable timelines, targets and technologies.”

Truckload Carriers Association president Jim Ward said that motor carriers and their drivers will suffer the most and “will experience the pain points of this ill-suited compromise.”

The terms of the Clean Truck Partnership include:

- CARB will align with the U.S. Environmental Protection Agency’s (EPA) 2027 regulations for nitrogen oxide (NOx) emissions. CARB also will modify elements of the 2024 NOx emission regulations for which manufacturers will provide offsets to maintain California’s emission targets.
- CARB commits to providing no less than four years of lead time and at least three years of regulatory stability before imposing new requirements.
- Truck manufacturers commit to meeting CARB’s zero-emission and criteria pollutant regulations in the state, regardless of any attempts by other entities to challenge California’s authority. As such, the manufacturers and EMA have agreed that they will not legally challenge or support others’ legal challenges to any state’s adoption of CARB’s regulations.
- Manufacturers also committed to putting “forth their best efforts to sell as many zero-emission trucks as reasonably possible in every state that has or will adopt CARB’s ACT regulations, even potentially exceeding any future U.S. EPA Phase 3 Greenhouse Gas requirements.”

Details on Partnership can be found in full online at: https://ww2.arb.ca.gov/sites/default/files/2023-07/Final%20Agreement%20between%20CARB%20and%20EMA%202023_06_27.pdf



Technical Tips

Got to Tighten Up : RP Covers Fastener Maintenance

The Technology & Maintenance Council’s (TMC) Recommended Practice RP 656A, *Hub and Spoke Wheel Fastener Maintenance*, focuses on proper parts selection, installation, cleaning, and torque to ensure optimum fastener performance and maintaining the necessary clamping force critical to safety.

This RP also provides important information on how to select replacements for wheel bolts, fasteners, and wheel studs, as there are no industry standards or guidelines on when to get new ones. They may require replacement due to wear, breakage, corrosion, or damage, and their service life will vary by application, duty cycle, geographic location, and maintenance practices. Detailed instructions on signs it is time to replace them and how to do so can be found in this RP.

Online access to TMC’s latest *Recommended Practices Manual* and *2023 RP Supplement* is available to members at <https://tmconnect.trucking.org>. Versions in print, CD and online access, as well as copies of individual RPs and other technical resources, can be found at ATA Business Solutions by selecting for “Technology & Maintenance” under the Categories filter: <https://www.atabusinesssolutions.com/Shopping/>.

— Blake Franko, TMC Information Manager

TMC Job Exchange

Position Available:

Peterson Manufacturing – Fleet Sales Manager

- The Fleet Sales Manager oversees the sales, service and field contact functions for all assigned fleet/carrier customers and their activities within the applicable customer channels.
- Reports directly to the Vice President of Sales and Marketing. The Fleet Sales Manager will interface with other associates within the Peterson Manufacturing organization, manufacturer’s representatives, and their agencies, in addition to external customers and prospects.
- Looking for someone with successful experience in building strong customer relationships and consistently meeting or exceeding sales goals and a growth mindset with the ability to build and maintain a fleet sales structure within the Peterson business model.
- Will oversee the administration, sales and service for all assigned fleet customers and their activities within the applicable customer channels, as well as identify fleet prospects and customers that require direct Peterson involvement and facilitate management of those relationships on a national basis.
- Duties are performed indoors at the corporate offices in Grandview, MO, and at customer locations within designated territory.

To apply for this position and other jobs, check out: <https://petersonlightsandharnesses.com/manufacturing-careers/>

Driverless Trucking Firm Eyeing U.S. Exit

TuSimple, an American autonomous trucking company based in San Diego, California, is exploring strategic alternatives for its U.S. operation including a potential sale. The company hopes to change its focus to the Asia-Pacific region instead, renewing its push to develop Level 4 autonomous trucking — defined by SAE International as a truck that can drive itself under certain conditions without any driver input or backup assistance — in multiple Asian markets.

As of June 28, TuSimple had hired investment bankers at Perella Weinberg Partners to explore the options for the U.S.-based portion of its business. TuSimple stressed in a statement that its U.S. and Asian businesses have been stand-alone operations since the company was founded in 2015. However, the Committee on Foreign Investment in the United States has scrutinized the company because of its ties with investors from China.

TuSimple is currently on the verge of being delisted from the Nasdaq stock exchange for failing to file multiple quarterly earnings reports in time and underwent two rounds of layoffs over a six-month stretch that reduced its workforce by half. These cuts only impacted U.S. employees and by the time they were over, only 220 of the 750 remaining employees worked in the U.S. business.

TuSimple's story isn't unique, as the autonomous trucking sector has dealt with a combination of heavy regulatory scrutiny and limited cash flow. Embark Technology went private in a \$71 million all-cash merger with Applied Intuition Inc. and no longer trades on the Nasdaq. Additionally, Argo AI, another autonomous vehicle technology company that had Ford and Volkswagen as major investors, disbanded in October last year.



Everyone Can Agree with VMRS

One certainty in any maintenance facility is the uncertainty of what to call something. It doesn't matter if it's a part or a labor operation; it's difficult to decide on a common description. But there is a better way — the Vehicle Maintenance Reporting Standards (VMRS).

VMRS incorporates a universal maintenance language that does away with guesswork and puts all employees on the same page. Using VMRS enables a fleet with multiple maintenance locations to easily communicate and compare data. Benchmarking is easier when VMRS is used and it helps streamline any maintenance procedure.

Here are a few examples of labor description codes in VMRS: 07-Pre-Delivery is found in Reason for Repair, 32-Torque is found in Work Accomplished and 18-Leaking is found in Technician Failure Code. The description codes are written in a short, precise manner that makes it easy for an employee to enter them on a repair order. Using the standard VMRS vocabulary makes maintenance reporting much easier and reliable. VMRS is the proven method used to communicate maintenance repairs.

Code Key 33 contains the nine-digit part description code found in VMRS. There are currently more than 35,000 components listed in the Code Key 33 database with new codes added on a continual basis reflecting the needs of the users. By using the VMRS part code a fleet can agree on one concise way of describing an item. The VMRS part code does not replace the manufacturer's number or description, rather it offers an alternative method of recording the parts.

Implement VMRS instead of wasting time in the shop discussing what to call a part or arguing about what labor was performed on a piece of equipment. VMRS can be the impartial judge in any maintenance facility — on that we can all agree!

The current version of VMRS is version 2.0. To find out more about VMRS 2000, contact me at 703-838-7928 or jposter@trucking.org. You can order any VMRS 2000 product by calling 866-821-3468 or online at www.atabusinesssolutions.com.

— Jack Poster, VMRS Services Manager

TMC Offers New Cybersecurity Benefit

American Trucking Associations' (ATA) Technology & Maintenance Council (TMC) and SERJON, LLC announced a new collaborative effort to bring commercial vehicle cybersecurity online training to TMC, ATA, and other ATA Council members.

SERJON designed the module-based cybersecurity training program to better enable practitioners and decisionmakers to secure and defend their business, equipment, and companies against threats and attacks.

More information or to register for the cybersecurity certification courses, visit <https://serjon.getlearnworlds.com/atatmc>.

Use the member discount code ATATMC10 for special pricing.

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Registration will open by May 31, 2023



Circuit Court Urged to Reverse Trailer Owner Policy Ruling

A Berkshire Hathaway unit urged the Ninth Circuit to reverse a California federal judge's ruling that it owes primary coverage to a trucking company being sued for a fatal car accident, arguing that the lower court incorrectly found that the company qualified as insured under its policy. Law360 reported that National Liability & Fire Insurance Co. (National) told the Ninth Circuit that the policy it issued to Tengfei Trucking Inc. (Tengfei) doesn't extend primary coverage to American Sentinel Insurance Co.'s (ASIC) insured, Big Brother Transportation (Big Brother), because Big Brother lacked the primary hired auto coverage required by National's policy.

In January, U.S. District Judge Percy Anderson granted summary judgment in ASIC's favor, finding that National had a duty to defend Big Brother in the underlying personal injury suit involving a Tengfei driver and truck, as well as a trailer that Big Brother leased to Tengfei. National was also instructed to reimburse ASIC for the defense costs it incurred in that suit.

According to court filings, the lease required Tengfei to indemnify and hold Big Brother and its property free and harmless from any liability for losses and claims arising out of Tengfei's use of the equipment. At the time of the accident, Big Brother's trailer was attached to a 2015 Volvo power unit owned by Tengfei.

National told the Ninth Circuit that Big Brother doesn't qualify as insured because ASIC's policy doesn't provide the coverage actually required by the National policy.

The case is *American Sentinel Insurance Co. v. National Fire & Marine Insurance Co.*, case number 23-55175, in the U.S. Court of Appeals for the Ninth Circuit.



How to Navigate the Clean Air Partnership

The decision of Cummins, Daimler, Ford, and General Motors, and other major companies to follow California's shift to zero-emission vehicles in the Clean Air Partnership has resulted in many questions for fleet managers:

- What does this mean for my fleet?
- Will I be able to find and operate trucks in California next year and into the future?
- Am I going to be forced into purchasing untested and expensive new equipment?

In response, the American Trucking Associations (ATA) has drafted a guide on the fleet impacts of this agreement. [Note: ATA has serious concerns about the agreement; see cover story on page 1.]

Regarding nitrogen oxide (NOx) programs, beginning in model year 2027, California will adopt EPA's 2027 NOx standard with minor adjustments to the EPA program and manufacturers will still be required to balance their diesel sales in the state with their electric vehicle sales as their compliance with the Advanced Clean Trucks (ACT) rule.

Regarding the ACT rule, manufacturers have voluntarily surrendered to CARB's plan to require the sale of zero emissions vehicles, *even if the regulation is struck down by a court*. As a result, fleets will begin to see reduced access to diesel-powered vehicles as manufacturers introduce more electric vehicles to comply with California's regulations. That may force fleets to purchase expensive equipment that is unproven and may not meet an operation's performance and duty cycle requirements. ATA said it is evaluating the enforceability of the agreement, and should circumstances emerge, will be prepared to take all appropriate actions to protect the trucking industry's interests.

ATA is encouraging fleets to consult with their manufacturer partners and ask critical questions about this agreement including:

1. What California diesel compliant product will be readily available to purchase in 2024? Am I able to purchase vehicles outside of the state and run in the state of California?
2. What products will be available with California Clean Idle label for 50 states and what will be available as EPA-only certified? Am I able to bring a used EPA-only certified product into California?
3. Will I need to purchase a CARB-compliant product which includes an extended warranty package, low-NOx engine and/or Clean Idle label?
4. Will you have a zero-emission vehicle product that is comparable in price to my diesel products even if ACT is struck down by the courts?
5. Did you consult with your customer base during negotiations or prior to finalization of the agreement?

For more information on this issue, contact Jacqueline Gelb, ATA's vice president of energy and environmental affairs, at jgelb@trucking.org.

— Blake Franko, TMC Information Manager

Trucking Foundation Donates to Fentanyl Awareness Group

The Trucking Cares Foundation (TCF), the trucking industry's charitable arm, donated \$25,000 to Voices for Awareness, a national organization aimed at raising awareness of the dangers of illicit fentanyl in the United States.

"TCF is pleased to announce that we have made a significant contribution to 'Voices for Awareness.' The ATA family and trucking at large is determined to deliver positive awareness to the growing Fentanyl crisis in America," said TCF Chairman Phil Byrd, president and CEO of Bulldog Hiway Express.

Founded in 2018, the Voices for Awareness Foundation's mission is to raise awareness that illicit fentanyl is found in virtually every street drug today. Illicit fentanyl is highly addictive and can cause sudden death. Illicit fentanyl is found in several drugs and counterfeit pills disguised as Oxycodone, Percocet, Adderall, and even marijuana. Fentanyl is killing Americans across the socioeconomic spectrum every five minutes.

"The number of deaths in the United States due to fentanyl poisoning is staggering. Illicit fentanyl is found in pills and powders and has made its way into every street drug," said Andrea Thomas, founder of Voices for Awareness. "The devastation to families across America cannot be ignored. The sincere actions of the ATA's Trucking Cares Foundation demonstrate true American spirit in time of crisis when we need all hands on deck."

For more information on the Trucking Cares Foundation, visit <https://www.truckingcares.org/>.

TMC Job Market: Getting Listed

Position Wanted or Position Available announcements are published at no charge for TMC members and member companies. Announcements should be emailed to tmc@trucking.org.

Visit TMC at <http://tmc.trucking.org>

Cyberspace

Increased Truebot Malware Activity Infects U.S. and Canada Based Networks

The Cybersecurity and Infrastructure Security Agency (CISA), the Federal Bureau of Investigation (FBI), and others are releasing a joint Cybersecurity Advisory (CSA) in response to cyber threat actors leveraging newly identified Truebot malware variants against organizations in the United States and Canada. As recently as May 31, 2023, there has been an increase in cyber threat actors using new malware variants of Truebot (also known as Silence.Downloader). Truebot is a botnet that has been used by malicious cyber groups like CLOP Ransomware Gang to collect and exfiltrate information from its target victims.

Previous Truebot malware variants were primarily delivered by cyber threat actors via malicious phishing email attachments; however, newer versions allow cyber threat actors to also gain initial access through exploiting CVE-2022-31199—a remote code execution vulnerability in the Netwrix Auditor application), enabling deployment of the malware at scale within the compromised environment. Based on confirmation from open-source reporting and analytical findings of Truebot variants, the authoring organizations assess cyber threat actors are leveraging both phishing campaigns with malicious redirect hyperlinks and CVE-2022-31199 to deliver Truebot.

The authoring organizations recommend hunting for the malicious activity using the guidance outlined in this CSA, as well as applying vendor patches to Netwrix Auditor (version 10.5—see Mitigations section below).

To report suspicious or criminal activity related to information found in this joint Cybersecurity Advisory, contact your local FBI field office or CISA's 24/7 Operations Center at Report@cisa.gov or (888) 282-0870. When available, please include the following information regarding the incident: date, time, and location of the incident; type of activity; number of people affected; type of equipment used for the activity; the name of the submitting company or organization; and a designated point of contact. SLTT organizations should report incidents to MS-ISAC (866-787-4722 or SOC@cisecurity.org).

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