Mastering the NEW REALITIES of Maintenance Management

APRIL 12-15, 2021 | ORANGE COUNTY CONVENTION CENTER | ORLANDO, FLORIDA

For more information, visit http://tmcannual.trucking.org
Where Industry Solutions Are Forged

More than just a trade show, TMC is home to trucking’s leading fleet professionals, vehicle manufacturers, and component suppliers. It is the industry’s leading forum for getting things done collaboratively. From brakes to bearings, from scanners to software, ATA’s Technology & Maintenance Council’s (TMC) Study Groups and Task Forces cover it all.

Best Educational Program Available

Whether your interest is staying current on equipment, maintenance or technology issues, there’s no better venue than TMC meetings to catch up on industry-specific news.

History of Cooperative Development

TMC is a place for serious work, and our dedication to the cooperative development of voluntary industry best practices is evident through the publication of the Council’s recommended engineering and maintenance practices adopted by industry. These practices represent 65 years of industry knowledge. Today, TMC’s growth and strength comes from its pioneers and visionaries who have dedicated much of their lives to the Council.

Maximize Your Membership — Attend TMC’s Annual Meeting!

If you’re a TMC member, or your company is an ATA member, you are part of an important team dedicated to improving our industry in a way that no other group can. But if you haven’t attended TMC’s Annual Meeting and Transportation Technology Exhibition before, you’re missing out on an important aspect of TMC/ATA membership. Annual Meeting veterans will attest that attending TMC meetings maximizes their membership investment. It enables both fleets and suppliers to make personal contact with an incredible cross-section of the industry's most important and influential equipment and technology specialists, putting you in touch with North America’s top technical professionals and fleet decision makers.

Trailblazers in Thought Leadership

For fleets, this means having direct access to information on equipment and technology specifications and maintenance best practices. At TMC, equipment and technology professionals can:
- Attend the industry’s most innovative educational sessions covering all aspects of vehicle maintenance and design. Planned by fleets, for fleets.
- Gain and share information with hundreds of your peers at TMC’s Shop Talk, a free-form discussion on equipment issues.
- Resolve troubling equipment issues at TMC’s Town Meeting and Fleet Operators’ Forum.
- Participate in voluntary standards-setting efforts through TMC’s Study Groups and Task Forces, which are tackling important issues such as wheel end thermal events, electric vehicle standardization and emerging onboard technologies.
- Witness and participate in the most informative technical event — TMC’s Transportation Technology Exhibition. TMC’s exhibition makes available to attendees the best minds on equipment issues in the trucking industry. This year’s exhibit features a special Electric and Automated Vehicle Technology Pavilion; and our expanded “Technology Showcase,” a hands-on dimension of the exhibition (see page 15 for details).
- Participate in TMC’s Future Truck Initiative. As the only industry association that is focused solely on truck technology and maintenance, TMC and its member companies work together with OEMs to create the industry’s standards for future truck technology and equipment that help ensure that the truck of the future is one that is the most efficient to operate and maintain.

Mastering the New Realities of Maintenance Management at TMC’s 2021 Annual Meeting & Transportation Technology Exhibition!

Comprised of a broad cross-section of experienced fleets, equipment suppliers and service providers, no other industry trade association can match the real-world experience and technical expertise of TMC’s membership. By providing leadership support and opportunities to collaborate, TMC helps members develop the industry’s best practices that address the critical truck technology and maintenance issues that have the greatest impact on truck fleets.
If you’re not a TMC member, this is a golden opportunity to see what TMC can offer you. Most first-time attendees come to their next TMC event as members.

What’s more — it’s the industry’s best meeting value proposition!

Where else can you get access to all this information? And we even include a host of meals during the week — a big savings for budget-conscious fleets. Here’s what you get for your full meeting registration:

- Access to more than a dozen educational sessions including Shop Talk
- Entrance to ‘Trucking’s Complete Technology Tradeshow’
- Chance to participate in over 100 industry task forces
- Three breakfast events
- Two luncheon events
- Two evening receptions
- TMC’s Annual Banquet
- TMC’s Fleet Operators’ Forum
- Unequalled networking opportunities
- Access to the industry’s best technical experts

Fleet or supplier, TMC offers so much for you. We’re North America’s premier technical conference for trucking, and it’s an event you simply must attend to stay current on industry practices.

There’s simply no other venue that offers so much information on how to maximize fleet performance and efficiency. It’s your one-stop shop for fleet education, supported by the industry’s only user-driven best practices.

At TMC, we’re advancing careers in maintenance management, and we look forward to seeing you in Orlando this April!

“The value of being a part of TMC and attending TMC meetings and conferences is tremendous. The ability to see new technologies as they are emerging, coming straight from the manufacturers as well as being able to influence how those technologies will impact our fleets, is tremendous. The knowledge that is represented in TMC membership could probably be measured in tens of thousands of years. And the access to ideas and information— exchanged freely and openly in order to make our industry better is— there is just no way to express how valuable that is.”

Kenneth Calhoun, fleet optimization manager, Altec Industries.

To register, visit http://tmcannual.trucking.org
### Saturday, April 10

- **9 am – 4 pm**: Group Think Tank — Critical Problem Solving Training Class (seats are limited)
- **Noon – 8 pm**: Exhibit Setup

### Sunday, April 11

- **8 am - 5 pm**: Exhibit Setup
- **9 – 10 am**: New Directors Meeting (Closed)
- **10 – 11 am**: TMC Officers Meeting (Closed)
- **8 am – 7 pm**: Reg. Desk/Welcome Desk Open
- **10 – 11 am**: Future Truck Committee Meeting
- **11 am – Noon**: Member Outreach Committee Meeting
- **11 am – Noon**: Strategic Planning Committee Meeting
- **10 – 11 am**: Future Truck Task Force Leadership Meeting (Closed)
- **11 am – Noon**: Professional Technician Development Cmte. Mtg.

### Monday, April 12

- **6:45 am – 7:30 am**: Registration/Welcome & Help Desk Open
- **7 – 8 am**: Study Group Leadership Breakfast Meetings (Closed)
- **7 – 7:30 am**: First-Time Attendee and New Member Orientation (AM session)
- **7 am – Noon**: Exhibit Setup

### Tuesday, April 13

- **8 am – 4 pm (8 hours)**: Task Force Meetings
- **9:30 – 10 am**: Coffee Break
- **Noon – 1 pm**: First Time Attendees and New Member Orientation & Luncheon
- **4 – 5 pm**: Fleet Talk
- **4 – 5 pm**: Full Associates Meeting (Associates Only)
- **5:15 – 6:30 pm**: Fleet Operators’ Forum/Town Mtg.
- **6:45 – 9:15 pm**: Exhibition Grand Opening and Reception
- **7 – 8 pm**: TMC of Tomorrow Social & Networking Event

### Wednesday, April 14

- **6:30 am – 7:30 am**: Coffee Service
- **6:30 am – 5 pm**: Registration/Welcome & Help Desk Open
- **7 – 8:30 am**: Shop Talk and Fleet Operators’ Forum Wrap-up
**SUNDAY**

- TMC Leadership and Press Conference Day. This is when TMC holds its organizational meetings and press conferences are held for the trade press and media.
- NOTE: Additional press conferences will be held during specified exhibit viewing times on Monday, April 12 and Tuesday, April 13 — if needed.

**MONDAY (Meeting Officially Starts)**

- Task Force Day. TMC Task Forces are held from 8 am – 4 pm.
- First Time Attendee and New Member orientations held at 7 am and Noon.
- Monday concludes with TMC’s Town Meeting/Fleet Operators’ Forum and TMC’s Exhibit Grand Opening.

**TUESDAY**

- Educational Sessions begin.
- TMC Kickoff Breakfast starts at 6:45 am.
- Walk-around Luncheon and Exhibition Viewing runs from 10:15 am – 2:15 pm.

**WEDNESDAY**

- Educational Sessions continue.
- TMC’s Shop Talk and Fleet Operators’ Forum Wrap-up runs from 7 – 8:30 am.
- TMC’s final exhibit viewing period runs from 8:30 am – 12:30 pm.
- TMC’s Technology Showcase is featured this morning.
- Industry Awards Luncheon takes place from 12:45 – 2:15 pm.
- Our Annual Reception and Banquet will take place this evening.

**THURSDAY**

- Management and Career Development Sessions take place this morning.
- NATMI Certification Classes held.

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To register, visit [http://tmcannual.trucking.org](http://tmcannual.trucking.org)
### Task Force Schedule

#### S.1 Electrical—Chairman: Jody Younce

<table>
<thead>
<tr>
<th>Task</th>
<th>Chairman/Presenter</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future Electrical/Electronic Systems</td>
<td>Jody Younce</td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>Next Generation Tractor-Trailer Interface</td>
<td>P. Menig</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>RP Updates (S.1)</td>
<td>A. Mihic</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>Fifth Wheel Ground Strap Maintenance Guidelines</td>
<td>A. Puckett/L. Rambeaux</td>
<td>11 – 11:30 am</td>
</tr>
<tr>
<td>RP 177 Update (Solar Power for Commercial Vehicles)</td>
<td>M. Smrec</td>
<td>11:30 am – Noon</td>
</tr>
<tr>
<td>Electrical Diagnostics Incorporating Lab Scopes</td>
<td>G. Arrants</td>
<td>12:30 – 1 pm</td>
</tr>
<tr>
<td>Cable Identification for Multi-Volt Electrical Systems</td>
<td>F. Kelley</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>Integrated Starting &amp; Charging</td>
<td>C. Cummings</td>
<td>2 – 2:30 pm</td>
</tr>
<tr>
<td>Advanced Battery Technology</td>
<td>J. Coleman</td>
<td>2:30 – 3:30 pm</td>
</tr>
<tr>
<td>Trailer Power Alternatives</td>
<td>L. Rambeaux</td>
<td>3:30 – 4 pm</td>
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</tbody>
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#### S.2 Tire & Wheel—Chairman: Todd Stout

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>Aligning Vehicle Inspection Procedures for Tires with TMC Recommended Practices</td>
<td>P. Fisher</td>
<td>8 – 10 am</td>
</tr>
<tr>
<td>Use of Telematics for ATIS and TPMS</td>
<td>N. Ball</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>Inspection Guidelines for ATIS and TPMS</td>
<td>A. Cohn</td>
<td>11 am – Noon</td>
</tr>
<tr>
<td>L. Demis</td>
<td>1 – 2 am</td>
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#### S.3 Engine—Chairman: Bryan Stewart

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>RP Updates (S.3)</td>
<td>P. Cigala</td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>LNG/CNG Post-Collision and Thermal Events</td>
<td>C. Culbertson</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>RP 326 Update (Recycled Engine Coolant)</td>
<td>P. Woyciesjes</td>
<td>10 – 10:30 am</td>
</tr>
<tr>
<td>RP 365 Update (Coolant Maintenance Guidelines)</td>
<td>J. Long</td>
<td>10:30 – 11 am</td>
</tr>
<tr>
<td>RP 312B Update (Evaluating Diesel Additives)</td>
<td>M. Boland</td>
<td>11:30 am – Noon</td>
</tr>
<tr>
<td>Oil Viscosity Transition Planning and Implementation</td>
<td>G. Matheson/P. Cigala</td>
<td>1 – 2 pm</td>
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</tbody>
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#### S.4 Cab & Controls—Chairman: Mark Kennedy

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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</thead>
<tbody>
<tr>
<td>RP Updates (S.4)</td>
<td>A. Krum</td>
<td>8 – 8:30 am</td>
</tr>
<tr>
<td>RP 417/435 Update (Tractor-to-Trailer Air/Electric Lines)</td>
<td>B. McKie</td>
<td>8:30 – 9 am</td>
</tr>
<tr>
<td>RP 430 Update (Guidelines for Collision Warning)</td>
<td>M. Kennedy</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>RP 442 Update (Standardization of Speedometer and Tachometer Signaling)</td>
<td>G. Selby</td>
<td>10 – 10:30 am</td>
</tr>
<tr>
<td>RP 443 Update (In-Cab Cleaning &amp; Deodorizing Guidelines)</td>
<td>M. Winchell</td>
<td>11 am – Noon</td>
</tr>
<tr>
<td>In-cab Gas Detectors</td>
<td>K. Altrichter</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>Conversion of Rear View Mirrors to Cameras</td>
<td>B. Kujala</td>
<td>3 – 4 pm</td>
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#### S.5 Fleet Maintenance Management—Chairman: Amanda Schuier

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP 518A Update (Fuel Station Planning)</td>
<td>D. Martin/D. Lippincott</td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>RP Updates (S.5)</td>
<td>J. Galbraith</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>VMRS Codes</td>
<td>P. Moszak</td>
<td>10 – 11 am</td>
</tr>
<tr>
<td>Technician Training for Advanced Driver Assistance Systems (ADAS)</td>
<td>A. Schuier</td>
<td>11 am – 12:30 pm</td>
</tr>
<tr>
<td>Hiring Military Personnel</td>
<td>K. Weaver</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>Cybersecurity Issues</td>
<td>M. Zachos</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>Technician Apprenticeship Standards</td>
<td>A. Jackson</td>
<td>3 – 4 pm</td>
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#### S.6 Chassis & Brake Systems—Chairman: Joey Young

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP Updates (Brake-Related RPs)</td>
<td>J. Vander Geissen</td>
<td>8 – 10 am</td>
</tr>
<tr>
<td>RP Updates (Chassis-Related RPs)</td>
<td>J. Vander Geissen</td>
<td>10 am – Noon</td>
</tr>
<tr>
<td>Towing Electric Vehicles</td>
<td>J. Vander Giessen</td>
<td>Noon – 12:30 am</td>
</tr>
<tr>
<td>RP 624 (Lubricant Fundamentals)</td>
<td>D. Mosher</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>RP 648 Update (Troubleshooting Ride Complaints)</td>
<td>J. Young</td>
<td>2 – 2:30 pm</td>
</tr>
<tr>
<td>RP 652 (Air Disc Brake Service/Inspection)</td>
<td>J. Vander Geissen</td>
<td>2:30 – 3 pm</td>
</tr>
<tr>
<td>Wheel End Thermal Events (Joint S.6/S.7 in S.7 room)</td>
<td>L. Long/H. Schneider</td>
<td>3 – 4 pm</td>
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</tbody>
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#### S.7 Trailers, Bodies & Material Handling—Chairman: Richard Brown

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP Updates (S.7)</td>
<td>H. Schneider</td>
<td>8 – 9 am</td>
</tr>
<tr>
<td>Van Trailer Washing Procedures and Testing</td>
<td>M. Winchell</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>Trailer Load Hold Down Repairs</td>
<td>T. Hanten</td>
<td>10 – 10:30 am</td>
</tr>
<tr>
<td>Brake-Activated Pulsating Lamps</td>
<td>A. Anderson</td>
<td>10:30 – 11:30 am</td>
</tr>
<tr>
<td>Upper Coupler and Kingpin Repair</td>
<td>D. Pacacha</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>Next Generation Trailer Electrical Architecture</td>
<td>P. Menig</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>Wheel End Thermal Events (Joint S.6/S.7)</td>
<td>L. Long/H. Schneider</td>
<td>3 – 4 pm</td>
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#### S.11 Sustainability & Environmental Technology—Chairman: Ken Marko

<table>
<thead>
<tr>
<th>Task</th>
<th>Presenter</th>
<th>Time</th>
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<tbody>
<tr>
<td>RP 1112 Update (Lightweight Components and Fuel Economy)</td>
<td>C. Herpel</td>
<td>8 – 8:30 am</td>
</tr>
<tr>
<td>RP 1113 Update (Guidelines for Driver Incentive Programs)</td>
<td>C. Herpel</td>
<td>8:30 – 9 am</td>
</tr>
<tr>
<td>RP 11098 Update (Type IV Fuel Economy Test Procedures)</td>
<td>B. Wilson</td>
<td>9 – 10 am</td>
</tr>
<tr>
<td>RP 1108 Update (Idling/Parasitic Devices Analysis)</td>
<td>B. Wilson</td>
<td>10 – 10:30 am</td>
</tr>
<tr>
<td>Terminal Tractor Powertrain Options</td>
<td>P. Seeberg</td>
<td>10:30 – 11:30 am</td>
</tr>
<tr>
<td>RP 1118 Update (Cost Modeling for Aerodynamic Devices)</td>
<td>A. Winfield</td>
<td>11:30 am – Noon</td>
</tr>
<tr>
<td>SmartWay Activities</td>
<td>D. Johnson</td>
<td>1 – 2 pm</td>
</tr>
<tr>
<td>Alternative Energy Implementation Elements</td>
<td>J. Gerrity</td>
<td>2 – 3 pm</td>
</tr>
<tr>
<td>Future Energy Conservation (Joint S.11/Future Truck)</td>
<td>K. Marko</td>
<td>3 – 3:30 pm</td>
</tr>
<tr>
<td>Study Group Planning Session (Closed)</td>
<td>K. Marko</td>
<td>3:30 – 4 pm</td>
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</table>
S.12 On-Board Vehicle Electronics—Chairman: Vince Vanszl

S.12 On-Board Vehicle Electronics—Chairman: Vince Vanszl
RP 1208D Update (PC Selection Guidelines for Service Tools) L. Lackey 8 – 8:30 am
RP Updates (S.12) K. DeGrant 8:30 – 9 am
RP 1210D Update (Windows API) K. DeGrant 9 – 9:30 am
RP 1210 OEM Application Validation Testing L. Long 9:30 – 10 am
RP 1226 Messaging Standardization J. Maag 10 – 11 am
Open Wireless Vehicle Data Adapter API V. Vanszl 11 – 11:30 am
Electronic Logging Devices (ELDs) M. Ahart 11:30 am – Noon
Open Telematics API NEW S. Sutarik Noon – 12:30 pm
RP 1209 Update (Sensor Diagnostics) NEW K. DeGrant 12:30 – 1 pm
RP 1211 Update (Electronic Dash Display) NEW K. DeGrant 1 – 1:30 pm
RP 1212A Update (PC-to-User Interface) NEW K. DeGrant 1:30 – 2 pm
RP 1217A Update (Tractor-Trailer Interface Guidelines) NEW K. DeGrant 2 – 2:30 pm
RP 1220 Update (Forward Collision Warning/ACC) NEW K. DeGrant 2:30 – 3 pm
RP 1221 Update (Lane Departure Warning) NEW P. Birkenstock 3 – 3:30 pm
RP 1210 Compliance V. Vanszl 3:30 – 4 pm

S.14 Light- & Medium-Duty / Specialty Trucks—Chairman: Chris Lindquist

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RP 1411 Update (Light- Medium-Duty Auto Transmission Fluid Guidelines) C. Lindquist 8 – 9 am
EPTO and Hybrid Auxiliary Systems for Work Trucks A. Williamson 9 – 10 am
RP Updates (S.14) J. Walborn 10 – 11 am
Lumen Ratings Definition for White LED Worklamps G. Parman 11 am – Noon
VMRS Code Development for Specialty Vehicles J. Farke 1 – 2 pm
Vocational Duty Cycles for Aftermarket Systems C. Lindquist 2 – 3 pm
RP 1432 Update (Truck Body Safety Features) NEW B. Raybuck 3 – 4 pm

S.16 Service Provider—Chairman: Homer Hogg

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Proper Vehicle Lifting Procedures and Equipment R. Pop 8 – 9 am
Uptime Through Digital Exchange and Management E. Erdmann 9 – 10 am
Service Provider Standards of Excellence J. Elkins/L. Sullivan 10 – 11 am
Implementing TMC RPs in Fleet & Service Provider Operations J. Gingrich/D. Will 11 am – Noon
Developing and Leveraging Next Generation Leaders R. Jameson 1 – 2 pm
RP Updates (S.16) P. Savage 2 – 3 pm

S.17 Collision and Corrosion—Chairman: Kenny Junkin

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Refinishing to Maximize Adhesion J. Kolea 9 – 10 am
Frame Correction C. Sterwerf 10 – 11 am
Heavy-Duty Collision Repair Roadmap C. Sterwerf 11 am – Noon
Corrosion Manual Update D. Winn 1 – 2 pm
Cab & Control Corrosion Control T. May 2 – 3 pm
Corrosion of Non-Ferrous Materials on Chassis & Suspension B. Herrington 3 – 4 pm

S.18 Automated & Electric Vehicles—Chairman: Kyle Mitchell

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Automated Vehicles A. Pandy 8 – 9:30 am
Electrified Vehicle K. Otto 9:30 – 10:30 am
ADAS Nomenclature (Joint S.5/S.18) NEW C. Shah 10:30 – 11:30 am
ADAS Selection and Specification NEW C. Shah 11:30 am – Noon
Platooning R. Bishop Noon – 1 pm
Automated Truck Inspection and Enforcement D. Goff 1 – 2 pm
Roadmap for Electric Infrastructure J. Gerrity 2 – 3 pm
Electrified Vehicle Technician Training M. Williams 3 – 4 pm

Educator Committee—Chairman: Jack Werner

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Curriculum Development J. Werner 8 – 10 am
Educator Involvement G. Arrants 10 – 11 am
Credentials for Truck Program Instructors J. Werner 11 am – Noon
Entry-Level Technician Training for Electric Vehicles J. Werner 1 – 2 pm

Professional Technician Development Committee—Chairman: David Kegley

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Future Technician Scholarships D. Walters 8 – 10 am
Fostering State Competitions B. Karim 10 – 11 am
Technician Skills Competitions R. Patterson 11 am – Noon

Future Truck Committee—Chairman: Anthony Marshall

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Future Electrical/Electronic Systems (Joint S.1/FT in S.1 room) A. Lesesky 8 – 9 am
Future Tire Reliability/Durability D. Shy 9 – 10 am
Future Trailer Productivity C. Lee 10 – 11 am
Future Chassis and Brake Systems E. Benge 11 am – Noon
Sensor-Enhanced Maintenance W. Stiegall Noon – 1 pm
Future Cab and Driver Interface J. Adam 1 – 2 pm
Augmented and Virtual Training M. Johnston 2 – 3 pm
Future Energy Conservation (Joint S.11/FT in S.11 room) K. Marko 3 – 3:30 pm
Future Alternate Propulsion Systems L. Stump 3 – 4 pm
Technical Session #1A

Current and Future Outlook for Advanced Driver Assistance Systems (ADAS)

Advanced Driver Assistance Systems (ADAS) can help drivers avoid crashes, whether they result from driver error or from circumstances outside the driver’s control, such as sudden intrusions into the driver’s lane (e.g., road hazards and other vehicles). ADAS technologies are especially helpful for avoiding or mitigating the impact of rear-end crashes, which represent nearly half of all two-vehicle crashes.

These technologies improve a driver’s view of the roadway, alert drivers to impending danger ahead of or on the side of the vehicle, maintain safe travel distances between vehicles, and warn drivers if they perform a maneuver that could increase the risk of a crash (such as abrupt lane changes). Some systems even initiate braking if drivers don’t (or can’t).

The Federal Motor Carrier Safety Administration’s (FMCSA) new initiative in partnership with the Intelligent Transportation Systems (ITS) Joint Program Office — entitled “Tech-Celerate Now” — is focused on accelerating the adoption of ADAS by the trucking industry to reduce fatalities and prevent injuries and crashes. Many industry leaders are working together on the “Tech-Celerate Now” Program, under the leadership of the American Transportation Research Institute (ATRI), the American Trucking Associations (ATA), ATA’s Technology & Maintenance Council (TMC), and the Owner-Operator Independent Drivers Association (OOIDA) Foundation.

TMC task forces are working to develop recommended practices in support of this program in the areas of technician training, nomenclature standardization, specifications, and inspection/enforcement. Attend this session and learn about the current and future trends for ADAS technology and what developments your operation can expect now and in the near future. We’ll hear from veteran and new fleet users and designers of ADAS technology. There will also be the opportunity to test your knowledge on ADAS through a special interactive segment.

Technical Session #1A:
Tuesday, April 13
8:30 – 10 am

Technical Session #2A

Cab Cleanliness: Increasing Safety Through Improved Air Quality and Surface Cleaning

The ongoing Coronavirus (COVID-19) pandemic has dramatically brought to the forefront the need to effectively remove pathogens from cab surfaces and air spaces to prevent disease. Depending on the surface substrate, the virus that causes COVID-19 can remain virulent (infectious) for days after initial deposit. Is your operation doing all it can to keep employees safe?

Fortunately, a host of new sanitizing agents and devices have emerged in the past several months to help keep drivers and technicians safe while working in the cab environment. The list of EPA-registered disinfectants that are effective against COVID-19 are growing, with chlorine dioxide, silver dihydrogen citrate, quaternary ammonium compounds just to name a few. There are also ionizers and UV-light based devices that also will kill pathogens that are gaining interest as solutions to sanitize/disinfect truck cabs.

Each of these solutions has unique means of application and use. Each differs in terms of how they work. Which solution is best for your particular application and maintenance operation in the short and long term?

Attend this session and learn about the latest options when it comes to cab cleaning, disinfecting and sanitizing. We will cover methods and application procedures as well as safety precautions technicians should take when performing sanitizing/disinfecting procedures based on new recommendations being developed by TMC’s S.4 Cab & Controls Study Group.

Technical Session #2A:
Wednesday, April 14
2:30 – 4 pm
Technical Sessions

Technical Session #1B

Electrified Vehicle Specifications and What’s Important (Batteries, Motors, Energy Efficiency, Duty Cycle, & Range Capability)

Electric powertrains are fast coming to the medium- and heavy-duty Class 5-8 markets, spurred on by regulators’ interest in reducing emissions and fleet interest in meeting customer-driven social, regulatory and sustainability goals. Is your operation ready for this technological revolution?

Industry leaders have been closely watching developments in California that are driving adoption of all-electric powertrains. In 2020, the California Air Resources Board (CARB) updated its policy on the percentage of Class 7-8 zero-emission vehicle (ZEV) sales in the state, raising its mandated target from three to five percent by 2024. By 2030, that mandate will rise to 30 percent, double the state’s original target.

Technical Session #2B

Development of a Trucking Fleet Concept of Operations (CONOPS) for Managing Automated Driving System-Equipped Trucks in Mixed Fleets

Manufacturers and suppliers have been rapidly developing and testing automated driving systems (ADS) for use in commercial vehicles in recent years. However, other stakeholders in the road freight ecosystem — such as fleets, shippers, brokers, state governments, and service and maintenance providers — do not have a clear picture of how ADS will fit into their daily operations. At present, technical progress in this promising technology is outpacing the ability of truck fleets to plan for ADS deployment. This adversely affects adoption by truck fleets and associated industries, resulting in the delayed realization of safety, productivity, and efficiency benefits of ADS-equipped trucks. If ADS is to gain traction in the U.S. trucking industry, current stakeholders and new entrants need a rigorous, data-driven Fleet Concept of Operations (or CONOPS).

A CONOPS is a comprehensive document that describes the ADS characteristics from the viewpoint of the truck fleet managers and executives that will implement ADS-equipped trucks. As fleet managers and trucking executives have asked, “How can I integrate ADS into my fleet operations?” The purpose of the CONOPS is to provide fleets, and those that work with fleets, with a “how-to” manual to support the integration of ADS technology into their existing operations.

In September 2019, the U.S. Transportation Secretary Elaine L. Chao announced grant funding award recipients for the Automated Driving Systems (ADS) Demonstration Grant Notice of Funding Opportunity. The Virginia Tech Transportation Institute (VTTI) was the recipient of one such grant award. From its success, the Virginia Tech grant funding award recipients for the Automated Driving Systems (ADS) Demonstration Grant Notice of Funding Opportunity. The Virginia Tech Transportation Institute (VTTI) was the recipient of one such grant award. From its success, the Virginia Tech Transportation Institute (VTTI) was the recipient of one such grant award.

Nearly all of the major manufacturers and some newcomers to trucking have either announced plans to sell or are actively taking orders now to sell electric trucks. By 2021, the major vehicle manufacturers are expected to deliver electric units in albeit small volumes as compared to their conventional offers, but the numbers are expected to grow. These will join a short list of suppliers such as Lion Electric who are already producing units for commercial use.

Spec’ing electric trucks will be quite different than spec’ing their diesel cousins. Fleet managers will have to take a fresh look at what’s important in setting specifications, especially when it comes to batteries, motors, energy efficiency, duty cycles, and range capability. Attend this session and hear from our expert panel what your operation needs to know when venturing into the brave new world of electric vehicle specification.

Technical Session #1B: Tuesday, April 13 8:30 – 10 am

TMC Leaders of Tomorrow

The TMC Leaders of Tomorrow program is open to “up-and-coming” fleet maintenance professionals in their early 40s or younger and/or who have a minimum of five years’ experience working in the trucking industry. Participants must be TMC members and attend four consecutive TMC general meetings (our Annual and Fall Meetings) within a two-year period. During these meetings they must attend all Technical Sessions, several Study Group Mini-Tech sessions, all Study Group meetings to which they are assigned, attend all TMC Leaders of Tomorrow training sessions and events scheduled during the TMC general meetings, complete and pass online TMC exams, and participate as judges during the Fall TMCSuperTech Competitions.

Candidates have to be nominated by a direct supervisor or company executive who must complete a TMC Leaders of Tomorrow Nomination Form that can be found on TMC’s website http://tmc.trucking.org. A nominee’s professional resume and letter of recommendation must be included with the completed Nomination Form and submitted to TMC staff. TMC’s 2021 Annual Meeting will celebrate the graduation of our third TMC Leaders of Tomorrow class at our Wednesday Industry Awards Luncheon. Two other classes in training will also meet during TMC’s 2021 Annual Meeting. Schedule details will be sent directly to class members prior to the event.

To register, visit http://tmcannual.trucking.org
Battery Forensics and Failure Analysis

The ever-changing requirements of the trucking industry have driven vast improvements in battery technology. Battery manufacturers have not only had to improve the durability of batteries in general, but they have also been faced with the challenge of designing batteries for specialty applications. But while batteries have gotten better, too many batteries are retired prematurely. In fact, some studies show as many as 50 percent of batteries returned for warranty are determined as “no trouble found.” In the many of the remaining cases, battery life was compromised due to other maintenance-related issues or misapplications.

Do you know why your batteries fail? Attend this session as we do a deep-dive study into battery forensics. Our expert panel will discuss battery failure analysis and show attendees what to look for when conducting post-mortems on this important starting and charging component based on TMC recommended practice and other industry guidelines.

S.2 The Connected Tire

Telematics are revolutionizing truck technology and tires are no exception. Tires now have the capability to capture important data elements about their performance and health status and telematics transmit that data to drivers and fleet back offices in an instant. Is your operation making best use of this valuable information or can it even access it in real time?

During this session, our S.2 Tire & Wheel Study Group will host a discussion in a special talk show format — moderated by industry veteran Peggy Fisher — discussing the use and benefits of the latest tire-related technologies including tire pressure monitoring systems (TPMS), automatic tire inflation systems (ATIS), telematics, digital tire management solutions and “The Cloud.” These advanced technologies provide fleet managers with visibility of their tires; enable them to improve their tire programs, CSA scores and customer service; and reduce tire-related labor, breakdown and fuel costs. Industry experts will include fleet executives as well as technology/system suppliers.

Leveraging Telematics Data to Improve Uptime, Aftertreatment Performance and Fuel Economy

Telematics are revolutionizing vehicle maintenance, but not all telematic offerings are created equally. Today’s maintenance professionals must understand and manage the tremendous amounts of data being generated from a plethora of vehicular telematic systems, which varies greatly depending on the fleet being operated. How can a fleet manager separate the digital wheat from the chaff?

Attend this session and learn how to navigate the intricacies and pitfalls of modern telematic systems. An expert panel of vehicle manufacturers, service providers, and fleet professionals will share recommended practices that can be implemented to ultimately increase equipment uptime through enhanced predictive maintenance activities, over-the-air software updates, as well as improved aftertreatment system and fuel economy performance.

“My favorite meeting is the TMC Annual Meeting in the spring because of the ability to interact with the full representation of our industry and see the new technologies on the horizon.”

“I joined TMC to be more connected to the industry and be a part of the continuing education process that TMC provides with its groups and tasks forces, and I would absolutely encourage others to join as well.”

— Jamil Young, president, Fontaine Modification Co.
**Study Group Sessions**

**S.6**

**Electronically Controlled Braking Systems for Automated & Electric Commercial Vehicles**

New requirements for reduced stopping distance (RSD) and stability are prompting manufacturers to consider emerging technologies in order to reduce response time in heavy-duty commercial braking systems, thereby improving overall vehicle safety and efficiency. TMC’s Future Truck Committee — through its Future Chassis and Brake Task Force — has been exploring developing technologies in braking that utilize other methods of brake actuation beyond current hydraulic and pneumatic brake systems — one such example being an electro-mechanical braking system (EMB).

Current hydraulic and pneumatic braking systems require many moving parts that must be activated by air moving through tanks, long hoses and valves before the actual pad or disc is brought into contact with the rotor/drum surface. This process can exceed 0.5 seconds, which translates to 44 feet of travel at a speed of 60 miles per hour. EMB would reduce the number of moving parts needed and decrease actual brake application time, reduce stopping distance and thereby improve overall vehicle safety and efficiency.

Automated driving and platooning technologies for heavy-duty trucks will be greatly enhanced by electronically controlled braking applications. This will require compatible braking capabilities for the vehicle combination to work in unison. Automated and electric vehicles are a good fit for these newer technologies since they will inherently have a greater amount of electrification onboard from the start.

Attend this session and learn how electronically controlled braking applications will benefit commercial vehicle operations and what “braking 2.0” will look like in the near future.

**S.6 Chassis & Brake Systems Study Group**

**Wednesday, April 14**

**4:15 – 5:45 pm**

**S.7**

**Cost Reduction Methods for Refrigerated Trailers**

For nearly every aspect of trucking, technological advances are providing a multitude of opportunities for better performance, greater efficiency and lower cost of operation. Fortunately, refrigerated trailer operations are not being left behind and out in the cold.

Electric power, for example, is gaining great interest — especially in city operations where they offer reductions in air and noise emissions. Solar panels are also gaining interest as a power source and means of recharging batteries. Advanced materials and refrigerants are also making it easier for units to keep cold through better insulation and cooling performance, and telematics are keeping trailers connected to fleet back offices through advanced sensor and software technology.

Attend this session and learn how these new advances can benefit refrigerated trailer operations. We’ll also cover component specifications, testing and insulation capabilities, preventive and predictive maintenance, and repair procedures that will help ensure your fleet keeps operating costs under control and saves some cold hard cash.

**S.7 Trailers, Bodies & Material Handling Study Group**

**Tuesday, April 13**

**3:15 – 4:45 pm**

**S.12**

**Improving Maintenance Efficiencies Through Electronic Driver Vehicle Inspection Reporting**

Driver vehicle inspection reports (DVIRs) may be a mandated chore, but they don’t have to be unmanageable — thanks to technology advances that digitize the DVIR process. More and more, fleets are taking a look at how electronic DVIRs (also known by other, similar names) can streamline what has traditionally been a very labor-intensive task for fleets of all sizes.

Digital collection of DVIR information promises greater efficiency and data access. Depending on the solution selected, drivers can quickly and accurately complete their eDVIR using a smartphone, tablet, or full-featured electronic logging device (ELD). Some systems go beyond just capturing driver reports, too. Fleet managers can verify vehicle inspections using tag technology to ensure inspection items and maintenance practices are properly followed.

Attend this session learn what efficiencies eDVIR and related technologies can bring. We’ll describe how it can help maintain regulatory compliance, and how the data gathered can be used to spot critical trends in vehicle and driver performance. We’ll also explore where the future lies with next generation eDVIR offerings.

**BONUS — Selected Short Subject**

**Update in Electronic Logging Device (ELD) Mandates**

During this segment, panelists will provide an update on the Canadian ELD mandate and shed light on Federal Motor Carrier Safety Administration clarifications on the U.S. ELD regulation. We’ll also discuss whether the U.S. ELD mandate is meeting FMSCA’s established objectives based on data collected since the regulation took effect.

**S.12 Onboard Vehicle Electronics Study Group**

**Wednesday, April 14**

**4:15 – 5:45 pm**
VMRS Roadmap Development for Specialty Segments

There are currently tens of thousands of component codes in the Vehicle Maintenance Reporting Standard (VMRS) and the list grows every day. One of the more complex challenges in vehicle maintenance is dealing with the diversity of parts and systems installed on work-performing vehicles, and ATA's Technology & Maintenance Council (TMC) is tasked with keeping VMRS up-to-date with industry advances for these types of vehicles.

Now the Council, with the assistance of its S.14 Light- & Medium-Duty & Specialty Trucks Study Group, is making a special effort to expand VMRS’ capabilities when it comes to specialty equipment, and its attachments and implements. Attend this session and learn how TMC is producing a new roadmap for developing VMRS coding as it applies to vocational equipment.

S.14 Light- & Medium-Duty & Specialty Trucks Study Group
Wednesday, April 14
4:15 – 5:45 pm

Electrification is Coming …Are You Plugged In? Infrastructure Development and Factors Fleets Need to Consider

Vehicle electrification is coming and sooner than you may think. As noted in the description of our full technical session — “Electrified Vehicle Specifications and What's Important (Batteries, Motors, Energy Efficiency, Duty Cycle, & Range Capability)” — many manufacturers will be delivering all-electric offerings as early as 2021 and fleets will have to deal with the special nuances associated with these units.

How will electric vehicles be recharged and how fast? What will be the power requirements for the charging stations that will need to be installed at fleet locations and fueling stations on the road? What will the configuration be for those charging stations — vehicle side (left/right), vehicle front, something else?

Then there are the changes that will come to the shop environment when servicing these new vehicles. How will preventive maintenance change and what additional training will your technicians need?

Attend this session and learn what fleets will need to do to prepare for all-electric vehicle infrastructure and other factors associated with taking delivery of these revolutionary trucks.

S.14 Automated & Electric Vehicles Study Group
Tuesday, April 13
5 – 6:30 pm

Proper Vehicle Lifting Procedures

According to Occupational Safety and Health Administration (OSHA) data, the process of jacking, lifting and supporting tractors and trailers has resulted in more fatal accidents than any other aspect of truck tire and wheel service. In most cases, the proper equipment and/or procedures were not used (specifically jack stands). Commercial vehicle maintenance operations must deal with a maturing workforce in which ergonomics can play a key role in technician retention, and in recruiting experienced technicians where demand far exceeds availability of skilled labor. Vehicle lifts can improve the working environment by helping fit the job or routine to the technician.

Today’s sophisticated shop environment requires fleets and service providers to pay special attention to employee recruitment and retention, shop efficiency and shop-related injuries. Vehicle lift technologies can assist fleet operations in these critical areas, but equipment users should have a sound means of determining the cost effectiveness for acquiring these devices.

Attend this session and learn what the latest vehicle lift options are available to shops and how to determine the return on investment for these devices. We’ll also cover proper lift procedures for various shop situations, based on existing and developing TMC recommended practices.

S.16 Service Provider Study Group
Tuesday, April 13
5 – 6:30 pm

STUDY GROUP BUSINESS SESSIONS

Several TMC Study Groups will not hold separate educational sessions at TMC’s 2021 Annual Meeting, but they still need your input. Study Groups S.4 Cab and Controls, S.5 Fleet Maintenance Management, S.11 Sustainability & Energy Conservation, S.17 Collision & Corrosion, S.18 Automated & Electric Vehicles, and Educator Committee will hold business sessions in Orlando at which they will update attendees on their task force activity, as well as solicit input and approval for new task forces to study pressing issues facing today’s fleets. Your attendance and participation is important. These meetings will be 30 minutes in length.
Management Session #1:
Root Cause Analysis and Problem Solving Training Session — “A Deep Dive Into the Causes of Waste Within Fleet Maintenance”

During this four-hour session, attendees will work through root cause analysis and problem solving approaches, designed to eliminate waste and increase efficiency in finding solutions. A cross-disciplinary approach will help fleet managers see each others’ perspectives during this interactive session.

The session will focus on reducing waste in four main areas — tires, preventive maintenance, aftertreatment/fuel, and brakes. Attendees will be organized into groups of six to eight and shown how to complete a fishbone diagram and a value stream map to solve waste challenges. The groups will then share their results and attempt to help each person determine the low hanging fruit within his or her business based on current processes or lack thereof.

ADDITIONAL IN-DEPTH CRITICAL PROBLEM SOLVING TRAINING AVAILABLE
A more in-depth critical problem solving training session will be offered on a limited basis on Saturday, April 10 from 9 am to 4 pm. During this expanded offering, we will delve into Critical Problem Solving activities geared around the attendee’s fleet maintenance business needs by using their real business data. If properly prepared with useful data, attendees will end the day with multiple projects ready to implement when they return to work. The following list is an example of the Lean tools to be used: A3, Pareto, Fishbone Diagram, Low Hanging Fruit Model, Gant Chart, Spaghetti Diagram, Swim Lane Chart, Process Map, 5 Why, and more.

Pre work will be required. Be aware — this is not a simple “watch and learn” session and you should only attend if you are serious about actively participating. Additionally, attendees should be prepared to share the good, the bad, and the ugly about their fleet maintenance operation and the potential to uncover the waste within it. Space is limited: Call TMC at (703) 838-1763 or email tmc@trucking.org to sign up for the Saturday training session.

Management Session #2:
Basic Accounting Skills for the Business Professional

This management session will focus on basic accounting skills for the business professional. Learn the jargon, standard practices and everyday applications of finance and accounting. Elements of key Microsoft Excel features and capabilities will be explained also.

As a non-financial person, your actions and decisions affect the financial picture. But, if you’re making those decisions without a solid knowledge of finance and accounting, you’re operating in the dark. Finance courses for beginners are developed to meet the specific needs of non-financial people like you. With this training class, you’ll learn the basics of accounting and finance in easy-to-understand layman’s terms. What’s more, you’ll learn how to apply and use the information to operate more efficiently and successfully.

Management Session #3:
Be the Manager Your Employees Want to Follow

Discover how great managers take extra steps to ensure their work environments are open, trusting, innovative and productive. As a result, your employees will respond positively. Learn to deal with loss of enthusiasm on the job. Find out an acceptable approach to employee motivation. Determine what behaviors you should model for effective leadership and which techniques don’t work.

This will be an excellent summary on how to take your managerial skills to the next level.

Management Session #3
Thursday, April 15
9:45 – 11:15 am

TMC offers the opportunity to professionally develop myself and volunteer for opportunities I might otherwise have not in my professional life. When you come to TMC you are in a conversation—you’re in a working group with fleets, vice presidents of maintenance, directors of maintenance—you’re rolling up your sleeves and doing work. You’re listening to their needs and you are in the best position to collaborate. The most successful business relationships and partnerships we develop are when we collaborate with our customers, and TMC is the forum to do that. It’s not a commercial forum or competitive, it’s all about doing the work and building that credibility with your customer to say: TMC and this industry is worth it. We work on technology and maintenance specifically, as well as emerging technology, emerging trends and new technology coming down the path. It is so imperative that we are ahead of these things and bringing our next generation workforce into the fold, and that is what we do when we are at TMC.”

— Jill Gingrich, vice president & managing director, WheelTime Network LLC
Other Features of Interest

TMC Kickoff Breakfast
Featuring: Shawn Ellis, Personal and Professional Development Expert

Recognized as a “world leader in personal and professional development,” Shawn Ellis is in demand as a speaker, workshop leader, and resilience coach to help crazy-busy professionals thrive in the face of adversity, uncertainty, and change.

While Ellis moved to Nashville to pursue a career in music almost 25 years ago, what he found was a passion for helping people find joy and meaning at the intersection of life and work. After more than a decade of helping leading organizations inspire their people by partnering with some of the world’s best speakers, authors, and thought leaders—including the likes of Dr. Wayne Dyer, Magic Johnson, Marci Shimoff, Marcus Buckingham, and many more—Ellis discovered an important message of his own: “This Moment Matters.”

At a point of crisis in his own life, feeling squeezed by the accelerating pace of life, and by increasingly complex and demanding working conditions, Ellis realized that having a front row seat to the world’s best thinking and advice was not a free pass to success. “It’s not about knowing the right thing, but doing the right thing,” Ellis says. Whether you’re reaching for your goals or overcoming obstacles, it’s all about how you show up and how you respond, moment by moment. Now a self-proclaimed “momentologist”—one who is dedicated to the art and science of being more present and more engaged for more of the moments—Shawn is on a mission to help others rise and thrive in the moments of their own lives.

Ellis will present his insights on finding certainty in the midst of uncertainty, drawing on proven lessons from the fields of mindfulness, neuroscience, and psychology, combined with strategic intervention coaching methodologies. What was familiar and reliable just days ago has been taken away, and now we must develop and implement new strategies to not only thrive, but to survive.

The key to rising up, Ellis says, is to shift from states of fear and anxiety into an elevated, empowered state of certainty. It is from this state that you will find the creativity, resourcefulness, optimism, and other qualities you and your people need to implement the strategies required to succeed today.

Tuesday, April 13
6:45 – 8:15 am

TMC’s Town Meeting & Fleet Operators’ Forum

TMC’s best-attended event is always its Town Meeting and Fleet Operators’ Forum. TMC’s Town Meeting provides an opportunity for the Council to present members and attendees with information about what’s happening within TMC. Reports are provided regarding Council membership, meetings, and exhibits, as well as TMC Recommended Practices, information reports, technical policy advisories and products.

Additionally, a federal regulatory report is provided by a senior representative of ATA’s regulatory and policy affairs department.

TMC’s Silver Spark Plug Awards will be presented during the Town Meeting as well. The Silver Spark Plug is TMC’s highest honor.

TMC’s Fleet Operators’ Forum immediately follows the Town Meeting. At the Fleet Operators’ Forum, fleet attendees bring up equipment problems that they have been unable to resolve successfully with their product manufacturer or supplier. An update is given later during the week at TMC’s Fleet Operators’ Forum Wrap-up. If you have an issue you wish raised, please contact TMC at (703) 838-1763 or use the following link to report your issue: https://www.surveymonkey.com/r/TMC20A_FOF.

Monday, April 12
5:15 – 6:45 pm

Fleet Talk / Shop Talk

Fleet Talk and Shop Talk rank consistently as the most popular features at TMC general meetings. TMC’s Fleet Talk is a lively dialogue based on TMC’s successful Shop Talk format, but open only to fleet attendees. Topics of interest that emerge from this session will be raised at Shop Talk later in the week for open discussion before the entire Council. Shop Talk, open to all registered attendees, offers a unique chance to learn and share the tricks of the trade from the industry’s best experts.

At both sessions, two veteran fleet managers will lead what will be a spirited discussion on what works or doesn’t work in vehicle maintenance.

Fleet Talk
Monday, April 12
4 – 5 pm

Shop Talk & Fleet Operators’ Forum Wrap-up
Wednesday, April 14
7 – 8:30 am
Other Features of Interest

TMC Industry Awards Luncheon

TMC’s Industry Awards Luncheon features the presentation of various Council and industry awards including the Recognized Associates Award, Study Group Secretary Award, Excellence in Maintenance Supervision Award, and others. A plated luncheon begins at 12:45 pm with award presentations commencing at approximately 1:30 pm. The third TMC Leaders of Tomorrow graduating class — Class of 2021 — will also be recognized.

Wednesday, April 14
12:45 – 2:15 pm

General Associates Meeting

Open to all fully registered associate (supplier/vendor) and service provider attendees, this meeting will feature the latest in a continuing series of interactive interviews with industry leaders designed to help associate and service provider attendees better understand their role within the industry in these dynamic times.

Monday, April 12
4 – 5 pm

Press Conferences

Press conferences will be held on Sunday, April 11 at various times by TMC exhibitor companies. Schedules will be distributed to TMC press contacts as the event draws closer. Additionally, TMC’s meeting will feature a Media Room for press attendees that will offer working space. The Media Room will be open throughout the event beginning Sunday, April 11. [NOTE: Additional press conferences will be held during specified exhibit viewing times on Monday, April 12 and Tuesday, April 13 — if needed.]

Sunday, April 11
8:30 am – 7 pm

TMC’s Annual Reception and Banquet

TMC’s Annual Reception and Banquet will feature the traditional changing of the guard at which our new leadership will be installed for 2021-2022. Specifics on the featured entertainment will be provided at a later date.

Wednesday, April 14
7 – 10:30 pm

Exhibit to Feature Technology Showcase for 2021

ATA’s Technology & Maintenance Council (TMC) is enhancing its 2021 Annual Meeting & Transportation Technology Exhibition by implementing a “TMC Technology Showcase” that will spotlight cutting-edge/emerging technologies via a live demonstration (e.g., ride & drive) format. Specific technology categories will be identified by staff and vetted by TMC’s volunteer Meeting Planning Committee, and TMC exhibitors with offerings in those areas of interest will be approached to demonstrate as part of this meeting segment.

Showcase Sponsorship is required to participate—$20,000 for each ride/drive presentation. The Showcase is not a traditional TMC educational offering, which has strict rules regarding commercialism, but rather a supplemental activity of our Transportation Technology Exhibition. The Showcase is to be dynamic, involving interaction with the audience.

The Showcase will be open to all registered TMC attendees, and a special invitation will be made to members of both trade and lay media. For more information about TMC’s Technology Showcase, contact Director of Exhibits and Sponsorships Dan Duggan at (703) 838-1756; dduggan@trucking.org

NOTE: All participants in TMC’s Technology Showcase program must be current year exhibitors holding the same or greater space commitment as the previous year’s TMC transportation technology exhibition.

‘Electric & Automated Vehicles’ Pavilion Featured at 2021 Exhibition

For 2021, TMC’s Transportation Technology Exhibition will feature a special pavilion for electric and automated vehicle. Appropriate technologies for this area of the exhibition include: cybersecurity, automated driving and platooning, drone/quadcopter applications for transportation and related specification/maintenance, advanced driver assistance systems (ADAS) and electric-powered vehicles.

Maintenance and purchasing executives will ultimately be charged with developing the proper spec’s and making the right decisions appropriate to their fleet. Make sure your company gets the information it needs at TMC’s 2021 Electric and Automated Vehicles Pavilion.

To register, visit http://tmcannual.trucking.org
**Meeting Safely, Together**

TMC is working closely with the Orange County Convention Center and our partner hotels to ensure the health and safety of all meeting participants. Using OCCC guidelines, TMC will be implementing appropriate measures including social / physical distancing, sanitation and cleaning protocols and other actions as per OCCC guidelines. Should conditions arise such that TMC must postpone its 2021 Annual Meeting to an alternate date during 2021, registration fees paid will be applied to the rescheduled event.

**Meeting Registration Fees & Policies**

To attend all business sessions, exhibition viewing periods, breakfasts, luncheons, cocktail receptions, etc., you must be fully registered. The Member rate is applicable to all TMC and ATA members.

**Three Ways to Register**

**ONLINE**

Registering online at [http://tmcannual.trucking.org](http://tmcannual.trucking.org) is the fastest and easiest way to register for the meeting and secure your hotel room. Once you have successfully registered online, by fax, or mail you will receive an email confirmation which will contain your personal hotel reservation link. 

For your username and password, if you need assistance registering online, or if you need to make changes to your meeting registration please call ATA Registrations at (866) 821-3468 from 8:30am - 5:30pm ET or email: registrations@trucking.org.

**BY FAX/MAIL**

If registering by fax (with completed credit card information) or mail (with a completed check), address and fax information is provided below. Faxed registrations take up to 72 hours to process. Fax: (703) 838-1701.

If you need to cancel your meeting registration, please send written notification of cancellation to be received at ATA Events Services, P.O. Box 101360, Arlington, VA 22210; or Email: registrations@trucking.org on or before March 12, 2021, and you will receive a refund less a $200 per person administrative fee. No refunds for registration fees will be processed for cancellations postmarked after this date.

**Registration Fees**

Full Meeting Registration Fees include all business sessions, food functions and social events. Please register your spouse/guest using the Spouse/Guest Registration section on the Full Meeting Registration form (online or PDF). This will ensure admittance at evening functions, viewing periods, etc. For membership information, call 703-838-1763, email tmc@trucking.org, or visit [http://tmc.trucking.org](http://tmc.trucking.org).

**Fully Registered Meeting Attendees**

**Early Bird Registration Fees**

(on or before March 12, 2021)

- Full Meeting Registration (TMC or ATA member) $675
- Full Meeting Registration (TMC or ATA non-member) $975
- Full Meeting Registration, First-Time Fleet or Service Provider Attendee (member/non-member; subject to verification) $475/$775
- Spouse/Guest Badge (TMC or ATA non-member) $250/$500

**Regular Registration Fees**

(after March 12, 2021)

- Full Meeting Registration (TMC or ATA member) $775
- Full Meeting Registration (TMC or ATA non-member) $975
- Full Meeting Registration, First-Time Fleet or Service Provider Attendee (member/non-member; subject to verification) $575/$775
- Spouse/Guest Badge (TMC or ATA non-member) $250/$500

**Membership Renewal Discount!**

When you renew your 2021 TMC membership, you will receive a six percent savings off the rates listed above. To take advantage of this special, limited-time offer, you MUST renew your membership ONLINE by no later than December 31, 2020 before registering for TMC’s 2021 Annual Meeting! The discount code will be included in your 2021 dues receipt.

**Special Discount Offered for First-Time Fleet, Educator and Service Provider Attendees**

First-time fleet, educator and service provider attendees may take advantage of a special $200 discount! To take advantage of this offer, call (703) 838-1763 or email tmc@trucking.org for verification of your first-time status and you’ll receive a discount code to use when registering online.

**Substituting for a TMC Member**

Only TMC Members receive the TMC Member registration rate. TMC is no longer allowing non-member individuals to substitute for a TMC member; however, exceptions may be made for certain extenuating circumstances. Call TMC staff at (703) 838-1763 for details.

**Refund Policy**

If your plans to attend TMC’s meeting changes, you may receive a refund — less a $200 administrative fee — up until March 12, 2021. There will be no refunds or credits after March 12, 2021. Cancellations notices accepted at tmc@trucking.org or by fax.

**NOTE:** There will be a $200 administrative fee for those Associate Attendees who downgrade their badge status from “Blue” (fully registered) to “Orange” (exhibitor only) after having so registered.

**Housing**

ConferenceDirect is the official housing bureau for TMC’s Annual Meeting. Only those registered for the meeting will receive a hotel booking link in their registration confirmation email. The deadline to complete your hotel reservation at the TMC/ATA discounted rate is March 12.

- **Headquarters Hotel:**
  - Hyatt Regency Orlando (Full Meeting Registrants Only) $264 per night (single/double)

- **Overflow Hotels:**
  - DoubleTree by Hilton Orlando at SeaWorld $119 per night (single/double)
  - Embassy Suites by Hilton Orlando International Drive/I-Drive 360 $194 per night (single/double)
  - Hampton Inn by Hilton Orlando International Drive/Convention Center $164 per night (single/double)
  - Hilton Orlando $269 per night (single/double)
  - Homewood Suites by Hilton Orlando International Drive/Convention Center $184 per night (single/double)
  - Hyatt Place Orlando Convention Center $149 per night (single/double)
  - Residence Inn Orlando Convention Center $149 per night (single/double)
  - Rosen Centre Hotel $229 per night (single/double)
  - Rosen Plaza Hotel $225 per night (single/double)
  - SpringHill Suites by Marriott Orlando Convention Center/International Drive Area $145 per night (single/double)

Nightly rates do not include taxes and fees, which are subject to change without notice. Rates may increase with additional occupancy. A deposit equal to one night’s room and tax is required and will be charged by the hotel on or around March 12.

If you need to make changes to your hotel reservation (arrival/departure/cancellation), please contact ConferenceDirect at (833) 638-6496 or mailto:tmc@conferencedirect.com, Monday – Friday, 10 am – 6 pm (ET). ConferenceDirect will charge a $30.00 cancellation fee for any reservation cancellation made at any time.
Want to become a certified maintenance professional? Now you can do it for less money and in less time!

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

TMC’s Education Subcommittee and NATMI’s Oversight Committee have collaborated on examining, updating and enriching all aspects of the program, including certification requirements, scope, class schedules and locations, and educational content.

The courses will be held onsite April 15-16 in Orlando, Fla., at the Orange County Convention Center in conjunction with TMC’s 2021 Annual Meeting.

**Essentials of Fleet Maintenance Management**

Courses will be held on Thursday, April 15, 2021 and Friday, April 16, 2021.

Certification Exams will take place on Saturday morning, April 17, 2021.

The two-day Essentials of Fleet Maintenance Management course is applicable toward NATMI’s nationally recognized, university accredited certification programs. Taking the course is the first step toward earning a credential that will help you become a more competent professional, earn industry recognition and credibility in court testimony. For more information on membership or how to become certified, call (303) 952-4013.

If you have the job experience, you can pay one lump sum that covers all fees for certification, and complete the process within 60 days of taking the training and exam.

**How to Become a Certified Maintenance Professional...**

**Job Experience Required:**

Certified Director of Maintenance/Equipment (CDM/E):
5 Years (or 4 years if you have a college degree) experience in fleet maintenance management

Certified Supervisor of Maintenance/Equipment (CSM/E):
2 years in fleet maintenance profession

There are education and experience certification requirements as well. CDM/E and CSM/E candidates are full-time administrators who have ably demonstrated their expertise and leadership in establishing programs, policies, setting standards, and mastering new technologies and systems.

**To Register:**

*For more information, or to register, visit NATMI’s website at [www.natmi.org](http://www.natmi.org).*

TMC members may register at the NATMI member rate! TMC members may register for the course at the NATMI member rate! Additional information on the CDM/E and CSM/E programs may be obtained from Kelly Long Crow at (720) 259-2185.

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**TMC Spouses’ Program Change for 2021**

TMC has made the decision, in concert with our Spouses’ Program Planning Committee, to no longer offer organized Council-led and managed spouse tours as part of our TMC Annual and Fall Meeting Programs. That being said, however, TMC will still offer spouse registration for its Annual Meeting that includes access to meal functions, exhibit viewing periods receptions and social events. See page 16 for registration information. TMC will also provide spouses a meeting room to serve as a gathering point and offer spouses discounts and information on local attractions. Go to [https://orlandomeeting.com/en/delegate/tmcannual21](https://orlandomeeting.com/en/delegate/tmcannual21) to view and purchase discounted tickets to theme parks, attractions, dinner shows, tours and access exclusive discounts with Orlando’s “Show Your Badge and Save” program.

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To register, visit [http://tmcannual.trucking.org](http://tmcannual.trucking.org)
NOTE: Not all Task Forces listed below will meet at TMC’s 2021 Annual Meeting. For a list of all Task Forces that will meet in Orlando, see pages 6 and 7.

### S.1—Electrical

#### RP Updates (S.1)
Chairman: Albert Mihic, Delco Remy, (765) 778-6541
This Task Force will review existing S.1 Recommended Practices and update them as needed.

#### Fifth Wheel Ground Strap Maintenance Guidelines
Chairman: Aaron Puckett, Fontaine Fifth Wheel, (205) 915-4854 and Larry Rambeaux, Purkeys, Inc., (479) 531-7769
This Task Force will develop a Recommended Practice to provide a systems approach to properly maintain ground straps on heavy-duty truck fifth wheels and truck frames.

#### Next Generation Tractor/Trailer Electrical Interface
Chairman: Paul Menig, Business Accelerants, (971) 222-5683
This Task Force will work to create backward-compatible, future-looking definition of tractor to trailer interface connections for improved safety, autonomous operation, enhanced diagnostics, and increased durability. It will consider both wired and wireless connectivity.

#### RP 177 Update (Solar Panels for Commercial Vehicles)
Chairman: Matt Srnec, Thermo King Corp., (952) 426-0104
This Task Force will develop a Recommended Practice offering guidelines for the installation, specification and sizing of solar panels.

#### Electrical Diagnostics Incorporating Lab Scopes
Chairman: George Arrants, ASE Education Foundation (281) 850-1676
The Task Force will develop a Recommended Practice regarding dynamic diagnostics and communications systems utilizing lab scopes, and to provide an understanding of the wide range of testing and information retrieval of live data. Its purpose is to reduce “guesswork” on information and electrical circuits of 21st century vehicles.

#### Integrated Starting and Charging
Chairman: Curtis Cummings, Borg Warner, (317) 607-1147
This Task Force will develop an RP to increase understanding of integrated starting and charging systems and provide a guideline for maintenance requirements.

#### Cable Identification for Multi-Volt Electrical Systems
Chairman: Fred Kelley, Prysmian Group, (508) 764-5422
This Task Force will develop an engineering recommended practice for heavy-duty truck multi-voltage electrical systems, including cable color, identification by power voltage level, and ground for 12Vdc, 24Vdc, 48Vdc and high voltage (>60 V).

#### Advanced Battery Technology
Chairman: Jeffrey Coleman, East Penn Logistics, (610) 682-6361
This Task Force will develop a Recommended Practice providing guidelines for advanced battery Technologies.

#### Trailer Power Alternatives
Chairman: Larry Rambeaux, Purkeys, (479) 531-7769
This Task Force will develop a Recommended Practice regarding alternative means of supplying power to trailers.

### S.2—Tire & Wheel

#### RP Updates (S.2)
Chairman: Matt Boland, Exxonmobile, matthew.w.boland@exxonmobile.com
This Task Force will review existing S.2 Recommended Practices and update them as needed.

#### Fifth Wheel Ground Strap Maintenance Guidelines
Chairman: Larry Rambeaux, Purkeys, (479) 531-7769
This Task Force will develop a recommended practice on tire asset management — cradle to grave.

#### Tire Asset Management (Cradle to Grave)
Chairman: Peggy Fisher, Tire Stamp, (248) 373-0312
This Task Force will develop a recommended practice on tire asset management — cradle to grave.

#### Use of Telematics for ATIS and TPMS
Chairman: Al Cohn, PSI, Inc., (210) 508-6260
This Task Force will develop a Recommended Practice covering the application of telematics in Automatic Tire Inflation Systems and Tire Pressure Monitoring Systems.

#### Inspection Guidelines for ATIS and TPMS
Chairman: Lee Demis, Doran Manufacturing, (513) 699-6230
This Task Force will develop a Recommended Practice for inspection guidelines for Automatic Tire Inflation Systems and Tire Pressure Monitoring Systems.

#### TMC Recommended Practices
Chairman: Albert Mihic, Delco Remy, (765) 778-6541
This Task Force will review existing S.3 Recommended Practices and update them as needed.

#### Integrated Starting and Charging
Chairman: Curtis Cummings, Borg Warner, (317) 607-1147
This Task Force will develop an RP to increase understanding of integrated starting and charging systems and provide a guideline for maintenance requirements.

#### Cable Identification for Multi-Volt Electrical Systems
Chairman: Fred Kelley, Prysmian Group, (508) 764-5422
This Task Force will develop an engineering recommended practice for heavy-duty truck multi-voltage electrical systems, including cable color, identification by power voltage level, and ground for 12Vdc, 24Vdc, 48Vdc and high voltage (>60 V).

#### Advanced Battery Technology
Chairman: Jeffrey Coleman, East Penn Logistics, (610) 682-6361
This Task Force will develop a Recommended Practice providing guidelines for advanced battery Technologies.

#### Trailer Power Alternatives
Chairman: Larry Rambeaux, Purkeys, (479) 531-7769
This Task Force will develop a Recommended Practice regarding alternative means of supplying power to trailers.

#### Integrated Starting and Charging
Chairman: Curtis Cummings, Borg Warner, (317) 607-1147
This Task Force will develop a Recommended Practice regarding maintenance of integrated starting and charging systems and provide a guideline for maintenance requirements.

#### Cable Identification for Multi-Volt Electrical Systems
Chairman: Fred Kelley, Prysmian Group, (508) 764-5422
This Task Force will develop an engineering recommended practice for heavy-duty truck multi-voltage electrical systems, including cable color, identification by power voltage level, and ground for 12Vdc, 24Vdc, 48Vdc and high voltage (>60 V).

#### Advanced Battery Technology
Chairman: Jeffrey Coleman, East Penn Logistics, (610) 682-6361
This Task Force will develop a Recommended Practice providing guidelines for advanced battery Technologies.

#### Trailer Power Alternatives
Chairman: Larry Rambeaux, Purkeys, (479) 531-7769
This Task Force will develop a Recommended Practice regarding alternative means of supplying power to trailers.

### S.3—Engine

#### RP Updates (S.3)
Chairman: Paul Cigala, ExxonMobil Corp. (856) 404-1342
This Task Force will review existing S.3 Recommended Practices and update them as needed.

#### RP 326 Update (Recycled Engine Coolant)
Chairman: Peter Woyciesjes, Prestone Products Corp., (203) 731-8105
This Task Force will update RP 326, which offers guidelines for recycled engine coolant for heavy-duty diesels.

#### LNG/CNG Post-Collision and Post-Thermal Events
Chairman: Chris Culberson, Momentum Technologies, (817) 767-6039
This Task Force will develop a recommended practice on recovery/repair practices following thermal events associated with LNG/CNG fueled commercial vehicles.

#### RP 365 Update (Coolant Maintenance Guidelines)
Chairman: Joe Long, Old World Industries, (203) 648-2849
This Task Force will update RP 365, provides guidelines for developing a program to identify various types of heavy-duty aqueous coolants and ensure proper coolant quality.

#### RP 312B Update (Diesel Additive Packages)
Chairman: Matt Boland, Exxonmobile, matthew.w.boland@exxonmobile.com
This Task Force will review and revise RP 312B, Diesel Additive Packages.
Oil Viscosity Transition Planning and Implementation
Chairman: Greg Matheson, Lubrizol, (440) 347-5032; Paul Cigala, ExxonMobil, (856) 404-1342
This Task Force will develop an RP to assist fleets in decision-making, planning and implementation for a program to utilize lower viscosity oils in shops and vehicles.

S.4—Cab & Controls

RP Updates (S.4)
Chairman: Andrew Krum, Va. Tech Transportation Institute, (540) 231-0353
This Task Force will review existing S.4 Recommended Practices and update them as needed.

RP 407B Update (Defrosting, Defogging, and Heating Performance)
Chairman: Andrew Krum, Va. Tech Transportation Institute, (540) 231-0353
This Task Force will review and update RP 407B, Defrosting, Defogging, and Heating Performance.

RP 430 Update (Guidelines for Collision Warning)
Chairman: Mark Kennedy, Swift Transportation, (602) 477-7177
This Task Force will update TMC RP 430, which covers collision warning systems used on heavy-duty trucks.

RP 442 Update (Guidelines for Collision Warning)
Chairman: Geoff Selby, D&D Instruments (612) 378-1224 x31
This Task Force will review and revise RP 442 covering standard signal frequencies for speedometers and tachometers.

In-Cab Gas Detectors
Chairman: Kirk Altrichter, The Kenan Advantage Group (330) 409-2122
This Task Force will develop a recommended practice regarding equipment to detect carbon monoxide (CO) and smoke in the cab of a truck-tractor.

Odometer Synchronization
Chairman: Geoff Selby, D&D Instruments (612) 378-1224 x31
This Task Force will develop a new Recommended Practice regarding synchronization of the mileage readings of new/replacement odometers with various in-cab devices that record vehicle mileage.

Conversion of Rear View Mirrors to Cameras
Chairman: Brian Kujala, Hadley Products, (616) 249-8496
This Task Force will develop a recommended practice regarding installation of cameras to replace rear view mirrors in truck-tractors.

RP 417/435 (Tractor-to-Trailer/Trailer-To-Dolly Air Lines) Update
Chairman: Bruce McKie, TecTran, (716) 780-1986
This Task Force will update RP 417 regarding pneumatic tractor-trailer and trailer to dolly hookup lines and RP 435, offers installation and inspection guidelines for coiled and straight pneumatic tractor-to-trailer hookup lines.

S.5—Fleet Maintenance Management

VMRS Codes Committee
Chairman: Paul Moszak, Motor Information Systems, (585) 256-0375 x203
The VMRS Codes Committee’s purpose is to explain the benefits and to foster the use of the Vehicle Maintenance Reporting Standard (VMRS) system. The Task Force also encourages the exchange of information and user problems between VMRS system users and establishes new parts codes as requested.

RP Updates (S.5)
Chairman: Jason Galbraith, Consolidated Metco, (503) 709-3698
This Task Force will review existing S.5 Recommended Practices and update them as needed.

Developing Key Performance Indicators
Chairman: Lew Flowers, Flowers Fleet Service, (405) 623-7572
This Task Force will develop a recommended practice on identifying key performance indicators for measuring fleet maintenance operations.

Cybersecurity Issues
Chairman: Mark Zachos, DG Technologies, (248) 489-2080
This Task Force will explore preventive cybersecurity methods; develop guidelines for fleets to create their own cybersecurity program; standardize over-the-air ECM programming through specific protocols that allow fail safe options and secure messaging; work with other associations to strengthen related standards by fleet user influence; examine the development of a reporting and responding alert program for industry users; and examine the possibility of developing a cyber-intrusion challenge track as part of the TMCSuperTech competition.

RP 512A Update (Technician Staffing)
Co-Chairmen: Travis Wynes, Mobile Transportation Service, (770) 568-4284; Ernesto Luzania, Penske Truck Leasing, (720) 808-5397
This Task Force will update the formula to calculate the number of technicians required to adequately staff a heavy-vehicle maintenance shop.

RP 518A Update (Fuel Station Planning)
Co-Chairmen: Dan Martin, Dual Green Consulting, (512)705-3113, and Duane Lippincott, Natural Gas Vehicle Institute, (804) 237-1007
This Task Force will review and revise the Recommended Practice RP 518A providing guidelines for designing and working with fueling stations.

Technician Apprenticeship Standards
Chairman: Arica Jackson, UPS, (804) 743-8448
The purpose of this task force is to start assembling information on the potential for standardizing technician apprenticeship programs. The group is a collaborative effort involving representatives from several TMC Study Groups and Committees including: Educator, Professional Technician Development, S.5 Fleet Maintenance Management and S.16 Service Provider.

Hiring Military Personnel
Chairman: Kirt Weaver, Hadley Products, (616) 608-1244
This Task Force is investigating pathways of hiring former military personnel to ease the current industry technician shortage.

Technician Training for Advanced Driver Assistance Systems (ADAS)
Chairwoman: Amanda Schuier, Quality Transport Company, (816) 916-5855
This Task Force will develop guidelines for the training of technicians to support the maintenance and repair of Advanced Driver Assistance Systems (ADAS)
S.6—Chassis & Brake Systems

RP Updates (S.6)
Chairman: Jack Vander Giessen, Meritor, Inc., (248) 761-3881
This Task Force will review existing S.6 Recommended Practices and update them as needed.

RP 624 Update (Lubricant Fundamentals)
Chairman: Donna Mosher, BASF Corp., (269) 217-7175
This Task Force is updating RP 624, which offers basic information on commercial vehicle lubricants.

RP 648 Update (Troubleshooting Ride Complaints)
Chairman: Joey Young, Publix Super Markets, Inc., (863) 688-1188
This Task Force is updating RP 648, which offers guidelines on troubleshooting ride complaints.

Wheel End Thermal Events (Joint S.6/S.7)
Chairman: Lee Long, Southeastern Freight Lines, (803) 939-3602, Hank Schneider, Sealco, (815) 338-8991
This Task Force is conducting research to establish guidelines for investigation and correction of wheel end thermal events.

RP 652 Update (Service and Inspection of Air Disc Brakes)
Chairman: Jack Vander Giessen, Meritor, Inc., (248) 761-3881
This Task Force will update recommendations for the inspection and maintenance of air disc brakes.

Towing Electric Vehicles
Chairman: Jack Vander Giessen, Meritor, Inc., (248) 761-3881
This Task Force will develop a Recommended Practice covering guidelines for the towing of electric commercial motor vehicles.

S.7—Trailers, Bodies & Material Handling

RP Updates (S.7)
Chairman: Hank Schneider, Sealco Comm. Veh. Products, (815) 338-8991
This Task Force will review existing S.7 Recommended Practices and update them as needed.

Cryogenic Cooling Systems
Chairman: Peter Jacobsen, Boreas Nitrogen Cooling Syst., (248) 629-9308
This Task Force will develop a recommended practice covering general information and safety attributes of cryogenic cooling systems for the refrigeration of trailers in transportation.

Van Trailer Washing Procedures and Testing
Chairman: Mark Winchell, Whiting Systems, Inc., (501) 951-0682
This Task Force will develop a recommended practice for washing van trailers and testing the efficacy of wash practices.

Wheel End Thermal Events (Joint S.6/S.7)
Chairmen: Lee Long, Southeastern Freight Lines, (803) 939-3602, Hank Schneider, Sealco, (815) 338-8991
This Task Force is conducting research to establish guidelines for investigation and correction of wheel end thermal events.

Next Generation Trailer Electrical Architecture
Chairman: Paul Menig, Business Accelerants, (971) 222-5683
This Task Force will work to create backwards-compatible, future-looking trailer electrical architecture for improved safety, autonomous operation, enhanced diagnostics, and increased durability. It will consider both wired and wireless connectivity to provide a futureproof, reliable, and easily maintained electrical and information network on trailers, in parallel with development of connection recommendations being developed under the S.1 Task Force.

Trailer Hold Down Repairs
Chairman: Ty Hanton, Trailer King Industries, Inc., (701) 492-2113
This Task Force will develop practices for maintenance and repair load securement devices and their mounting structures on trailers.

Brake-Activated Pulsating Lamps
This Task Force will develop recommendations regarding specifications, installation, and maintenance of supplemental, pulsating brake lamps on trailers.

Upper Coupler and Kingpin Repairs
Chairman: David Pacacha, LSR, LLC, (407) 769-6953
This Task Force will develop guidelines for the inspection and maintenance of upper couplers and kingpins on trailers.

S.11—Sustainability & Environmental Technologies

RP Updates (S.11)
Chairman: Bob Wessels, Retired Silver Spark Plug, (731) 463-4350
This Task Force will review existing S.11 Recommended Practices and update them as needed.

Alternative Energy Implementation Elements
Chairman: Justin Gerrity, Gerrity Heavy Duty Truck Sales, (732) 606-7480
This Task Force is developing information for fleets to use in their business justification documentation when considering adding alternative energy assets.

Smartway Activities
Chairman: Doug Johnson, Drivewyze (877) 393-3939
This Task Force will present an ongoing series of informational presentations regarding EPA SmartWay’s Greenhouse Gas Emissions Model (GEM) for medium- and heavy-duty vehicle compliance.

RP 1118 Update (Cost Modeling for Aerodynamic Devices)
Chairman: Amy Winfield, Suburban Seating and Safety (973) 778-9227
This Task Force will develop a calculative tool to evaluate the cost and value of aerodynamic device investments for use by fleet managers and other industry professionals.

55 vs 65+ Technical Report Update
Chairman: Kenneth Marko, Frito-Lay N.A., (972) 334-5120
This Task Force will update TMC’s information report entitled “55 vs. 65+,” covering the effect of higher speeds on fuel economy.

Chairman: Kenneth Marko, Frito-Lay North America, (972) 334-5120
This Task Force will develop position papers that will challenge industry to implement change in practices and performance as it relates to energy conservation.

Terminal Tractor Powertrain Options
Chairman: Patrick Seeberg, Meritor, Inc., (248) 435-1382
This Task Force will develop a recommended practice on alternatively fueled spec’ing options for terminal tractor powertrains.
Task Force Descriptions

**RP 1105 Update (Idle Limiting Systems)**
Chairman: Brad Wilson, Titan Transfer, Inc., (931) 488-0308
This Task Force will update RP 1105 dealing idle limiting systems for heavy-duty commercial vehicles.

**RP 1112 Update (Lightweight Components Effect on Fuel Economy)**
Chairman: Celeste Herpel, Airodyne Industries, (248) 548-3336
This Task Force will review the current relevance of RP 1112 Lightweight Components Effect on Fuel Economy and the need for revisions, if necessary.

**RP 1113 Update (Guidelines for Driver Incentive Programs)**
Chairman: Celeste Herpel, Airodyne Industries, (248) 548-3336
This Task Force will review and revise guidelines for incentives for drivers to improve fuel economy and reduce costs.

**RP 1109B Update (Type IV Fuel Economy Test Procedures)**
Chairman: Brian Wilson, Southwest Research Institute (210) 522-3873
This Task Force will update RP 1109B, Type IV Fuel Economy Test Procedures.

**RP 1108 Update (Update RP 1108 Analysis of Costs from Idling and Parasitic Devices for Heavy Duty Trucks)**
Chairman: Brian Wilson, Southwest Research Institute (210) 522-3873
This Task Force will update RP 1108, Analysis of Costs from Idling and Parasitic Devices for Heavy Duty Trucks.

**S.12—On-Board Vehicle Electronics**

**RP Updates (S.12)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will review existing S.12 Recommended Practices and update them as needed.

**RP 1210D Update (Windows API)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update RP 1210D, Windows Application Program Interface.

**RP 1210 OEM Application Validation Testing**
Chairman: Lee Long, Southeastern Freight Lines, (803) 794-0047
This Task Force will develop a recommended practice to help vendors of vehicle datalink adapters (VDAs) conduct validation testing of their devices to original equipment manufacturer (OEM) vehicles/equipment.

**Electronic Logging Devices**
Chairman: Michael Ahart, Omnitracs, LLC, (469) 801-2510
This Task Force is developing recommended practices for emerging electronic on-board recorder devices.

**RP 1226 Messaging Standardization**
Chairman: John Maag, Volvo Trucks, (336) 662-1656
This Task Force is developing a recommended practice that defines messages and standards for RP 1226, which covers telematics and on-board diagnostic accessory connectors.

**RP 1210 Compliance**
Chairman: Vince Vanszl, Penske Truck Leasing, (610) 451-2480
This Task Force will develop recommendations for ensuring industry compliance among manufacturers and suppliers with TMC RP 1210, Windows Application Program Interface.

**RP 1227 Update (Mobile Device Communication API)**
Chairman: Chris York, Cummins, (812) 377-5722
This Task Force will establish a recommended practice for an application program interface (API) between the physical datalink (i.e., CAN/J1939), a vehicle datalink adapter (VDA) and mobile device software applications for on-board electronic control unit communications.

**RP 1208D Update (PC Selection Guidelines for Service Tool Applications)**
Chairman: Lee Lackey, Noregon Systems, (336) 217-7434
This Task Force will review RP 1208D, which addresses the acquisition and use of off-board personal computers (PCs) for vehicle diagnosis, repair, and maintenance management.

**Open Wireless Vehicle Data Adapter (API)**
Chairman: Vince Vanszl, Penske Truck Leasing, (610) 451-2480
This Task Force will establish a recommended practice for an application program interface (API) for Open Wireless Vehicle Data Adapters, to allow access to vehicle data via WiFi or web services.

**RP 1225 Update (General Guidelines for Security Risk Analysis of Electronic Driver Log Systems)**
Chairman: Michael Ahart, Omnitracs, LLC, (469) 801-2510
This Task Force will review and revise the recommended practice providing guidelines to assure the security of electronic driver log systems.

**Telematics Compliance Standardization**
Chairman: Brandon Fackey, Clarke Power Systems, (513) 842-4731
This Task Force will develop guidelines for standardization of telematics data.

**RP 1209 Update (Sensor Diagnostics)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update the existing RP 1209 on Sensor Diagnostics.

**RP 1211 Update (Electronic Dash Display)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update the existing RP 1211 on Electronic Dash Display requirements.

**RP 1212A Update (PC-to-User Interface)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update the existing RP 1212A regarding guidelines for the PC-to-User Interface.

**RP 1217A Update (Tractor-Trailer Interface Guidelines)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update the existing RP 1217A regarding guidelines for the tractor-to-trailer Interface.

**RP 1220 Update (Forward Collision Warning/ACC)**
Chairman: Ken DeGrant, Diesel Laptops, (888) 983-1975
This Task Force will update the existing RP 1220 regarding forward collision warning device.

**RP 1221 Update (Lane Departure Warning)**
Chairman: Paul Birkenstock, Hadley Products, (516) 241-2213
This Task Force will update the existing RP 1221 regarding guidelines for the Lane Departure Warnings.

**Open Telematics API**
Chairman: Scott Sutarik, Geotab, (630) 709-7892
This Task Force will develop a Recommended Practice for Open standardized Open Telematics API for retrieving telematics logs and data, utilizing a schema developed by the National Motor Freight Carriers Association.

To register, visit http://tmcannual.trucking.org
S.14—Light- and Medium-Duty & Specialty Trucks

RP Updates
Chairman: John Walborn, Dossier Systems, (717) 731-2665
This Task Force will review existing S.14 Recommended Practices and update them as needed.

E-PTO and Hybrid Auxiliary Power Systems in Vocational Vehicles
Chairman: Adam Williamson, Altec Industries, (813) 372-0068
This Task Force will explore application of electric PTOs and hybrid auxiliary powertrains to work-performing platforms/systems in Class 2-6 and vocational vehicles.

RP 1411 Update (Light- & Med.-Duty Auto Transmission Fluid Guidelines)
Chairman: Chris Lindquist, Altec Industries, (719) 313-7520
This Task Force will update RP 1411 covering automatic transmission fluid guidelines for Class 2-6 and vocational vehicles.

Lumen Ratings for White LED Work Lights
Chairman: Greg Parman, Maxxima, (631) 434-1200
This Task Force will develop a Recommended Practice to define lumen ratings for white LED worklamps.

Vocational Duty Cycles for Aftermarket Systems
Chairman: Chris Lindquist, Altec Industries, (719) 313-7520
This Task Force will develop guidelines regarding duty cycles for various aftermarket systems used in vocational vehicles.

VMRS Code Development for Specialty Vehicles
Chairman: Joe Farke, Altec Industries, (816) 901-4856
This Task Force will work with the TMC VMRS Codes Committee (S.5) to identify and develop new categories pertaining to Specialty Vehicle equipment and systems.

RP 1432 Update (Truck Body Safety Features)
Chairman: Bob Raybuck, National Truck Equipment Assn., (248) 489-7090
This Task Force will update RP 1432 Truck Body Safety Features.

S.16—Service Provider

RP Updates
Chairman: Peter Savage, Clarke Power Services, Inc., (513) 719-2313
This Task Force will review existing S.16 Recommended Practices and update them as needed.

Implementing TMC RPs in Fleet and Service Provider Operations
Chairman: Jill Gingrich, Wheeltime Network, (313) 475-3135; Doug Will, STEMCO, (267) 718-5127
This Task Force will develop guidelines for implementing/utilizing TMC recommended practice in fleet and service provider operations.

Developing and Leveraging Next Generation Leaders
Chairman: Robert Jameson, Clarke Power Services, Inc, (317) 519-3154
This Task Force will develop recommendations for programs that develop and foster next generation leadership in service provider operations.

Proper Vehicle Lifting Procedures and Equipment
Chairman: Radu Pop, Stertil-Koni, (470) 717-3127
This Task Force will develop recommended practices to help shop managers choose the correct types of lifting equipment for their type of maintenance operations, and general safety, productivity, and ergonomic considerations.

Uptime Through Digital Exchange and Management
Chairman: Evan Erdmann, Clarke Power Systems, (513) 260-0347
This Task Force will develop a Recommended Practice to help Service Providers effectively use digital information to plan and complete service or maintenance events in the most efficient manner possible.

Establishing Standards of Excellence for Service Providers
This Task Force will develop a Recommended Practice for standardized quality performance measurements for service providers.

S.17 — Collision & Corrosion

Cab and Controls Corrosion Control
Chairman: Tim May, Minimizer, (507) 774-9292
This Task Force will develop guidelines for dealing with corrosion as it relates to cab and control systems.

Corrosion of Non-Ferrous Materials on Chassis and Suspension
Chairman: Brian Harrington, Atro Engineered Systems, Inc., (216) 970-4066
This Task Force will investigate the impact of corrosion on rubber on chassis and suspension components.

Corrosion Manual Update
Chairman: Dennis Winn, Accuride Corp, (660) 651-7468
This Task Force will update the TMC Corrosion Manual

Refinishing to Maximize Adhesion
Chairman: Jim Kolea, Penn Fleet Corp, (610) 940-1507 x201
This Task Force will develop recommendations for Heavy Duty Collision Repairs (HDCR) to improved paint and coatings adhesion during the refinishing operation.

Heavy-Duty Collision Repair Roadmap
Chairman: Chris Sterwerf, Fairfield Auto & Truck Svc., (513) 874-5857
This Task Force will develop a roadmap/flowchart for the steps needed to take a truck or trailer involved in a collision and make it road ready and safe for service. The flowchart will consider safety, cost and equipment utilization, and identify areas for future Task Force development.

Frame Correction
Chairman: Chris Sterwerf, Fairfield Auto & Truck Svc., (513) 874-5857
This Task Force will develop guidelines and practices for fleets and collision repair operations to return damage frames to proper specifications in order for the vehicle to function safely.

S.18 – Automated & Electric Vehicles

Electrified Vehicles
Chairman: Kevin Otto, Retired Silver Spark Plug, (812) 447-3311
This Task Force is exploring the need for recommended practices, information reports and/or position papers on medium- and heavy-duty electric trucks.

Platooning
Chairman: Richard Bishop, Richard Bishop Consulting, (443) 695-3717
This Task Force is exploring the need for recommended practices and developing a position paper on platooning truck technologies.

Automated Vehicles
Chairman: Ananda Pandy, ZF TRW, (761) 429-1770
This Task Force is exploring the need for recommended practices, information reports and/or position papers on medium- and heavy-duty automated trucks.
Automated Truck Inspection and Enforcement
Chairman: Daniel Goff, Kodiak Robotics, Inc., (464) 515-3933
This Task Force will develop guidelines for maintenance and safety inspections for automated medium- and heavy-duty commercial trucks including compliance with North American Standard Out-Of-Service criteria.

Roadmap for Electric Infrastructure
Chairman: Justin Gerrity, Gerrity Heavy Duty Truck Sales, (732) 606-7480
This Task Force will develop guidelines for design and maintenance of infrastructure to support electric commercial vehicle fleet maintenance operations.

Electrified Vehicle Technician Training
Chairman: Chirag Shah, ZF, (586) 884-1018
This Task Force will develop guidelines for the training of technicians to support electric commercial vehicle fleet maintenance operations.

ADAS Nomenclature
Chairman: Kyle Mitchell, Maverick Transportation, (501) 655-1660
This Task Force will develop guidelines for common nomenclature for Advanced Driver Assistance Systems (ADAS), as utilized in medium- and heavy-duty commercial vehicles.

ADAS Selection and Specification
Chairman: Kyle Mitchell, Maverick Transportation, (501) 655-1660
This Task Force will develop guidelines to assist fleets in selecting and specifying Advanced Driver Assistance Systems (ADAS) for various operational and vocational applications.

Professional Technician Development Committee

Technician/Student Skills Competition
Chairman: Randy Patterson, Bridgestone Comm. Solutions, (601) 209-1946
This Task Force is developing procedures for implementing a national technician and student skills contest under the auspices of TMC.

Future Technician Scholarships
Chairman: Dave Walters, Alcoa Wheels, (814) 553-2228
This Task Force is examining means of establishing technician scholarship programs.

Fostering State Trucking Association Competitions
Chairman: Bonne Karim, Retired Silver Spark Plug, (405) 641-5241
This Task Force is examining means of establishing state trucking association competitions for technician excellence that participate in TMC SuperTech.

Educator Committee

Educator Involvement
Chairman: George Arrants, ASE Education Foundation, (281) 850-1676
This Task Force will develop recommendations for increasing educator involvement in ATA's Technology & Maintenance Council.

Curriculum Development
Chairman: Jack Werner, Western Technical College, (915) 539-1590
This Task Force will develop recommendations for improvement of technician school curriculum programs.

NATMI Curriculum Advisory
Chairman: Robert Braswell, TMC, (703) 838-1776
This Task Force will develop recommendations and materials for the curriculum of the North American Transportation Management Institute’s (NATMI) Certified Director/Supervisor of Maintenance programs.

Credentials for Truck Program Instructors
Chairman: Jack Werner, Western Technical College, (915) 539-1590
This Task Force will develop recommendations for documenting the qualifications of instructors in technician school programs.

Entry Level Technician Training for Electric Vehicles
Chairman: Jack Werner, Western Technical College, (915) 539-1590
This Task Force will develop recommendations for training requirements for electric vehicles in technician school curriculum programs.

Future Truck Committee

Future Electrical/Electronic Systems
Chairman: Al Lesesky, Vehicle Enhancement Systems, (440) 241-3598
This Task Force keeps abreast of the latest in heavy-duty electrical systems and explores new and emerging electrical/electronic system technologies. The Task Force then makes these new technologies known to TMC members and provides information on benefits and possible problems and solutions.

Future Tire Durability & Reliability
Chairman: Dan Shy, The Goodyear Tire and Rubber Co., (330) 283-3817
This Task Force will attempt to discover causes and solutions to problems that limit tire durability and reliability in order to reduce tire operating costs. All causes of tire failures, including operation hazards, maintenance problems, manufacturing defects, retread & repair errors, will be addressed.

Future Cab and Driver Interface
Chairman: John Adami, NW Heavy Duty Component Sales, (425) 633-4309
This Task Force keeps abreast of the latest issues and information affecting the tractor and the driver. At present it is dealing with driver interface issues.

Future Trailer Productivity
Chairman: Chris Lee, Great Dane, (912) 644-2250
The Future Trailer Task Force keeps TMC members abreast of the latest in trailer technology, including aerodynamics, and addresses feasibility of new trailer technologies.

Sensor-Enhanced Maintenance
Chairman: Wally Stegall, The Morey Corp., (630) 842-0489
This Task Force will explore application of sensor-enhanced maintenance technologies to commercial vehicles.

Future Energy Conservation (Joint S.11/FT)
Chairman: Kenneth Marko, Frito-Lay N.A., (972) 334-5120
This Task Force will explore application of sensor-enhanced maintenance technologies to commercial vehicles.

Future Chassis and Brake Systems
Chairman: Eric Benge, Walmart Transportation, (479) 277-9855
The purpose of this Task Force is to develop position papers and information reports that will challenge industry to implement changes in practices and performance as it relates to chassis and brake systems.

Future Virtual/Augmented Training
Chairman: Matt Johnston, Design Interactive, (703) 578-1544
This Task Force will explore the application of virtual/augmented training simulation software to commercial vehicle maintenance.

Future Alternate Propulsion System
Chairman: Lou Stumpp, Navistar, Inc., (317) 892-3054
This Task Force will explore the future alternate options for vehicle propulsion in commercial vehicles.

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