

Cindy Stowe • Convoy for a Cure - USA

I started out trucking on a dare - dared I couldn't do it! Well, I'm not one to lose, so I set off to prove that person wrong! Off to truck driving school I went and three weeks later I passed my exams and had my CDL, plus a job with FFE Transportation.

Now, 17 years later, I can look back at my accomplishments in this industry with a sense of pride. I finished the training period, passed everything they threw at me, and earned my wings to run solo. Two years later I became a trainer, training entry level drivers in the ways of the road and the FFE system. Back then the dream was to be an owner-operator and have a dedicated run with the company, so I bought my first truck in 1995. Within two years, I traded that first truck in for a new one for me; and a new truck for my husband Floyd followed six months later. We successfully ran them on dedicated runs for 12 years, until he decided to get off the road for a while and a health issue sidelined me for four months. When Floyd decided to quit trucking, we took both trucks and traded them both for one. When I got ill, we sold my dream truck, a Kenworth W900 Studio. I loved that truck! Four months after I bought it, I showed it at GATS and came home with a second place trophy! That was quite a feat considering I was up against some of the most experienced show trucks on the circuit!

While we still had the two trucks, I met Corporal Norm Schneiderhan. He started The World's Largest Truck Convoy (WLTC) to benefit Special Olympics the year before and I was



Ellen Voie, WIT President with Cindy Stowe, Convoy for a Cure - USA

hooked on what he was doing. I love helping others and these kids needed help. Through the efforts of many truck drivers, we expanded WLTC from one convoy to as many as 53. I headed up Texas, earning me the title of Texas Ambassador. Through the past several years, interest in WLTC has waned in some states, including Texas. So in 2008 I was listening to Dave Nemo on the satellite radio and heard about a new convoy starting up in Canada. This one was just for women and they were raising awareness and money for breast cancer. When the convoy was over, I contacted the organizer, Rachèle Champagne and we decided to expand to the USA. Convoy for a Cure - USA was born in 2009. The first convoy was at Willie's Place in Carl's Corner, Texas where we had 35 trucks and raised \$12,000.

2010 will see the convoy making a move to Terrell, Texas at the Travel Centers of America on Oct. 16th. We added motorcycles in the middle between the women and the support convoy, a trophy for the largest fleet, and a special award for the best decorated truck or motorcycle. Entertainment, food, goodie bags, guest speakers, and lots of fun are on the agenda.

All in all, God has blessed me in the trucking industry with many friends, many accomplishments, and much fulfillment.

*For more information on
Convoy for a Cure - USA,
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Ways Women Redefine Leadership

We are all looking for 2010 to be the year of change in the trucking industry. We need to focus on a brighter future and better economic times. The past two years have been some of the most challenging and demanding this industry has experienced.

Not only has the economy affected the operations of all motor carriers, legislation has increased the burden and reduced the profit margin even further. In Canada there were nearly 600 companies that chose to close their doors rather than face the challenges ahead, and in the U.S. the bankruptcy rate is expected to increase in 2010, some estimates suggest an additional 5,500 carriers will close this year.

During this same period, the number of women-owned businesses has increased. The Women In Trucking Association not only represents women behind the wheel, but a large part of our membership is women-owned businesses. These include small carriers as well as maintenance shops, law firms, insurance companies, and recruiting services. Recently we have seen an increase in the number of women who are inquiring about certification for women-owned businesses.

As an association, we provide a number of resources to advance and support our members. They are encouraged to connect with one another through networking opportunities, interactive web forums, and through our mentoring services. Perhaps these benefits offer some insight into the foundation for the success of our members as well as other women-owned and led companies.

Women lead differently than men and this could be the reason more women are inclined to belong to an association that encourages collaboration. Whether women's skills as entrepreneurs are "better" than men's are not the issue, they are just different. This could also pro-

vide some insight into why women are becoming more predominant in the business world.

A study conducted by a New Jersey research firm, Caliper, found that women lead with an inclusive, team building leadership style of problem solving and decision-making. This underscores the importance of networking and mentoring. Women care and want to show that concern while they lead.



This doesn't mean that women are not assertive in trying to persuade, as the opposite is true. Women are more persistent in their efforts to influence and are motivated to succeed when challenged through a desire to prove themselves.

The Caliper study also found that women are more willing to take risks than men in an effort to meet their goals. Women who are motivated to challenge the status quo are more likely to reinvent the rules along the way. In an environment where power and growth have often defined success, maybe the trucking and logistics industry could benefit from a change in leadership styles.

As we look forward to the coming years and the growth of women-owned businesses, we should prepare for changes in how companies are being led. There will be more collaboration and less withholding of information to gain power. Women find a sense of strength in sharing with others, not keeping information privileged.

Women exhibit a more team building and inclusive attitude to-

ward leadership, which promotes more interaction and a more open atmosphere for sharing of ideas. The Caliper group found that a woman facing a difficult decision would share her concerns with many more peers, coworkers, and friends than her male counterparts, who prefer to confide only in those who they trust as keeping their challenges confidential.

The environment within the company will also change. Instead of defining the work day in terms of hours, there will be more emphasis on output and results. The Caliper study found that many women leave their corporate jobs to start their own companies most often for the flexibility they desire in their lives. Expect a more flexible work environment to accommodate the family's needs outside of the work day.

The Small Business Administration found that women-owned businesses (70 percent) are in the service industries. Expect this to be evident in the type of operation led by women. The maternal instinct to accommodate will allow women an edge in the area of customer service for their clients.

The way women lead is gaining appreciation as more women enter the workplace and become more visible in male dominated industries, such as in trucking and logistics. How we define leadership will reflect these changes and create a less commanding environment in the future. This could be one of the positive results of the recent economic downturn.

As more companies promote women into leadership roles, we will notice a change in what qualities are valued as being admired to succeed. Watch for the coming years to bring greater visibility for women as leaders and more of a change in the way companies are led.

*By Ellen Voie, WIT President/CEO
Reprinted from Logistics Quarterly*

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Southern Cal Transport, Inc.
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Walmart Transportation
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Truck Driving Schools:

American Institute of Technology, Inc.
Central Tech Transportation & Safety
Education
Century College
Clark State Community College
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Fox Valley Technical College
Hagerstown Community College
International Trucking School, Inc.
John Wood Community College
KRTS Transportation Specialists Inc.
Mountain Transport Institute Ltd
National Tractor Trailer School, Inc.
Northampton Community College
Olive-Harvey College
Pinellas Technical Education Center
Smith & Solomon Training Solutions
Southern State Community College
Truck Driving Academy
SPC Eagle - Professional Truck Driving
School
Suburban Truck Driver Training School
Transportation Dispatch Institute
Western Pacific Truck School

Trucks, Trailers, & Accessories:

Badger Trailer & Equipment Corp.
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Industry Related Companies:

Alexander & Alexander, Inc.
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NAPFTDS
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NuSet Lock
Ohio Trucking Association
Orange Commercial Credit
Over The Road-Canada
Owner-Operators Business Association
of Canada (OBAC)
Owner Operator DIRECT
Pit Stop® Portable Urinal
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SYLECTUS
Sentry Insurance
ShipAlmostAnything.com
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Target Media Partners (TMP) Trucking
Division
Tax Defense Network, Inc.
Tax2290.com, a Product of ThinkTrade Inc.
Texas Motor Transportation Association
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Communications Assn. (TMCA)
Travel Centers of America/Petro
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Wisconsin Motor Carriers Association
Wyoming Trucking Association, Inc.

Women In Trucking and TA/Petro Partner to Bring Positive Change for Drivers

Members of Women In Trucking's (WIT) advisory committee recently met with TravelCenters of America's President/CEO, Tom O'Brien and his top level management team to discuss business experiences expressed by female professional drivers. Mr. O'Brien's goal is to listen to drivers to better understand their needs on the road through the company's "Driver Council" format.

The WIT advisory committee included Ingrid Brown, Independent Contractor, Susan Durstine, Southern Cal Transport, Sherri Fronko, Wilcox Trucking, Angel Grider, Con-Way Truckload, and Sandy Long, Weston Transportation. WIT board member and professional driver, Maggie Peterson, YRCW, joined them. Ellen Voie, WIT's President/CEO also participated in the conference.

Drivers discussed issues regarding everything from safety in the parking areas to towels and shower heads. The driver advisory members were especially impressed with the changes TA/Petro has implemented already.

Mr. O'Brien directed an initiative in late August labeled "Driver Councils" to connect with customers. After listening to the drivers, a number of patterns began to emerge. In broad categories, drivers began to ask for the company's assistance to: 1) make me and my business more efficient, 2) help me stay healthy so I can continue to drive, 3) keep me informed of important industry information, 4) provide me with the top amenities and rewards because as a customer of a full-service truck stop, I deserve that recognition, 5) provide me with hospitality I should receive from any travel-oriented business but most importantly, give me and promote the respect the profession deserves.

Mr. O'Brien and his team listened intently, then went to work to find solutions. Following is a list of programs and solutions TA/Petro is implementing.

Efficiency

Many drivers insisted fueling transactions were too slow, that pumps were often broken or malfunctioning and that

long lines were experienced at the fuel desk. The solutions: 1) A new fueling point-of-sale (POS) system that identifies pump breakdown issues. 2) Fuel receipts are being made available to drivers via its web site and the rewards kiosk. 3) The company is programming its rewards card to activate the fuel pumps. 4) The company has tested with moderate success Pit Stop Express pre-packaged brown bag lunches waiting at the fuel desk.

Health & Wellness

Many health issues plague drivers. Thus far, the company has: 1) Introduced four new healthy menu items at its TA branded restaurants and plans to introduce more entrees if these prove popular. 2) The Iron Skillet will continue to offer its healthy items (designated by the heart symbol on its menu) and has the top rated soup and salad bar within the truck stop industry with many fresh fruit and vegetable offerings.



Information

Drivers kept bringing up the new CSA 2010 inspection standards. TA already had plans to be a catalyst for CSA 2010 information. Here is what is available: 1) Small and large manuals are available for sale. 2) TA introduced a new truck and trailer inspection service that helps align with the CSA 2010 standards. 3) Orientation sessions are being held at all TA & Petro locations every Thursday at 2 pm local time.

Amenities and Rewards

Drivers insisted that because they choose a full-service chain like TA or Petro, they should continue to have the best possible amenities and rewards. In every group, the most common question was "When can I use my rewards card at both TAs and Petros." The new UltraOne Rewards card has numerous features and benefits. Included in the special introductory sign-up offer, the

most notable are: 1) Drivers can earn and redeem points at BOTH TA and Petro locations across the country. 2) All current RoadKing and/or Passport card balances convert to UltraOne upon sign up. 3) There are bonus fuel points for higher volume purchases once you achieve Platinum status. 4) Reward points no longer expire after two years. 5) Shower credits for Platinum members NEVER expire. 6) There is a year-end savings bonus for keeping high points balances. The member earns a points BONUS of 10% of their lowest monthly account balance. 7) Members can earn free drinks, free meals, and free PMs with their purchases. 8) Free parking benefits for Platinum members at preferred parking locations.

Hospitality & Respect

Drivers want to feel special. They feel drivers should be held to a higher customer value than the motorist. Drivers indicated that their profession is not respected.

The company is reinstalling Driver Only Sections within its TA restaurants. This is very popular at the Iron Skillets. The company has committed millions of dollars to renovate parking lots, restroom & showers, and restaurants. In addition, 2-3 restaurant renovations are being completed each month.



"We appreciate the opportunity to discuss issues and solutions that will really help women and men be more successful in their career," said Ellen Voie. "Part of our mission is to reduce obstacles our members face on the road, and this will give TA/Petro a way to assist us in that goal."

The members of the TA/Petro leadership team included executives from the travel stores, restaurants, truck service, fuel supply, and sales areas. The WIT driver advisory team was composed of six female professional drivers with a total of 121 years of driving experience.

Robyn Murphy • You Go, Girl!

Robyn Murphy learned many things from her father. How to drive a truck really well was just one of them. "Dad owned equipment, and I started driving back home," says Robyn.

In a predominantly male profession, Robyn often surprises customers and those receiving shipments when she arrives. "I get a lot of comments," laughs Robyn. "Usually it's 'you go, girl!'"

Gender aside, Robyn is recognized for her driving skills, according to Mark Domako, the Holland Service Center Manager in Detroit. Mark gives the example of heavy construction taking place at a customer's location, which made pick ups and deliveries difficult. "The customer called to say he'd watched many men who couldn't back up to the dock due to the construction. Not the case with Robyn. The customer said she put that trailer right where it needed to be."

Robyn has been a professional driver for 23 years, the past 11 years with Holland. "I just love my job," she says. "The customer always comes first for me, and I try to be helpful. Whatever needs to be done, I try to take care of it."

Maybe it's this enthusiasm for



Robyn Murphy has been a professional driver for 23 years, the past 11 years with Holland.

her work that prompted two of her three sons to follow in their mother's footsteps.

Robyn is just one example of the people and service that keep customers coming back. "We think the customer is king. We try very hard to work within their requirements and do what they want," says Mark. "Even when that means helping with unloading or scheduling late pick ups or making deliveries on weekends or holidays, we'll do it and keep the customer informed."

"Hi, just wanted to drop a line to tell you how happy we are with your driver Robyn Murphy! She is WONDERFUL! Always a very pleasant person to work with. We could set our watches by Robyn! She is always on time! We never have any complaints when she is driving our route. We consider her 'our' Holland driver. Thank you, Robyn!" – Receiving Manager for large do-it-yourself retailer in Dearborn Heights, Michigan

Australian WIT Member Jacqueline Brotherton Gets a Shave for the Leukaemia Foundation



Congratulations to Jacqueline for raising \$13,410 for the Leukaemia Foundation. She is the Transport Manager at Oxford Cold Storage in Altona Gate, Victoria.

Driver Duty to Secure the Load

A recent Memorandum decision by U.S. District Judge Sylvia H. Rambo of the U.S. District Court for the Middle District of Pennsylvania (Harrisburg), reaffirmed the duty of the driver and carrier to secure a load.

In *Spence v. The ESAB Group* (2009), plaintiff Spence was injured while driving a tractor trailer that was allegedly improperly loaded and braced. Prior to the accident, Spence transported welding supplies from ESAB's facility on approximately five occasions. Spence claimed that on the first occasion, after seeing the way the cargo was loaded in the center of his trailer, he complained to ESAB about the lack of blocking and bracing. Before the accident, Spence always used load locks to secure the load. On all but one occasion, he also used load stars to secure the freight.

On May 12, 2005, Spence picked up cargo again from ESAB. It was the same type of cargo, loaded and packaged the same way as the cargo that he had picked up and transported on five prior occasions. Spence was present while the cargo was loaded and he placed load stars into the bottom of the trailer to secure the load. On this occasion, however, Spence did not secure the cargo with a load lock because he did not have one with him. After leaving the ESAB facility, Spence's vehicle overturned while traveling around a curve, causing him to be injured.

Spence brought suit against ESAB for, among other things, negligence, breach of an assumed duty, and gross negligence. ESAB filed a motion for summary judgment arguing that Spence could not establish that ESAB had a duty to secure the load.

Judge Rambo initially looked at the Federal Motor Carrier Safety Regulations and found them to be instructive. She determined that the regulations "squarely place the duty on the driver and carrier of the load to ensure that cargo loaded onto its trailer is adequately secured." The Court noted that read together, Sections 392.1(a) and 393.100 of the Federal Motor Carrier Safety Regulations impose a duty on the driver to properly distribute and adequately secure the cargo "to prevent shifting upon or within the vehicle to such an extent that the vehicle's stability or maneuver-

ability is affected." Thus, under federal law, the responsibility to adequately secure a load "rests squarely on the driver." Shippers are not subject to the federal regulations.

Spence argued that under the common law, ESAB had a duty to load the truck in a safe manner. In making this argument, Spence relied upon the Pennsylvania Supreme Court decision of *Kunkle v. Continental Transp. Lines* (1952). In that case, the Supreme Court upheld a jury verdict finding that a shipper was negligent in loading the truck and that the driver was not negligent for failing to inspect the truck.

Judge Rambo found multiple ways to distinguish *Kunkle*. First, she noted that *Kunkle* was decided before the Federal Motor Carrier Safety Regulations were promulgated. Although *Kunkle* still remains Pennsylvania law, the Court questioned the continued vitality of *Kunkle* in light of the Regulations. The Regulations, she noted, speak directly of the driver's responsibility to secure the cargo and ensure that the cargo is "properly distributed." See 49 C.F.R. § 392.1. The *Kunkle* Court, however, did not discuss which party was responsible for securing the cargo once it was loaded.

In further distinguishing *Kunkle*, Judge Rambo noted that the cases were factually different. In *Kunkle*, the driver was in the cab of his truck while it was loaded. Spence, on the other hand, was in the trailer at the time it was loaded and took measures to secure the load by placing load stars on the bed of the trailer before the cargo was loaded. Moreover, the *Kunkle* case related to improper loading. Spence's own expert, however, admitted that the cargo was properly loaded. Rather, Spence was arguing that the cargo was not properly secured.

Judge Rambo also noted that *Kunkle* conflicted with the prevailing common law duty announced in *United States v. Savage Truck Line, Inc.* (1953). In that case, the Fourth Circuit developed the following test: When the shipper assumes the responsibility of loading, the shipper is liable for latent or concealed defects that cannot be discerned by ordinary observation by the agents of the carrier. However, if the improper load-



ing is apparent, the carrier will be liable notwithstanding the negligence of the shipper. Although neither the Third Circuit nor the Pennsylvania Courts have specifically adopted the *Savage* test, it has been consistently cited in other Circuits, as the common law standard for the duty to secure cargo. Judge Rambo found that the consistency between the *Savage* rule and the federal regulations "mitigates heavily in favor of the court adopting this standard."

Judge Rambo found no common law duty nor any statutory duty to secure the load that could be placed upon the shipper. As such, Spence's claims for general negligence, breach of an assumed duty, and gross negligence were dismissed. Summary judgment was granted in favor of the shipper. Spence's Complaint was dismissed and the case was ordered closed.

Although the *Spence* case did not specifically pertain to carriers, Judge Rambo did note that the duty to secure was placed squarely on both the driver and the carrier. Section 392.9 of the FMC-SR states, in relevant part: "A driver may not operate a commercial vehicle and a motor carrier may not require or permit a driver to operate a commercial motor vehicle unless ... the commercial motor vehicle's cargo is properly distributed and adequately secured as specified in §§ 393.100 through 393.136" (emphasis added).

Judge Rambo's thoughtful and well reasoned decision reaffirms the duty of the driver and the carrier to ensure that a load is properly secured.

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Delta Nu Alpha

“Women in the Trucking Industry” Webinar Tuesday, Oct. 12, 4:30 pm CST

Ellen Voie has been invited to present a webinar to Delta Nu Alpha members who are interested in better understanding the issues faced by women in the trucking industry. The women who help drive the nation’s freight, whether they are in the cab, under the hood, or in the corner office, comprise a minority in the trucking industry. Voie will present a short history of women in the industry, present some of the challenges that are being addressed by the Women In Trucking Association, and feature some of the highlights from the organization’s three year existence.

Delta Nu Alpha (DNA) (deltanualpha.org) is an international organization of professional men and women in all areas and at all levels of transportation and logistics. The cornerstone of DNA’s success is its emphasis on education, financial assistance, and mentoring for students. They also provide excellent continuing education opportunities for the work force and vigilance in communicating changes in regulations. In addition to a strong international organization, DNA has chapters in locales all across the continent.

Ellen’s background in the trucking industry began in 1980, when she earned a diploma in Traffic and Transportation Management while employed as traffic manager for a steel fabricating plant in central Wisconsin. She later worked as a dispatcher for a grain hauling carrier prior to becoming co-owner of a small fleet. Ellen used her background to become a freelance transportation consultant to carriers in Wisconsin, licensing and permitting trucks for more than 16 years. During that time, Ellen earned her Master’s Degree in Communication from the University of Wisconsin, Stevens Point, where she completed her thesis research on the complex identities of women married to professional drivers.

Ellen has written extensively about trucking and family issues in print and internet magazines. She published a book, *Marriage in the Long Run*, a collection of her most popular columns. *Crushing Cones* was written to provide potential drivers with information on what to expect when attending a driver training school. In addition to these, Ellen created a workbook for professional drivers and their families which assists the driver’s family in coping with the time and distance apart.

Women In Trucking Association members receive the DNA member discount of only \$15 for the webinar. To register or for more information, email admin@deltanualpha.org or call 414.764.3063.

2010 Indiana Logistics SUMMIT

The 2010 Indiana Logistics Summit will be held on Oct. 26-27, in Historic Union Station at the Crowne Plaza Hotel in downtown Indianapolis. The theme for the 2010 Indiana Logistics Summit is: “Economic Recovery: Fact or Fiction? What’s coming down the road, rail, river and runway?” Some of the special features will include:

- ✓ Industry updates from road, rail, water and air experts
- ✓ Status reports for major transportation projects around Indiana
- ✓ Best practice examples from industry leaders and regional roundtables
- ✓ Current events and transportation issue discussions from around the U.S.
- ✓ Exhibition area open both days for booths and networking
- ✓ One-on-one speed networking sessions with top U.S. companies
- ✓ Unveiling of the 2010 Indiana Logistics Directory with an expanded and searchable ONLINE version
- ✓ Grand Hall Reception, Continental Breakfast, Key-note Luncheon all included
- ✓ Ellen Voie, WIT President/CEO will be a presenter

For more information and to register online, visit IndianaLogistics.com.



Members of Women In Trucking attended the LA Sparks game to honor Christine Leslie-Espinoza (holding truck), who raised her family by driving a truck. Christine’s daughter, Lisa Leslie, had her jersey retired at the game in LA.

Diesel Particulate Filter (DPF)

Talk continues regarding the care and maintenance of the DPF. All diesel powered vehicles with 2007 emissions standard engines, have a DPF. It is not a "maintenance free" component of the vehicle. Understanding what a DPF is, reacting to both electronic and physical indicators of the DPF and planning a maintenance schedule, will greatly extend the life and function of the DPF.

What is a DPF?

The DPF filter media is made from a variety of materials. The construction is similar to a honeycomb. Open cells at the inlet side capture exhaust, soot and particulate. Open cells at the outlet side allow almost particulate free exhaust to exit.

Electronic and Physical Indicators

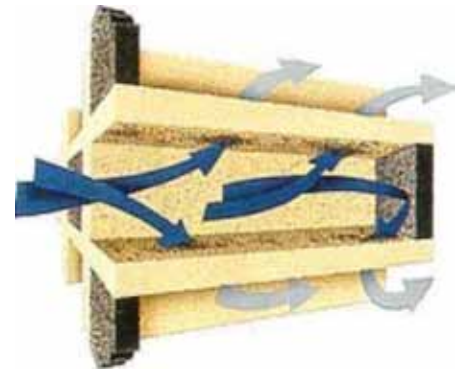
The OEM's have developed a very comprehensive regeneration segment of the ECM to clean soot accumulation from the inlet of the DPF. In most cases a light or message is highlighted on the dashboard that the regeneration cycle is in progress or needed. Reaction to this indicator is essential to clear the path for exhaust gas. Ash is a partial byproduct of regeneration. Some of the ash escapes the filter

and some larger particles of ash are trapped in the filter.

Physical indicators that action needs to be taken with respect to the DPF are a loss of purchased horsepower and fuel economy. These are generally a result of an ash build up in the DPF. The regeneration process does not clear the filter of ash. Ash can actually reduce the effectiveness of the regeneration cycle by not allowing sufficient exhaust flow thru the filter. In order to clean out ash, the filter needs to be removed from the exhaust system. The filter may need cleaning if the regeneration cycle occurs several times throughout the work day. Ash restricts the flow of exhaust simulating a soot build up. It is all about the "ash."

Maintenance Schedule

We have all heard the phrase, "Don't fix it if it's not broken." Planning versus reacting does make a difference. How often should the ash be removed from the DPF? Manufacturers have included this interval in the operating and maintenance manual. Use this information. React to symptoms indicating a plugged DPF as they occur. Add DPF cleaning to another scheduled maintenance activity such as chas-



sis work, annual certification, tire change, etc. In most cases the DPF can be cleaned and returned while the truck is still having other maintenance actions performed.

Conclusion

Now that we have discussed the what and when, here is the how and where.

The first step is to get the DPF removed from the exhaust system. In most cases this will require the assistance of a maintenance repair facility. Their equipment may be necessary to actually remove the housing and then the filter. The ECM will also require resetting to indicate a clean filter. Once removed, the filter can be cleaned. Research your choice of cleaning facility. Satisfy yourself that the money spent and time taken will produce the best results.

Drive Safe-Drive Smart-Drive Home

By Norm West, DPF Cleaning Specialists, dpfcleaningspecialists.com

Convoy for a Cure - USA



October 16
Terrell, TX

Contact Cindy Stowe:
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903-288-0374
convoyforacureusa.com

Visit **Women In Trucking** in booth 114 at the **Golden State Trucking Expo**

October
16-17
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Female Hispanic Drivers Wanted

Transporte Latino Magazine would like to feature more women truckers in its trucker spotlight each month. If you are a Latino driver, please contact Jason Miller: 888.628.2188, jason@transportlatino.com

Protection is the Right Key!

"Your personal identifying information has inherent value and should be treated like money." (J. Miller, *Success from Home Magazine*, 2009). In February 2010, the Federal Trade Commission reported that identity theft (IDT) was the top consumer complaint for 2009. IDT is the fastest growing white collar crime in America. There are five areas of IDT: financial, drivers license, social security, medical, and character/criminal. The majority of your information is public record. For example, your current and previous address can be verified from the U.S. Postal Service; personal information can be obtained from the driver's license bureau. Desperate individuals rummage through trash looking for bills. Identity theft victims spend an average of \$1,500 and countless hours in the process of clearing their name. The most effective way to prevent IDT for yourself and children is to have a

credit-monitoring service that offers identity restoration.

Legal situations can take us by surprise and leave us to wonder what happened. Even with small everyday issues such as hidden cell phone charges, you need child support to be enforced, or you want to adopt a child, we need legal consultation and it can be costly. Many people will not exercise their rights because they don't want to take on the high cost of lawyer fees. Legal plans are a good alternative. The same way you purchase car insurance, life insurance, or a home owner's policy, why not a legal plan for your protection. Legal plans are considered "now benefits," meaning you can use them right away to prevent costly problems. Having a legal plan is a good way to make sure all your other policies and contracts have your interest.

Prepaid Legal Services, Inc. offers a Commercial Drivers Legal



Plan that protects the driver and his/her family. This type of plan makes legal representation affordable and available in any jurisdiction 24/7.

I am proud to be a Women In Trucking Corporate Member. It is important to protect ourselves at all times and be empowered through the legal system. Safeguard your identity, have legal representation available at all times, and protect your CDL license.

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Tattoos for Ellen Voie & WIT Members



Ellen had her first tattoo at GATS and now permanently wears the WIT logo! She was joined by members who also got the tattoo, (from left Tammy Downs, Heather Fronko, Sherri Fronko). WIT member Patricia Traxler (not pictured) also received the tattoo.

Theresa Johnson wins Weight Loss Challenge

Roadside Medical Clinic + Lab and Women in Trucking selected Theresa Johnson as the winner of the Women in Trucking and Roadside Medical Health Challenge after she shed 42 pounds.

Roadside Medical Clinic + Lab asked participants to make a commitment to their health and provided them with tools including a Roadside Medical Driver Body Fuel kit, free 30-day health checks, and free personal coaching from Bob Perry, the Trucker Trainer.

"I wanted to do the Challenge because I was overweight and tired. I wasn't able to keep up with my granddaughter," Johnson said. "Now I have three grandchildren, and I'm able to do a lot more with them. My family has been so supportive throughout the Challenge, and my husband Jon has lost 15-20 pounds himself."

Johnson receives a \$100 gift certificate from Gift-Certificates.com; free Roadside Medical Driver Body Fuel product for one year; a four-day, three-night stay in Las Vegas including airfare, hotel, and \$300 spending money; a workout session and a healthy grocery shopping trip with Bob Perry while in Las Vegas; a photo shoot for "Challenge" magazine; a profile on the Roadside Medical Clinic + Lab and Women in Trucking websites; and inclusion in national media announcements. She also received a compactible bike provided by EverYoung Folding Bikes.

Johnson was honored at the Great American Trucking Show in August during the Midnight Trucking Radio Network VIP Party and the Women in Trucking Reception.

Johnson is a team driver with her husband, except when they visit their family in Kentucky and Kansas. Although the official Health Challenge is over, Johnson is committed to continuing her new lifestyle.

Runners up were Cindy Stowe of Wills Point, Texas, who lost 39 pounds, and Rachel Barnett of Akron,

Ohio, who dropped 10 pounds. Additional participants each lost 9 pounds including Linda Caffee, Kathy St. Clair, and Angela Lecomte.



2010 Women In Trucking Shows & Events

October 12	Delta Nu Alpha Webinar, Ellen Voie presenter	deltanualpha.org
October 16	Convoy for a Cure-USA.....	Terrell, TX
October 16	Convoy for a Cure-Ontario West.....	Dorchester, ON
October 16-19	2010 ATA Management Conference & Exhibition	Phoenix, AZ
October 16-17	Golden State Trucking Expo	Pomona, CA
October 26-27	2010 Indiana Logistics Summit.....	Indianapolis, IN
Last Wednesday of every month, 1-2 pm ET: WIT segment on Sirius XM Freewheelin' Radio Show (Sirius 147 & XM 171). Calls are welcomed! Dial 1-888-Roaddog for comments or questions.		