



60th Anniversary Historic Keepsake



**Distributed at
TMC's 2016 Annual Meeting
and
Transportation Technology Exhibition**

**February 29- March 3, 2016
Nashville, Tenn.**

**Technology & Maintenance Council
of American Trucking Associations, Inc.**

Editor: Robert M. Braswell

Table of Contents

| | |
|--|-----------|
| Foreword | Page C-3 |
| Introduction..... | Page C-4 |
| Recollections on the Origins of the Maintenance Committee..... | Page C-6 |
| RCCC/TMC Key Staff History: 1956-1999..... | Page C-8 |
| TMC Staff History: 2016 | Page C-11 |
| Annual Synopsis of RCCC-MC/TMC Events | Page C-13 |
| Glimpses of RCCC-MC/TMC History Through the Decades..... | Page C-71 |
| List of Silver Spark Plug Recipients | Page C-80 |
| List of Recognized Associate Award Recipients..... | Page C-82 |
| TMC Timeline of Major Events | Page C-84 |

Pages C-6-9, C-14-31 reprinted with permission from *DES* magazine, August 1976 issue.

Foreword

Compiling any meaningful historical record is no easy task, and developing a synopsis of the first 60 years of TMC history is no exception. As is the case with every TMC endeavor, this task would not be possible without the invaluable assistance of our TMC volunteer members. I would especially like to thank all of the industry journalists who served in the RCCC Maintenance Committee/TMC's S.10 Information Study Group during the first 30 years of the organization's history, such as:

- *Heavy Duty Trucking's* Jim Winsor (who passed away in 2015)
- *Road King Magazine's* Paul Abelson
- *Fleet Equipment's* Bob Deierlein (who passed away in 2014)
- *DES'* Jim Jones (who passed away in 2005), and;
- *CCJ's* Ed Shea (who passed away in 2014)

They are responsible for recording and preserving much of the history of TMC, both through the coverage they have given the Council in their respective publications, and through the volunteer service they performed in helping to prepare *The Trailblazer*, the council's technical journal. Thanks must also be given to the Council's Study Group and Task Force Secretaries, who assumed volunteer responsibilities for production of *The Trailblazer* in the late 1980s, and whose efforts are leveraged greatly in this work.

The content for the years 1956 through 1976 were published as part of a commemorative luncheon keepsake produced for the Council's 40th anniversary celebration in 1996. These pages were reprinted with permission from *Diesel Equipment Superintendent* magazine—which published them originally as part of their 1976 salute to the first 20 years of the RCCC Maintenance Committee—and appear here once again. The history for the years 1977 to 2015 follow the same format as the original *DES* coverage, and builds upon content created for TMC's *50th Anniversary Commemorative Keepsake*.

The task of selecting the various highlights from each of the years 1956 to 1976 fell upon Bob Deierlein and Jim Jones who originally produced those pages. The task of selecting the highlights from the years 1977 to 2005 fell upon TMC staff, with assistance from former RCCC Staff Engineer Don Wilson, RCCC Secretary Mary (Sandor) Canning, and TMC veterans Bob Deierlein and Jim Winsor. The process is not an exact science, far from being comprehensive, and unavoidably subjective. That being said, on behalf of the entire Council, I hope you find this collective work to be interesting and informative.



Robert M. Braswell
TMC Technical Director

Celebrating 60 Years of Excellence in Truck Technology

In our modern technological era of disposable *everything*—60 years may seem like an eternity. That's why it is so important to take time to celebrate the many accomplishments of the Technology & Maintenance Council (TMC) of American Trucking Associations, as we mark our 60th year of providing technology solutions for the trucking industry.

TMC has undergone several significant transformations during its half century of existence. But in all this time its fundamental mission has remained the same: the improvement of equipment (and now more broadly defined as truck technology), its maintenance and maintenance management. In a time when constantly changing corporate mission statements reflect more fashion than substance, TMC's steadfast commitment to its mission is truly refreshing and reassuring.

Celebrating TMC's diamond anniversary is a noteworthy event in and of itself. But more importantly, TMC's 60th anniversary is a milestone of principle and the efforts of many, people that have dedicated their time, treasure and talent to a cause in which they believe—"the principle of seeking truth and correcting error no matter where it lies," as Bob Gardner, the RCCC Maintenance Committee's first staff engineer said back in 1981.

In Nashville, we will celebrate not just the success of a industry council, but also the dedication and perseverance of many users, manufacturers, and others who chose to work together—not just in their own self-interest—but in the interest of all who are served by highway transportation.

This special section of TMC's *Exhibit Directory and Industry Reference Guide* is intended to serve as an official history of the Council, starting in 1956 with the birth of its predecessor organization—the Maintenance Committee of the Regular Common Carrier Conference (RCCC). It chronicles the activities of the Council through each of the past six decades, noting key milestones along the way. We hope you consider this commemorative issue as a keepsake worthy of a special place in your personal library.





The genesis of TMC traces back to May 1956 when Jack Snead of Consolidated Freightways and Woody Callan of Central Freight Lines presented a motion to the RCCC Board of Governors authorizing the establishment of the "Maintenance Committee." The motion was well received and the first meeting was held in New York in October 1956 in conjunction with a meeting of the Society of Automotive Engineers (SAE). About 15 people attended that first meeting, including Bert Ogden (who would become the M-Committee's first general chairman), Ralph Wiley, Andrew Ambli, John Hulse, and ATA staff engineer Lew Kibbee.

As Bob Gardner noted, "the thing that Jack Snead envisioned was a meeting whereby the carriers, the manufacturers and the SAE would get together and thereby establish procedures, standards and improvements which would benefit the entire industry." This collegial atmosphere was certainly envisioned from the start, but was not immediately forthcoming in practice. In the early days, there was a tendency on the part of the manufacturers to serve as meeting hosts, but not to participate in the work sessions for competitive reasons. It was for this reason that the early Council leaders decided to establish closed meetings with individual manufacturers regarding the deficiencies of their products.

This may have been an effective short-term strategy, but it was not the cooperative spirit that was first sought. That's why by the M-Committee's 10th anniversary, a structure was put in place by which fleets and manufacturers could address problems collectively. That's the Study Group and Task Force structure that TMC members employ to this day. It was the brainchild of Andrew Ambli, and it formed the backbone for what would soon become the institutional memory of the organization—the *Recommended Practices Manual*.

The first RCCC-MC *Recommended Maintenance Practices Manual* was unveiled in December 1973 (although it would not be widely distributed until 1975). The first practice—RP 101, "Heavy Duty Alternator Mounting"—remains in the manual today, although it is now joined by more than 400 other recommended practices.

Today, TMC is carrying on Bob Gardner's tradition of "principle" and innovation through a number of initiatives. Recognizing the convergence of on- and off-board technologies in trucking, TMC is now addressing a broader range of technical challenges than ever before. It is a legacy that each of us shares and can be proud of, as the Council begins its seventh decade.

Al Rosenbaum recalls some of the men and events that made the Maintenance Committee succeed from the start.



*Albert B. Rosenbaum, former Executive Director
of the Regular Common Carrier Conference*

Like everything else, the Maintenance Committee of the Regular Common Carrier Conference has a history. As one who participated in its early struggles, I welcome this opportunity to recall some of the formative events of 20 years ago.

Another idea came first and out of it grew the Maintenance Committee. That "other idea" was the Equipment Committee formed of carrier owners and executives who had concluded by the early 1950's that tractors and trailers were being designed and sold to the industry with little or no regard for the increasingly heavy work load required of them. Our segment of the industry as a major user of such equipment decided it was time to learn how to work with the manufacturers toward building more durable and efficient equipment.

The Conference employed R.L. "Bob" Douglas for the staff work. He had the technical training, interest and experience; and within a short time we had lines out to the leading manufacturers and their associations, and were giving them specific equipment ideas coming up from the companies. Naturally, these ideas originated in a shop, or from people in the carrier organizations dealing with maintenance, purchase, or traffic. The owners had very definite ideas and expressed them, too.

This was an entirely new field for the Conference, but we had plenty of men within our Board of Governors who had come up from the early days and who understood the value of equipment and why it had to be improved. One must recall that in 1948 most trailers were only 28 to 30 feet in length. We were growing rapidly, pressing for every advantage, still, by 1956 when the M-Committee was formed, the predominant trailer length was only 34 to 36 feet.

The Maintenance Committee idea came out of this

scramble for better, and more efficient truck transportation equipment. As road runs lengthened, lines and fleets expanded, and axle weights were increased, the pressure on the operating people and the maintenance men was terrific. Remember, we didn't have a single mile of the Interstate System then; it was something we were working for. And we had not yet become No. 1 in surface transportation.

The Maintenance Committee was probably not the idea of any one man although one individual always comes forcefully to mind when recalling those first days. He is J. L.S. "Jack" Snead, then with Consolidated Freightways, and he believed completely that equipment could be endlessly improved and that the common carrier maintenance men could show the way. W. W. Callan and R. A. Goodling gave strong support as did many others. As Chairman of the Conference in the M-Committee's first year, Jack Snead was able to stimulate the growth of this new effort.

The vital facts are the authorization of the Maintenance Committee at the May, 1956, meeting of the Conference at Edgewater Park, Mississippi. It was to function as a subcommittee of the Equipment Committee and to be composed nationally of common carrier fleet maintenance directors. The first acting temporary Chairman was C. J. Harrington, equipment engineer, Hemingway Bros. Interstate Trucking Company, New Bedford, Massachusetts. By then Robert "Bob" Gardner had joined the staff while Bob Douglas was with industry. It was Bob Gardner on the Washington end who made the M-Committee go in those first few years. It was trying to prove its ability to increase the life of rolling stock and to reduce the costs of maintenance at the same time.

The organizational meeting was held October 9, 1956, in New York City just before the annual Board

of Governors and membership meeting took place at the Waldorf-Astoria. At that time, E. B. "Bert" Ogden, director of Research & Development, Consolidated Freightways, was elected National Chairman. He had the full support of his management, and with Bob Gardner and Jack Snead, a top CF executive, this was a powerful combine.

The original frame of the M-Committee had regional Vice Chairmen as follows: R. L. Douglas, Director of Fleet Maintenance, Eastern Express, Terre Haute; Central Region, J. B. Callan, Vice President, Central Freight Lines, Waco, Tex.; Western Region, W. J. Blohm, Vice President, Operations and Maintenance, Denver-Chicago Trucking Co., Denver.

There were many other fleet men involved. At that time, we had about 175 active and interested fleet maintenance directors and they had elected the first slate of officers including activity Vice Chairmen for Material, J. B. Boynton, Superintendent of Equipment, Motor Cargo, Akron, Ohio; Manpower, R. E. Carter, Superintendent of Maintenance, Super Service Motor Freight Co., Nashville, Tenn.; and Methods, J. H. Dolan, Maintenance Engineer, Burlington Truck Lines, Galesville, Ill.

This may be lackluster reading on the printed page, but believe me, there was nothing dull about the men who formed the early Maintenance Committee, their meetings, or the sessions they had with the manufacturers. They developed a technique called the "product session." This was a closed meeting with a named manufacturer, taken in rotation, in which the recorded shortcomings or failures of his product were laid out on the table in such closed meetings. These insider meetings were handled with considerable care so that neither competitors nor "outsiders" would be aware of the happenings. Within a short time, the manufacturers and in some cases even the associations involved, began to correct the most glaring deficiencies.

The line between equipment and maintenance is thin and sometimes almost nonexistent as illustrated above. The man in the shop had a thousand and one questions about engines, lube, fifth wheels, electrical systems, brakes, seats, trailer floors, coolants. Now for the first time in the trucking industry's history he had a channel to suggest changes in any one of these components, and to lower maintenance costs if his hunch was right. For example, the standard fifth wheel height—one of the earliest achievements—what would it accomplish in maintenance savings over the years? The product list is endless and after 20 years it is possible to name hundreds of improvements. They are still coming and the unfinished list today is still endless.

A few years before his retirement, Bob Gardner was joined by an able and energetic assistant, Don B. Wilson, an automotive engineer. Don is now the Staff Engineer handling the Maintenance Committee. He came in at a time when much of the groundwork had been laid, but he was not the type to rock

along in the same old way. The Committee moved out aggressively into several new but vital areas; membership increased, and the broadest appeal was made to all types of carriers including private carriers. Recently the Conference added Kim Moyer, a well-trained young man and automotive engineer, to work with Don as his assistant. Nor should anyone overlook the painstaking work of Mary E. Sandor, long-time secretary to the Staff Engineer, in facilitating the daily operation of the M-Committee. These three now serve a large and active M-Committee.

Many names and faces crowd into memory over these past years. The overriding impression is that of the strong personalities who have made significant contributions to improved truck equipment and maintenance. There will never be another Andrew Ambli who for years was one of the sure fire "spark-plugs" whether it was work or amusement on the program. Andy was director of maintenance of Briggs Transportation Co., St. Paul, a Chairman of the Committee, full of "Swede" talk and as hard a bargainer as any manufacturer ever had. He and others like him finally convinced the makers of equipment that the Maintenance Committee was the place to go to find out what the carriers think of their product based on the way it runs on the road. Once that hump was removed, things got somewhat easier.

From the first, the Maintenance Committee members were the "workingest" bunch. They started before breakfast and ended about 11 or 12 that night, in and out of meetings, breaks, conflabs, exhibits. They also had their lighter moments, usually in the form of a caricature on one of their own. "Andy" was the master of this technique.

I believe that the men who first conceived the Maintenance Committee twenty years ago would be more than satisfied at its accomplishments over two decades. If anything, it has exceeded our expectations; that part of the story, I am sure, will be told elsewhere in this publication.

Let us not lose sight of another aspect of the M-Committee. It has achieved much, in my opinion, by an almost fraternal dedication to ever better equipment—of all types—for the trucking industry. In the RCCC Recommended Standards, the entire industry has benefitted. The Study Groups bring many competing companies to work together continuously on the most difficult of engineering and operating problems. It is recognized that what works in one company probably will work in another; and a great deal of personal and company information is shared at the "roundtables" started way back at the beginning. They are scheduled at St. Paul.

No doubt, in another twenty years, someone will be looking back and noting how much progress has been made by 1996. Trucks and energy sources may be quite different, but I hope that the men of the M-Committee are of the same unyielding temper.



Bob Gardner RCCC Staff Engineer 1956-1969

The RCCC Maintenance Committee had its genesis May 15, 1956 in the lobby of the Edgewater Gulf Hotel when Jack Snead and Woody Callan, then members of the RCCC Board of Governors, sat down and decided that concerted and cooperative action was needed to improve highway equipment and its maintenance on a regular continuing basis. As a result, a motion was presented to the Board by Ken Herriott, then Chairman of Operation and Maintenance and was passed as follows:

"Moved that a sub-committee of the Equipment Development Committee be established, consisting of qualified representatives of member companies whose purpose it shall be to promote improved efficiency, economy and safety in the operation of equipment and to disseminate information in relation thereto with specific emphasis on maintenance."

The initial meeting was called to order October 9, 1956, at the Hotel New Yorker in conjunction with the SAE T & M meeting there and the total attendance of carriers, manufacturers and staff was 26 persons. At this meeting an attempt was made to come to grips with the magnitude of the problems but progress was at best limited to a wide spectrum of ways to do so. Before adjourning, the group agreed to meet again during the annual SAE meeting in Detroit. At the January 1957 meeting Bert Ogden was elected to serve as chairman, an office he held for three years in succession, to be followed by an ever lengthening list of dedicated chairmen each of whom developed leadership and showed progress.

After January 1957 there followed three meetings each year and the roster increased with each one as the committee, working from breakfast to late in the evening became known as "the work group" of maintenance. Members attending also became close

friends who helped each other by the exchange of know-how in maintenance.

In the early days, manufacturers were wont to say to individuals, "You must be the only one having this problem as I've not heard of it before." Such comments welded carriers together for group action in their determination to get on with equipment improvement.

Soon, closed meetings with specific manufacturers were scheduled in which no holds were barred in a cross fire examination of problems. White was the first manufacturer to courageously agree to such a meeting and others followed at subsequent meetings until nearly all major tractor, trailer and some original equipment manufacturers were meeting with the committee. The tables in the rooms were frequently covered with failed parts brought in by carriers or by improved parts brought by manufacturers.

Patience was displayed by each side where honest effort was shown but woe to either the manufacturer or carrier who failed to be objective in such sessions.

As the problems were gradually defined, study groups came into being so that all problems of a common nature could have concentrated attention. Under the Study Groups there were Task Forces established and both carrier and manufacturer working together isolated problems and worked on their solution.

To care for the increasing problems of the running of the committee and to give it a base for perpetuation an Administrative Group was formed to guide the course of the committee as a whole.

One of the most helpful forces aiding the work of the RCCC "M" Committee came from the Information Group made up of members of the trade press who not only attended the meetings as working members but more importantly carried objectively reports of the meetings themselves thus bringing into the purifying light of day both the problems and answers for all with an introspective point of view to read.

The files of the RCCC contain many examples of progress as the committee marks its second decade of growth and service and moves ever closer to its Silver Anniversary. For a committee which in the beginning faced many problems of survival twenty years is a long way on the highway of cooperative endeavor.



Don Wilson RCCC Staff Engineer 1969 to 1979

Goals I established for the Committee and for those who participate in it are intended to make a larger contribution to the "bottom line" of all fleet operations and include:

- Continuation of a muscular, dynamic "live" organization that can respond rapidly and effectively to equipment and maintenance problems.

- Increased awareness of what the Committee is and can accomplish by the various trade, governmental, educational and industry groups with whom we interface.

- Improvement of the return on time and money expended on Committee meetings and activities by the Committee Members, Associates and their companies.

- Continuation of effort to improve the dignity of and respect for the Superintendent of Maintenance by helping him to maintain a better overall perspective on industry problems, making available to him means by which solutions to those problems can be found, making available to him means by which he can improve his ability as a manager, and by helping develop his leadership potential - all to help him become a truly professional person.

- Development of a library of training aids for use on

a loan basis to fleets desiring to implement in-house training of maintenance personnel.

- Development of stronger industry support for heavy equipment mechanic vocational training programs in schools and colleges, to the end that better productivity can be realized from each graduate thereof and that a more stable work force may be developed through their development as professionals.

- Fostering a climate within the forum provided by the Maintenance Committee that is even more conducive to the development of fresh ideas, new components, concepts and practices.

- Better distribution of information on committee activity and accomplishments.

- Continued development of the RCCC Recommended Practices Manual and its promotion as a tool by which more economically viable and reliable equipment can be specified, built, bought, used and maintained.

- Encourage all people concerned with the maintenance of a sound, reliable and safe transportation system in this country to meet and work together in goodwill, with integrity and harmony of purpose.

- Continued dedicated staff support of the foregoing objectives.



Key Staff History— 1956 to 2015



Mary E. Sandor—

RCCC Maintenance Committee Secretary (1964-1979)

Mary Sandor (now Canning) served as secretary for RCCC staff engineers Bob Gardner, and later, Don Wilson. She supported the RCCC Maintenance Committee by coordinating panels, organizing hotel plans, handling correspondence, providing onsite meeting assistance and assembling *The Trailblazer*. She was called “Miss Maintenance” by Committee members.

Paul Domer—Executive Director (1979-1987); Director of Conventions & Exhibits (1988-1999)

Paul Domer was TMC’s first Executive Director, overseeing the group’s transition from the RCCC Maintenance Committee. Mr. Domer (shown right) is credited with establishing and growing TMC’s Transportation Equipment Exhibition, which he managed from 1984-1999. Previously, Mr. Domer was executive director of ATA’s Operations’ Council.



Bill Gibson—Technical Director (1979-1984)

William J. K. Gibson was TMC’s first technical director, serving from 1979 to 1984. Prior to TMC, Mr. Gibson was employed by American Trucking Associations, as a staff engineer for the ATA engineering department.



Gerri Murphy—Director of Membership (1979-1997)

Geraldine “Gerri” Murphy served as Director of TMC Membership from 1979 (when the RCCC Maintenance Committee was reorganized into The Maintenance Council of American Trucking Associations) until her death in January 1997. Prior to 1979, Mrs. Murphy was a staff member of The Operations’ Council of ATA. Her total years of service to ATA exceeded 45 years. In 2001, TMC’s Board of Directors established the “Gerri Murphy Membership Award” in memory of the exemplary standard of dedication, efficiency and professionalism that she demonstrated in service to TMC members.



Bill Tracy—

Executive Director (1988-93); Technical Director (1984-87)

Bill Tracy was TMC technical director from 1984 to 1987. In 1988, he was named TMC Executive Director and served until April 1993. During his

tenure, Mr. Tracy helped establish

Jennifer Nash—Director of Council Development (1997-2002)

Jennifer Nash served as TMC member services manager following the death of Gerri Murphy. She was later promoted to director of council



TMC’s Tomorrow’s Trucks Program, expanded TMC products and services, and helped to establish the Council’s Transportation Equipment Exhibition. Previously, Mr. Tracy covered TMC as a journalist for *CCJ Magazine*.

development. Previously, she worked in ATA’s marketing department.



Staff—2016



**Carl T. Kirk—Executive Director (1993-Present)
Technical Director (1990-1993); Information Manager (1987-1990)**

Carl Kirk became TMC executive director in April 1993. During the past 23 years, Mr. Kirk has lead the Council through a period of great growth, overseeing the expansion of TMC's membership, member services, exhibitions and industry meetings. From 1990 to 1993, Mr. Kirk served as the Council's third technical director. From 1987 to 1990, he served as the Council's Information Manager. Prior to joining TMC, Mr. Kirk was employed as a journalist, working for the daily newspaper *The Washington Times* and the Bureau of National Affairs.



**Robert M. Braswell—Technical Director (1996 - Present)
Asst. Technical Director (1994-1996); Information Manager (1992-1994)**

For the past 20 years, Robert M. Braswell served as TMC's fourth technical director, overseeing the Council's technical products/services and recommended practice development process. From 1994 to 1996, he served as TMC assistant technical director. From 1992 to 1994, he was the Council's information manager. Since 2005, Mr. Braswell has served as co-host and content producer of the weekly national satellite radio segment, "Tech Talk with TMC" on "The Dave Nemo Show," produced in partnership with Dave Nemo Entertainment and heard on SiriusXM Channel 146 each Tuesday at 10 am eastern. Prior to joining TMC, Mr. Braswell was employed as a journalist/technical writer and as an automotive service technician.



**Janet Howells-Tierney—Director of Council Development
(2002 -Present)**

Janet Howells-Tierney has served as TMC's director of council development since February 2002. She is responsible for management of TMC member services and administration of registration services at all TMC general meetings. Prior to TMC, Ms. Howells-Tierney was employed by ATA's National Accounting & Finance Council and Information Technology & Logistics Council as their information manager. She also served as the Washington D.C. bureau editor for Maple Publishing's *Transport Technology Today* and *Fleet Equipment* magazines.



**Marsh Galloway—Information Manager
(1998-Present)**

Marsh Galloway has served as TMC's information manager since March 1998. He is responsible for editorial content and design of the Council's periodicals: *Fleet Maintenance & Technology Magazine*; *The Trailblazer*; *Annual Industry Reference Guide*, and *Fleet Advisor* newsletter. He also serves as the Council's press liaison and professional photographer. Prior to TMC, Mr. Galloway was the award-winning Production Editor of ATA's weekly newspaper *Transport Topics*.



Staff—2016 (continued)



Ross Froat—Manager, Council Engineering and Information Technology Programs (2014-Present)

Ross Froat has served as TMC's Manager, Council Engineering and Information Technology Programs since 2014. He supports TMC, the Information Technology & Logistics Council, the ATA Engineering Department's Technical Advisory Group and the Technology & Engineering Policy Committee. Mr. Froat earned a bachelor's degree in electrical engineering from Frostburg State University. He was most recently employed with Powercon Corporation, Severn, Md., as an applications engineer. Previously, he served as service manager and before that as lead technician with Idealease of Baltimore, and Penske Truck Leasing in Baltimore.



Jack Poster —VMRS Services Manager (2007-Present)

Jack Poster has served as TMC's VMRS Services Manager since 2007. His responsibilities include management of TMC's Vehicle Maintenance Reporting Standards (VMRS) and related products and services. Prior to joining TMC, Mr. Poster worked at Mancon Inc. a parts procurement firm for the Virginia Department of Transportation. He also served 19 years with Merchant's Tire & Auto, and his family-owned Chrysler-Plymouth dealership in Western Pennsylvania.



Cori Hicks — Administrative and Member Services Assistant (2014-Present)

Cori Hicks has served as TMC's Administrative and Member Services Assistant since 2014. She assists in the administration of the Council's member services, meeting registration and organization, and balloting/survey processes.

TMC is supported by ATA staff for a variety of functions including meeting and event logistics, exhibition and sponsorship sales, and graphic and printing services. These individuals include:



Dan Snead
Joe Hite
Diane Gleason
Dan Duggan
Raquel Imes
Michael Harris
Larry Douglas
Janine Taylor

Tanya Sheppard
Kim Tran
Chris Baker
Doug Boyd
John Burt
Wilbert Ross
Valerie Flowe
Maria Brown



An Annual Synopsis of Events

1956-2015

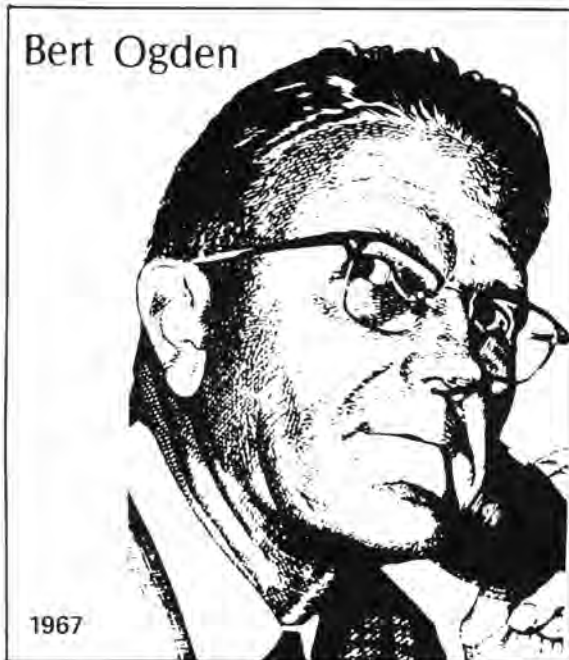


MAINTENANCE
COMMITTEE



Pages C-14 through C-31 reprinted with permission from *DES* magazine, August 1976 issue.

Bert Ogden



Chairman -1957, 58, 59

At the May, 1956 meeting of the Board of Governors of the RCCC, it was moved that "A subcommittee of the Equipment Committee be established, consisting of qualified representatives of member companies, whose purpose it shall be to promote improved fuel efficiency, economy, and safety in the operation of equipment, and to disseminate information to our members in relation thereto, with special emphasis on maintenance." Hence, the RCCC Maintenance Committee was born.

The initial meeting was held on October 9, 1956, in New York City. It was decided at that meeting that the Maintenance Committee would meet in conjunction with the three yearly meetings of the SAE (Summer, National Transportation and West Coast).

Bert Ogden was elected chairman at the inaugural meeting and had the honor of serving in that position for three terms, 1957, 1958 and 1959.

"At that first meeting it was decided to let manufacturers know that the Committee wasn't fooling around," Bert stated, "One of our first steps was to take time to analyze and re-work the old proposals from the ATA Equipment Committee. At that time, the manufacturers did not 'want' to understand them.

"Our policy at that time was to keep a proposal at the proposal status until at least one manufacturer had complied. We knew we had our work cut out for us.

"We found it necessary to establish guidelines for the meetings and one of the first rules was that out meetings would be working meetings. We disallowed hospitality suites by the manufacturers."

At the Baltimore 1958 meeting, it was resolved

1957

OFFICERS:

Eastern Vice Chairman: Bob Douglas

Central Vice Chairman: Jack Callan

Western Vice Chairman: Bill Blohm

MEETING DATES:

October 9-11, 1956 **New York, N.Y.**
(Organizational Mtg.)

January 14-16, 1957 **Detroit, Mich.**

April 10-11, 1957 **Chicago, Ill.**

June 3-5, 1957 **Atlantic City, N.J.**

November 4-7, 1957 **Cleveland, Ohio**

1958

Eastern Vice Chairman: Bob Douglas

Central Vice Chairman: Bill Royston

Western Vice Chairman: Bill Blohm

MEETING DATES:

January 13-17, 1958 **Detroit, Mich.**

May 13-15, 1958 **Cleveland, Ohio**

October 20-24, 1958 **Baltimore, Md.**

1959

1st Vice Chairman: Bob Douglas

2nd Vice Chairman: Joe Dolan

3rd Vice Chairman: T.D. Cox

MEETING DATES:

January 12-16, 1959 **Detroit, Mich.**

April 30-May 1, 1959 **Minneapolis, Minn.**

October 26-30, 1959 **Chicago, Ill.**

that selection of membership should be restricted to people that:

- 1) Have a good mechanical knowledge
- 2) Have an interest in the development of equipment
- 3) Possess a broad viewpoint of industry needs
- 4) Are able to attend a minimum of three meetings per year regardless of geographical location.

It was also decided at the meeting that a chain of officers similar to the RCCC parent organization would be established, consisting of a Chairman, 1st Vice Chairman, 2nd Vice Chairman, and 3rd Vice Chairman, and that normally the officers would move up the ladder year to year.

Another approval generated at the Baltimore meeting was the authorization allowing the Maintenance Committee to cooperate with regional or local maintenance groups particularly in industry surveys and reporting, and to maintain liaison on industry problems.

"Some of the first proposals that got results were the use of hypalon wiring on vehicles, the use of the 7-way coupler on all trailers, and trailer wiring diagrams," recalled Bert.

"A lot of time was spent in those early days laying the groundwork for the future, but it all paid off."

Bob Douglas

Chairman 1960

OFFICERS:

1st Vice Chairman: Joe Dolan
2nd Vice Chairman: Frank Eaton
3rd Vice Chairman: Ward Bennett

MEETING DATES:

| | |
|---------------------|--------------------|
| January 11-12, 1960 | Detroit, Mich. |
| June 6-7, 1960 | Chicago, Ill. |
| October 24-25, 1960 | Minneapolis, Minn. |

Robert L. Douglas began his one-year term as Chairman of the Maintenance Committee at the January meeting which was held in Detroit. As the chair was turned over to him, the following motion was carried unanimously: "That the staff prepare a suitable resolution of thanks to E.B. Ogden for his three year service-1957-1959-to the regular common carrier conference industry as Chairman of the Regular Common Carrier Conference Maintenance Committee."

The agenda at the meeting included a discussion of turnpike doubles standards and the interchangeability of equipment. It was moved that a committee be appointed, and John W. Ferguson of Spector was named chairman. He requested that Bob Morss of Consolidated Freightways, Bob Douglas of Eastern Express and Fred Johnson of Cooper-Jarrett, serve with him on the Turnpike Doubles Standards Committee to develop the desired standards and report on (1) dimensions (2) hooks (3) safety chains.

In relation to the proposal of the Board of Governors that the Maintenance Committee develop a recommended per man-hour wage rate that could be recommended to the National Motor Equipment Interchange Committee, a survey was made among the committee members. It was found that the average hourly wage rate ranged from \$3.50 in the South to \$6.18 in the Chicago area, with a national average somewhere around \$4.75 per hour. The Committee moved that Chairman Douglas, Frank Eaton, and Bert Ogden meet with the Trailer Interchange Committee as advisors on the wage hour matter.

In answer to a question from the Educational Committee as to the desirability of establishing a school for technicians, it was agreed that there was a shortage of mechanics but questions were raised as to how the students should be selected. To what extent would such a school compete with present schools, and why not make greater use of the present trade



schools by working with them? Most of the members of the committee said that they were using an apprentice system, some having an apprentice with each floor mechanic. A quick survey in the room indicated that none of the men present would vote to send a trainee to a centralized school for technicians.

Time was set aside in Detroit for a number of equipment manufacturers to present updates of their products. George Koopman of Aeroquip described his company's system for fueling coupling and shut-off valves for automatic fueling units; T.M. O'Connell and Fred Rugg presented Inertia-matic, a ball mount designed to reduce highway shock; and Sam Goldberg covered the D-G Brakeshoe.

Chairman Douglas outlined a list of eight questions for consideration by the Committee:

- (1) Can motor common carrier fleet operations be defined as Operation (a), (b), etc.?
- (2) Having a basic foundation, can we determine how much equipment should be domiciled at specific locations, where do we farm the maintenance work out, and what is the minimum number of vehicles required in order to have service personnel?
- (3) What is the relationship of overhead personnel to total personnel?
- (4) How much maintenance clerical work is accomplished in the individual garage office?
- (5) Can there be any sound basis for determining the number of maintenance personnel required, based on the number of vehicles being operated?
- (6) What is the problem involved in a 'round-the-clock operation?
- (7) What is the stockroom/operation personnel relationship?
- (8) What are the problems involved in a large operation of the ordering and delivery of parts from the stockroom to the job?

W. Frank Eaton

Chairman 1961

1st Vice Chairman: Ward Bennett
2nd Vice Chairman: Chuck Nassimbene
3rd Vice Chairman: C.H. Rose

MEETING DATES:

January 11-13, 1961 **Detroit, Mich.**
April 25-26, 1961 **Charlotte, N.C.**
September 11-12, 1961 **Milwaukee, Wis.**

Looking back 15 years to his term as General Chairman of the RCCC Maintenance Committee, Frank Eaton recalls two important accomplishments during those 12 months.

"Our fuel committee met with the various oil companies in 1961 to set fuel specifications," Frank explained. "We also initiated a meeting with tire manufacturers in an attempt to iron out many of the common problems that the carriers were experiencing."

The first meeting of the year was held in Detroit, Michigan in conjunction with the Society of Automotive Engineers International Congress and Exposition. Topics covered at that joint meeting included: RCCC #176 Improved Engine Governors, Wire Cord Tires, Trucks for Super Highways, Disc Brake and Anti-Skid Devices, and Transicold and Thermo-King reefers.

Later in the year, at the Charlotte meeting, Bob Gardner, at the request of Frank Eaton, discussed the organization of the Conference and the relation of the RCCC Maintenance Committee to the Equipment Committee of the Conference, the Board of Governors, and the ATA. Gardner stressed the manner in which proposals for equipment improvements originated at the working level, were processed through the Maintenance Committee, approved by the Equipment Committee, and in turn by the Board, and then referred to the manufacturing association for implementation. Gardner pointed out that the individual efforts of the members found expression all the way to the top and emerged eventually in the design of the trucks and trailers that were operated by the carriers.

Attendees at the Charlotte meeting also heard a report from Bob Gardner who revealed that the National Motor Equipment Interchange Committee had devised a number system with six-inch high letters to be placed on the sides, rear and insides of trailers.



He stated that further information in regard to the identification of trailers through this numbering system would be forwarded to individual companies.

Some pending proposals were carefully examined by the maintenance men at the meeting. The first was No. 146, in which the carriers were asked if they preferred trailer wiring to be conduit. The general response was "Yes" and most who answered said that the conduit should extend out to the light fixture.

The next proposal discussed was No. 208, license plate location. It was suggested that license plates need support to prevent their breaking off due to vibration and wind pressure and in this connection, a support arm reaching from the top bracket to the bottom of the plate, was strongly urged.

Proposal No. 211 pertaining to tire noise was discussed at length. It was reported that the Tire and Rim Manufacturers Association had taken this under active study and was working toward the development of a cross-ribbed type tire which it said would have substantially lower noise levels.

Frank Eaton summarized the Milwaukee meeting by saying "This meeting of 30 or more fleet maintenance directors was very worthwhile and provided the means to solve many of our present equipment difficulties."

One of the proposals that generated from the meeting was the improvement of instruments and equipment used by the common carrier. This prompted a comment from RCCC Staff Engineer Bob Gardner. "There is a strong feeling," he said, "that the makers of equipment should study the needs of the carriers and make instruments for trucks which are able to take the punishment of truck operation."

Another topic covered in depth in Milwaukee was drive trains. The discussion included a closed meeting with five manufacturers, marking the first meeting of this type on this subject.



Ward Bennett Chairman 1962

OFFICERS:

1st Vice Chairman: Chuck Nassimbene
2nd Vice Chairman: C.H. Rose
3rd Vice Chairman: Owen Negangard

MEETING DATES:

| | |
|-----------------------------|----------------------------|
| January 11-12, 1962 | Detroit, Mich. |
| June 14-15, 1962 | Atlantic City, N.J. |
| Oct. 31-Nov. 2, 1962 | Philadelphia, Pa. |

Ward Bennett took over the chairmanship of the RCCC Maintenance Committee in 1962. The first meeting of the year was held in Detroit, January 11-12 in conjunction with the Automotive Engineering Congress and Exposition of the SAE. Some of the topics on the agenda at the meeting that reflected areas of concern for the maintenance men were: tire management and maintenance practices; diagnosing impending vehicle failures; engine speed control. In addition, there was a concentrated program devoted to improving electrical equipment. Particular emphasis was given to regulators, generators, batteries, starting motors, switches and wiring because they were mentioned prominently as problem areas in the RCCC electrical equipment survey returns.

The Maintenance Committee travelled to Atlantic City for its June meeting, which was held in conjunction with the SAE Summer meeting at Haddon Hall. Some of the areas of discussion included cab temperature control, diesel fuel injection, air brakes, and a special meeting with the Stewart Warner people tackling instrumentation.

Two motions during the June meeting both centered on filtration. The first motion requested diesel engine manufacturers to study diesel fuel filters and provide more adequate filters as standard equipment. The second request asked filter manufacturers to study problems of identification of filters.

During the Philadelphia meeting, R.W. Sackett, ATA Automotive Engineer, reviewed the activities in the field of air pollution control and discussed ATA's membership in the Air Pollution Control Association

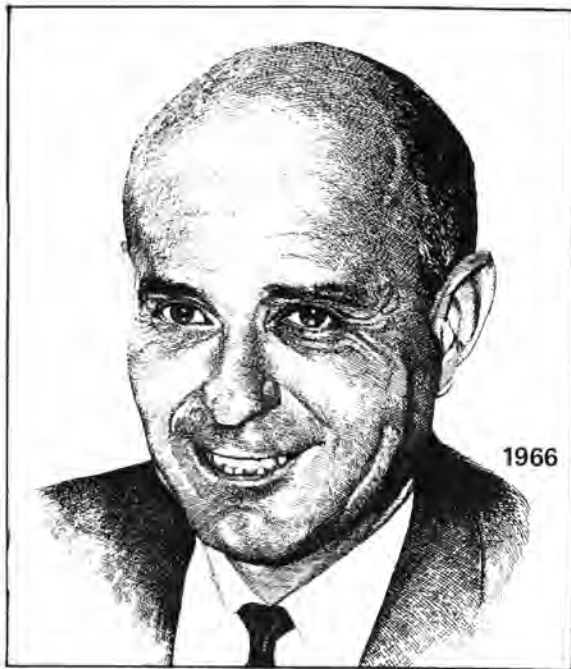
and its participation on the Vehicular Exhaust Committee.

The Committee was brought up to date on the status of air pollution control legislation in California and was provided with information about test procedures and various device application considerations. Also reported was the fact that all 1963 model gasoline powered cars and trucks produced in the U.S. had to be equipped with crankcase emission control devices.

Mr. Sackett also talked about the diesel smoke situation which was considered a public nuisance by air pollution officials. The ATA engineer pointed out that diesel engines are not required to have crankcase emission control devices and that diesel exhaust does not contain the smog-forming hydrocarbons found in the exhaust gas of gasoline engines.

Attention was called to the necessity of properly maintaining the crankcase emission control devices that would be on the 1963 vehicles. Everyone was warned that improper maintenance could result in poor engine operation and possible engine damage. As a result of a discussion of wiring problems at the meeting, the Committee proposed a motion for presentation to its parent Equipment Committee for approval by the Board of Governors:

"Move, that the staff be instructed to request the manufacturers to study the problems of wire identification and to develop a standard color coding of singular or multiple colors to identify all wiring circuits on power units compatibly with the ATA trailer wiring color code."



C.J. Nassimbene Chairman 1963

OFFICERS:

1st Vice Chairman: C.H. Rose

2nd Vice Chairman: Owen Negangard

3rd Vice Chairman: Eugene Bruha

MEETING DATES:

January 17-18, 1963

Detroit, Mich.

June 20-22, 1963

Denver, Colo.

October 17-18, 1963

Chicago, Ill.

"Emphasis during my term of duty was placed on a standardization of wiring which helped to pave the way toward the use of hypalon wiring," stated Chuch Nassimbene. "During 1963 the Committee also pushed for the standardization of tire size, especially in regard to the rolling radius."

At the Chicago meeting, which was held October 17th and 18th, a lengthy discussion took place between the Maintenance Committee and tire manufacturers in regard to what could be done about greater tire dimensional uniformity both from tire to tire and from brand to brand. Non-uniform tires present many problems and matching becomes extremely difficult. At the meeting, the discussion boiled down to two basic hurdles that had to be overcome:

- 1) Reach an agreement among manufacturers.
- 2) Once an agreement was reached, keeping manufacturing equipment conversion costs to a minimum so that manufacturers could meet the standards that were developed.

Other proposals that were announced at the Illinois meeting centered around fuel tank improvement and air brake system contamination. The committee heard a report from a manufacturer of a new fuel tank design with a sump and draincock setup to permit draining of settled contaminants. Similarly, an air system tank to separate and hold water and other contaminants from brake air was shown. These are fine examples of how the work of the Maintenance Committee produces concrete results.

Group discussion led to three equipment motions at the January meeting in Detroit:

- 1) Diesel, gas engine, and component manufac-

turers study the problems of operation at temperatures from 32° to -50° and design original equipment for ease of starting, maintenance and operation at low temperatures. This would include heating units for the engine block, batteries, cooling system, fuel system, etc.

2) Diesel engine manufacturers study the problems of air intake at low temperatures which causes excessive wear and piston failure.

3) Study diesel engine air cleaners to correct problems of water accumulation in oil sump in air cleaner.

Attendance at the June meeting in Denver included a record 46 equipment superintendents. Emphasis at that meeting was placed on operating trucks in extremely cold weather. It was readily apparent that low temperatures intensified the existing problems of electrical systems and air/fuel contamination. Another cold weather problem receiving special attention was keeping trailer supports operational when frigid temperatures congealed petroleum-base lubricants. Andrew Ambli, who was chairman of the Minnesota Maintenance Council in 1963, recommended that landing gears be prelubricated annually and requested standardization by manufacturers on having all trailer supports designed for clockwise rotation. He expressed a preference for pads rather than dolly wheels and stressed the need for adequate bracing and attachment to trailer cross-members.

During the meeting, a "Proof of the Pudding" review was held, at which time manufacturers displayed equipment that had been improved as a result of equipment proposals from the RCCC Maintenance Committee.



C.H. Rose

Chairman 1964

OFFICERS:

1st Vice Chairman: Owen Negangard

2nd Vice Chairman: Gene Bruha

3rd Vice Chairman: Frank Whitlow

MEETING DATES:

January 17-18, 1964 **Detroit, Mich.**

June 8-9, 1964 **Chicago, Ill.**

October 5-6, 1964 **Chicago, Ill.**

Fleet maintenance directors of more than 50 common carriers convened in Chicago for the first meeting of 1964. Under the chairmanship of C.H. Rose, the two days of discussion included a full afternoon "closed door" session with engineering and sales directors of GMC Truck and Coach Division at the GMC Tech Center in Pontiac, Michigan.

Present at the first day of discussion were more than 50 petroleum and engine producers, to discuss fuel problems. Chairman Rose opened the meeting with the comment, "We welcome your interest in our fuel and lube problems. We have many other problems and we are receiving good cooperation from the manufacturers. We expect to keep at it through our Maintenance Committee until we get these problems solved."

According to one carrier representative, "the basic problems seem to be loss of power en route, waxing of fuel on filters under cold weather operation, and moisture in fuels. It is our belief that the fuel oil suppliers should furnish a stable fuel during the winter months blended to give trouble-free operation."

The carrier representatives showed considerable interest in a floor suggestion of one of the engine makers that diesel fuel test kits be made available to the carriers at a relatively low cost. Consensus was that the kits could answer the question as to what kind of fuel was being delivered by the suppliers.

Andy Ambli presented the maintenance men with an overnight bag full of motor heaters designed by various manufacturers for different engines. "At the present time," he said, "we are forced to use this stuff. What we need is to ask the manufacturers of engines to provide a place on the block to put the heater. Then we can go to that place with a standard sized heater, and it can be reached without a lot of

expense of modifying the engine block."

Andy turned to the subject of tires and drew unanimous support from other maintenance directors in a discussion involving the quality of materials found in tires and tubes of all manufacturers. Carriers reported that the weights of tubes of the same make and grade varied widely. Two supposedly identical tubes, one man said, weighed 7½ pounds and 10¼ pounds.

Andy concluded—"Personally, I would like to have the date of manufacture and the quality of the tube clearly marked. There is too much at stake, we cannot afford to take chances with the quality of the tubes we are running over the road." Chairman Rose then named a committee to discuss the matter with the Rubber Manufacturers Association and the Independent Tire Dealers Association in the near future.

The summer meeting of the RCCC Maintenance Committee was held at the Edgewater Beach Hotel, in Chicago, Illinois. The two-day session included a meeting with the Rubber Manufacturers Association to discuss tire sizes, noise, branding, tube quality and flaps. Other special meetings were held between the Maintenance Committee and Mack Trucks; the AMA Motor Truck Technical Committee; the Private Truck Council of America; Rockwell Standard; and the Truck Trailer Manufacturers Association Engineering Committee.

The group returned to Chicago for the fall meeting October 5-6, which preceded the National Fleet Owner Conference held the following two days. Once again, tires, tubes and rims came under attack of the maintenance men and a progress report on instruments was discussed with representatives of the Stewart-Warner Company. Also on the agenda was a discussion of diesel fuel specifications and mechanic training, as well as a tour of Delco-Remy.



Owen Negangard

Chairman 1965

OFFICERS:

1st Vice Chairman: Gene Bruha
2nd Vice Chairman: Frank Whitlow
3rd Vice Chairman: "Spud" Brundage

MEETING DATES:

January 11-12, 1965 Detroit, Mich.
April 1-3, 1965 Dallas, Tex.
September 20-22, 1965 Cincinnati, Ohio

During the chairmanship of Owen Negangard in 1965, the RCCC Maintenance Committee scored a number of "firsts".

"Our Dallas meeting which was held in April marked the first time that three days were devoted to Maintenance Committee meetings," recalled Owen. "I requested permission from Al Rosenbaum to extended meeting time from two to three days and he granted it. The meeting was a huge success.

"That same meeting marked the first time that an equipment exhibition was held as part of the agenda."

The September meeting in Cincinnati was remembered for its share of "firsts" as well. "This was the first meeting to which women were formally invited," Owen stated, "and the Committee had planned, sponsored activities for them.

"And for the first time, the Maintenance Committee met with an individual tire manufacturer to discuss various problems that the trucking industry was experiencing.

"Still another first time accomplishment during 1965 was a meeting of Study Group chairmen held completely apart from the regular maintenance meetings. This meeting was scheduled by Andy Ambli, Don Strout and Bill Royston, and all three men were commended for a job well done."

Tire problems were a major concern during that year and they played a prominent role in the meeting agendas. Work performed by the Tire Study Group, headed by Andy Ambli, resulted in the passage of a proposal regarding tire structure and performance data. It stated that the following information be made available to purchasers of truck tires:

1. Actual dimensions after 24 hours of inflation
2. The type of service for which the tire was made
3. The materials used in manufacture

4. The load capacity for any given inflation and percentage of deflation this load will cause
5. The expected life in accordance with a standard test.

The proposal also called for marking stripes to be built into truck tires to indicate when the tire should be pulled out of service.

The need for more effective quality control on tires was emphasized at the Cincinnati meeting. The Tire Study Group exhibited a number of tires with manufacturing defects in them that had escaped detection at the factory. The Committee listened to Andy Ambli discuss at length the current legislative activities aimed at improving tire safety, at both the national and state levels. After a meeting with a major tire manufacturer, it was resolved that the primary goals of cooperative effort on the part of users and manufacturers should be:

1. Quality controls that will prevent defective tires, tubes and flaps from winding up on highway equipment in high-speed, long haul and heavy load service
2. A foolproof manner of distinguishing premium quality tires and tubes from so-called competitively priced products
3. Reduction of dimensional irregularities to the point that users will no longer have to maintain unwieldy inventories of tires in order to match up duals.

Other Study Groups that were quite active during 1965 were the Fuel and Lube Study Group and the Cooling System Study Group. Under the leadership of Don Strout, the fuel group pushed for the tightening-up of fuel specifications which the Study Group found could lead to improved mileage. Chairman Bill Royston and his Cooling System Study Group dealt with antifreeze incompatibility.

Gene Bruha

Chairman 1966

OFFICERS:

1st Vice Chairman: Frank Whitlow*
 2nd Vice Chairman: "Spud" Brundage
 3rd Vice Chairman: Bill Royston

MEETING DATES:

January 10-11, 1966 Detroit, Mich.
 April 4-6, 1966 St. Louis, Mo.
 September 12-14, 1966 Minneapolis, Minn.

**Because of an extra-heavy work load involving the building of a new terminal, Frank Whitlow was unable to accede to the chairmanship the following year.*



Pressing for action on a number of equipment problems, the RCCC Maintenance Committee, meeting in January and led by a brand new chairman, Gene Bruha, achieved the following results: commitments by many tire manufacturers to meet at least some of the Tire Study Group's requests; commitments by at least one manufacturer to develop a more durable speedometer, tachometer, and cable package; action in various parts of the country to supply lower API gravity fuels to add special cold weather additives on a regular basis; action by both engine manufacturers and antifreeze manufacturers to meet some of the problem of glycol seepage; action to specify larger capacity electrical systems for cold weather areas.

At the St. Louis meeting in April 1966, the fight for increased reliability and standardization of electrical systems and lighting components was brought into sharp focus by Joe Adelizzi of Adley Express, chairman of the Electrical Study Group. He brought along to the meeting a number of trailer lights that had been corroded and eaten away by salt. He also had, mounted on a strip, a number of trailer lights of different sizes and shapes to illustrate the complete lack of standardization.

Later in the year, this concern spawned a cooperative action between carriers and lamp, bulb and trailer manufacturers to formulate objectives for improving electrical systems.

Another chief topic of discussion at the April meeting was the proposal of the AMA for brake ratings. Tom Harmon of Carolina Freight Carriers was happy to report that according to this rating system "the bigger trucks had less brake power than

smaller trucks by a ratio of two to one in proportion to their weight, yet the proposal was billed as an advance in safety." However, progress was made in this field through improved communications between manufacturers and the Maintenance Committee. One major manufacturer of brake control systems approached the study group to discuss with them a new system designed to meet their needs. The system was shown to the study group before it was shown to any vehicle manufacturers.

At this same meeting, Bill Royston, 3rd vice chairman, and the Cooling System Group made important progress in publicizing the seriousness and extent of the problem of glycol seepage. Bill reported on the results of a questionnaire that showed that some 74 percent of operators reported coolant leakage into the engine oil and 53 percent of premature engine failures were the result of cooling system problems.

In September, the RCCC Maintenance Committee gained a partner in the Private Carrier unit of the ATA who had as a group voted unanimously earlier in the year to join in the RCCC-MC's maintenance activities. Gene Bruha said, "At the St. Paul meeting we saw a renewed pledge of support from the Private Truck Council, and, I believe, attendance by the PCC members in sizeable numbers for the first time."

As a final point, and in view of today's strenuous efforts at conserving as much fuel as possible, Gene Bruha had this to say about his stint as chairman... "It is interesting to note that fuel economy was one of the major items on our agenda in 1966. Who says we haven't been working on this problem?"

Bill Royston

Chairman 1967

OFFICERS:

1st Vice Chairman: "Spud" Brundage*
2nd Vice Chairman: Andrew Ambli
3rd Vice Chairman: Jimmie Black

MEETING DATES:

January 9-10, 1967 Detroit, Mich.
April 10-12, 1967 Charlotte, N.C.
September 14-15, 1967 Cranston, R.I.

**For reasons of health, "Spud" Brundage was unable to accede to the chairmanship the following year.*



In 1967, the RCCC Maintenance Committee celebrated its 10th anniversary. At the first meeting that year in Detroit, a special "Decade of Progress" tribute and dinner for past chairman of the Committee was organized by Al Rosenbaum, executive director, RCCC. Bob Gardner was singularly honored for his important service to the group throughout its history. Mr. Rosenbaum, noting the long hours the group worked, said, "If more of our people worked as intelligently as you, the industry would have a lot better overall operating ratio."

Bill Royston, chairman of the Maintenance Committee during 1967, recalls the Charlotte meeting as one of the most outstanding events during his term of office. "The meeting was a huge success," he said, "and was highlighted by an in-service truck display at the Charlotte Coliseum that was well received by all."

The equipment show was composed of tractors taken out of day-to-day service just for the occasion. Complete specifications were available for each unit, and in many cases experience factors on both the truck and its components were also available.

During the entire three days, an assortment of tractors, trailers and straight trucks filled the parking lot around the convention center, all complete with specifications. Members praised the display, saying that it was extremely beneficial to learn from one another rather than to be subjected to direct sales pitches.

"One of the goals of the Committee during my term of office," Bill recalls, "was to encourage more participation in the Study Groups." At the Charlotte meeting, Bob Gardner laid down a few ground rules for attendance at the meetings. Whether carriers, manufacturers, press or any other allied organiza-

tion, each person could attend no more than two meetings without signing up for active participation on one of the nine Study Groups. Both manufacturers and carriers applauded the plan, saying it would enable them to work together more effectively toward solution of common problems. At the end of the meeting, 107 carrier personnel and 47 manufacturers had volunteered for Study Group assignments.

Three special guests were on hand for the September meeting held in Cranston, Rhode Island. They were the Honorable John H. Chafee, Governor of Rhode Island, James DiPriete, Jr., Mayor of Cranston, R.I., and Mayor Joseph A. Doorley, Jr., of Providence.

One of the highlights of the Cranston meeting was a panel discussion on the use of small diesel engines in P & D service. Panelists included Andy Ambli, Briggs Transportation; Jim Bald, Burlington Industries; Don Strout, Wilson Freight System; and Hardy Hurst, Hennis Freight.

In summary, Andy Ambli stated, "Personally, I believe P & D diesels are here to stay and can save us money. We're ready to go forward but the manufacturers have got to set up better service and training personnel. It's going to be a slow process. At Briggs, we now know the advantages and disadvantages of small diesels. We know where to use them and why. We're not going to trade them in now because we feel that from now on we're going to get much better results."

The conclusion drawn by everyone participating in the session was when thinking about diesels for P & D service, look carefully, "spec" properly, get a good warranty package, and determine service and parts availability before signing the order.

Andrew Ambli

Chairman 1968

OFFICERS:

1st Vice Chairman: Jimmie Black

2nd Vice Chairman: Mel McClure

(Replaced mid-term by Donald K. Strout)

3rd Vice Chairman: Donald K. Strout

3rd Vice Chairman: Hugh M. Watts

(After McClure resigned)

MEETING DATES:

March 28-29, 1968

August 14-17, 1968

December 5-6, 1968

Clayton, Mo.

San Francisco, Calif.

Washington, D.C.



Dedicated men are for keeps. The marks they leave behind remain. Andrew Ambli, who perhaps contributed more to the field of maintenance in the motor carrier industry than any other man, answers this roll call. His life and accomplishments read like the scenario for an adventure film or book. Andy is no longer with us, having departed this earth August 1975 and now rests in the Great Hall of Valhalla where he said, "I will await Odin".

Let's begin our eulogy of this man's achievements in the usual way. Andy was born and educated in Norway, coming to this country at the age of 26 years. He settled in Wisconsin, and worked for the next 14 years as a mechanic. Seven years later he was appointed fleet superintendent. After several progressions in title prestige and management supervision, Andy was elected vice president, director of maintenance for the company. He retired in 1972, spending his last years working the land he loved so well and furthering his hobby, the internal combustion engine.

Andy was a joiner, always contributing more than expected. His many memberships reflect a demand for his great talent and services: charter member RCCC-MC, chairman of the Tire Study Group and the Chassis Study Group. After serving three years on the governing body, he was elected as general chairman in 1968.

Andy was one of the founders of the Minnesota Maintenance Council, serving as president for several terms. He was a long time member of the Society of Automotive Engineers and member of various technical and standards committees. He was in great demand as a speaker throughout the United States and Canada and as a spokesman for a better trucking industry.

His most prized award was the RCCC-MC Silver

Spark Plug in recognition and appreciation of his many contributions to the cause of excellence in the maintenance of commercial motor vehicles and his assistance in the development of improved equipment and components resulting in increased efficiency and safety for commercial highway transportation. Other awards are literally too many to mention here.

We must not fail to mention that Andy was the prime motivating influence toward the creation of a section for the training of truck mechanics at the St. Paul Vocational Technical School. This step set the stage for other vocational schools throughout the country to follow suit.

Andy had that rare ability to invent, and held nine U.S. patents and five foreign, all related to the motor carrier industry. He continuously fought for higher standards and better constructed equipment. He advocated and got improved anti-freeze among many other issues. He built the famous burlap tire and presented it to the industry, proving it would hold 75 psi of air and carry a 4580 lb. load.

In spite of Andy's many activities, he ran a trim shop at Briggs Transportation. His maintenance operation was said to function like clockwork. His excellent productivity came from his insistence on clean, comfortable surroundings, plus the great love his men had for this unusual man.

What better epitaph could be written than: "No single individual in the motor carrier industry has contributed more to the field of maintenance than has Andrew Ambli".

Gil Putnam

Jimmie Black

Chairman 1969

OFFICERS:

1st Vice Chairman: Donald K. Strout

2nd Vice Chairman: Hugh M. Watts

3rd Vice Chairman: Ralph M. Willey

MEETING DATES:

April 3-4, 1969

Chicago, Ill.

August 5-7, 1969

Memphis, Tenn.

November 2-4, 1969

Houston, Tex.



"One of the most memorable events during my term of office in 1969 was the outstanding meeting that was held in Memphis, Tennessee," stated Jimmie Black. "More than 300 equipment men and manufacturers spent three very busy days swapping equipment and operation ideas."

Highlights of that record-breaking meeting—

1) A record attendance with many of the old-timers turning out in addition to dozens of maintenance men who were attending their first Maintenance Committee meeting.

2) A memorable appearance by Memphis Mayor Henry Loeb, which focused attention of both TV and local newspapers on the activities of the Maintenance Committee.

3) An extensive exhibit of equipment featuring a 1916 Fruehauf trailer and a 1917 White Truck. Other equipment on display included a Ford Linehaul tractor powered by a gas turbine, International's 4x4 Unistar, White and White Freightliner tractors built especially for Ryder System and incorporating the RCCC-PTC-PCC standardized instrument panel. A Quick-Exchange engine demonstration by White Freightliner was also included in the line-up.

Tire problems again dominated the meetings during the year. Arnold Hogle, chairman of the Tire and Wheel Study Group, warned of a proposed DOT regulation that would prohibit the recapping of a tire after it had been in service more than three years. Arnold said that the best defense against this regulation is for the trucking industry to thoroughly document recapping practices, with particular emphasis on records that prove repeated recapping contributes little threat to highway safety.

In another roundtable discussion, the question of unusual tire wear was kicked around by the equip-

ment experts. There seemed to be some disagreement between members as to the correct tire pressure to use. It was then discovered that the men were in disagreement as to how to check the pressure, i.e. bumping or gauging.

During another meeting, tires and tire life occupied a significant portion of the day's activities. "Downtime on the road, which was valued at a minimum of \$17 to \$35," one equipment man said, "was noticeably reduced by the change to tubeless tires." The ensuing discussion on tube type vs. tubeless tires indicated a trend toward tubeless tires.

It would be ludicrous to assume that the Maintenance Committee's 20 years of existence were nothing but peaches and cream. As with any organization, it suffered growing pains. Jimmie Black saw something happening, a trend maybe, and he took time during the Study Group meetings at the November meeting to express himself. "The endeavors of the Committee are being sabotaged," he said. "Input from committee members has dwindled down and I'm making every effort to find out what is wrong. More goes on outside the meetings than inside. It's mighty disturbing," he said, "and if it's leadership, please tell us." Jimmie went on to say that the Committee had drifted toward a lackadaisical attitude. "The Study Groups were organized to put out fires in the industry. You can't keep taking out without putting something back. If you don't believe it, try it on your own budget."

Jimmie closed his comments with this advice, "You're a hard-nose working group with a lot of maintenance responsibilities. When you took the job, you took the responsibility and if you're not willing to shoulder that responsibility, you don't belong in the maintenance profession."

Don Strout Chairman 1970

OFFICERS:

1st Vice Chairman: Hugh M. Watts
2nd Vice Chairman: Ralph M. Willey
3rd Vice Chairman: Paul T. Hughes

MEETING DATES:

January 12-13, 1970 Detroit, Mich.
April 21-23, 1970 Atlanta, Ga.
September 22-24, 1970 Dallas, Tex.

The "RCCC Instrument Panel" was gaining ground around 1970, and in Detroit, the subject was the crux of the RCCC—January meeting. At that time it was reported that almost one fourth of the truck builders in the United States had publicly committed themselves on the dashboard. Bob Begeman, Chairman for the Cab and Driver Study Group, advised those present to order the panel on their next set of specifications.

"The best in a long time", was how new Chairman Don Strout evaluated the Maintenance Committee's Atlanta meeting in April. Of note at that meeting was a forum conducted by Don on clearance and marker light placement. Most members were surprised to find that many trailer lights could have been located down where they could be more easily serviced. The question came up when Don Strout asked how many of those in the room would like to have their clearance and marker lights at the bottom of the trailer ... virtually every man raised his hand. Next, Don asked how many would like to have their stop and tail lights on the back of the cab rather than out near the end of the rail where they were being knocked off or broken ... again, the verdict was practically unanimous ... the back-of-the-cab location was overwhelmingly preferred.

One maintenance man's nemesis that emerged at the meeting was pollution control equipment and the subsequent power loss it caused. Russ O'Dowd kicked off the discussion with the statement that pollution controls were beginning to result in more and more low-power complaints. Lew Kibbee warned the maintenance men that they were going to have to find a way of running their trucks uphill faster with less efficient engines that produced less smoke.

Other Atlanta meeting highlights were sessions on windshield wiper motors and blades, electronic speedometers, spin-on cooling system filters, axle alignment, engine valve failures, P&D diesels, and the use of propane and other LPG fuels.

Spearheaded by J.C. "Pat" Paterson (Stemco) and Robert Deierlein (DES), the RCCC Cost Study Group had obtained a grant for ATA to contract for



the development of an industry recommended reporting system. J.E. "Pete" Paquette (Burlington Fleet Services) was hired to direct the project. Working with an ad hoc committee, the first Vehicle Maintenance Reporting Standards were devised. The fundamental concept of VMRS was to provide an information base in detail to satisfy the many and varied needs of the user. This includes both performance data and cost information. Simplicity of input incorporating ultimate flexibility was the goal. VMRS in its final adopted form fulfilled that goal.

Solving equipment problems through tighter vehicle specifications was the thrust of the Dallas RCCC-MC meeting that took place in September of 1970. Some of the topics covered—Brakes: Bob Nelson, American Brakeblok and Bert Ogden, Eaton, urged more attention to specification of components specifically suited to each individual operating requirement. Proper maintenance was also classified as a must.

Bulbs: Bob Vile of Westinghouse reported that cold shock was responsible for "about 99.999% of all bulb failures".

Lamps and wiring: Luke Lucas of Grote Manufacturing Company advised the use of a shrink-fit covering to waterproof all connections, as well as designing the wiring system to keep connections at an absolute minimum.

Clutches: Bob Harting of Rockford Clutch discussed the design features of his company's wet clutch. Fred Quance of Dana spoke on Spicer's new angle-spring concept.

Other topics of importance were: winterizing engines, glad-hand relocation, and the use of a new cooling system conditioner ... Nalcool 2000.

With these informative sessions, the Maintenance Committee under Chairman Don Strout, concluded a highly successful year.

Hugh Watts

Chairman 1971

OFFICERS:

1st Vice Chairman: Ralph M. Willey
 2nd Vice Chairman: Paul T. Hughes
 3rd Vice Chairman: Russ O'Dowd

MEETING DATES:

January 12-13, 1971 Detroit, Mich.
 April 19-22, 1971 Louisville, Ky.
 August 23-26, 1971 Denver, Colo.



A report to the RCCC Board of Governors at the 1971 ATA Convention by Hugh Watts pretty well summed up the year's accomplishments of the Maintenance Committee.

"This year we successfully completed projects such as the refinement of the RCCC anti-freeze specifications, publication of a booklet illustrating proper tread depth measuring points for truck tires, the establishment of a closer rapport with government regulatory agencies, and with the help and co-operation of the TTMA Engineering Committee, the solution of a number of trailer maintenance problems," Hugh reported.

Substantial headway was also made on a number of other projects. According to Hugh, there was much more widespread acceptance during 1971 of the RCCC's design for standardizing the location of dash-mounted instruments and controls. With more and more carriers adopting the ATA standardized Vehicle Maintenance Reporting System, the industry moved a step closer to the day when both trucks and individual components can be compared not only with other units of the same fleet, but also from company to company. VMRS, of course, is the outgrowth of an effort on the part of the Maintenance Committee's Cost Controls Study Group to set up a method for the measurement of equipment performance factors on an industry-wide basis.

"A new 1971 activity of the Maintenance Committee," Hugh noted, "was the launching of a program to assist local vocational schools in the training of employable truck mechanics. In addition, the Maintenance Committee, through its various Study Groups and Task Forces, continued to show significant results from campaigns aimed at improving

brakes and brake balance, the mounting of alternators, insulation and routing of wiring, wiper motors and linkages, heating and defrosting systems, etc."

Hugh also singled out for special mention, the 1971 proposal of the Maintenance Committee for the placement of gladhands and electrical connectors in the lower left segment of the trailer nose. This modification enables a trailer to be coupled or uncoupled by a driver who has both feet firmly on the ground. "It's not only a great time saver," Hugh added, "but it totally eliminates the injuries resulting from falling off frame rails, fuel tanks, battery boxes."

At the October 1971 meeting, Hugh Watts made the first presentations of the Silver Spark Plug Awards. Recipients included: Thomas E. Harmon, Orville A. Brouer, Charles G. Brokowsky, C.H. Rose, George A. Wilson, John H. Zabel, Frank P. Plovick, J. Hardy Hurst, E. Bert Ogden, Robert L. Douglas, W. Frank Eaton, Ward L. Bennett, C.J. Nassimbene, Owen L. Negangard, Eugene A. Bruha, William T. Royston, Andrew Ambli, Jimmie Black, Donald K. Strout, Spud Brundage, and Robert Gardner.

No matter how much business is at hand, there is always room for a bit of levity. During the Louisville meeting, a roundtable discussion turned to the topic of junk tires and what to do about them. At least one person reported he had been accumulating tires for over a year and was filling old trailers with them until a suitable disposal method was found. At that point, Ralph Willey, who was then 1st Vice Chairman, announced that he had solved the problem. "When I interline a trailer," Ralph told the group, "a junk tire goes in with the freight. It somehow just doesn't come back!"

Ralph Willey

Chairman 1972

OFFICERS:

1st Vice Chairman: Paul T. Hughes
2nd Vice Chairman: Russ O'Dowd
3rd Vice Chairman: Dave Paul

MEETING DATES:

| | |
|---------------------|--------------------|
| January 24-27, 1972 | Jacksonville, Fla. |
| April 17-20, 1972 | Boston, Mass. |
| August 8-10, 1972 | St. Paul, Minn. |

One of the most successful activity programs in the history of the Maintenance Committee was held in 1972 during Ralph Willey's chairmanship. In view of the planned agenda, it was no surprise that a record 432 full and associate members and 163 wives and children showed up for the St. Paul meeting. Under the direction of 2nd Vice Chairman Russ O'Dowd, the Minnesota Maintenance Council planned the doings, which began with an evening smorgasbord complete with a German Oompah band.

Throughout the work sessions during the three-day meeting, wives and children were treated to a full schedule of events, which included a champagne luncheon, an 1890 fashion show, a sightseeing tour of the Twin Cities area, and a scenic paddlewheel boat ride on the Mississippi.

Increased use of silicone hose to help reduce maintenance costs was one area that received a good deal of attention during the year. At the Florida meeting, Tom Mannix raised the question during a roundtable session in regard to why silicone hose was being under-utilized. Most maintenance men on hand either said it was unavailable or too costly.

The exchange during the roundtable spurred further discussion at the Engine Study Group meeting. Chairman Bob Honour requested hose manufacturers to conduct further research and generate comparative costs of the use of silicone vs. conventional hose. In the final roundtable discussion, Tom Mannix produced a cost comparison chart that illustrated graphically the savings that could be realized by using silicone.

Silicone hose advantages were again aired at the Boston meeting as the Engine Study Group conducted a panel including the following manufacturers: Carl Daigler, Hewitt Robbins; Alan Machek,



Dow Corning; William Sorenson, Chase-Walton; and John Nick, Raybetos-Manhattan.

Trailer lighting and possible money-saving methods were of prime concern to maintenance men in 1972. In Boston, Fruehauf's George Chieger began his remarks by stating, "Almost everybody at this meeting has been talking about putting more and more equipment on your trucks. The reason I'm here is to take some of it off." George advocated the removal of seven trailer lights, specifically all upper clearance lights that serve no real function. During the same Massachusetts meeting, Bob Sargent's Trailer Study Group proposed moving trailer lights down from the top on the sides of van trailers and recommended the elimination of redundant lights. This proposal was passed at the August meeting.

The ATA VMRS record keeping system was another important project in the works in 1972. In Jacksonville, a VMRS panel moderated by Pat Paterson offered facts on the basic operation of this computer system. Panelists included Pete Paquette, Frank Plovick, and Gil Putnam.

VMRS got a big boost in Boston as well. Cost Control Study Group chairman Pat Paterson headed up a panel program featuring data processing personnel from companies that had already adopted VMRS. User experience with the system was reviewed by the following: John Muirhead, Smith Transport; Bob Klinger, O'Boyle Tank Lines; Barney Kent, Saunders Leasing; and Les Jones, Ryder Truck Rental. Each speaker reviewed his company's experience with VMRS, outlining how the program was introduced to their employees, what management reports were generated, whether they were handling the program in-house or through an outside service, and how the detailed data has already helped solve equipment problems.



Paul T. Hughes Chairman 1973

OFFICERS:

1st Vice Chairman: Russ O'Dowd

2nd Vice Chairman: Dave Paul

3rd Vice Chairman: Bob Sargent

MEETING DATES:

January 22-25, 1973

April 9-12, 1973

August 13-16, 1973

Charlotte, N.C.

Toronto, Ontario

Denver, Colo.

Under a new Chairman Paul Hughes, and with a new team of officers, the RCCC January '73 meeting in Charlotte, N.C., boasted an attendance of nearly 600. At this first meeting of 1973 an excellent panel on gasoline engines took place. Several authorities had been invited to discuss emission controls, their effects on performance, maintenance and fuel economy, and the outlook for the future. Panelists included: Jim Blocker, Ford; Milt Liechty, International; Paul Blystone, GMC; Howard Ingerson, Diamond-Reo; and George Stoops of Dodge.

Also on the agenda was a presentation featuring four prominent equipment men who reviewed their pilot inspection and make-ready procedures. Wes Trindal of the U.S. Army's Mobile Equipment Research and Development unit, Bill Pate of Saunders Leasing, Clair Hill of Safeway Stores, Bob Brackenridge of Holland Motor Express, and Jimmie Black (moderator) of Gordons Transport took part in this informative panel presentation.

Highlighting this Charlotte meeting was a special equipment exhibit at which many manufacturers and distributors took the opportunity to display their newest items. The Cummins Sundstrand automatic transmission and the new FRP trailer were two such items.

Of major interest at the April Toronto meeting was a panel of mid-range diesels—Howard Graninger, Cummins; Jack Gove, Caterpillar; and Bruce McLiesh of Detroit Diesel Allison provided the manufacturer's point of view for this panel. Norm Deckard gave a presentation including extensive analyses of costs incurred at K & R Delivery with

both gas and diesel engines. Other activities that took place in Toronto included panels on shop productivity and in-cab noise.

A round table discussion on reduced road speeds pulled a lot of interest at the RCCC August meeting in Denver, Colorado. The consensus reached was that each company should impose and enforce its own speed limits according to variations in individual operating conditions. Batteries were also an important topic: the S-1 Electrical Study Group Chairman, Lloyd Gonyou, asked all in attendance to initiate a program to determine the relative merit of six-volt batteries vs. 12-volt batteries in line-haul trucks. A tire panel on tire noise, radials, front tire performance, and tubes, rounded off the presentations at this August meeting.

Also at this time, Bob Sargent, 3rd Vice Chairman, headed a meeting aimed at formulating a Recommended Practices Manual. Paul Hughes spoke on this and on the status of the Study Groups.

"I felt that at the time we had to press harder than before on the establishment of a stronger study group program; and steps were taken to select people to head certain committees and to push along on the Recommended Practices Book which had been talked about for a long time and which last year came into being.

"Perhaps basically I felt that the Committee needed a tightening up or perhaps a more direct fix on the recommendations the RCCC developed over the years; that is, improving the output of the study groups, making direct representations to the OEM's and sharing our problems with other members."

Russ O'Dowd Chairman 1974

OFFICERS:

1st Vice Chairman: Dave Paul
2nd Vice Chairman: Bob Sargent
3rd Vice Chairman: James H. May

MEETING DATES:

December 3-6, 1973 Atlanta, Ga.
April 15-18, 1974 Phoenix, Ariz.
August 19-22, 1974 Indianapolis, Ind.



The 500,000 mile vehicle is the common goal of most maintenance men. "We helped, and promoted, and had some of the first 500,000 mile vehicles," states Russ O'Dowd, "and we had a Century-Mercury tractor on display in Chicago at Fleet Week '74. This unit had 535,000 miles on it and none of its major components had been rebuilt yet."

As general chairman in 1974, Russ recalled, "we vigorously pursued the introduction of Vo-Tech School programs for the trucking industry. This included both the mechanic training program and the truck driving program."

Along these lines, a special presentation was made at the Indianapolis meeting by Harold Lewis, a representative of the Vocational Industrial Clubs of America (VICA). Lewis described the Skill Olympics, (which is in part supported by the RCCC Maintenance Committee) a major event in the VICA program that includes participation of diesel truck mechanics.

During that same meeting, members were treated to a special demonstration of heavy-duty automatic transmissions staged by Detroit Diesel Allison at the Indianapolis Motor Speedway. City delivery vehicles and tractor trailer rigs equipped with automatics were available for testing, and a number of vehicles were put through torture tests, demonstrating transmission reliability and strength.

The subject of truck noise and government regulations was the prime topic of concern at the August '74 meeting. Emphasis was placed on the 90 db(A) in-cab limit. Truck manufacturers stated that few problems arose in building vehicles to meet these requirements, but they said that users could run into difficulty when it came time to retrofit their equipment to meet the new laws.

Truck noise was also discussed at the preceding

meeting in Atlanta. A panel of experts, including Dick Staadt of International, Earl Muir of White, Freightliner's Roger Sackett, Harry Close of the D.O.T., and Horst Vollmer of Ryder, explored the problem. Manufacturers updated their progress in this area, Harry Close discussed the plan of attack for combatting excessive truck noise and Horst Vollmer reviewed his experience with a quiet truck testing program at his company.

During the Atlanta meeting, the question of 6 or 12 volt batteries was "solved" in a demonstration staged by the Electrical Study Group. Headed by Lloyd Gonyou and Jim May, the Study Group was assisted by Rick DeBord and a crew of battery experts from the Delco-Remy Division of General Motors. The result of the Study Group's efforts was the passage of Recommended Practice S-106, which points to the advantages of installing four Group 4, 12-volt batteries in parallel over the use of four 6-volt units in series parallel.

A round table discussion at the Atlanta meeting revealed considerable controversy over the use of various radial tire applications. One equipment man stated that the recommended tire pressure for a particular tire was 95-100 pounds. Another maintenance manager, using the same tire in a similar application, said he was told to inflate that tire to 65 pounds. This apparent confusion over compliance with tire pressures resulted in an agreement on, and a drive for, more explicit tire recommendations.

Among Russ O'Dowd's accomplishments in office—"We produced a front tire failure survey which included overload conditions in the industry." Results of the survey were announced by the Tire and Wheel Study Group, chaired by Horst Vollmer, at the April meeting.

Dave Paul

Chairman 1975

OFFICERS:

1st Vice Chairman: Bob Sargent

2nd Vice Chairman: James H. May

3rd Vice Chairman: J.C. Paterson

MEETING DATES:

December 2-5, 1974 New Orleans, La.

March 31-April 3, 1975 Washington, D.C.

August 4-7, 1975 Grand Rapids, Mich.



New Chairman Dave Paul exhibited both his zeal and determination as head of the Maintenance Committee for 1975 by sticking closely to the planned agenda and opening his first meeting promptly at 8:30 am in New Orleans, Louisiana.

Upon glancing back to his year in office, he reflected, "By being elected to the chair, you are asked to step to a new observation point and hopefully to see more than you have seen before, and to act on what you see. What you see is what chairmen who have preceded you have acted upon, and what you act upon is what chairmen following you see."

At that meeting in New Orleans in 1974, noise control earned the most attention. The subject was covered from the ground up by a number of knowledgeable individuals—

Harry Close of the Office of Noise Abatement contended that exhaust noise control items were available to easily accomplish the job and new model fans were controlling noise to a greater degree than previously—

Earl Brunner of Mack presented details of OEM testing and evaluation running through elbows, fans, shutters, floor mats, unused cab holes, and insulation—

Ken Kirkland of Stemco suggested plugging all cab leaks, tightening control of exhaust noise, installing headliners, barrier floormats and hoodliners—

Arnie Carlson of Donaldson mentioned his company's Noise Control Centers for diagnosis and cure and closed with the advice, "keep it simple".

Study Group reports finished up the New Orleans meeting.

A Supplier's Night intended to provide members

with a quick rundown on a variety of new products and maintenance methods kicked off the Maintenance Committee's Spring meeting in Washington, D.C. Formal sessions were opened with Chairman Dave Paul's announcement that eight past chairmen were in attendance—Frank Eaton, Gene Bruha, Bill Royston, Jimmie Black, Don Strout, Hugh Watts, Ralph Willey, and Paul Hughes.

The long-awaited Recommended Practices Manual was presented by Bob Sargent in printer's "dummy" form at the Washington meeting. Dave Paul commented ... "I saw both an increase in the professionalism and attendance in the Study Groups culminating in the publication of the Committee's Recommended Practices Manual."

An energetic question and answer period, with Don Morrison of the Bureau of Motor Carrier Safety providing the answers, rounded off this information-packed meeting. Mr. Morrison provided a precise listing of the procedures involved in the "Rule Making" process.

An oral survey on the value and use of engine shut-down devices and the results of an Engine Study Group mail survey on oil drain intervals highlighted the Committee's August meeting in Grand Rapids, Michigan.

A panel on User Experience with 121 Brake Systems was a forum for the pros and cons involved with the new government requirement. During this panel Verne Morgan of the U.S. Postal Service reported that problems with the brakes had caused him to deactivate the system on 188 tractors.

Advice on cold weather starting and a report from Horst Vollmer's Tire Failure Analysis panel filled out this final meeting.



Bob Sargent Chairman 1976

OFFICERS:

1st Vice Chairman: James H. May
 2nd Vice Chairman: J.C. Paterson
 3rd Vice Chairman: Ron B. Turley *

MEETING DATES:

December 1-4, 1975 Orlando, Fla.
 April 12-15, 1976 Kansas City, Mo.
 August 9-12, 1976 St. Paul, Minn.

| STUDY GROUP | CHAIRMAN | AFFILIATION |
|------------------------------------|---------------------|---------------------------------|
| S.1 Electrical & Instruments | Lloyd Gonyou | Shipper's Dispatch, Inc. |
| S.2 Tire & Wheel | Nolan O'Byrn | Sea-Land Service, Inc. |
| S.3 Engine | John McCormack | Dohrn Transfer |
| S.4 Driver Environment | Ron Turley | U.P.S. |
| S.5 Shop, Tools & Technicians | Ed Shea | Commercial Car Journal |
| S.6 Chassis | Dave Rupert | Austin Powder Company |
| S.7 Trailer | Robert Brackenridge | Holland Motor Express Inc. |
| S.8 Cost Control Methods | Robert Deierlein | Diesel Equipment Superintendent |
| S.9 Material Handling Maintenance | James Bald | Fleet Owner |
| S.10 Information | Jim Windsor | Commercial Car Journal |
| S.11 Bulk Materials Transportation | Dale Bonde | Midland Cooperatives |

Photos at top of the page indicate somewhat that improvements have occurred in the membership itself as well as in the Committee as a whole. At right, the current officers for 1976. Left to right—Ron Turley (Horst Vollmer has replaced Ron Turley as 3rd Vice Chairman); Bob Sargent, Chairman; Pat Paterson, 2nd Vice Chairman; and Don Wilson Staff Engineer. Missing from photo is Jim May, 1st Vice Chairman for 1976.

**Replaced mid-term by Horst Vollmer.*



James H. May

Chairman 1977

OFFICERS:

1st Vice Chairman:

2nd Vice Chairman:

3rd Vice Chairman:

J.C. Paterson

Horst P. Vollmer

John W. Gay

MEETING DATES:

December 6-9 1976

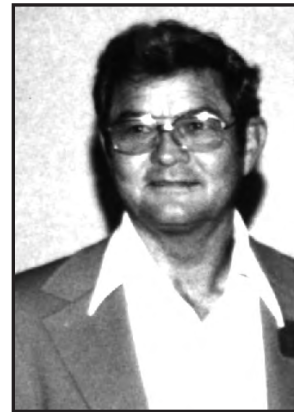
April 12-14, 1977

August 16-18, 1977

Orlando, Fla.

Hot Springs, Ark.

Louisville, Ky.



**Arkansas Best
Freight System**

The first general session of the April 1977 Spring Meeting of the RCCC Maintenance Committee was opened by General Chairman James H. May. Mr. May, who was with Arkansas Best Freight System, had assumed office at the conclusion of the December 1976 Winter Meeting in Orlando, Fla.

Technical Sessions for the Spring Meeting included:

- A session on Tandems by Rockwell International's Tom McNorton. The session addressed single and double reduction design tandems. It was noted that single-reduction tandems were taking over many applications because of their reduced weight and cost—except where ratios of 6 to 1 or more were required.
- A session on "Living with FMVSS 121 Brakes" given by Don Gunderson of R.M. Friction Materials. The session covered air application and release times required for all FMVSS 121 brake systems, as well as the importance of correct original specification of brake friction material.

Fleets were dealing with a number of pending regulatory issues in 1977, most notably rear underride guard requirements; attempts by state and local governments to preempt federal EPA standards regarding exterior noise levels; as well as tire labeling, pollution, inspection and visibility issues.

During the ATA Engineering Report, Lewis C. Kibbee, director of ATA engineering, noted the arrival of a Joan Claybrook, the new National Highway Traffic Safety Administration (NHTSA) administrator. Mr. Kibbee urged that fleets take a "wait and see attitude" toward Ms. Claybrook. "What NHTSA needs is a good, strong, impartial administrator and she may fill that bill of particulars. In any event, let's give her a chance to prove herself," said Mr. Kibbee.

The S.3 Engines Study Group administered a detailed survey on fan and fan drives. It determined that responding fleets were gaining a 5.4 percent increase in fuel economy by employing some kind of fuel-saving fan drive.

J.E. "Pete" Paquette, with Burlington Fleet Services reported the results of a brake study by his fleet that showed brake maintenance frequency and costs had increased substantially in the past several years, and that over 175,000 miles of operation, pre-121 and FMVSS 121 brake system maintenance frequency and costs were about the same, but the 121 systems experienced an accident rate of about half that of the pre-121 units.

J.C. 'Pat' Paterson

Chairman 1978

OFFICERS:

1st Vice Chairman:

Horst P. Vollmer

2nd Vice Chairman:

John W. Gay

3rd Vice Chairman:

Jim Braswell

MEETING DATES:

December 5-8 1977

San Diego, Calif.

April 3-6, 1978

Kissimmee, Fla.

September 5-7, 1978

Kansas City, Mo.



Jartran, Inc.

J.C. "Pat" Paterson, Jartran, Inc., served as "M-Committee" General Chairman for the year 1978. It was at this time that seeds were being sown that would end with the transition of the venerable group from a committee of the Regular Common Carrier Conference to a technical council of American Trucking Associations. What's more, the group would begin several innovations in meeting format that would take attendance and participation to even greater heights.

Highlights of the Spring Meeting included:

- A panel presentation on Warranty and Service. Only two percent of session attendees said they were satisfied with their respective warranty programs.
- A presentation by NHTSA's Acting Director of the Office of Heavy Duty Vehicle Research on the status of FMVSS 121 regulation, the Voluntary Truck and Bus Fuel Economy Program, and the dissolution of the Office of Noise Abatement.
- A Round Table Session at which was discussed: problems with cold weather cracking and kinking of coiled air brake lines; frame vibration issues; and—most notably—the occurrence of "total, momentary brake failure with '121' anti-skid equipped vehicles." The problem would reportedly occur with no apparent reason detected after teardown

inspection. NHTSA's Duane Perrin admitted to the condition, saying "there is definitely a probability that 121 brakes can fail in a non-failsafe way." Just one month later, on October 16, the U.S. Supreme Court decided to let stand a lower court's ruling that portions of the FMVSS 121 standard were invalid. As a result, NHTSA was forced to rescind its anti-skid braking requirements from its brake regulations. The decision was prompted by a legal challenge to the NHTSA rule by ATA and other industry parties.

The 1978 Fall Meeting introduced a new format which spotlighted the accomplishments of the various Study Groups. What's more, co-location of the RCCC Maintenance Committee meeting with the Motor Equipment Manufacturers Association (MEMA) "Truck Week" was proving popular among attendees. At the show, RCCC volunteers provided Forum and Brake Clinics for attendees, in addition to the usual Study Group and Technical Session offerings.

Proving trials for the new RCCC/SAE Type I Fuel Economy Test Procedure were underway, with onboard instrumentation being demonstrated by Claude Travis, SAE; Jack Allen, UPS; and Gerry Yurgelites and Mort Balban, both with Rockwell International.

Horst P. Vollmer

Chairman 1979

OFFICERS:

1st Vice Chairman:

2nd Vice Chairman:

3rd Vice Chairman:

Jim Braswell

Malcolm H. Pierson

Robert V. Deal

MEETING DATES:

January 15-18, 1979

September 24-27, 1979

December 10-13, 1979

New Orleans, La.

Louisville, Ky.

Phoenix, Ariz.



Ryder Truck Lines

The year 1979 was one of transition as the RCCC Maintenance Committee held its last meeting under that name in New Orleans. Horst P. Vollmer, with Ryder Truck Lines, was the last "M-Committee" General Chairman, and oversaw the transition to "The Maintenance Council of American Trucking Associations" during his tenure.

Early in 1978, the Board of Governors of the Regular Common Carrier Conference decided, in view of the recent growth of the "M-Committee" to 500 full and 625 associate members, that it could no longer serve as the parent for the organization under the present terms. At that time, there were no membership dues in the organization, and all of the activity was funded by the RCCC, outside of whatever income was raised through industry partnerships and product sales.

There was discussion of remaining within RCCC, but under a structure that would permit a balanced operating budget. However, because of the M-Committee's diverse membership, RCCC leadership decided that the group could best be served under the umbrella of the American Trucking Associations, and as a result, encouraged talks toward that end.

On May 31 of that year, the news was officially released that the M-Committee would become "The Maintenance Council of American Trucking

Associations" effective July 1. ATA's Executive Committee gave its final approval to form the new Council on June 19th in Washington, D.C. July 1 was selected as the transition date because that was the start of ATA's fiscal year.

With the new Council, came a new Board of Directors and a new staff. Veteran staffers Don Wilson, Mary Sandor, etc., remained with RCCC. The new TMC would be administered by ATA employees—Executive Director Paul Domer, Technical Director Bill Gibson and Membership Director Gerri Murphy.

The new TMC met for the first time September 24-27 in Louisville, under the meeting theme of "Specifications." Meeting format and features continued at TMC as during the RCCC era. What was anticipated to be a two-year transition actually only took less than a year.

Technical activity pressed on during this year of transition as the S.11 Vehicle Energy Conservation Study Group introduced and validated the Type II Fuel Economy Test Procedure with SAE, and the Council adopted the 101st practice/advisory for publication in the *Recommended Practices Manual*, as reported by *Diesel Equipment Superintendent* Editor Bob Deierlein, who lead a technical session covering the newly updated manual.

Malcolm H. Pierson

Chairman 1980

OFFICERS:

| | |
|----------------------------------|-------------------------|
| Chairman of Meetings: | Nolan G. O' Byrn |
| Chairman of Study Groups: | David L. Paul |
| Chairman of Membership: | David O. Rupert |

MEETING DATES:

| | |
|---------------------------|-------------------------|
| March 23-27, 1980 | Kansas City, Mo. |
| August 25-28, 1980 | Dearborn, Mich. |
| December 1-4, 1980 | Miami, Fla. |



**Sanborn's Motor
Express, Inc.**

Mac Pierson, with Sanborn's Motor Express, Inc., began his term as TMC General Chairman at the Council's December 1979 Winter Meeting in Phoenix, Ariz. His term would run through August 1980 when at the new Board of Directors would be elected by the membership—as had been the pattern in the RCCC days.

The first TMC meeting of 1980 featured a variety of technical sessions including a session on "Handling Pre-Trip Inspections More Effectively." According to 1978 statistics from the Bureau of Motor Carrier Safety, over 48 percent of vehicles inspected had to be declared out-of-service because of serious safety defects. The average number of defects per vehicle in 1978 was 3.46 and that was up from 3.31 in 1977 and 3.23 in 1976—an indication that things were getting worse, not better.

Panelists addressing the issue said they attributed the worsening performance to a variety of issues: exceptionally adverse winter weather in 1977-78; vehicle growth exceeding the number of available mechanics; lack of adequate mechanic training; use of poor quality replacement parts; and tightening economic conditions. A Bureau representative, Gerald Davis, reported that their study showed that carriers who spent more money on maintenance had a much lower percentage of vehicles being placed out-of-service.

The hot issue of trucking deregulation was also featured at the Spring Meeting's Industry Luncheon, addressed by J.R. Halladay, managing director of ATA's Industrial Relations Division. The Motor Carrier Act of 1980 would deregulate the industry later that year. TMC's S.2 Tire and Wheel Study Group addressed a new regulation from the Occupational Safety and Health Administration (OSHA) covering the servicing of multi-piece rims which was to become effective on April 28, 1980.

TMC's August 1980 meeting in Dearborn, Mich. featured the premiere of a new TMC membership film entitled, "Talking Trucks." The film spotlighted the role of the maintenance chief in the trucking industry. It was developed in partnership with the ATA Foundation and Eaton Corporation.

A Technical Session also highlighted the need for an industry standard on electronic shop diagnostics, and the S.3 Engines Study Group revived the TMC Diagnostics Task Force to promote development of electronic diagnostic tools to reduce downtime and increase productivity. It was reported that a mechanic spent 19 percent of time troubleshooting breakdowns, and that better diagnostics were needed. A survey indicated that fleets were keeping tractors an average of five years or 540,000 miles; trailers nine years or 600,000 miles. Engine life to rebuild was averaging about 300,000 miles.

Harold E. Sullivan

Chairman 1981

OFFICERS:

| | |
|----------------------------------|------------------------|
| Chairman of Meetings: | David O. Rupert |
| Chairman of Study Groups: | Robert V. Deal |
| Chairman of Membership: | James D. Winsor |

MEETING DATES:

| | |
|-----------------------------|--------------------------|
| March 16-19, 1981 | Philadelphia, Pa. |
| July 27-30, 1981 | Milwaukee, Wis. |
| Nov. 30-Dec. 3, 1981 | Houston, Tex. |



**Commercial Motor
Freight, Inc. of Indiana**

TMC's first meeting of 1981 took place against the backdrop of a major change in Washington, D.C. and the beginning of Ronald Reagan's first term as President. One of the featured technical sessions focused on regulatory updates, and it was predicted that regulation in the 1980s would center on "those areas where there is a bona-fide concern," such as tractor-trailer brake compatibility, said ATA Director of Engineering Larry Strawhorn. Mr. Strawhorn also advised carriers to "bite the bullet and learn to live with front brakes" which became required by law. In 1981, federal regulators began exploring the idea of mandating automatic slack adjusters. [Thirteen years later, automatic slacks would indeed become mandatory equipment.]

A highlight of TMC's March meeting in Philadelphia was a timely and entertaining luncheon speech by Roger Penske of Penske Leasing Company. Mr. Penske took a look at challenges facing vehicle maintenance by comparing trucking maintenance with racing car maintenance. He noted that just as racing drivers can win or lose a race in their maintenance pit, so a trucking company can come out ahead or lose business through the quality of its maintenance department.

TMC's July meeting in Milwaukee featured the Council's first Manufacturers Failure Analysis

Display, organized by TMC associate members Bert Bessert, of Caterpillar, and John Sukala, of J.Jeb. Mfg. This booth-style exhibit featured displays of failed components by individual manufacturers and was very well received. This session gave attendees the opportunity to discuss with the manufacturers the root causes of the failures displayed and what could be done to remedy the situation.

This year also marked the development of one of TMC's most popular and long-lived products—the Mechanic's Personal Tool Inventory Form, which was developed by the Council's S.5 Shop, Tools and Technicians Study Group.

Task Forces were also launched on a variety of topics including a Wheel Bearing and Seals Task Force which was tasked with developing a recommended practice on the subject, as well as a new Conspicuity Task Force, based on some regulatory activity that was just beginning on at the federal level.

In 1981, TMC partnered with the Motor Equipment Manufacturers Association (MEMA) to co-sponsor the World Truck Symposium and Expo, held September 24-26 at Cobo Hall in Detroit, Mich. The event was billed as "nonprofit" and any money received by TMC was earmarked for use to develop better maintenance programs.

David O. Rupert

Chairman 1982

OFFICERS:

| | |
|---------------------------|------------------|
| Chairman of Meetings: | Robert V. Deal |
| Chairman of Study Groups: | James F. Dermody |
| Chairman of Membership: | James D. Winsor |

MEETING DATES:

| | |
|-----------------------|------------------|
| May 17-20, 1982 | Kansas City, Mo. |
| September 13-16, 1982 | Denver, Colo. |



Anheuser-Busch, Inc.

TMC held only two general meetings in 1982, and it was a year that saw reduced meeting attendance for the first time in several years—mainly attributable to the depressed U.S. economy.

In response to requests by meeting attendees, TMC leadership created a new Technical Presentation Review Committee which was to be tasked with improving the professionalism of technical and mini-technical session presentations—particularly in the area of audiovisual displays. The committee was to be staffed by TMC Silver Spark Plug recipients from both the full and associate ranks, and members would review all presentations for professionalism and commercialism. [The committee became a permanent fixture of TMC and remains active to this day.]

In 1982, the Council issued the fifth-ever supplement to the *Recommended Maintenance Practices Manual*. At the time, the manual was still distributed in a three-ring binder format, as it was when first published in December 1973. Among the new RPs and Advisories were:

- RP109A, Battery Ratings and Engine Cranking Requirements—the first update of one of the earliest RPs.
- AV 2-6, Tire Balance and Runout.
- RP 610, Driveline Design Criteria

- RP 1102, TMC/SAE In-Service Fuel Consumption Test Procedure Type II.

TMC's New Products Presentation at the May 1982 meeting featured a new type of technology by the Transportation Electronics Division of TRW—Electronic Truck Engine Control. The "ETEC" unit introduced was designed specifically for Class 6-8 diesel -powered vehicles and afforded precise control of both engine and vehicle speeds, achieving fuel economy gains of between 4-13 percent, according to TRW representatives.

Shop Productivity Management was one of the featured technical sessions of the May meeting. Panelists stressed the need for setting performance standards and using tools such as the Vehicle Maintenance Reporting Standards (VMRS) to benchmark fleet operations. Panelist J.W. "Slim" Robertson, with ABF, stressed simplicity, explaining that with just two daily figures from his shops (daily labor hours and daily revenue/miles), he could judge where he stood in terms of meeting budget and productivity goals every day of the month.

In September 1982, the S.2 Tire and Wheel Study Group began work on a new booklet addressing radial tire wear patterns, featuring photographs of the various possible conditions found in service.

Robert V. Deal

Chairman 1983

OFFICERS:

Chairman of Meetings: James F. Dermody
 Chairman of Study Groups: John C. Arndt
 Chairman of Membership: James D. Winsor

MEETING DATES:

February 7-10, 1983 Atlanta, Ga.
 June 13-16, 1983 Louisville, Ky.
 October 4-7, 1983 Milwaukee, Wis.



Signal Delivery Service

Fortunes started to improve for both the U.S. economy and the trucking industry in 1983. As a result, attendance at TMC meetings began rebounding from the previous year. One of the hot topics of 1983 was the Highway Improvement Act of 1982, which altered size and weight regulations for tractor-trailers. "Three things happened with regard to weight," said Larry Strawhorn, director of ATA engineering, "We are allowed 20,000 lbs. on front axles, 34,000 lbs. on tandems, and 80,000 lbs. gross combination weights." New length limits permitted 48-foot trailers nationwide, and allowable trailer width increased from 96 to 102-inches.

TMC's Summer Meeting for 1983 featured a technical session on the "Cost Benefits of Using TMC Recommended Practices for Vehicle Spec'ing and Maintenance." The session served as a report card on how truck manufacturers were using TMC RPs and Advisories, 10 years after the first publication of the *RP Manual*. It was reported at the session that all truck manufacturers were using three or more TMC RPs, with the most adoption being in the electrical area, and 97 percent of models offered standardizing on the RCCC/TMC instrument panel layout described in TMC RP 401. Despite their adoption, it was reported that few TMC RPs were mentioned by name or identified in manufacturers' sales literature. Don Dawson, vice president of maintenance, Roadway Express, called the RPs

"the cumulative knowledge of the entire Council, an encyclopedia of tribal knowledge!" At the time, Roadway was in the process of switching to doubles and triples operations and was leveraging TMC RPs to set up their new equipment. "TMC RPs are the common sense way to reduce costs and eliminate problems without costly trial and error. RPs are tested, proven techniques. You know they'll work," Mr. Dawson reported. During the same session, Peterbilt representative Al Zwicky said his company was willing to work with fleets to employ TMC specifications, even for smaller fleets, because new truck orders were down and customers want a high level of customization. However, Mr. Zwicky warned that in the future fleets should expect reduced spec'ing ability and generally concluded that there would probably be two basic types of trucks offered by manufacturers—a plain vanilla model spec'ed for price and a heavily spec'ed custom-built model for those need special features and/or extra equipment.

The European Truck Maintenance Conference (ETMC) was launched September 26-29 at the Sheraton Hotel in Brussels, Belgium. Former TMC General Chairman Pat Paterson, by now an associate member with Transport Management Technologies, was the first Chairman of the event. The ETMC was a conference was patterned after the TMC model.

James F. Dermody

Chairman 1984

OFFICERS:

Chairman of Meetings:

Chairman of Study Groups:

Chairman of Membership:

J.W. "Slim" Robertson

Charles R. Jaynes

James D. Winsor

MEETING DATES:

February 6-9, 1984

June 25-28, 1984

October 1-4, 1984

Kissimmee, Fla.

Minneapolis, Minn.

Las Vegas, Nev.



Interstate Brands Corp.

Looking back, 1984 proved to be a year of transition for TMC. A number of significant changes began this year, and would revolutionize the Council as it entered the 1990s.

In 1984, TMC's Board of Directors authorized creation of a new initiative called Tomorrow's Truck, which was designed to communicate to vehicle manufacturers fleet needs for future equipment designs. The program attempted to influence vehicle development in a proactive, rather than reactive, manner.

Also in 1984, TMC hired Bill Tracy to serve as the Council's second Technical Director, replacing Bill Gibson who had served TMC since the transition from RCCC in 1979. Bill Tracy, who previously was a technical editor with *Commercial Carrier Journal* magazine, would help spur innovation in the Council's products and services during the next few years.

Plans for the Council's first-ever Transportation Equipment Exhibition commenced in 1984 as well. The February meeting in Kissimmee would feature a 33-booth failure analysis display, organized by former general chairman Bob Deal and the Associates Group. By the next year, the display would be transformed into a technical marketplace for the industry, and would grow each year for the next 16.

As a result, TMC's Board voted in 1984 to change the time of its Annual Meeting from the fall to the winter time frame. TMC's Annual Meeting would be officially held at the Hyatt Orlando from this time until 1997.

The Council held its October meeting in conjunction with the ATA Annual Convention (Truck '84) in Las Vegas. TMC volunteer members provided technical content for both the TMC and ATA program.

At the October meeting, work began within TMC's Electronics Interface Working Group to develop a common communications link for onboard computers and sensors for a universal computer language or "protocol." This group, working jointly with the Society of Automotive Engineers (SAE), would lay the groundwork for the J1587/1708 standards that would follow in just a few short years. According to the Task Force report from *The Trailblazer* at the time, "when the trucking industry enters the 1990s, it will find that this recommended practice will be the most important since the industry adopted 7-way trailer plugs."

TMC adopted 17 additions and/or changes to the Council's Bylaws this year as well. These changes represented the first major update to the Council's constitution since the RCCC/TMC transition in 1979.

J.W. 'Slim' Robertson

Chairman 1985

OFFICERS:

Chairman of Meetings: Charles R. Jaynes
 Chairman of Study Groups: Charles L. Tyrrell
 Chairman of Membership: James E. Jones

MEETING DATES:

February 11-14, 1985 Kissimmee, Fla.
 June 24-27, 1985 St. Louis, Mo.
 October 7-10, 1985 Scottsdale, Ariz.



ABF Freight System

J.W. "Slim" Robertson, with ABF Freight System, led TMC through one of the most productive years in Council history. TMC's 1985 Annual Meeting and Transportation Equipment Exhibition set the tone for all TMC annual meetings to come. This was the first meeting at which the Council organized and implemented a substantial tradeshow on its own without other industry association partners. The show was so successful in this format that TMC's Board of Directors voted to hold the event at each Annual Meeting. This action, together with new changes to TMC's membership structure, served as the blueprint for Council organization well into the 21st century.

In 1985, TMC officially released the S.2 Tire and Wheel Study Group's two recommended practices covering tire wear and out-of-service conditions as stand-alone products. The companion books became so popular that year that "callers to TMC began asking for the Tire Maintenance Council," according minutes of the Board of Directors from that year. The products would eventually become the best-selling items in TMC history.

It was also during 1985 that TMC's Tomorrow's Trucks Program shifted into high gear. The Committee collectively published TMC's first-ever Tomorrow's Truck paper through the Society of Automotive Engineers (SAE), introducing it at

SAE's Annual Truck and Bus Meeting in December of that year.

Under the premise that equipment users best know the demands placed upon their vehicles, the paper detailed user expectations for future vehicle designs in both the short and long term. TMC held technical sessions at Council meetings on the same topic, and was invited to host a Tomorrow's Trucks seminar at the 1985 ATA Convention in Hawaii under the theme "Business Realities of Tomorrow's Trucks." Phase II of the Program commenced in 1985 as well, which entailed meeting with each of the vehicle manufacturers to discuss Council Full Member expectations for future vehicle designs.

At the Council's Fall Meeting, TMC held a special technical session on "The Legal Liabilities of Maintenance." The session, which was one of the most popular at that meeting, walked attendees through the process of defending trucking companies accused of negligent conduct.

It was also during this year that the Council published a new pamphlet called "TMC Works" which was designed to promote many reasons why maintenance professionals should join TMC, and how they could maximize their membership investment for their respective companies.

Charles R. Jaynes

Chairman 1986

OFFICERS:

| | |
|---------------------------|--------------------|
| Chairman of Meetings: | Charles L. Tyrrell |
| Chairman of Study Groups: | Donald D. Dawson |
| Chairman of Membership: | James E. Jones |

MEETING DATES:

| | |
|-------------------|-----------------|
| March 17-20, 1986 | Kissimmee, Fla. |
| June 23-26, 1986 | Portland, Ore. |
| October 6-9, 1986 | Charlotte, N.C. |



Central Freight Lines

Halley's Comet was one of the big stories of 1986, and it factored prominently in the promotional material for TMC's Winter/Annual Meeting that year under the theme of "Streak Across the Maintenance Universe—Emerging Technology." In fact, a professional-grade telescope (which was used on site to view the Comet itself due to the excellent viewing conditions) was one of the prizes awarded to a lucky fleet attendee, just for coming to the meeting! The analogy was appropriately suited to the growth of TMC's Transportation Equipment Exhibition, which significantly increased in size from the previous year. TMC membership consistently topped 1,000 members in 1986, mirroring the steady growth shown in Council meetings and exhibitions.

TMC's First-Time Attendee/New Member Orientation session was redesigned by the Council's Membership Committee, lead by Membership Chairman Jim Jones, of *DES Magazine*. *The Trailblazer* also adopted a new magazine-style format as well.

Also in 1986, TMC's Board of Directors established a new award named the "Peggy Fisher Study Group Leadership Award." This was done to honor the work of Ms. Fisher who was instrumental in managing the development of TMC's successful tire wear and out-of-service conditions manuals, which were responsible for substantial growth in

the area of TMC publication sales. The award, which was given to Ms. Fisher, of Roadway Express, Inc., would be conferred going forward to those Study Group Chairmen who made exceptionally significant contributions to the Council's recommended practice and standards development activity.

TMC's slate of technical sessions that year reflected a variety of fleet concerns. These included:

- Underground Storage Tanks and Hazardous Materials, because of new EPA regulations governing their operation and maintenance.
- Computer Simulated Spec'ing, which were just becoming available from manufacturers to assist fleets in the specification of their vehicles thanks to improving computer power and better software programming.
- Electronic Diagnostics, thanks to growing interest in Detroit Diesel Allison's new electronic control (DDEC) option on its Series 92 engines, and Caterpillar's soon-to-be available Programmable Electronic Engine Control (PEEC) system. At the time, standardization did not exist among the manufacturers with respect to software and communications protocols, but the joint TMC/SAE Task Force was at that time completed work on the J1708 datalink standard, and was finalizing the J1587 standard data format standard.

Charles L. Tyrrell

Chairman 1987

OFFICERS:

Chairman of Meetings: Robert V. Deal
 Chairman of Study Groups: Peggy Fisher
 Chairman of Membership: James D. Winsor

MEETING DATES:

March 9-12, 1987 Kissimmee, Fla.
 June 22-25, 1987 Dearborn, Mich.
 Sept. 28 - Oct. 1, 1987 Cincinnati, Ohio



Gelco Truck Leasing

TMC made considerable strides in 1987 toward improving its meetings, products and services. In 1987, TMC introduced a new member benefit to council members—TMC's *Maintenance* newsletter. In its original format, *Maintenance* was published in four different versions, one for each of the Council's different Full membership categories: Executive; Manager; Supervisor; and Driver/Owner.

In 1987, TMC introduced a new Information Manager to the staff—Carl Kirk. The position of Information Manager was created in the previous year to help the Council improve the delivery of its information and technical products and services.

On the technical front, TMC continued to raise awareness of the Council's Tomorrow's Truck Program with the publication of its second SAE Tomorrow's Truck paper. The paper was introduced at SAE's 1987 Truck and Bus Meeting. What's more, at TMC's 1987 Fall Meeting, a technical session was held on Tomorrow's Truck Cab Design, featuring an actual prototype future cab, developed at the Department of Industrial Design of Ohio State University. The high-tech cab design focused on human factor issues and the principle that form should follow function.

TMC's S.11 Vehicle Energy Conservation Study Group also released an information report based

on Type II fuel economy test data that showed there was substantial benefit to operating at 55 vs. 65 miles per hour.

TMC's S.8 Cost Control Methods Study Group also launched a Computerized Database Task Force charged with developing a life-cycle database to report maintenance cost information in aggregate on an industry-wide basis. [The project would prove to remain an elusive goal of TMC into the 21st century.]

The year 1987 also marked a period of internal tension between TMC leadership and ATA management that was satisfactorily resolved by year's end. In March 1987, ATA had proposed a policy whereby officers of all TMC would be required to belong ATA member companies in order to hold their officer positions. When informed of the policy, TMC's Board of Directors refused to comply, stating that it believed compliance would compromise the work and effectiveness of the Council. At the time, only about 15 percent of TMC members were employed by ATA member companies. The issue was the subject of debate at the Council's Summer and Fall Meetings that year. By year's end a compromise was struck between ATA President and CEO Tom Donohue and TMC's Board, in which only TMC's General Chairman and Treasurer would be required to be employed by an ATA-member company.

Peggy Fisher

Chairman 1988

OFFICERS:

Chairman of Meetings: Blaine Johnson
 Chairman of Study Groups: Frank Bright
 Chairman of Membership: James D. Winsor

MEETING DATES:

Feb. 29-Mar. 4, 1988 Kissimmee, Fla.
 June 20-23, 1988 Tucson, Ariz.
 Sept. 19-22, 1988 Dallas, Tex.



Roadway Express, Inc.

The year 1988 was one of explosive growth for TMC membership—jumping from 1,292 members the year before to 1,945, due largely to a direct mail campaign attracting small and intermediate carriers. TMC's Annual Meeting and Transportation Equipment Exhibition also continued to grow, attracting more than 1,200 registrants and 240 exhibitors.

By 1988, the trucking industry was changing, much as a result of the continued fallout of trucking companies through bankruptcies, mergers and acquisitions. The increasingly competitive environment had begun to keep travel budgets low and prevented many members from regularly attending all three TMC general meetings.

Still, the influence of TMC and its Recommended Practices and Advisories was increasing. Chairman of Associates Robert "Rosey" Rosenthal summarized a growing sentiment among industry suppliers about the importance of TMC membership in this way, "Many of us call on users that are active in the industry and many of our customers ask us about our work in TMC. While no company should expect an endorsement from TMC, to be a member of TMC shows we're in the proper league."

In 1988 TMC's *Recommended Practices Manual* started being published as a perfect-bound, soft-cover manual—replacing the three-ring binder

edition and periodic supplements which preceded it. Also in 1988, the S.2 Tire and Wheel Study Group completed work on the *Wheel and Rim Out of Service Guide*, joining the Council's successful pair of tire manuals released just two years previously.

At TMC's 1988 Summer Meeting, the Council's Board of Directors decided to launch a new Study Group to address the increased use of electronics in the trucking industry. Although it would not meet until the next year, the new group was organized as the S.12 Total Vehicle Electronics Study Group.

It was in 1988 that TMC deactivated the S.10 Information Study Group, whose primary role was production of *The Trailblazer*, TMC's technical journal of its general meetings. By this time, TMC staff had assumed responsibility for production of this publication, and a system of volunteer secretaries from the Associate membership had been established to prepare minutes and presentation highlights for the publication. The S.10 Information Study Group had been responsible for preparation of *The Trailblazer* or its equivalent since the early years of the RCCC Maintenance Committee.

Bill Tracy accepted the responsibilities of TMC Executive Director in 1988, succeeding Paul Domer, who assumed the new position of Director of TMC Conventions and Exhibits.

Blaine Johnson

Chairman 1989

OFFICERS:

Chairman of Meetings: Frank Bright
 Chairman of Study Groups: Bob Flesher
 Chairman of Membership: James D. Winsor

MEETING DATES:

Feb. 27-Mar. 2, 1989 Kissimmee, Fla.
 June 26-29, 1989 Denver, Colo.
 Oct. 23-26, 1989 Cincinnati, Ohio



**Ryder Transportation
Services**

TMC's 1989 Annual Meeting and Transportation Equipment Exhibition broke attendance records yet again—drawing more than 1,800 attendees to the Hyatt Orlando Hotel in Kissimmee, Fla. The exhibition itself had become limited in size due to restrictions on the amount of available display area at the facility.

TMC held a Tomorrow's Truck Symposium in conjunction with the Society of Automotive Engineers (SAE) April 10-12 in Detroit, Mich. The purpose of the symposium was to create a dialogue between equipment users, manufacturers, government officials, and other industry stakeholders about what equipment users needed and expected from equipment and transportation infrastructure in the 1990s and beyond. Promotion of the Council's Tomorrow's Truck Program and ensuring good working relations with appropriate SAE committees were important goals of Blaine Johnson, Ryder Transportation Services, during his tenure as TMC General Chairman.

In 1989, TMC's Board of Directors gave approval to a Study Group Committee plan that would expand the Council's videotape training product offerings. Work was approved to begin on producing four new videos covering cooling system maintenance, brake adjustment, tire maintenance and tire repair. TMC also published a Trucking Industry Equipment Video Inventory manual, which detailed various

video training resources that equipment users can use in their operation. The Council leadership also entertained the idea of shortening the meeting format of its Summer and Fall Meetings from 3.5 days to two. While a decision was not taken on the issue, it did prompt the Board to approve conducting the Council's first comprehensive membership survey.

TMC's 1989 Summer Meeting marked the first for the Council's new S.12 Total Vehicle Electronics Study Group. Bob Stayton of Lou-Ques Corporation, served as the group's first chairman. The first mini-technical session that the new Study Group presented dealt with "Taking the Fear Out of Electronics," S.12's first Task Force was chaired by Chuck Blake, Detroit Diesel, and focused on developing an advisory covering the variety of electronic terms and acronyms used by various manufacturers.

TMC's 1989 Fall Meeting was dedicated to failure analysis. Nearly all of the technical and Study Group sessions offered focused on a particular aspect of failure analysis, and more than 33 manufacturers displayed examples of failed components. The exhibit was patterned largely after the 1981 failure analysis display, but this time TMC's Board of Directors officially decreed that the event would be repeated at TMC fall meetings every two years.

Frank Bright

Chairman 1990

OFFICERS:

Chairman of Meetings:

Bob Flesher

Chairman of Study Groups:

Howard Stirk

Chairman of Membership:

James D. Winsor

MEETING DATES:

Mar. 5-9, 1990

Kissimmee, Fla.

June 25-28, 1990

Scottsdale, Ariz.

Sept. 17-20, 1988

New Orleans, La.



GSX Chemical Services

Frank Bright, with GSX Chemical Services, led TMC into the 1990s as its General Chairman and Treasurer. While 1990's Annual Meeting and Transportation Equipment Exhibition attracted the same number of attendees from the previous year, the exhibition itself had expanded significantly, thanks to the extra space provided by a rigid tent structure off the back of the Hyatt Orlando's Florida Hall. Innovations for the exhibit in 1990 included a fleet-only viewing night at the start of the show.

The theme of the meeting was "Environment, Energy and Engineering" and sessions included a summary of industry progress in developing standards for electronic troubleshooting; a review of new oil formulations that would help engine manufacturers meet EPA's strict 1994 emission laws; and recommendations for managing hazardous waste. On the equipment side, Freightliner chose to introduce its new Heil advanced concept truck at the Annual Meeting, with other suppliers introducing a host of other vehicle and product innovations. But in the end, Los Angeles Dodgers' manager Tommy Lasorda proved to be the most highly rated presenter of the Annual Meeting.

In the area of recommended practices development, the Fuel Crossover Line Task Force began work on a document that would detail options available to fleets regarding placement and structural integrity

of fuel crossover lines. The Task Force, chaired by ATA staff engineer Sid Williams, attracted fleet interest because of the growing popularity of low-profile tires, which made it possible for a tractor to operate with crossover lines a mere four inches above the ground, putting them at risk of damage from road debris.

Task Forces in the S.4 Cab and Controls and S.7 Trailers and Bodies Study Groups began developing practices aimed at addressing coming EPA rules on new CFC-free refrigerants and refrigerant handling.

TMC conducted a membership survey among selected TMC members. The survey asked members questions concerning their attitudes and opinions regarding Council member services, organizational structure, meetings, and staffing. The report indicated members were pleased with TMC services but that TMC should hold only two meetings per year.

In 1990, TMC also created a new award to recognize excellence in maintenance supervision. Up to four winners would be invited to the Annual Meeting to receive their award, and their expenses would be paid by TMC. TMC's Board also authorized a committee in 1990 to explore the application of expert systems computer software to maintenance.

Bob Flesher

Chairman 1991

OFFICERS:

Chairman of Meetings: Howard Stirk
 Chairman of Study Groups: John Sullivan
 Chairman of Membership: Bob Deierlein

MEETING DATES:

Mar. 11-15, 1991
 June 17-20, 1991
 Sept. 23-26, 1991

Kissimmee, Fla.
 Tucson, Ariz.
 Nashville, Tenn.



AGA Gas, Inc.

"A decade of opportunity." That's what 1991-92 TMC General Chairman and Treasurer Bob Flesher, of AGA Gas, said he believed the 1990s would prove to be for the trucking industry. Mr. Flesher said he believed it would be during this decade that the disparaging myth of the maintenance director as "grease monkey" would disappear, and the role would be recognized for the high-level skills needed to manage the safety, environmental and productivity challenges that the decade would bring.

In 1991, TMC's S.6 Chassis Study Group conducted a brake drum and lining survey to determine the extent of brake drum and lining failures among fleets. Responding fleets said drum heat checking was the most frequent problem, followed by premature drum wearout, premature lining wearout and other lining-related problems. Reasons cited for the problems noted included brake system imbalance; poor lining quality/wrong friction material; and driver abuse. The Society of Automotive Engineers (SAE) was planning to introduce a new lining effectiveness system under J1802, using a numerical value derived by dividing brake torque output by torque input. However, lack of test data repeatability would plague its adoption, leading TMC to develop RP 628 later in the decade.

Meeting attendance and exhibit participation continued to grow in 1991. So much so, that TMC's

Board of Directors cancelled earlier plans to reduce the number of Council meetings from three to two per year. Growing pains were evident regarding TMC's Transportation Equipment Exhibition, however, as a series of extending tents off of the Hyatt Orlando's Florida Hall could only provide limited additional exhibit space, leaving some potential exhibitors on a wait list.

TMC's 1991 Fall Meeting featured the biannual Failure Analysis Display, which grew to three viewing periods and five hours of display time.

The S.2 Tire and Wheel Study Group produced two training videos in 1991: Tire Pre-Trip Inspection Guidelines and Tire Repair Failure Analysis. The S.6 Chassis Study Group was completing work on a major update to TMC RP 609 covering brake adjustment. TMC would develop a best-selling training video based on that RP later that year.

In 1991, TMC's Associates Advisory Group formalized the qualifications for receiving TMC's Recognized Associates Award. It previously was awarded solely at the discretion of the award committee.

Also that year, TMC Information Manager Carl Kirk was promoted to Technical Director, filling a vacancy left when Bill Tracy was named Executive Director in 1987.

Howard Stirk

Chairman 1992

OFFICERS:

Chairman of Meetings: John Sullivan
 Chairman of Study Groups: C. Oren Summer
 Chairman of Membership: Bob Deierlein

MEETING DATES:

Mar. 9-12, 1992 Kissimmee, Fla.
 June 22-25, 1992 Scottsdale, Ariz.
 Oct. 12-15, 1992 Indianapolis, Ind.



Puget Sound Truck Lines

For TMC, the year 1992 began with tragic news of the death of Don Dawson, vice president of maintenance, Roadway Express. Mr. Dawson, who died of a sudden heart attack Jan. 22 at the age of 58, had been a long-time member and leader of TMC. Just the previous year, he won election as a Director-at-Large on the Council's Board of Directors. He had previously served in a variety of other roles, including Chairman of the S.7 Trailers and Bodies Study Group and TMC Chairman of Study Groups. TMC Executive Director Bill Tracy said of Mr. Dawson, "In his dedication, he rose to become the single most influential voice in truck equipment maintenance. In an industry where respect is not quickly or easily given, Don Dawson was universally respected. His life was an example of what one person can accomplish through total commitment, hard work and relentless pragmatism." In memory of Mr. Dawson, TMC and the Society of Automotive Engineers (SAE) established a scholarship in his honor for college students pursuing a four-year undergraduate degree in automotive engineering. The Don Dawson Memorial Scholarship would be funded with contributions from individual TMC and SAE members and staff.

TMC's Annual Meeting and Transportation Equipment Exhibition that year featured a special program on various alternatives to diesel power, including propane, compressed natural gas (CNG) and liquefied natural gas (LNG) technologies. There

was general consensus that LNG was technically a legitimate alternative to diesel. However, significant investments in infrastructure and tax incentives would be needed to make it viable.

By 1992, antilock braking system (ABS) technology had progressed from analog to digital, and as such was becoming a reliable option for tractor-trailer braking systems. One problem remained, however, and that was the ability of the combination vehicle to deliver sufficient voltage from the tractor to the trailer, particularly in double and triple operations. The National Highway Traffic Safety Administration (NHTSA) and TMC conducted research to quantify the voltage drop from tractor to trailer. This data would help manufacturers ensure sufficient voltage was available to activate the trailer ABS.

In June 1992, Robert M. Braswell was hired as TMC's new Information Manager. Coincidentally, Robert S. Braswell (no relation) from Central Freight Lines was serving as TMC's S.8 Cost Control Methods Study Group Chairman. To avoid confusion, TMC General Chairman Howard Stirk asked the membership to preface the S.8 Chairman's name with "Waco" and the new hire's name with "TMC." The practice ended when Robert S. "Waco" left the industry in 1994.

TMC's *Recommended Maintenance Practices Manual* was printed in hard-cover format for the first time.

John Sullivan

Chairman 1993

OFFICERS:

Chairman of Meetings: Bill Joyce
 Chairman of Study Groups: Mike Ybarra
 Chairman of Membership: Lew Flowers

MEETING DATES:

Mar. 8-12, 1993 Kissimmee, Fla.
 Jun. 14-17, 1993 Tucson, Ariz.
 Oct. 12-15, 1993 Kansas City, Mo.



Ryder Truck Rental

TMC's 1993 Annual Meeting and Transportation Equipment Exhibition was the Council's most highly attended meeting up to that time, attracting just under 2,000 attendees and more than 300 exhibitors. The five-day event was filled with firsts, including the opening of TMC's new exhibit pavilion at the Hyatt Orlando property featuring 92,000 square feet of display space, and the creation of a new Study Group for light- and medium-duty trucks.

The new Study Group—S.14—was created to focus on Class 2-6 vehicles. Initial task forces covered various areas including: electrical and electronics; tires and wheels; engines; cabs and bodies; and chassis/drivetrain. Sid Gooch, senior fleet maintenance manager, Federal Express Corporation, was selected to serve as S.14's first Chairman.

An update was published to the Council's SAE Tomorrow's Trucks position paper, which was introduced at SAE's 1993 Truck & Bus Meeting in Detroit.

The S.6 Chassis Study Group developed a new wheel bearing adjustment procedure for heavy-duty vehicles. TMC RP 618 was designed to allow technicians to achieve 0.001 to 0.005 inch of endplay in the wheel assembly as measured with a dial indicator. This new procedure would help improve wheel seal and bearing performance and service life.

In 1993, TMC's Meeting Planning Committee began requiring speakers to use 35 mm slides in all technical and Study Group session presentations. This, because the general sessions had grown so large in attendance that overheads could not be seen by everyone in the room. To help fleet members who could not make such slides, a committee of Associates volunteered to produce them, if given advanced notice. As a result, session ratings improved significantly.

The year 1993 was also one of transition for TMC staff. In April 1993, Bill Tracy stepped down as council Executive Director to pursue a philanthropic calling to help the homeless and disadvantaged citizens of his home state of New Jersey. Mr. Tracy had announced his decision at TMC's 1992 Fall Meeting in Indianapolis, allowing sufficient time for a successor to be chosen before he wished to step down. ATA management and TMC's Board of Directors interviewed a number of candidates in the following months, and selected TMC Technical Director Carl Kirk to succeed Mr. Tracy.

TMC also undertook the first major revision of the Council's *Operating Manual and Bylaws* since the RCCC/TMC transition in 1979. TMC's membership approved the changes that summer, correcting certain problems of contradiction and ambiguity.

Bill Joyce

Chairman 1994

OFFICERS:

Chairman of Meetings: C. Oren Summer
 Chairman of Study Groups: Lew Flowers
 Chairman of Membership: Sid Gooch

MEETING DATES:

Feb. 28-Mar. 4, 1994 Kissimmee, Fla.
 June 20-23, 1994 Scottsdale, Ariz.
 Oct. 10-13, 1994 San Diego, Calif.



Lake Shore
Transportation Lines, Inc.

TMC continued its period of expansion into 1994. By year's end, the Council had more than 3,000 individual members. More than 2,500 individuals attended TMC's 1994 Annual Meeting, with the Transportation Equipment Exhibition growing to more than 120,000 sq. ft. of display space. The 1994 event featured an international theme, "Trucking Without Borders," reflecting interest in the North American Free Trade Agreement. At the meeting, TMC also named the first "Don Dawson Scholar"—Zachary Butterworth, a student at Auburn University.

In 1994, TMC was asked to participate as a contributing author to a Federal Highway Administration (FHWA) report on the status of heavy-duty braking systems. FHWA commissioned the study to determine the causes of heavy truck brake defects and adjustment problems. TMC would work in partnership with the ATA Foundation in producing various materials for the FHWA project.

TMC's Board of Directors decided to explore the feasibility of developing a preliminary maintenance and component life-cycle database. The database prototype was developed by Martin Labbe and Associates, and asked fleets to donate maintenance data which was collected and reported in aggregate, based on Vehicle Maintenance Reporting Standard (VMRS) codes. The prototype, which basically

developed industry-wide reports on equipment performance, was completed but the project was scaled-back in October of that year after a consensus could not be reached as to whether the performance information should be reported in a brand-specific manner or not.

At TMC's 1994 Fall Meeting, fleet representatives from throughout Latin America were invited to participate in the Council event. Translation services were made available for attendees, and more than 35 Latin American fleet representatives, mostly from Mexico, attended.

The first major update to TMC's successful tire and wheel manuals was completed in 1994, resulting in the full-color *Radial Tire Conditions Analysis Guide*, and black and white *User's Guide to Wheels and Rims*. The two books would become the best-selling products in Council history. The S.2 Tire and Wheel Study Group also introduced a new video covering Wheel and Rim Inspection.

On a lighter note, TMC's Spouses' Program Committee developed *TMC's Recommended Culinary Practices Manual*, a compendium of more than 100 recipes spanning 10 different culinary "study groups." In 1994, TMC also banned the use of cellular telephones and pagers during sessions.

C. Oren Summer Chairman 1995

OFFICERS:

Chairman of Meetings: Lew Flowers
Chairman of Study Groups: Sid Gooch
Chairman of Membership: David Foster

MEETING DATES:

Mar. 13-16, 1995 Kissimmee, Fla.
June 19-22, 1995 Tucson, Ariz.
Oct. 16-19, 1995 Houston, Tex.



Carolina Freight Carriers Corp.

TMC's Annual Meeting and Transportation Equipment Exhibition continued to thrive in 1995. The exhibition grew to more than 140,000 sq. ft. of display space thanks to an expansion of the concrete pad/rigid tent display area at the Hyatt Orlando property.

TMC's 1995 Industry Luncheon Speaker was Gary Moore, senior vice president of PACCAR and general manager of Kenworth Truck Company. Kenworth displayed a special Kenworth T600 Aerocab vehicle spec'ed especially for maximum fuel economy. The vehicle registered an average 8.62 miles per gallon on a California-to-Florida test run, which was verified through TMC/SAE fuel economy testing.

One of the hottest technical issues of 1995 centered around implementation of antilock braking system (ABS) technology. High-level trucking leaders and government officials met December 12 in Washington, D.C. for an national ABS forum organized by TMC. Fleets were strongly opposed to electrical requirements in any federal mandate that would end use of a single J560 connector between tractor and trailer. Up to that point, a two-connector solution was under serious consideration by manufacturers and regulators. Following the meeting, work began in earnest on maintaining a single-connector solution.

Another hot technical issue of 1995 was the great refrigerant conversion affecting cab air conditioning and trailer refrigeration systems. Handling practices and retrofit procedures for converting units from R-12 to the new R-134a CFC-free refrigerant topped the S.4 Cab and Controls and S.5 Fleet Maintenance Management Study Group agendas. Conversion from polyalkaline glycol (PAG) to polyol esters for refrigerant system lubrication was also a major issue. As a result, several RPs covering various refrigerant conversion issues were developed.

The S.5 Fleet Maintenance Management Study Group also completed work on the first in a series of Preventive Maintenance Manuals. The first manual covered Class 7-8 tractors with air brakes, and featured recommendations for inspection items and a standardized inspection sheet.

Oren Summer, TMC's 1995-96 General Chairman and Treasurer, set a goal during his tenure to build closer relationships between TMC and the various state maintenance councils from around the ATA Federation. Mr. Summer made a point to visit several state maintenance councils during the year. The year 1995 also marked the first time that a presentation was made during a TMC meeting using Microsoft Powerpoint on a laptop computer. The S.12 Total Vehicle Electronics Study Group is credited with first leveraging the presentation tool's use at TMC.

Low Flowers Chairman 1996

OFFICERS:

Chairman of Meetings:

Chairman of Study Groups:

Chairman of Membership:

Sid Gooch

David Foster

D. Joseph Fleming

MEETING DATES:

Mar. 11-15, 1996

June 17-20, 1996

Sept. 21-24, 1996

Kissimmee, Fla.

Indian Wells, Calif.

St. Louis, Mo.



U.S. Postal Service

In 1996, TMC celebrated in grand style its 40th anniversary at its Annual Meeting and Transportation Equipment Exhibition. The event broke all attendance records up to that point—attracting nearly 2,600 attendees, and 380 exhibits across 150,000 sq. ft.

Members from all eras of Council history attended the event. Maintenance Committee pioneer and former RCCC staff engineer Bob Gardner delivered a keynote address during the Council's Commemorative Luncheon, as did founding RCCC/TMC leaders Brian Wheeler, White Motor/Volvo GM; Ed Shea, CCJ; Jim Jones, DES; and Ralph Wiley, Fox and Ginn. ATA President and CEO Tom Donohue praised TMC's leaders, members and staff for all of their efforts and accomplishments during the first 40 years, and recognizing TMC for its recent contribution to the December 1995 government/industry ABS Forum.

TMC's 1996 Summer Meeting featured a technical session covering a new topic for Council members—the Internet. Presenters used a one-act play to demonstrate how the Internet—which was in its nascent stages outside of the computer and defense industries—could help fleets better access and manage equipment information. A session on mobile satellite communication and tracking technology also drew interest during the S.12 Total Vehicle Electronics Study Group meeting.

TMC updated its 55 vs. 65 technical report with 55 vs. 65+: *An Equipment Operating Costs Comparison*. The paper was updated to reflect newly raised speed limits which were now reaching 75 miles per hour or more for the first time since the early 1970s.

TMC's 1996 Fall Meeting in St. Louis featured the Council's first technical exhibition for light- and medium-duty vehicles. The show featured more than 150 exhibitors over 66,000 sq. ft of space. The meeting attracted 1,250 attendees, making it the largest fall meeting in Council history. TMC's popular Shop Talk session was first held in 1996, moderated by Full members Darry Stuart and John Sullivan.

Fleets were preparing for the phased-in mandate of ABS technology, beginning with tractors in March 1997. Trailers, dollies and straight trucks would follow in later years, and work in TMC's S.1 Electrical and Instruments Study Group was underway to help industry meet the requirements while preserving the existing single J560 tractor-trailer connector. TMC RP 141, "Trailer ABS Power Requirements," was finalized by the end of 1996.

TMC introduced a new computer software training program based on TMC RP 1209, "Sensor Diagnostics." The Council also introduced its first CD-ROM product—an electronic version of the Council's *Radial Tire Conditions Analysis Guide*.

Sid Gooch

Chairman 1997

OFFICERS:

Chairman of Meetings: David Foster
 Chairman of Study Groups: Ken Johnson
 Chairman of Membership: D. Joseph Fleming

MEETING DATES:

Mar. 10-14, 1997 Kissimmee, Fla.
 June 23-26, 1997 Tucson, Ariz.
 Oct. 6-9, 1997 Houston, Tex.



Federal Express Corp.

The year 1997 marked the end of several chapters in Council history. On Jan. 31, TMC Director of Membership Geraldine E. "Gerri" Murphy died after bravely battling cancer. One of the American Trucking Associations' most dedicated employees, Mrs. Murphy served TMC for 18 of her 45 total years at ATA. Mrs. Murphy worked for TMC's members right up until the last minute before being taken to the hospital. "The difference between her and most people," said TMC Past General Chairman Bob Flesher, who delivered the eulogy at the Feb. 3rd memorial service, "was that she did not sit around and carp or complain about life's hardships or dream up reasons why things couldn't be done. She was always focused on either accepting or dealing with problems." Jennifer Nash succeeded Mrs. Murphy as membership manager later that year.

This also marked the last year that TMC's Annual Meeting and Transportation Equipment Exhibition would be held at the Hyatt Orlando Hotel in Kissimmee, Fla. Although attendance was down slightly from the previous year, the exhibition broke all records with more than 400 exhibitors across 170,000 square feet of space. The progressive growth of the event prompted TMC to abandon the rigid tent pavilion and move to a self-contained convention Center—the Opryland Hotel in Nashville, Tenn.—starting in 1998.

Attendees received an update on the progress of standardizing multiplex communications to help preserve a single connector between tractor and trailers using antilock brakes (ABS). A hands-on demonstration was held outside the exhibit area to showcase the various technology options. Later that year, work was completed on TMC RP 144, "Minimum Performance Requirements for In-Cab ABS Malfunction Lamps," which codified user expectations of future tractor-trailer communications.

TMC held its second and final technical display for light- and medium-duty trucks at its fall meeting in Houston. It was integrated into the Council's Transportation Equipment Exhibition in 1998.

Also in 1997, ATA President and CEO Tom Donohue announced he was leaving his position to become President and CEO of the U.S. Chamber of Commerce. By year's end, Walter B. McCormick was named Mr. Donohue's successor, closing a 13-year chapter of TMC and ATA history.

TMC's S.5 Fleet Maintenance Management Study Group introduced a new video designed to attract middle- and high-school students to a career as a vehicle technician. The video, "What Are You Doing With the Rest of Your Life" won an International Television Association Gold Award of Excellence.

David Foster

Chairman 1998

OFFICERS:

Chairman of Meetings: Ken Johnson
 Chairman of Study Groups: Bill Wolterstorff
 Chairman of Membership: James D. Winsor

MEETING DATES:

Mar. 2-6, 1998 Nashville, Tenn.
 June 22-24, 1998 Milwaukee, Wis.
 Sept. 14-17, 1998 Kansas City, Mo.



**Southeastern
Freight Lines**

TMC's first Annual Meeting and Transportation Equipment Exhibition outside of Florida proved to be a huge hit, smashing records up to that time for attendance and exhibits. More than 3,500 people attended the event, featuring 340 exhibitors spanning 200,000 sq. ft. of exhibit space. The Opryland Hotel and Convention Center provided the Council something which it had not had previously—a venue which could host both meeting and exhibit under one roof. In Kissimmee, the collective event was spread out over more than a dozen hotels.

Also in 1998, TMC assumed administration of the Vehicle Maintenance Reporting Standards (VMRS), which was previously managed by ATA's Management Systems Council. Working with Pete Paquette's company NAMDX, TMC's VMRS Codes Committee and staff completed VMRS' first major upgrade since the 1970s—branding the new version VMRS 2000.

The Council also expanded the mission of its Tomorrow's Truck's Committee by consolidating management of all future truck related task forces under itself. The task forces, in turn, began developing position papers—published through TMC—to communicate equipment user expectations to manufacturers and suppliers. The process increased the flexibility of the organization to distribute its needs to industry. The Council held Tomorrow's Truck sessions at TMC meetings that year, as well as at the SAE Truck & Bus meeting in Indianapolis.

TMC's Board of Directors decided to change the Summer Meeting to an abbreviated two-day format. The purpose of the meeting was refocused on recommended practice development with reduced educational content. The format lasted two years.

TMC's S.12 Total Vehicle Electronics Study Group developed RP 1210A, "Windows Application Program Interface (API)," which specified how vendors should develop APIs for electronic maintenance service tools. The RP was a novel development for the Council, featuring guidelines for Visual Basic and Turbo C++ developer code. It was one of the first of the Council's new Recommended Engineering Practices to be developed. In the previous year, TMC's Board decided to split RP classification into two categories: maintenance and engineering. In 1998, the first two-volume RP manual reflecting this classification was issued.

In the first year of Walter B. McCormick's tenure as ATA President and CEO, ATA's Board of Directors initiated an organization-wide review of ATA services and structure, including those of TMC.

In 1998, Marsh Galloway became TMC's Information Manager. Since 1990, Mr. Galloway had been an award-winning production editor at *Transport Topics*.

Ken Johnson

Chairman 1999

OFFICERS:

Chairman of Meetings: Bill Wolterstorff
 Chairman of Study Groups: Jim Salas
 Chairman of Membership: Sam Cross

MEETING DATES:

Mar. 15-18, 1999 Nashville, Tenn.
 June 28-30, 1999 Indian Wells, Calif.
 Oct. 11-14, 1999 Tampa, Fla.



K.J. Transportation

TMC's Annual Meeting and Transportation Equipment Exhibition continued expanding in 1999, as the Council returned to the Opryland Hotel and Convention Center in Nashville, Tenn. Both attendance and exhibit space grew in the Council's second year at Opryland.

TMC's S.5 Fleet Maintenance Management Study Group developed RP 807, "Universal Warranty Claim Process" which standardized the process by which equipment users file warranty and other types of claims with suppliers. The RP permitted the development of standardized ANSI transaction sets, which were developed by the Automotive Industry Action Group (AIAG), working in partnership with TMC and other industry segments.

In 1999, TMC produced a new video on the TMC Type IV Fuel Economy Test Procedure. The video showed fleets and suppliers proper procedures for conducting fuel economy tests using in-service equipment. TMC also created the *Fleet Managers' Guide to Fuel Economy* as a companion piece to the video, which covered spec'ing, testing, and operating guidelines for achieving maximum fuel economy.

TMC held its first VMRS 2000 Workshop in conjunction with its fall meeting in Tampa, Fla. The event was designed to help fleets and suppliers implement the latest version of VMRS.

ATA continued its reorganization efforts in 1999. ATA's Board of Directors developed a plan to restructure the trade association and the relationship between it and its subsidiaries and affiliates. The blueprint, known as the Wren Plan (after ATA Chairman John Wren), called for centralization of internal services and more efficient use of resources throughout the ATA Federation. The plan initially required members of ATA councils, conferences and affiliates to be ATA members. After negotiation, the requirement was waived for TMC out of concern that the change would impact the work of the Council. However, it was agreed that ATA motor carriers would receive a free membership in TMC; other ATA member types would receive membership discounts.

The countdown to Y2K was in full swing by mid-1999, as companies were preparing for the predicted computer havoc that would result from not recognizing the year 2000 using two digits. A March 1999 TMC survey showed 52 percent of responding companies said they were Y2K-complaint. In the end, the millennium passed without major incident.

After 20 years' service, Paul Domer ended his management of TMC conventions and exhibits in 1999. ATA Director of Conventions Dan Snead assumed management of TMC meeting logistics; TMC Technical Director Robert Braswell assumed management of TMC's annual exhibit.

Bill Wolterstorff

Chairman 2000

OFFICERS:

Chairman of Meetings: Jim Salas
 Chairman of Study Groups: Duke Drinkard
 Chairman of Membership: Sam Cross

MEETING DATES:

Mar. 6-9, 2000 Nashville, Tenn.
 June 12-14, 2000 Tucson, Ariz.
 Oct. 16-19, 2000 Columbus, Ohio



Sather Trucking

TMC's 2000 Annual Meeting and Transportation Equipment Exhibition drew nearly 3,500 attendees and featured 200,000 sq. ft. of exhibit space. In terms of size and revenue, it was the largest exhibit in Council history.

In 2000, TMC's S.6 Chassis Study Group developed a new recommended practice offering guidelines for total vehicle alignment—TMC RP 642. The document, which was also distributed as a stand-alone manual, would prove to be one of the best-selling products in TMC history.

TMC's *Maintenance Manager* magazine published a three-part series on the corrosive effects of new, highly effective magnesium and calcium chloride road deicers which were beginning to cause premature corrosion and damage to vehicles. The new chemicals, although inherently less corrosive than road salt, actually caused more damage because they exhibited greater surface adhesion on vehicle components. The phenomenon would continue to plague fleets for years to come.

TMC's 2000 Fall Meeting in Columbus, Ohio, featured a special off-site demonstration of electronically controlled braking system (ECBS) technology at the Transportation Research Center (TRC) in East Liberty, Ohio. The special all-day program was dedicated to demonstrating the technical aspects of ECBS at the TRC test track. Dozens

of combination vehicles were put through their paces, demonstrating how each of the braking manufacturers ECBS and air disc brake technologies performed as compared to conventionally equipped vehicles. Attendees were given demonstrations of performance-based brake testers as well. The logistics of the demonstration required great coordination and were managed by TMC's ECBS Task Force—led by Dave Hammes, of Bendix—and TMC staff.

In 2000, TMC reorganized its Tomorrow's Truck Program, renaming it TMC's Future Truck Program. The reorganization would permit TMC to partner more effectively with the U.S. Army's National Automotive Center in studying future vehicle needs and concepts.

TMC's S.6 Chassis Study Group developed a new wheel end conditions analysis guide—TMC RP 644. The document was patterned after TMC's successful *Radial Tire Conditions Analysis Guide*.

In January 1, 2000, the Federal Highway Administration's Office of Motor Carriers was replaced with the new Federal Motor Carrier Safety Administration (FMCSA). The move consolidated Department of Transportation oversight of commercial vehicle operation into one entity, elevating the importance of safety and enforcement.

Jim Salas

Chairman 2001

OFFICERS:

Chairman of Meetings: Duke Drinkard
 Chairman of Study Groups: Thomas Newby
 Chairman of Membership: Eileen Lindberg

MEETING DATES:

Mar. 12-15, 2001
 June 11-14, 2001
 Oct. 15-18, 2001

Nashville, Tenn.
 Phoenix, Ariz.
 Jacksonville, Fla.



**Ryder Transportation
Services, Inc.**

By 2001, technology was rapidly changing the nature of truck specification and maintenance. Pressures from new equipment mandates spurred by federal, state and local governments were changing powerplants. Technological advances were enabling equipment-based solutions that were unheard of just 10 years ago. Given this reality, TMC's Board of Directors in 2001 took a bold step and approved a plan that added a new dimension to the Council's traditional mission—the improvement of equipment, its maintenance, and maintenance management. The Board created four new Study Groups to address central concerns pertaining to information technology and logistics, thereby uniting under one roof the technical disciplines of onboard and offboard technologies. Accordingly, the Board voted to rename "The Maintenance Council" to the "Technology and Maintenance Council," a name that better reflects what TMC had become at this point during its existence. That year, Chris Driscoll and Wellington Watts were hired to support the new initiative.

In January, TMC Full Members were advised by the Council to contact their tractor, trailer and ABS suppliers to determine how they intend to send trailer ABS failure signals to the tractor cab. This, because on and after March 1, 2001, Federal Motor Vehicle Safety Standard 121 required that new tractors and trailers be able to warn drivers

of trailer ABS by a light on the tractor dash. The requirement was to have been transparent to equipment users, since manufacturers developed a common means using electronic technology to accomplish this goal that avoided the need for two electrical cables between the tractor and trailer—PLC4TRUCKS. Instead, PLC4TRUCKS sent messages over an *existing* powered wire, saving the industry the substantial expense of operating and maintaining two cables and connectors. Despite initial concerns related to patent protection, the industry embraced the PLC4TRUCKS solution, ensuring a single tractor-trailer electrical connector and smooth interoperability.

In 2001, TMC's Board created the Gerri Murphy Membership Award, in memory of TMC's former director of membership who died in 1997. The first recipient of the award—which honored outstanding achievement in building TMC membership—was Murrey Alderfer, of Alderfer and Associates.

The tragic events of September 11, 2001 impacted TMC and its members, just as they did the rest of the United States. Despite the disruption to the U.S. economy and the trucking industry, TMC pressed on and held its 2001 Fall Meeting in Jacksonville, Fla., just one month later—although attendance at the meeting was sharply reduced from previous years.

Duke Drinkard Chairman 2002

OFFICERS:

Chairman of Meetings:

Chairman of Study Groups:

Chairman of Membership:

Thomas Newby

Michael Jeffress

Eileen Lindberg

MEETING DATES:

Mar. 5-8, 2002

June 24-27, 2002

Oct. 14-17, 2002

Ft. Lauderdale, Fla.

Tucson, Ariz.

Charlotte, N.C.



**Southeastern
Freight Lines**

TMC's 2002-03 General Chairman and Treasurer Duke Drinkard (vice president of field maintenance, Southeastern Freight Lines, and VMRS pioneer) made awareness and widespread adoption of VMRS 2000 a top priority during his tenure. As a result, TMC geared up for a major campaign to both encourage universal adoption of VMRS among fleets, manufacturers, and software providers, and broaden VMRS' utility to user groups beyond the trucking industry.

In 2002, TMC completed a comprehensive telephone survey of VMRS users to solicit input and information on VMRS utility and adoption. TMC also expanded Code Key 33 to include coding of parts for off-highway-related vehicles, such as graders, forklifts, etc. TMC also increased awareness of its licensing program for fleets and suppliers.

TMC's 2002 Transportation Equipment Exhibition featured a new innovation—Technology Demonstration Pavilions. These special exhibit pavilions featured hands on technical demonstrations of on- and offboard transportation technologies.

At the Council's 2002 Annual Meeting, TMC recognized Larry Strawhorn, ATA vice president of engineering, for his dedicated industry service by awarding him TMC's highest honor—the Silver Spark Plug award. Mr. Strawhorn retired from ATA in June of that year after 36 years of service.

TMC Director-at-Large Hershel Brown, Proline Carriers, died unexpectedly a few weeks prior to TMC's 2002 Annual Meeting, as a result of complications following surgery. Mr. Brown was a constant supporter of TMC and its mission.

Trent Longo and Jim Madill were the first recipients of TMC's new Study Group Secretaries Award. The award was created to honor the volunteer service of Associate members who prepare committee minutes for TMC's technical journal—*The Trailblazer*.

TMC branched out beyond its traditional U.S. base in 2002, creating its TMC International effort, which held its first meeting for Mexican motor carriers that September in Mexico City. A similar meeting for Canadian carriers would follow beginning in 2003.

TMC members approved the first Recommended Information Technology and Logistics Practice—RP 2401, "Trailer Tracking Interface Standard." Also during the Council's 2002 Fall Meeting, TMC's Board of Directors agreed to pursue a study of the feasibility of an Internet-based centralized portal for fleet service and maintenance information.

In 2002, TMC's Director of Council Development Jennifer Nash left TMC to dedicate her time to raising her two young daughters. She was succeeded by Janet Howells-Tierney.

Tom Newby

Chairman 2003

OFFICERS:

Chairman of Meetings: Michael Jeffress
 Chairman of Study Groups: Dave Rehurek
 Chairman of Membership: Eileen Lindberg

MEETING DATES:

Mar. 11-14, 2003 Ft. Lauderdale, Fla.
 June 9-12, 2003 Phoenix, Ariz.
 Sept. 8-11, 2003 Cincinnati, Ohio



**Old Dominion
Freight Line, Inc.**

"Driving Truck Technology" was the theme of TMC's 2003 Annual Meeting and Exhibition. The exhibit itself was rebranded as TMC's Transportation Technology Exhibition, to reflect the growing importance of offboard technology to trucking. Attendance, while remaining depressed in the post-9/11 era, was still strong—attracting nearly 2,220 individuals and more than 250 exhibitors.

New ATA President and CEO Bill Graves, former Governor of Kansas, addressed TMC members during the Council's Industry Awards Luncheon. Governor Graves pledged strong cooperation with TMC and praised TMC's volunteer membership for all the work that they did for industry.

Darrell Hicks was presented with the Gerri Murphy Membership Award in recognition of nearly two decades of membership recruitment efforts, as well as his dedication to Council development and mentoring future TMC leaders. He was the second person to ever receive the award.

In 2003, ATA decided to no longer grant free council seats to ATA member company individuals. TMC expanded its tangible benefits in 2003, with all TMC members receiving a copy of the Council's *Recommended Practices Manual* as a member benefit. Member dues also included for the first time an annual subscription to *Transport Topics*.

VMRS Pioneer J.E. "Pete" Paquette and president of NAMDX, announced his retirement in 2003, Mr. Paquette remained a tireless advocate for the power of leveraging the Vehicle Maintenance Reporting Standards, even into retirement and continued to help TMC further promote and refine the standard.

TMC's 2003 Summer Meeting was held in conjunction with ATA's Diesel Engine Emission Summit. The Summit, jointly produced by TMC, ATA, and *Transport Topics*, served as an industry forum to provide opportunities for discussion among important stakeholders regarding the implementation of new EPA-mandated emission standards. The summit was attended by more than 650 people and featured fleet panels that included Don Schneider, chairman of Schneider National, Inc.; Glenn Brown, CEO of Contract Freighters, Inc.; Kevin Knight, chairman of Knight Transportation, and D. Joseph Fleming, president of Falcon Transport. Manufacturer panels included Michel Gigou, president of Volvo Trucks North America; Rainer Schmucke, president of Freightliner, LLC; and Daniel Ustian, CEO of Navistar International Corp. Carrier representatives stressed their concern over the lack of advanced testing of the new post-2002 diesel engines and even greater concern for 2007 and 2010 models in the future. The Summit help to focus industry efforts on doing a better job of meeting the 2007/2010 EPA mandate without the implementation concerns of 2002.

Mike Jeffress

Chairman 2004

OFFICERS:

Chairman of Meetings:

Dave Rehurek

Chairman of Study Groups:

Marc Clark

Chairman of Membership:

Tom Cuthbertson

MEETING DATES:

Mar. 15-19, 2004

Ft. Lauderdale, Fla.

Sept. 13-17, 2004

Nashville, Tenn.



Maverick Transportation

TMC's Board of Directors launched in 2004 a new initiative aimed at fostering the development and professionalism of commercial vehicle technicians. The initiative—lead by TMC's new Professional Technician Development Committee (PTDC)—created a new membership category within TMC exclusively for technicians, along with a number of programs designed to encourage technician development within the trucking industry. TMC General Chairman and Treasurer Mike Jeffress, Maverick Transportation, made technician development a major theme of his tenure and was a strong proponent of the PTDC initiative.

The first PTDC goal was the development of TMC's new National Technicians Skills Competition, at which technicians would compete for top honors in maintenance and diagnostics skills. It would become the maintenance equivalent of the Safety and Loss Prevention Management Council's National Truck Driving Championships for drivers. Work began with state trucking associations and their affiliated maintenance councils to hold state, regional and corporate competitions as preliminaries for the national event, which was to take place for the first time at TMC's 2005 Fall Meeting. The PTDC's first chairman was Mike Walters, Marten Transport; and its first Vice Chairman was Brian Strach, Hendrickson International. The PTDC was created at TMC's 2004 Annual Meeting and Transportation Technology Exhibition, which enjoyed

a considerable increase in attendance and participation from the previous two years. Nearly 2,800 people attended the event, which also featured the Diesel Engine Emissions Summit II. Summit II, produced jointly by TMC, ATA and *Transport Topics*, featured U.S. EPA Administrator Michael Levitt and a series of sessions covering cost, availability and dependability of new fuel and equipment to be required starting in 2006.

TMC also introduced TMC Fleet Portal in 2004—an information exchange tool that provides one-stop access to all of a fleet's parts and maintenance-related information, customized to vehicle identification number/unit number and leveraging TMC's Vehicle Maintenance Reporting Standard (VMRS).

TMC and the U.S. Army National Automotive Center sponsored a Heavy Truck Users' Forum to present and evaluate useful technologies. Gen. Paul Kern, U.S. Army Materiel Command, was a featured speaker. The Forum, held during TMC's 2004 Fall Meeting, addressed fuel economy, corrosion, and reliability.

TMC eliminated its traditional Summer Meeting in 2004. The change was first proposed in 1990. Separate meetings in Mexico and Canada continued. Also in 2004, honorary Silver Spark Plug awards were presented to ATA engineer Vic Suski, and TMC staff members Carl Kirk and Robert Braswell.

Dave Rehurek

Chairman 2005

OFFICERS:

Chairman of Meetings: Marc Clark
 Chairman of Study Groups: Braxton Vick
 Chairman of Membership: Al Anderson

MEETING DATES:

Feb. 15-18, 2005 Tampa, Fla.
 Sept. 18-22, 2005 Valley Forge, Pa.



Alcoa Extrusions, Inc.

TMC began 2005 with a comprehensive review of Council member services, products and meetings. More than 300 individuals participated in the first such TMC survey conducted since 1990. TMC used the information gathered to develop plans for improving TMC member benefits and activities. As part of the initiative, TMC restructured its volunteer outreach efforts by creating a new TMC Member Outreach Committee, designed to get the word out about TMC to industry professionals who haven't heard about the Council before.

TMC's 2005 Annual Meeting and Transportation Technology Exhibition changed venue for only the fourth time in 20 years, this time being held at the Tampa Convention Center in Tampa, Fla. TMC's exhibition featured more than 275 exhibitors across nearly 200,000 sq. ft of display space.

The 2005 Annual Meeting also featured a special technical session and display on corrosion, bringing together fleet, government and supplier experts to share potential solutions to the problems associated with operating in jurisdictions that employ the use of magnesium and calcium chloride deicers on roadway surfaces. Dave Rehurek, transportation manager for Alcoa Extrusions, began his term as TMC General Chairman and Treasurer at the conclusion of the 2005 Annual Meeting. Mr. Rehurek said he wanted to bolster private

fleet participation during his tenure by working with state trucking associations and maintenance councils, and promote TMC as a clearinghouse for truck maintenance information.

TMC entered the world of satellite radio in 2005, thanks to legendary trucking radio personality Dave Nemo. Beginning in June 2005, "Tech Talk With TMC" became a weekly segment on *The Dave Nemo Show*, being broadcast nationwide on XM Satellite Radio Channel 171 each Tuesday at 10 am eastern. The program, introduced by TMC's Technical Director Robert Braswell, covered a different topic of interest each week, and featured a TMC member expert who provided answers to listeners' questions. The first guest on the show, broadcast June 14th, was Brad Van Riper, with Truck-Lite, and covered lighting-related issues.

TMC's 2005 Fall Meeting in Valley Forge, Pa., featured the Council's first National Technicians Skills Competition—TMCSuperTech2005. The two-day event—held Sept. 18-19 and organized by TMC's Professional Technician Development Committee (PTDC)—featured more than 70 technicians from all over the United States. The first TMCSuperTech Grand Champion was Steve Talmadge, with Premier Truck Centers in Birmingham, Ala. George Arrants, with Corinthian Colleges, served as the competition's first Contest Chairman.

Marc Clark

Chairman 2006

OFFICERS:

Chairman of Meetings: Darry Stuart
 Chairman of Study Groups: Brent Hilton
 Chairman of Membership: Al Anderson

MEETING DATES:

Feb. 14-17, 2006 Tampa, Fla.
 Sept. 18-21, 2006 Austin, Tex.



TMC's 2006 Annual Meeting and Transportation Technology Exhibition, held February 14-17, concentrated heavily on 2007 engines and related issues as it celebrated its 50th anniversary as North America's premier technical organization for trucking. Highlights included three sessions on new emission requirements, associated engine technology that introduced diesel particulate filters, and underhood heat issues. Special speakers at TMC's Town Meeting observing TMC's anniversary included Gov. Bill Graves, American Trucking Associations' president and CEO; Paul Vikner, Mack Truck's president and CEO, and Steve Homcha, Mack Truck's executive vice president for Class 8 products.

More than 2,900 attendees were on hand for the meeting, as well as TMC's Transportation Technology Exhibition, North America's first major transportation equipment show of the year. The exhibit featured more than 300 exhibitors in the 200,000-sq.-ft. convention hall of the Tampa Convention Center. More than 95 TMC Task Forces met during the week to create Recommended Practices for equipment maintenance, information technology and logistics segments of the transportation industry.

During 2006, TMC expanded its scope by offering a new membership category for owner-operators

with five or fewer power units. Owner-operators would receive a discounted membership rate yet still get access to TMC's collection of recommended maintenance and engineering practices.

Marc Clark, manager of vehicle engineering for FedEx Express, Memphis, Tennessee., was installed as TMC General Chairman and Treasurer at the 2006 Annual Meeting. Mr. Clark moved into the general chairman position after a year as vice chairman and chairman of meetings. During his 11 years with TMC, Mr. Clark had served in several other TMC leadership positions, including Chairman of Study Groups. Mr. Clark said during his tenure as chairman he wanted to work on creating a climate within the industry that embraces conservation of resources.

Two voices for the Vehicle Maintenance Reporting Standards (VMRS) were silenced in 2006 with the passing of VMRS Services Manager Mark Williams and VMRS pioneer J.E. "Pete" Paquette.

Tyson W. Sontag, Gentry, Ark., was named Grand Champion of TMC SuperTech 2006 on Sept. 20 during TMC's 2006 Fall Meeting. Mr. Sontag, a technician with McKee Foods Transportation, earned the top overall score from 10 skill stations and won the top score in the Steering/Suspension and the Drivetrain competition.

Darry Stuart

Chairman 2007

OFFICERS:

| | |
|---------------------------|----------------|
| Chairman of Meetings: | Brent Hilton |
| Chairman of Study Groups: | Steph Sabo |
| Chairman of Membership: | Al Anderson |
| Chairman of Associates: | Jerry Anderson |

MEETING DATES:

| | |
|-------------------|------------------|
| Feb. 6-9, 2007 | Tampa, Fla. |
| Sept. 24-27, 2007 | Nashville, Tenn. |



TMC's 2007 Annual Meeting and Transportation Technology Exhibition, held Feb. 6-9 in Tampa, Fla., provided fleet managers ways to optimize fleet efficiencies as TMC successfully hosted North America's first major transportation equipment show of 2007. The exhibition featured 317 exhibitors in the 200,000-sq-ft. convention hall with a total meeting/exhibit attendance of more than 3,000.

More than 90 TMC Task Forces met early in the week to work on Recommended Practices for equipment maintenance and engineering. A two-part technical session featured 11 expert panelists that provided a compendium of efficiencies for fleet managers. Darry Stuart, president of DWS Fleet Management Services, Wrentham, Mass., was installed as general chairman, succeeding Marc Clark, manager of vehicle maintenance for FedEx Express. Mr. Stuart was a co-creator of TMC's popular meeting feature Shop Talk. Mr. Stuart said his goal during his tenure as general chairman was to draw more attention to the looming technician shortage. Trucking executives, he said, could do much more to attract younger and talented technicians to the increasingly complex field of fleet equipment maintenance.

Jack Poster joined the TMC staff in April as VMRS Services Manager, succeeding the late Mark Williams. Mr. Poster was most recently employed as a

district manager for Mancon, Inc., providing VMRS data management for the Virginia Department of Transportation.

TMC began pursuing several new outreach initiatives aimed at building closer ties with various industry segments in North America. The initiatives were aimed at leasing, intermodal and state maintenance councils.

TMC's 2007 Fall Meeting and National Technician Skills Competition, held Sept. 24-27 in Nashville, Tenn., was four days of non-stop technical activity and hands-on opportunities. Between task force meetings, technical sessions, the PTDC Technician Training Fairs, TMC SuperTech 2007, new technology demonstration and a technology pavilion, TMC members had the opportunity for "take-aways" that could extend their technical knowledge, provided inspired, and provide fresh ideas to help their departments, fleets and companies to improve their departments and their companies' bottom line. This was also the first meeting of TMC's new Corrosion Control Action Committee, chaired by Roy Gambrell, Truck-It. Bryan Lewis, a Wal-Mart Transportation technician from Sutherland, Va., was named TMC SuperTech 2007 Grand Champion on Sept. 26. Mr. Lewis earned the top overall score in the national competition from 12 skill stations to become the trucking industry's top heavy truck technician.

Brent Hilton

Chairman 2008

OFFICERS:

| | |
|----------------------------------|-------------------------|
| Chairman of Meetings: | Steph Sabo |
| Chairman of Study Groups: | Jerry Thrift |
| Chairman of Membership: | Jerry Warmkessel |
| Chairman of Associates: | Jerry Anderson |

MEETING DATES:

| | |
|--------------------------|-------------------------|
| Feb. 4-7, 2008 | Orlando, Fla. |
| Sept. 15-18, 2008 | Nashville, Tenn. |



TMC's 2008 Annual Meeting and Transportation Technology Exhibition, held Feb. 4-7 in Orlando, Fla., provided fleet managers and truck and engine makers with a scorecard on 2007 engine performance and expectations for additional engine changes for 2010 model year on-highway trucks. In conjunction with the meeting, TMC hosted North America's first major transportation equipment show of 2008. The 2008 TMC Transportation Technology Exhibition featured approximately 315 exhibitors across more than 210,000-sq-ft. in the Orange County Convention Center with a total meeting/exhibit attendance of more than 3,000.

Brent Hilton, director of maintenance for Maverick Service Centers, Little Rock, Ark., was installed as TMC general chairman, succeeding Darry Stuart of DWS Fleet Management Services. Mr. Hilton said a strong focus of his tenure as general chairman is to increase TMC membership among service dealers that perform heavy-duty maintenance for trucking. A larger service dealer membership could provide added cohesion between manufacturers and equipment users.

Industry experts and executives gathered in suburban Washington D.C. for a special American Trucking Associations workshop aimed at shedding light on some of the most promising means of surviving the diesel fuel crisis that strangled

both trucking and the U.S. economy. The event, entitled "Diesel Fuel Strategies Workshop: A Full Day of Practical Solutions for Motor Carriers," was held June 19 in Arlington, Va., drew more than 150 attendees from across the country and was well-supported by TMC members and staff. The one-day conference featured a dozen presentations covering all aspects of diesel fuel management.

TMC's Buddy Program was reorganized into TMC's Mentor Program, whose goal was to ensure that attendees' first meeting was a positive experience and to encourage future participation in meetings, Task Forces and Study Groups by those up and coming in our industry.

TMC's 2008 Fall Meeting provided a backdrop of efficiency improvements available to fleets and industry through a multitude of channels — including enforcement, condition-based maintenance and benefits and partnerships available when transitioning to cleaner truck technology. The importance of skilled technicians was again celebrated as the meeting shared several events with technicians participating in the TMC Super-Tech2008 competition. Bryan Lewis of Wal-Mart Transportation in Sutherland, Virginia, successfully defended his 2007 title as the nation's top heavy-truck technician as he was again named grand champion of TMC SuperTech2008.

Steph Sabo

Chairman 2009

OFFICERS:

| | |
|----------------------------------|-------------------------|
| Chairman of Meetings: | Jerry Thrift |
| Chairman of Study Groups: | Roy Gambrell |
| Chairman of Membership: | Jerry Warmkessel |
| Chairman of Associates: | Jerry Anderson |

MEETING DATES:

| | |
|--------------------------|----------------------|
| Feb. 9-12, 2009 | Orlando, Fla. |
| Sept. 14-17, 2009 | Raleigh, N.C. |



TMC approved the formation of a new service dealer committee during its 2009 Annual Meeting and Transportation Technology Exhibition, held February. 9-12 in Orlando, Florida. The committee provided service dealers and fleet managers the opportunity to improve communications over warranty and service issues, and jointly promote technician training and other industry issues.

Steph Sabo, maintenance manager for Norrenberns Truck Service, Nashville, Illinois, was installed as the new TMC general chairman and treasurer, and said he would work to strengthen ties between service providers and fleets. He has been a strong advocate for technicians and an outspoken critic of the increasing complexity of vehicle systems.

The first chairman of the Service Provider Committee (SPC) was Charles Voyles Jr., service manager for Truck Centers, Troy, Ill. TMC's new service dealer initiative was underscored with a technical session, Improving Fleet/Service Dealer Business Relations. A panel of 17 fleet managers and service dealers held an open dialogue on such issues as warranty service, repair priority and timeliness, purchase orders and after-hours service.

In conjunction with the meeting, TMC's Transportation Technology Exhibition featured more than 270 exhibitors at the Orange County Convention Center and included a special Tire Industry As-

sociation (TIA) pavilion in the exhibit hall during all viewing periods.

TMC concluded a successful fall meeting in Raleigh, N.C., as it saw the number of task forces increase and the size of the Council increase with new service provider members and TMC's fifth annual National Technician Skills Competition. Companies, such as Travel Centers of America, Ryder, Con-way Freight, Wal-Mart Transportation, Swift Transportation and McKee Foods Transportation brought a large presence that helped to provide a transfer of knowledge and industry experience. Christopher Tate, refrigeration technician for Mohawk Truck, West Seneca, N.Y., earned the distinction of being the nation's top heavy-truck technician as he was named grand champion of TMC SuperTech2009, the Technology & Maintenance Council's fifth annual National Technician Skills Competition, held September 14-17 in Raleigh, N.C. Mr. Tate of Eden, NY was also the winner of three of the 15 skills stations during the Hands-on Skills Challenge, including: Tire and Wheel; Wheel End; and Written Test.

The Council also held a Vehicle Maintenance Reporting Standards (VMRS) Workshop on Sept. 14 during TMC's 2009 Fall Meeting. The workshop featured presentations from fleets and maintenance software developers on the proper use and integration of VMRS.

Jerry Thrift

Chairman 2010

OFFICERS:

| | |
|----------------------------------|-------------------------|
| Chairman of Meetings: | Roy Gambrell |
| Chairman of Study Groups: | Dan Umphress |
| Chairman of Membership: | Jerry Warmkessel |
| Chairman of Associates: | Al Anderson |

MEETING DATES:

| | |
|--------------------------|----------------------|
| Feb. 9-12, 2010 | Tampa, Fla. |
| Sept. 20-23, 2010 | Raleigh, N.C. |



TMC's 2010 Annual Meeting and Transportation Technology Exhibition enjoyed an increased attendance at a time trucking — and the nation — were slowly seeing recovery after the worst recession since the Great Depression. Fleet managers were able to take away ideas for addressing the Federal Motor Carrier Safety Administration's new Compliance, Safety, Accountability (CSA 2010) regulation and fleets and associate members alike found common ground in updates on other regulations and new 2010 emissions technology. The Transportation Technology Exhibition featured more than 250 exhibitors and included a broad assortment of the latest technology in commercial vehicles and components, and provided vendors, corporate decision makers and end-users the opportunity to discuss vehicle system components and the latest technology.

Members participated in 110 TMC Task Forces meeting early in the week to work on Recommended Practices for equipment maintenance and engineering. Vehicle fires were a particular concern, and TMC's S.1 Electrical & Instruments Study Group conducted research that led to the development of recommended maintenance and engineering practices to prevent vehicle fires.

Jim Hebe, senior vice-president for Navistar's North American sales, set the tone as the TMC

Kickoff Luncheon speaker, examining changes the trucking industry needed to make to remain both viable and profitable. His discussion of trucking and economic trends indicated that regional less-than-truckload freight would be the market for the trucking fleets of the future.

Jerry Thrift, manager for new product development for Ryder System, was installed as TMC's 2010-2011 general chairman and treasurer during the TMC's 2010 Annual Meeting and Transportation Technology Exhibition, held Feb. 9-12 in Tampa, Fla. Thrift said he intended to focus on the strength of TMC's Recommended Practices through an effort to increase awareness of the industry best practices, and through selecting RPs that can be grouped into collections, such as for vehicle spec'ing.

Jeffrey Schlecht, Omaha Truck Center, was named TMC SuperTech 2010 Grand Champion during the Council's 2010 Fall Meeting in Raleigh, N.C., held Sept. 20-23. The meeting featured sessions on carbon footprint, quality control and other pressing issues.

Helen and Brian Wheeler were recognized for their more than 35 years of post-retirement, volunteer service at TMC's registration desk; this would be their last meeting.

Roy Gambrell

Chairman 2011

OFFICERS:

| | |
|---------------------------|-----------------|
| Chairman of Meetings: | Lee Long |
| Chairman of Study Groups: | Kirk Altrichter |
| Chairman of Membership: | Kevin Otto |
| Chairman of Associates: | Al Anderson |

MEETING DATES:

| | |
|-------------------|---------------|
| Feb. 8-11, 2011 | Tampa, Fla. |
| Sept. 19-22, 2011 | Raleigh, N.C. |



TMC's 2011 Annual Meeting & Transportation Technology Exhibition was held Feb. 8-11 at the Tampa Convention Center, drawing its largest crowd in three years with more than 2,700 attendees. Roy Gambrell, director of maintenance for Truck It, Cottontown, Tenn., was installed as TMC's 2011-2012 general chairman and treasurer. One of Mr. Gambrell's primary goals for his year as general chairman was to get more small fleets involved with TMC.

In 2011, a group of TMC's past and present leadership met with ATA President and CEO Bill Graves during our annual meeting to discuss member concerns regarding TMC website improvements, integrating the ATA engineering function into TMC, and securing resources for TMC specific projects such as marketing and member outreach. Also in 2011, TMC's board of directors agreed to elevate the Service Provider Committee to full study group status — becoming the S.16 Service Provider Study Group.

The theme of TMC's 2011 Fall Meeting — "Maintenance Solutions You Can Count On" — was carried out through a variety of technical sessions and a "Failure Analysis Road Show." Full technical sessions included "Update of U.S. DOT's Wireless/Smart Roadside Initiatives," "Manufacturers'

Response to TMC Recommended Practice Usage," and "CSA 2010: What Have We Learned? Driver, Fleet and Enforcement Perspectives."

Jeffrey Schlecht, a technician for the Omaha Truck Center, Norfolk, Neb., was recognized as the nation's top truck technician as he was awarded grand champion for the second straight year at the National Technician Skills Competition, TMC SuperTech2011, held Sept. 19-21. Schlecht's back-to-back wins matched those of Bryan Lewis, Wal-Mart Transportation, who also earned back-to-back championships in 2007 and 2008.

The White House announced in August its plans for the first fuel efficiency and greenhouse gas pollution standards for heavy-duty trucks, vocational vehicles, heavy-duty pickups and buses. The U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) developed the standards in coordination with the automotive industry and other stakeholders, including environmental groups and the state of California. The initiative was estimated to save \$50 billion in fuel costs over the life of the program. The agencies each adopted complementary standards under their respective authorities covering model years 2014-2018, which together formed a comprehensive heavy-duty national program.

Lee Long

Chairman 2012

OFFICERS:

| | |
|---------------------------|--------------|
| Chairman of Meetings: | Marc Clark |
| Chairman of Study Groups: | Braxton Vick |
| Chairman of Membership: | Al Anderson |
| Chairman of Associates: | Al Anderson |

MEETING DATES:

| | |
|-------------------|-----------------|
| Feb. 20-23, 2012 | Tampa, Fla. |
| Sept. 10-13, 2012 | Pittsburgh, Pa. |



TMC's Annual Meeting and Transportation Technology Exhibition continued a growth trajectory in 2012. One of the most popular sessions of the meeting was "EPA 2007/2010 Engine Report Card," which reviewed fleet experiences with the latest rounds of emissions related technology as compared with earlier generation models. TMC's 2012 Transportation Technology Exhibition, held in conjunction with the meeting, featured 326 exhibitors in the Tampa Convention Center's 200,000- square-foot exhibit hall.

Lee Long, director of maintenance for Southeastern Freight Lines, Columbia, S.C., was installed as 2012-2013 general chairman and treasurer. Mr. Long said one of his primary goals as chairman was to raise the awareness of students about career opportunities as heavy-duty truck technicians.

TMC's Strategic Planning Committee, led by former general chairman and treasurer Bob Flesher, met with ATA Leadership in October on developing and executing a five-year strategic plan for the Council. This mission was one of the largest projects TMC had taken on for some time covering all areas of TMC activities.

Natural gas powered vehicles were a hot topic in 2012. ATA's Trucking Natural Gas Summit — held

Nov. 28-30 at the Hyatt Regency Hotel in Arlington, Va. TMC supported the content of the two-day event with an expert panel, moderated by TMC Technical Director Robert Braswell, covering a host of issues fleets must consider when making a switch to natural gas fuel.

TMC's Corrosion Control Action Committee completed work on *Corrosion: Compliant, Cause & Correction*. This was TMC's definitive guide to addressing the industry's serious challenge with vehicle corrosion and aggressive deicing chemicals.

"Forging Solutions for Tomorrow's Maintenance Challenges" was the theme for TMC's fall meeting. Increased attendance was testimony to an improved economy and an expanded National Technician Skills Competition. Christopher Barnett, Hebron, Ky., was named TMC SuperTech 2012 grand champion. Mr. Barnett, a senior technician with Ryder System, did not receive a top score for any individual skill station, but consistent high scores in each tested event placed him first for the overall score.

Trailer skirts and boat-tail fairings were becoming increasingly common nationwide as fleets and owner-operators operating in or through California were scrambling to meet compliance deadlines in that state mandating the use of such devices.

Kirk Altrichter

Chairman 2013

OFFICERS:

| | |
|---------------------------|-----------------|
| Chairman of Meetings: | Dan Umphress |
| Chairman of Study Groups: | Kevin Tomlinson |
| Chairman of Membership: | Peggy Fisher |
| Chairman of Associates: | Al Anderson |

MEETING DATES:

| | |
|-------------------|------------------|
| March 11-14, 2013 | Nashville, Tenn. |
| Sept. 9-12, 2013 | Pittsburgh, Pa. |



Kirk Altrichter, vice president of maintenance for Gordon Trucking, Pacific, Wash., was installed as TMC 2013-2014 general chairman and treasurer at the Council's 2013 Annual Meeting and Transportation Technology Exhibition. Altrichter said his goal as chairman was to focus attention on technician recruitment and to increase the representation at TMC of technical schools.

TMC concluded its highly successful annual meeting with more than 3,200 attendees — its highest attendance since 2000. Highlights of the meeting included an announcement to members of the Council's strategic five-year plan that includes expanding the membership and establishing TMC as the recognized technical expert and foremost authority on truck equipment issues.

Key sessions focused on implementing natural gas fueled vehicles in fleet operations, and fleet managers' assessment of future equipment needs for 2015 and Beyond. TMC's 2013 Transportation Technology Exhibition, held in conjunction with the meeting at the Gaylord Opryland Hotel & Convention Center, featured 342 exhibitors.

TMC was saddened at news of the untimely death of former TMC General Chairman Gerald (Jerry) F. Thrift. Mr. Thrift, of Brunswick, Ga., died at his home on May 10, surrounded by his family.

He was 61. Thrift was manager of New Product Development for Ryder System and had worked earlier in his career for Yellow Freight in Overland Park, Kan.

TMC members got a better grasp of several critical industry issues during the 2013 Fall Meeting, held September 9-12 at the at the David L. Lawrence Convention Center in Pittsburgh. Anne Ferro, administrator of the Federal Motor Carrier Safety Administration, addressed TMC attendees to help them better understand new CSA regulations and their impact on maintenance.

Eleven mini-technical sessions, including such topics as trailer stability control, how to conducting a pilot review and best practices for using and managing engine software tools, all contributed to the meeting theme of Precision Maintenance.

The Technology & Maintenance Council's Professional Technician Development Committee (PTDC) expanded the first day of the National Technician Skills Competition, with the top 112 competitors moving on to the final round. FedEx Freight technician Mark McLean Jr., Montgomery, N.Y., was named TMC SuperTech 2013 grand champion. The FedEx Freight team captured the top four places, as well as ninth place, in the competition's overall ranking.

Dan Umphress

Chairman 2014

OFFICERS:

| | |
|---------------------------|-----------------|
| Chairman of Meetings: | Kevin Tomlinson |
| Chairman of Study Groups: | Doug White |
| Chairman of Membership: | Peggy Fisher |
| Chairman of Associates: | Al Anderson |

MEETING DATES:

| | |
|-------------------|------------------|
| March 10-13, 2014 | Nashville, Tenn. |
| Sept. 22-25, 2014 | Orlando, Fla. |



The year 2014 featured significant change within TMC as the Council began fully implementing its five-year strategic plan. "Turning Experience Into Practice" was the theme of TMC's 2014 Annual Meeting, and became the Council's new tagline. Dan Umphress, vice president of maintenance and fleet services for A&R Logistics, was installed as 2014-2015 general chairman and treasurer; total attendance for the meeting reached 3,500. A new registration system was introduced at the meeting and reduced check-in time and attendance recording. The newly created Educator Committee, led by Guy Warpness of WyoTech, met for the first time during the meeting.

TMC Connect, the Council's online social networking and collaborative work platform, was introduced at the 2014 Annual Meeting — providing TMC members an environment to connect, engage and share critical industry information and best practices in real time. *TMC Connect* also hosts the Council's Recommended Practices Library, Job Exchange, industry blogs, discussion boards and calendars.

TMC and the North American Transportation Management Institute joined forces to strengthen and increase the visibility of the Certified Director of Maintenance certification (CDM/ E) and Certified Supervisor of Maintenance certification (CSM/E).

Also in 2014, TMC's introduced the Certified VMRS Specialist program, providing current VMRS users a means of demonstrating their expertise and proficiency. The program, administered by VMRS Services Manager Jack Poster, helped broaden the importance of VMRS to trucking.

Ross Froat joined TMC/ATA in March as manager, council engineering and information technology programs, supporting TMC as well as ATA's Information Technology & Logistics Council, Technical Advisory Group and Technology & Engineering Policy Committee.

TMC's 2014 Fall Meeting featured a look at problem solving with lean principles, sage advice from veteran fleet managers on numerous topics, as well as a look at what might be expected if your fleet is involved in a lawsuit. The meeting also marked the 10th anniversary of the National Technician Skills Competition — TMC SuperTech 2014. FedEx Freight technician Mark McLean won the Technology & Maintenance Council's National Technician Skills Competition for the second straight year. FedEx Freight's McLean and Matthew Nolan, Windsor Locks, Conn., earned the top combined score to also win the competition's first team award. TMC's first student technician competition was also held; Gunnar Lueck, a student at WyoTech from Liberty Hill, Texas, was named champion.

Kevin Tomlinson

Chairman 2015

OFFICERS:

| | |
|---------------------------|---------------|
| Chairman of Meetings: | Doug White |
| Chairman of Study Groups: | Glen McDonald |
| Chairman of Membership: | Peggy Fisher |
| Chairman of Associates: | John Adami |

MEETING DATES:

| | |
|-------------------|------------------|
| Feb. 16-19, 2015 | Nashville, Tenn. |
| Sept. 21-24, 2015 | Orlando, Fla. |



TMC's 2015 Annual Meeting was a record-setting event for registration (more than 4,000 registrants), number of exhibitors — and the worst weather for any TMC annual meeting. Despite the slippery footing, hazardous travel, airport closing and flight cancellations, meeting attendees took advantage of sessions covering fuel economy testing, CSA violations, natural gas vehicles and much more. TMC's 2015 Transportation Technology Exhibition, featuring nearly 400 exhibitors and 370,000 square feet of exhibit space, was the largest exhibition in the council's history.

Kevin Tomlinson, director of maintenance, South Shore Transportation, was installed as the Council's 2015-2016 general chairman and treasurer. The primary goal for his year as chairman was increasing industry efforts on technician recruitment and retention.

TMC awarded its 100th Certified VMRS Specialist accreditation to Misty Hansley, manager of billing workflow for FleetNet America, Cherryville, N.C.

"Tech Talk with TMC," produced jointly by TMC/ATA and Dave Nemo Entertainment, celebrated its 500th show on July 28. Radio veteran Dave Nemo and TMC Technical Director Robert Braswell co-host the program, showcasing a range of technical issues and industry experts.

TMC announced plans for a new "Journal of Commercial Truck Technology" which will publish peer-reviewed research papers from academic and industry professionals covering maintenance, engineering, logistics and future truck technology. "The Journal of Commercial Truck Technology" will be hosted on the Council's online collaborative work platform — *TMC Connect*.

The U.S. Environmental Protection Agency and the National Highway Traffic Safety Administration released its long-awaited Phase 2 Truck Greenhouse Gas and Fuel Efficiency Rule in June. The Federal Motor Carrier Safety Administration (FMCSA) released in December the long-awaited rule mandating the use of electronic logging devices.

TMC's 2015 Fall Meeting covered a wide range of issues including troubleshooting aftertreatment systems, electronic driver vehicle inspection reports and fleet cyber-security. The meeting also hosted the 11th annual National Technician Skills Competition, TMC SuperTech 2015, and student technician competition, TMC FutureTech 2015. FedEx Freight's Eric Vos was named grand champion. Mr. Vos, from Boise, Idaho, joined Drew Dilmuth, from Jacksonville, Fla., to win the team competition. Daniel Hanna, a student at Forsyth Technical Community College, was named winner of the Velociti TMC FutureTech National Student Technician Skills Competition.

Glimpses of TMC Through the Decades



1950s

During the RCCC Maintenance Committee's October 1959 meeting, the Sun Electric Corporation served as site host. Pictured in the photo at the right are (those that were able to be identified, from left): Messrs. Bland, Gardner, Douglas, Meserve, Gramly, Negangard, Wilson, Bennett, Spector, Brundage, Gable, Royston, Bruha, and Chairman Bert Ogden.



One of the embryonic meetings of the RCCC Maintenance Committee in Chicago in April 1957. The RCCC staff are credited for the photo identifications, but, unfortunately, we have only last names for some of those pictured. Left to right, they are Messrs. Blohm, Pletsch, Royston, Gebhardt, Larkin, Bruha, Goughen, Sorci, Douglas, Gardner, Ogden, Hoffman, DeVries, Callan, Dolan, Carter, Nicholson, Crowel, and Boynton.





1960s



The Cost Control Methods Study Group, S.8, chaired by J.C. "Pat" Paterson (far right, at that time with Ryder), is shown above exploring development of a standard industry method of comparing costs. The work S.8 tackled in the late 1960s would eventually help result in the development of the Vehicle Maintenance Reporting Standards (VMRS).



By 1967, the RCCC Maintenance Committee had been established for 10 years and was recognized as an important user group in the trucking industry. Pictured above at the group's fall meeting in Cranston, R.I., are the 1968 officers of the RCCC-MC, along with Governor John H. Chaffee of Rhode Island (center). From left to right, the officers are: Second Vice Chairman F.M. "Mel" McClure; superintendent of maintenance, Yellow Transit Freight Lines; Third Vice Chairman Donald Strout, superintendent of maintenance, Wilson Freight Company; Past Chairman William T. Royston, director of maintenance, Campbell "66" Express; General Chairman Andrew Ambli, vice president of maintenance, Briggs Transportation Company; and First Vice Chairman Jimmy Black, superintendent of maintenance, Gordons Transports, Inc.



Among the first concerns of the RCCC Maintenance Committee were electrical and wiring issues. As a result, some of the very first RCCC-MC recommended practices developed were by the S.1 Electrical and Instruments Study Group. Pictured above discussing electrical equipment challenge at a 1968 Maintenance Committee meeting in Palm Springs, Calif., are Frank Plovick, Delco-Remy Division-GMC; Richard Hinchcliffe, Hinchcliffe Motor Service and chairman of the Testing and Research Subcommittee of the RCCC Operations Committee; and Briggs Transportation's Andrew Ambli, RCCC-MC General Chairman for 1968.



Onboard instrumentation, used in RCCC/SAE/DOT fuel economy testing, was demonstrated at a RCCC Maintenance Committee meeting in 1978. Shown above are Claude Travis, SAE; Mort Balban, Rockwell International; Jack Allen, UPS; Gerry Yurgelites, Rockwell.



Robert Joyner, Dana Corporation, is shown above demonstrating the effects of driveline angularity during a meeting of the RCCC-MC S.6 Chassis Study Group in 1978. By 1982, S.6 would finish work on RP 610 covering driveline design criteria.



1970s

1980s



In the late 1970s through early 1980s, the RCCC Maintenance Committee (later TMC) partnered with the Motor Equipment Manufacturers Association (MEMA) to produce "Truck Week," an industry trade-show attracting fleets and suppliers. Shown above are glimpses from Truck Week '77 and '78.



TMC's Silver Spark Plug Award was first awarded in 1968. Pictured above is a meeting of the Silver Spark Plug Committee from the 1970s, attended by Bill Royston, Ed Shea, and Red McCormack.



TMC's Transportation Equipment Exhibition grew out of a small tabletop display first held in February 1984 at the Hyatt Orlando in Kissimmee, Fla. Shown above is Art Finley, with The Goodyear Tire & Rubber Co., answering questions from attendees at that meeting.



1980s



TMC's Transportation Equipment Exhibition transformed the Council's winter meeting into the major industry event it is today. For much of the first 14 years of the show's history, the display took place under the cover of an ever-expanding rigid-structure tent located on the Hyatt Orlando Hotel property in Kissimmee, Fla.

1990s



TMC's Transportation Equipment Exhibition started experiencing dramatic growth, beginning in the early 1990s. Pictured at left, are TMC's Officers opening the 1989 Exhibition. (Left to right: Robert "Rosey" Rosenthal, Jim Winsor, Frank Bright, Charlie Tyrell, Blaine Johnson, and Peggy Fisher.



Don Dawson, vice president of maintenance, for Roadway Express was considered a legend in the field of commercial vehicle maintenance. Mr. Dawson, who chaired TMC's S.7 Trailers and Bodies Study Group, and had also served as Chairman of Study Groups, died suddenly in 1992 prior to TMC's Annual Meeting that year. At the time, TMC Executive Director Bill Tracy said of Mr. Dawson, "In his dedication, he rose to become the single most influential voice in truck equipment maintenance. In an industry where respect is not quickly or easily given, Don Dawson was universally respected."



Hours of behind-the-scenes planning goes into preparing for TMC meetings. Shown above is Blaine Johnson (left), Ryder Transportation Services, giving words of wisdom to Bob Flesher, of AGA Gas, prior to the start of Mr. Flesher's term as 1991-92 TMC General Chairman and Treasurer.



Traffic builders are an important part of any tradeshow, and TMC's exhibition is no exception. To boost traffic in the hall, attendees had the chance in March 1986 to toss a ball and drown several TMC officers into a cold-water dunking cage. Pictured above are intrepid volunteers Jim Winsor, Peggy Fisher, and Rosey Rosenthal.



By the 1980s, solid working partnerships were characteristic of TMC fleet and associate member relations. Pictured above are two of TMC's top leaders in the mid-1990s: 1996 TMC General Chairman and Treasurer Lew Flowers, U.S. Postal Service; and Chairman of Associates Richard Petrut, at that time with PACCAR, Inc.

Gerri Murphy (far right), TMC's director of membership from 1979 to 1997, was an efficient and commanding presence behind TMC's registration desk, Mrs. Murphy, who had served ATA for many decades, died in January 1997.



TMC's Annual Meeting often featured well-known entertainers during the four-day event. At TMC's 1995 Annual Meeting, famous political humorist Mark Russell was the featured attraction for TMC's Kickoff Breakfast.



TMC's 1994 Fall Meeting in San Diego, Calif., was noted for attracting representatives of Mexican motor carriers to the event. Special bilingual translation services were provided to enable full participation of all attendees. Pictured above is TMC Welcome Desk Volunteer Brian Wheeler introducing first-time Mexican fleet representatives to the Council with the help of a professional translator.





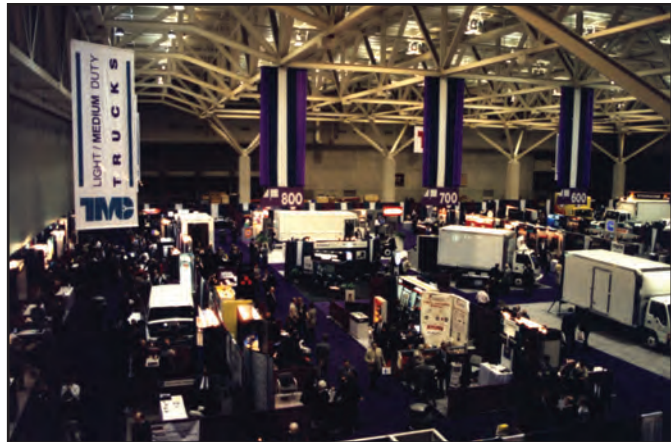
1990s

2000s

Cutting-edge programming has always been a staple of TMC technical sessions. At TMC's 1997 Annual Meeting in Kissimmee, Fla., a special technical session (at right) was held demonstrating proper techniques for removing and applying vehicle graphics. The demonstration, which took place outside in the confines of the Hyatt Orlando parking lot near Florida Hall, was broadcast live to session attendees inside the hotel's ballroom.



Two of TMC's most memorable Chairmen of Associates (both serving in the 1990s) were Tom McNorton (left) of Rockwell International, and Joe Broder, of J. Broder and Associates. Mr. Broder died tragically in March 1999 in an automobile accident shortly before TMC's 1999 Annual Meeting.



In 1996, TMC launched a new technical display under the auspices of its S.14 Light- and Medium-Duty Vehicle Study Group. The display (shown above) was held in conjunction with the Council's fall meeting in both 1996 and 1997.



The Pates and the Wheelers have dedicated more than 30 years of volunteer service to the RCCC Maintenance Committee/TMC. Brian Wheeler (far right), of White/Volvo; and W. Y. "Bill" Pate (far left), of Saunders Leasing, have been friends and colleagues for much of the entire history of TMC. Their wives, Helen Wheeler (inside right) and Seabie Pate, have led the Council's Spouses' Program for just as long. All four continue to volunteer at TMC's registration and first-timer welcome desks.



In 1998, TMC's Annual Meeting and Transportation Equipment Exhibition moved from Florida to the Opryland Hotel and Convention Center in Nashville, Tenn. The move initially proved positive, as the best-attended annual meetings in Council history were held there from 1998-2001.



In October 2000, TMC held a special demonstration of electronically controlled braking system (ECBS) technology at the Transportation Research Center test track in East Liberty, Ohio. The event was held in conjunction with TMC's 2000 Fall Meeting in Columbus, Ohio.

By 1993, TMC's Tomorrow's Truck Committee had published three technical papers through the Society of Automotive Engineers (SAE) that detailed user expectations for the performance of future equipment. In 1994, vehicle manufacturers acknowledged TMC's requests through a special session at SAE entitled, "Tomorrow's Trucks: The Engineers' Response." The presentation was moderated and organized by Bob Deierlein, research editor, *Fleet Equipment* magazine. By the 1990s, Mr. Deierlein had also served as Chairman of three TMC Study Groups: S.5 Fleet Maintenance Management; S.8 Cost Control Methods; and S.11 Vehicle Energy Conservation.



Leading the Council for its 50th anniversary were TMC officers (left to right): Chairman of Membership and Publicity



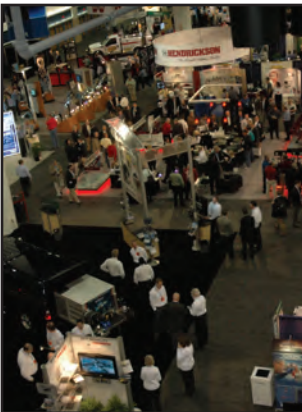
Al Anderson, ConMet; Chairman of Associates Tom Cuthbertson, GeoLogic Systems; Vice Chairman Marc Clark, FedEx Express; Immediate Past Chairman Mike Jeffress, Maverick Transportation; and General Chairman Dave Rehurek, Alcoa Extrusions.



In Sept. 2005, TMC's Professional Technician Development Committee (PTDC) held the first-ever National Technician Skills Competition—TMC SuperTech 2005. Pictured left are the 50 finalists that competed in the hands-on skills competition for top honors. The TMC SuperTech 2005 Grand Champion was Steve Talmadge, Premier Truck Centers.



2010 - Present



Cutting the ribbon for the opening of the 2010 TMC Transportation Technology Exhibition are (from left): Jerry Warmkessel, chairman of membership and publicity; Jerry Thrift, vice chairman and chairman of meetings; Jerry Anderson, chairman of associates, Tommy Hodges, American Trucking Associations chairman; Steph Sabo, general chairman and treasurer; Carl Kirk, executive director; Roy Gambrell, chairman of study groups; and Brent Hilton, immediate past chairman.



Industry veterans Darrell Hicks (far left) and John Martin (left) joined Robert Braswell (center) and radio personality Dave Nemo (right) for an on-location broadcast of "Tech Talk With TMC," during a TMC annual meeting. The show is heard on SiriusXM Channel 146 weekly and celebrated its 500th episode in 2015.



Roy Gambrell, incoming general chairman, (left) and Jerry Thrift, outgoing general chairman, share laughter and friendly banter as they formally mark the transition in TMC leadership in 2011. Mr. Thrift passed away in 2013.



Membership and Publicity Chairman Jerry Warmkessel (right) presented Jim LeClaire with the Gerri Murphy Membership Leadership Award in 2011.



Chairman of Associates Al Anderson (second from right) and Chuck Blake honor retiring members in 2012: (from left) Ken Hall, national fleet manager for TODCO; Mike Goodheart, director of sales-west for The Penray Companies; and Mac Whittemore, director of national accounts for Meritor.

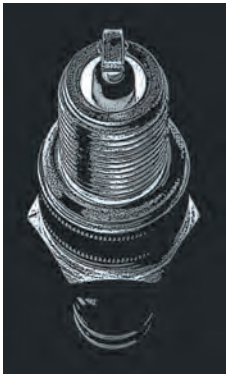


TMCSuperTech 2015 Champion Eric Vos, FedEx Freight was presented his award in Orlando, Fla., with Contest Chairman George Arrants (left), Professional Technician Development Committee Chairman Mike Meredith, and TMC General Chairman Kevin Tomlinson.



TMCSuperTech continued to grow in the second decade of the 21st century. In 2014, the National Technician Skills Competition marked its 10th anniversary in Orlando, Fla., featuring 132 competitors.





Silver Spark Plug Award Recipients

The **Silver Spark Plug Award** is TMC's highest honor. Established in 1968, the award is given to Council members who have:

- given five years active service in support of TMC leadership and/or activities, preferably technically oriented.
- earned the respect of their peers, clearly demonstrated industry leadership, and hold current Full Member or Associate Member status.
- contributed new ideas, practices, or innovations in the management and maintenance of commercial motor vehicle technology.

1968

Charles Rose*
George A. Wilson*

1969

Charles Brokowsky*
Orville Brouer*
Thomas Harmon*

1971

Andrew Ambli*
Ward Bennett*
Jimmy Black*
Eugene Bruha*
J.L. Brundage*
Robert Douglas*
W. Frank Eaton*
J. Hardy Hurst*
Charles Nassimbene
Owen Negangard*
Bert Ogden*
Frank Plovick*
Gil Putnam*
William Royston*
Don Strout*
John Zabel, Jr.*

1972

Edward Asbury*
Jim Jones*
J.C. (Pat) Paterson*
Ed Shea*
Hugh Watts*

1973

Ray Diefendorf*
Ralph Giddings*
Thomas Gordon*
Paul Hughes
Ambrose Ilg*
Robert Lehman*
Tom Mannix
Ralph Willey*

1974

Russ O'Dowd*
Donald B. Wilson

1975

Rick DeBord*
Norman Deckard*
Robert Gardner*
Lloyd Gonyou
Stan Keel
David Paul
Al Sontag*
Horst Vollmer

1976

John W. McCormack
Bob Sargent
Ron Turley*

1977

Lewis C. Kibbee*
Jim May*

1978

James Bald*
Arnie Carlson
Malcolm Pierson*
Dave Rupert

1979

Bert Bessert*
Carl Granfors
Harold Sullivan

1980

Brian Wheeler

1981

Bob Deierlein*
Ray Gorman*
Jay Lumb
W.Y. (Bill) Pate*

1982

Bob Deal*
Gap Sparacio

1984

Jim Dermody*
William J.K. Gibson*
Dean Hartley
Bob Stayton*
John Sukala, Sr.*
Tom Tahaney
Jimmy Walker*

1985

Murrey Alderfer
Joe Broder*
Charlie Jaynes
Paul Manwiller
Robert Rosenthal
Gerry Schlensker
Ken Van Liew
James Winsor

1986

J.W. (Slim) Robertson

1987

Ed Jones*
Asa Sharp
Charlie Tyrrell

1988

Peggy Fisher
Blaine Johnson

1989

Frank Bright
Donald Dawson*
Gerald Kreaden
Robert Smith

1990

Robert Flesher
John Sullivan

1991

John Arndt
Tom McNorton
Richard Petrut
Howard Stirk
Robert Wessels

1992

Chuck Blake
David Hammes
Darrell Hicks*
Ron Jacobsen
Bill Joyce

1993

Bruce Purkey
C. Oren Summer

1994

Lew Flowers
Ollie Knight
Bill Stahl

1995

Paul Abelson
Duke Drinkard
Al Lesesky
Guy Rini

1996

Tara Banerjea
Sid Gooch
David Laubie
Donald C. Wilson
William (Bill) Wood

1997

Joe Fleming
David Foster
Ken Johnson
Dick Sippl
Bill Wolterstorff

1998

Eileen Wessels
James Blitz
J. Pete Paquette*
Darry Stuart
Vincent Ursini

1999

Hershel Brown*
Eileen Lindberg
Kevin Otto

2000

Sam Cross
Paul Martin
Jim Salas
Bob Tanis

2001

Al Cohn
Charlie Groeller
Richard Muth
Tom Smego
J. David Walters

2002

Larry Strawhorn
Carl Smith
Al Anderson
Guy Walenga
Thomas E. Newby, Sr.

2003

Marc Clark
Tom Cuthbertson
Gary Gaussoin
Mike Jeffress
John Martin
Brad Van Riper

2004

Victor Suski
Ken Claar
Herman Miller
Jerry Warmkessel
Dave Rehurek
Carl Kirk
Robert M. Braswell

2005

Jerry Anderson
Roy Gambrell
Bob Rutherford
Gail Bristow
Jerry Thrift*
Braxton Vick

2006

Brent Hilton
Mark Kachmarsky
Steph Sabo
Ron Szapacs
Jack Sukala

2007

Dave Williams
Mac Whittemore
Joe Stianche
John Adami
Brian Strach

2009

Mike Crull
Roger Duff
Mike Goodheart
Mari Skippers
Kevin Tomlinson

2010

Vince Lindley
Roger Maye
Carl Tapp
Doug White

2011

Jerry Hubbell
Dale Overton
Randy Patterson
Kevin Rohlwing
Chas Voyles

2012

Norm Ball
Doug Jones
Jim LeClaire
Lee Long
Greg Shipman

2013

Kirk Altrichter
Ken Calhoun
Ken DeGrant
Bonne Karim
Ken Kelley
Tony Tierney

2014

Jim Clark
Lilo Hurtado
Bob Jeffries
Mark Louzon
Vic Meloche
Don Raitzer
Dan Umphress

2015

Glen McDonald
Brian Mandt
Rob Nissen
George Arrants

* Deceased



The picture shown above is one of the early gatherings of the Silver Spark Plugs, taken at the RCCC Maintenance Committee's 1978 Fall (annual) Meeting in Kansas City. From what we can determine, pictured are: (bottom row, left to right) Don Wilson, Gil Putnam, Dave Rupert, Ed Shea, Jim Jones, Rick DeBord; (middle row, left to right) Stan Keel, Eugene Bruha, Horst Vollmer, Frank Eaton, Pat Paterson, Hugh Watts, Arnie Carlson; (top row, left to right) Jack Zabel, Dave Paul, Ralph Giddings, Red McCormack, Malcolm Pierson, Ron Turley, Chuck Nassimbene, Jim Bald, Bill Royston. The Silver Spark Plug Award was instituted by the RCCC Maintenance Committee in 1968.



Recognized Associate Award Recipients

TMC's **Recognized Associate Award** was established in 1975 to recognize the efforts of Associate or "blue badge" members at meetings of the Regular Common Carrier Conference Maintenance Committee. The award was created by Stan Keel, Rockwell International; Bert Bessert, Caterpillar; Rick DeBord, Delco-Remy, GMC; Joe Broder, Essex Engineering Mfg.; Joe Vicario, Betts Machine; and several others, after being given approval by the RCCC Board of Directors, then the governing body of the Maintenance Committee.

The Recognized Associate Award honored the workers who moved the projection equipment, took notes, and collected monies to rent a bus for the spouses program—all under the flag of the "No Name Committee." The first award was given to Bert Grayson, Transportation Advisors, Inc., in 1975 for "non-Task Force or Study Group or Mini or Full Technical Session activities above and beyond the call of just attending a RCCC Maintenance Committee meeting," as told to TMC's *Maintenance Manager* magazine in 1993 by Recognized Associates Joe Broder and Tom McNorton.

Qualifications for the award are:

- (1) Five years active service in support of TMC leadership and/or activities. These areas include, but are not limited to: (a) Study Group Secretary, (b) Task Force Secretary, (c) Task Force Chairman (d) Meeting Mechanic, (e) Sgt.-at-Arms, (f) Sign Committee, (g) Welcome Desk volunteers. (h) TMC SuperTech Judge/Volunteer.
- (2) Excellent service to TMC and respect of peers.
- (3) Current Associate status.
- (4) Service in support of TMC leadership and/or activities on any Associate Committee or any special activity assigned by an Associate Officer.
- (5) Other service as determined by the Recognized Associates Awards Committee.

As of January 1, 2016, the current list of Recognized Associates includes:

| | | | |
|------------------|-----------------|-------------------|------------------|
| Paul Abelson | Jack Brace | Robert Curtis | Paul Greenlaw |
| Andy Acott | Joseph Broder | Tom Cuthbertson | Charlie Groeller |
| John Adami | Bill Bugelski | R. Dennis Davison | Ken Hall |
| Ted Addison | Walt Byers | Rick DeBord | Dean Hartley |
| Murray Alderfer | Bill Byrnes | Ralph De Genova | John Hawker |
| Charles Anderson | Wayne Camilli | Ken DeGrant | Steve Hazard |
| Al Anderson | Paul Campbell | Tom DeWeerd | Ray Henry |
| Jerry Anderson | Arnie Carlson | Dudley DeWitt | Darrell Hicks |
| Justin Anderson | Richard Carroll | Peggy Fisher | Sam Hill |
| Bruce Askey | Colin Chisholm | Steve Glass | Bob Holland |
| Mike Baird | Gene Chosy | Mike Goodheart | Fred Hopper |
| Bert Bessert | Kenneth Claar | Carl Granfors | John Howe |
| Chuck Blake | Robert Crump | Bert Grayson | Lilo Hurtado |

Ron Jacobsen
 Jerry Justice
 Gary Kandel
 Stan Keel
 George Kent
 Dave Kitchell
 Ollie Knight
 Brian Kucera
 Wayne Lampen
 Mike Langford
 Mike Lawshae
 Jim LeClaire
 Eileen Lindberg
 Vince Lindley
 Joe Long
 Trent Longo
 Luke Lucas
 Nolan MacLaren
 Brian Mandt
 Mike McGowan
 Brian "Mack" Mackenzie
 Tom McNorton
 Rod McNulty
 John Martin

Roger Maye
 Doug Memering
 Don Myers
 Warren Moody
 John O'Brien
 Mike Ohlinger
 John Olson
 Kevin Otto
 Pete Paquette
 Randy Patterson
 Gary Pellegrom
 Richard Petrut
 Frank Plovick
 Jimmy Porter
 Tom Price
 Bruce Purkey
 Ralph Raabe
 Tom Raleigh
 Larry Rambeaux
 James Ritchey
 Robert Ritter
 Earl Roark
 Ted Raquet
 Bob Rosenthal
 Al Ross

Jim Rusy
 Robert Rutherford
 Del Sauer
 Gerry Schlensker
 Hank Schneider
 Chuck Selby
 Greg Shipman
 Asa Sharp
 Tom Sisk
 Mari Skippers
 Bob Smith
 Carl Smith
 Ed Smith
 Jim Smith
 Richard Smith
 Glen St. Clair
 Bill Stahl
 Greg Stattine
 Bob Stephens
 Brian Strach
 William Stratton
 Gerry Stratton
 Dan Sturmon
 John M. Sukala
 Jack J. Sukala



Tom Tahaney
 Robert Taylor
 Bill Tichacek
 Tony Tierney
 Joe Tobias
 Jim Todak
 Claude Travis
 Ed Unger
 Vince Ursini
 Ken Van Liew
 Harold Vaughn
 Joe Vicario
 Ted Vick
 Carl Walker
 Jim Walker
 J. David Walters
 Gene Wantuck
 Bo Ward
 Jerry Warmkessel
 Bob Wells
 Bob Wessels
 Eileen Wessels
 Brian Wheeler
 Mac Whittemore
 Donald Wilson
 Jerry Woerner
 William Wood
 Gary Yurko
 Jack Zabel, Jr.
 William Zieske
 Paul Zola



The Recognized Associate Award was established in 1975 at the initiative of the Associate members of the RCCC Maintenance Committee. The award is now given each year at TMC's Annual Meeting. Pictured above are Paul Abelson (left) and Eileen Wessels receiving their Recognized Associate Award in 1993.





Timeline of Major Events (1956-Present)

- 1956 (May 15) RCCC decides to create a standing committee dedicated to the improvement of equipment and its maintenance.
- (October 9) RCCC Maintenance Committee holds first meeting.
- 1957 (January) Bert Ogden elected RCCC Maintenance Committee's first General Chairman. Bob Gardner serves as RCCC Maintenance Committee Staff Engineer.
- 1960 Bob Douglas succeeds Bert Ogden, becoming RCCC Maintenance Committee's second General Chairman.
- 1966 Private Truck Council of America joins in RCCC Maintenance Committee activities.
- 1967 RCCC Maintenance Committee 10th Anniversary. Spring Meeting features three-day, in-service equipment display in Charlotte, N.C.
- 1968 Silver Spark Plug Award established.
- 1969 Don Wilson joins Maintenance Committee as RCCC Staff Engineer.
- 1970 RCCC Maintenance Committee spearheads development of the Vehicle Maintenance Reporting Standards (VMRS).
- 1973 First RP approved under S.1 Electrical & Instruments Study Group.
- 1975 FMVSS 121 established.
- TMC Associates Group ("No Name Committee") establishes Recognized Associates Award.
- First RCCC *Recommended Maintenance Practices Manual* published.
- 1976 *DES Magazine* publishes special retrospective salute to the RCCC Maintenance Committee.
- 1978 TMC/SAE jointly issue Type I Fuel Test.
- 1979 TMC/SAE validate Type II Fuel Test.
- RCCC Maintenance Committee transformed into full technical council of the American
- Trucking Associations entitled, "The Maintenance Council" (TMC). Veteran ATA staffers Paul Domer and Gerri Murphy transfer from The Operations Council to help grow new TMC. Don Gibson is TMC Technical Director.
- TMC publishes first issue of *Maintenance Manager* magazine.
- 1983 TMC launches Tomorrow's Truck Program.
- 1984 TMC holds first Transportation Equipment Exhibition in Orlando. Remains in Orlando until 1997.
- Bill Gibson retires as Technical Director; Bill Tracy joins TMC as Technical Director
- 1985 TMC publishes first suite of Tire and Wheel Failure Analysis Manuals.
- TMC publishes first Tomorrow's Truck SAE technical paper.
- 1986 TMC publishes first edition of *Maintenance* newsletter.
- First Study Group Leadership Award presented to Peggy Fisher.
- 1987 TMC releases first maintenance training video.
- Carl Kirk joins TMC staff as Information Manager. Bill Tracy named TMC Executive Director.
- 1988 TMC/SAE publish Type III Fuel Test.
- 1989 TMC holds first biannual "Failure Analysis" meeting.
- S.12 Total Vehicle Electronics Study Group formed.
- 1989 TMC holds first Tomorrow's Truck Symposium.
- 1990 Carl Kirk named TMC Technical Director.
- TMC creates Maintenance Supervision Excellence Award.
- TMC and SAE develop J1587/1708, allowing for adoption of uniform electronic data protocol and physical connection points.
- 1992 TMC establishes Don Dawson Memorial Scholarship for future vehicle engineers/fleet managers.
- Robert M. Braswell joins TMC staff as Information Manager.
- 1993 TMC celebrates 10th Anniversary of Transportation Equipment Exhibition.
- TMC completes first major revision of Council Bylaws.
- Dawson Scholarship fully funded; TMC names first scholarship recipient.
- Carl Kirk named Executive Director, succeeding Bill Tracy.
- S.14 Study Group for Light- & Medium-Duty Vehicles established.
- TMC published third Tomorrow's Truck SAE technical paper.
- 1995 TMC published first preventive maintenance inspection manual.
- TMC holds industry-wide forum in Washington D.C. to address ABS rulemaking. Through TMC input, NHTSA amends rulemaking and allows industry to develop technical solution for ABS signal communication from trailer to tractor.
- Robert Braswell named TMC Technical Director.
- 1996 TMC marks 40th anniversary at Annual Meeting in Kissimmee, Fla.
- Independently publishes Type IV Fuel Economy Test Procedure.
- 1997 TMC establishes Recommended Engineering Practices category.
- 1998 Marsh Galloway joins TMC as Information Manager.
- 1999 TMC reaches agreement with ATA regarding "Wren Plan." TMC allowed exemption from mandatory ATA membership requirement.
- TMC relocates Annual Meeting and Exhibit to Opryland in Nashville, Tenn. Remains there through 2001.
- TMC assumes management of VMRS—introduces VMRS 2000.
- 2000 TMC holds ECBS/Air Disc Brake Technical Demonstration.
- TMC publishes *Guidelines for Total Vehicle Alignment*.
- Reorganizes Tomorrow's Truck; becomes Future Truck Program.
- 2001 TMC enhances charter to address on-board and off-board technology. Becomes Technology & Maintenance Council.
- TMC establishes Gerri Murphy Membership Award, in memory of legendary Council Membership Director who passed away in 1997.
- 2002 TMC relocates Annual Meeting & Exhibit to Ft. Lauderdale, Fla.
- TMC partners with CANACAR to hold first TMC-styled meeting for Mexican motor carriers.
- TMC expands VMRS 2000 to cover work-producing and off-highway equipment.
- Janet Howells-Tierney named Director of Council Development
- 2003 TMC celebrates 20th year of Technical Exhibitions.
- 2004 TMC launches Professional Technician Development Committee (PTDC).
- 2005 TMC launches *Tech Talk with TMC* as a regular radio segment on XM Satellite Radio's *The Dave Nemo Show*.
- TMC holds TMC SuperTech 2005 — first National Technician Skills Competition.
- 2006 TMC celebrates 50th anniversary at TMC 2006 Annual Meeting and Transportation Technology Exhibition in Tampa, Fla.
- 2007 Jack Poster named VMRS Services Manager.
- 2011 Service Provider Committee elevated to full Study Group.
- 2012 TMC Strategic Planning Committee develops comprehensive five-year plan.
- TMC publishes comprehensive manual on vehicle corrosion.
- 2014 TMC launches online collaborative work and social media platform — *TMC Connect*.
- TMC launches Certified VMRS Specialist Program.
- Ross Froat joins TMC/ATA as manager, council engineering & IT programs.
- TMC celebrates 10th anniversary of National Technician Skills Competition — TMC SuperTech 2014. TMC holds first student technician competition at TMC SuperTech 2014.
- 2015 TMC releases report, "Strategic Innovations for Next Generation Trucking"
- "Tech Talk With TMC" marks 500th broadcast on *The Dave Nemo Show*.
- 2016 TMC celebrates 60th anniversary at 2016 Annual Meeting in Nashville, Tenn.