

SUMMER 2018

# ROLLING ALONG

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION

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# ROLLING ALONG

NORTH DAKOTA MOTOR CARRIERS ASSOCIATION PUBLICATION

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# NEWS & NOTES FROM THE EXECUTIVE VICE PRESIDENT



**MIKE GERHART**  
mike@ndmca.org

It is a privilege to introduce myself as the new Executive Vice President of the North Dakota Motor Carriers Association (NDMCA). For the past twenty-six years I have had the opportunity to work for the North Dakota Highway Patrol, with the last four years fulfilling the Superintendent position. As I transition into my new role, I'm excited about utilizing my leadership experience to promote the NDMCA's mission. I look forward to working with our members and board of directors seeking opportunities to meet the challenges this industry faces. I'm committed to promoting an understanding and helping grow an appreciation of the importance of industry both on a state and national level.

Trucking is very important to the future of North Dakota and I'm very proud and thankful to be part of the NDMCA team. If I can be of assistance, please do not hesitate to contact me at [mike@ndmca.org](mailto:mike@ndmca.org). I look forward to working with you in the future.

Sincerely,

*Mike Gerhart*



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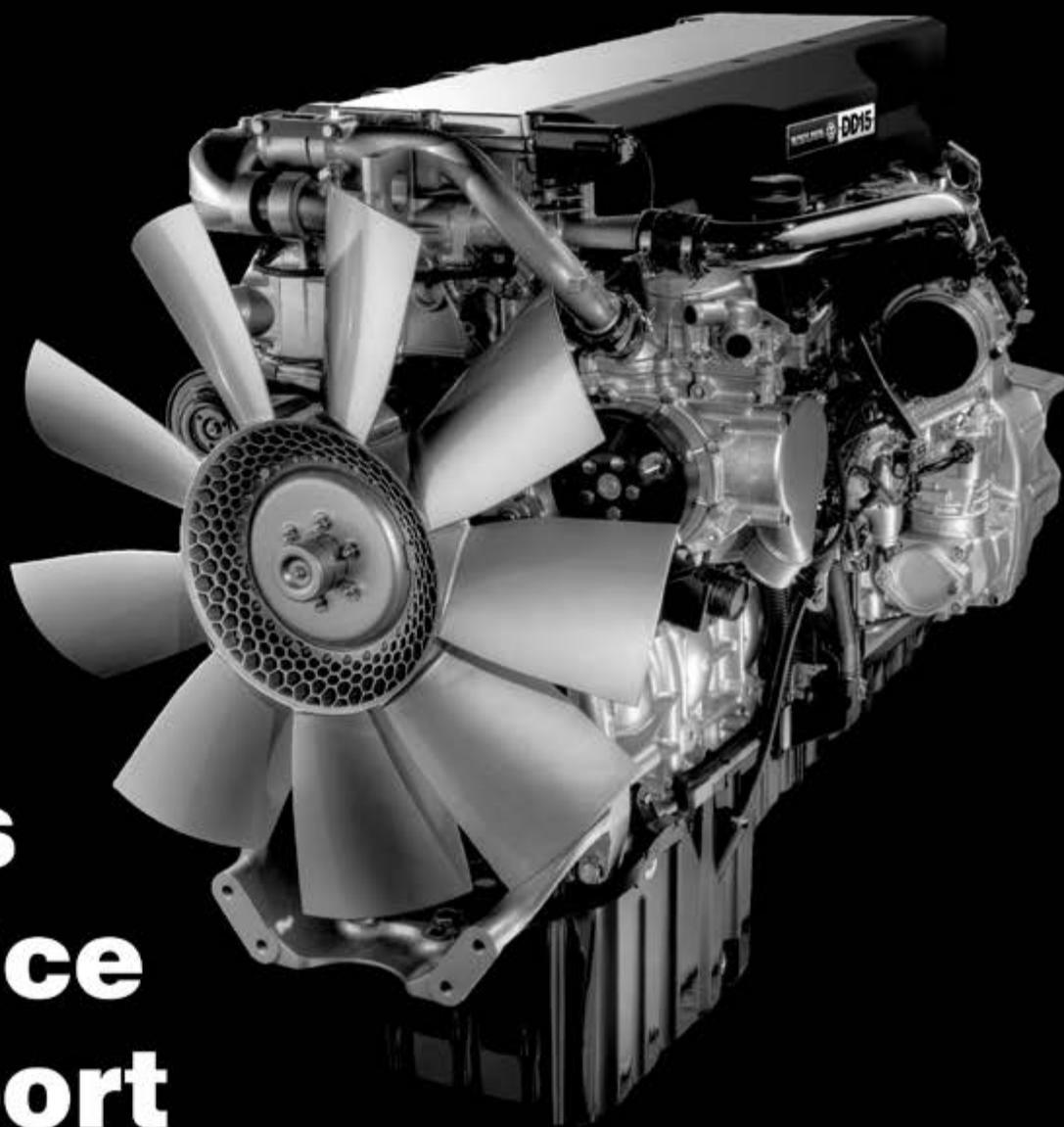
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# PRESIDENT'S MESSAGE

## Greetings Fellow NDMCA Members!

I just got off the phone with one of my truck underwriters and it reminded me of the days when the trucking industry treated the safety department as the ugly stepchild.

For the most part, safety departments work hard to ensure an accident never happens through training and safety meetings. But a new thing we are seeing is a push for on-board cameras and if your truck(s) don't have them yet, I encourage you to get onboard. I am so grateful every time I experience a claim situation where an on-board camera has either diminished or completely mitigated a claim payout in a truck accident, and you will be too.

Another good way to incentivize safety and to keep your good drivers in a time of extreme driver shortage is to offer safety incentives. A strong safety program is one that recognizes drivers when they do the right thing, incentivizes a driver to be aware and to care, one that promotes teamwork amongst dispatch, safety, drivers and most importantly, top management. There is nothing more powerful than the owner or president of a company taking time to shake the hand of a driver who is doing the right thing. Create a safety culture that raises the level of respect all team-members show toward your professional driving team. Respect goes a long way in this industry.



The driver shortage isn't going away any time soon and we believe that showing your driver-team that they are an integral asset to the company's success will help to ensure that success for your company.

So remember, the safety department must no longer be treated as the ugly stepchild. Try considering it as a profit center and you may find that it becomes a profit center that pays back tenfold when done right.

Stay safe out there!

*Melissa Dixon*

## MEMBER NEWS

The North Dakota Motor Carriers Association would like to welcome the following new members, who joined with the Association between December 2017 and June 2018. We look forward to working with you in the years to come.

- AT+T - St. Louis, MO
- M and L Accounting Services - Bowman, ND
- Pedigree Technologies - Fargo, ND
- Thompson Transport LLC - Fargo, ND
- Twin Falls Oil Service LLC - Killdeer, ND
- Werts Welding and Tank Service - Billings, MT
- Wyoming Casing Service - Dickinson, ND
- Ziman Trucking, LLC - Dickinson, ND
- Penske Truck Leasing - Fargo, ND

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## FOUNDATION NEWS

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Gary Pederson	John Roswick	Dixon Insurance
Melissa Dixon	Bruce Harner	Pro Transport & Leasing Inc.

# GOVERNMENT NEWS

## ***129,000 Primary Network Permit***

The Interstate has been approved for travel on the 129,000 Primary Network Permit. You can find the map showing the approved routes of travel at <https://www.nd.gov/ndhp/sites/www/files/documents/Permits/9-28-A.pdf>.



## ***10% Harvest/Durational Permits***

The 10% Harvest and Durational Permits will be available on-line to purchase on July 8th. The 10% Harvest allows the current year's harvested products to be hauled from field to first point of storage or first point of storage to first point of sale or transfer of possession. This permit is not valid on interstate, county or other local roads. The durational shares the harvest rules July 15th thru November 30th. December 1st the 10% winter rules go into effect. The website for purchasing the 10% weight exemption permits is <https://www.nd.gov/ndhp/motor-carrier/e-permits>.

## ***Workers Compensation Rates to be Reduced on Average by 7.4% for 2018-19***

WSI's consulting actuaries completed the WSI 2018-19 annual premium rate review. The 2018/19 indications were for a statewide average rate decrease of 7.4 percent. The WSI Board recommended the actuarial recommendation and that recommendation was approved by the Governor.

All premiums for the 2018/19 reporting period will be calculated using a payroll wage cap of \$35,500 which has increased from \$35,100 per covered worker for the 2017/18 reporting period. The net effect of the 7.4 percent average statewide rate decrease combined with the change in the payroll cap will result in an average statewide premium decrease of approximately 6.8 percent.

Proposed rate changes for individual rate classifications vary, ranging anywhere from a decrease of 22.4 percent to an increase of 7.6 percent. Under this proposal, rates for 116 rate classifications will be decreased, rates for 19 classifications will be increased and rates for 6 rate classifications will remain the same.

For fiscal year 2018/19, the rate for Trucking and Hauling – Class 7215, will be set at \$7.29 per \$100 of payroll, a decrease of 7% from last year's rate of \$7.84.

## ***WSI Declares 50% Dividend for 2018-19 Policy Year***

During the June 2018 WSI Board meeting, the Board of Directors made a recommendation to issue a 50% premium dividend credit to policyholders. This recommendation has been approved by the Governor.

The dividend credit will be applied against policyholders renewing during the FY 2018-19, who are in good standing with the agency and are not minimum premium accounts. The credit will reflect 50% of the prior year's premium less safety discounts, ensuring no account total is less than \$250 after the dividend credit is applied.

Favorable investment returns contributed to increased surplus growth resulting in the fund exceeding statutory surplus requirements. When surplus requirements are exceeded, dividends are required.

Including this recent dividend, total dividends issued in 13 out of the last 14 years will amount to approximately \$1.25 billion.

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# 2018 ANNUAL SAFETY AWARDS

## ANNUAL SAFETY AWARD WINNERS

The 2018 Annual Safety Award Banquet was held on May 17th, 2018 as part of the NDMCA Annual Convention in Bismarck, ND. The Safety Awards Banquet recognized industry professionals and companies who go above and beyond and show an unwavering commitment to safety.



*Driver of the Year – Terry Jordan, Altendorf Trucking*

*Melissa Dixon, NDMCA President;  
Terry Jordan; Col. Michael Gerhart*



*Safety Professional of the Year  
Tyler Skoglund, Midwest Motor Express*

*Danielle Skoglund; Tyler Skoglund;  
Kelly Krapu, Dixon Insurance & ITL*



*Trooper of the Year – David L. Kamp & Family*

*Melissa Dixon, NDMCA President; David L. Kamp; Rhonda Kamp,  
Heather Kamp, Taylor Kamp, Jaaron Kamp, Bennett Kamp*



*Service Technician of the Year– Bryan Bray,  
Nuverra Environmental Solutions*

*Destiny Bray; Melinda Bray; Dakota Bray; Bryan Bray;  
Jeremy Oistad, Butler Machinery*



*Service Manager of the Year  
Brian Fitzgerald, Oasis Well Services*



*Outgoing Colonel of the NDHP –  
Col. Michael Gerhart*

*Melissa Dixon, NDMCA President;  
Col. Michael Gerhart; Kacey Heidrich, NDMCA*

Category	Award Recipients
Household / Under 250,000 Miles	Roger Ward Moving & Storage
Household / 750,000 to 1 Million Miles	Jobbers Moving and Storage
Less Than Truckload / 5 Million - 10 Million Miles	CrossCountry Freight Solutions
Less Than Truckload / 10 million to 25 Million Miles	Midwest Motor Express Inc.
Less Than Truckload / Over 25 Million Miles	FedEx Freight Inc.
Private /500,000 to 750,000 Miles	Baker Boy
Specialized / 1 Million - 2.5 Million Miles	Diamond B Trucking
Specialized / 10 Million - 25 Million Miles	Johnsrud Transport, Inc.
Truckload / 1 Million - 2.5 Million Miles	TMI Transport Corp.
Truckload / 2.5 Million - 5 Million Miles	Mayer Truck Line, Inc.
Truckload / 5 Million - 10 Million Miles	Dixon Brothers, Inc.
Truckload / 10 Million - 25 Million Miles	Pro Transport & Leasing
Truckload / Over 25 Million Miles	Holland Enterprises, Inc.



Fleet Safety Awards

Back Row; Eric Bischke, CrossCountry Freight Solutions; Bob Stanley, Baker Boy; Wally Keller, Jobbers Moving and Storage; Alan Coldwell, Diamond B Transport; Mark Bakken, Pro Transport;  
 Front Row; Bret Smith, Johnsrud Transport Inc.; Pat Severson, TMI Transport Corp., Fleet Grand Champion; Glade Westwood, Dixon Brothers Inc.; Mari Obenchain, Mayer Truck Lines; Karla Bancroft, Holland Enterprises.



Fleet Grand Champion – TMI Transport Corp.

Jeff Strassburg, Great West Casualty Company;  
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# DRIVER OF THE YEAR

Gordon Weixel

Veteran truck driver Terry Jordan is this year's North Dakota Motor Carriers Association "Driver of the Year." The 68-year-old has a long list of accomplishments, but perhaps the most persuasive is his 26 years and over 2,000,000-plus miles of accident-free professional truck driving.

Terry lives and works in the Red River Valley, making his home in Alvarado, MN, and working for Minto, ND-based Altendorf Trucking, Inc. He was nominated by Altendorf Trucking's Safety Director Mike Lee, who has been with the company for 16 months. On the trucking side of the business, Altendorf has about 100 trucks and an equal number of drivers.

While Terry's driving record is impressive, it's just part of what makes him deserving of the NDMCA's most prestigious award, according to Lee.

"The thing that really separates Terry from other drivers is his attitude and involvement in the trucking industry and his community," Lee remarks. "Terry has a great work ethic and never misses a day, never complains, and you can always count on him."

Terry admits he was surprised by the nomination and winning the award. "I knew that Mike had nominated me for something. He had asked me some questions and said he was just updating some files. Next thing I get a phone call and I'm going to the (NDMCA) conference

in Fargo. It ended with the awards banquet and I was selected for the award," he says. "Several awards were presented and it was a pretty good deal."

Truck driving wasn't always what Terry had planned on pursuing as a career. Terry grew up on a farm, meaning he had a lot of opportunities to drive heavy equipment including trucks, tractors, etc. Then he moved into the field of teaching and for 20 years taught junior high mathematics.

Terry had the opportunity to take over the family farm and managed to keep it going until he got his CDL for driving semis and decided to get out of farming and become a full-time truck driver. He started working for Altendorf Trucking, Inc. in April of 1994 and intends to keep driving as long as he can.

While Terry does like to do some gardening in his spare time, he's an avid supporter of athletics. Early in his career he coached basketball for a time, but for 40 years he's been a basketball referee for the North Dakota High School Athletics Association.

"What better deed than promoting good sportsmanship and mentoring young adults?" Lee wrote in nominating Terry. "Terry is an energizer to other employees."

While Terry doesn't consider himself a hero, he did play an important part in saving the life of



a fellow trucker.

"Terry knew that one of our other drivers hadn't been feeling well and when he found that person's truck parked Terry went to check on him," Lee describes. "Much to Terry's surprise the other driver was having a heart attack and he got him the help he needed. Terry's acts of courtesy come in many forms and fashions."

"Also, Terry has used contacts from his farming days to locate loads of grain to haul when our regular commodity of raw potatoes gets slow in late summer. That has a direct effect on the bottom line impact," Lee adds.

Terry is a firm believer in education and training of truck drivers. While Terry admits

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he's a self-taught truck driver, he does attend all the safety meetings and takes advantage of Altendorf's continuing education training videos, which help remind him to keep safety on his mind throughout the year.

"I'm pretty much self-taught when it comes to driving, but the training is definitely out there," Terry says. "If you're a total rookie, don't have any experience and are trying to get into driving, a person should probably go to a truck driver school of training. A lot of the places that need drivers usually provide some type of on the job training. Our company does that and will help you get a CDL."

Truck driving is relaxing for him, according to Terry. "It's a great job for a guy my age. Driving does take up a lot of time and you have to keep your eyes on the tires and springs every day. There is a lot of maintenance required and you have to know what you're doing," he says.

As long as he can pass his CDL physical and keep his eyesight, Terry intends to remain driving as long as Altendorf will have him. But not all days are sunny and the Altendorf trucks run 24 hours a day, seven days a week.

"I hate driving in snowstorms, fog and on icy roads. You don't have a lot of control in those conditions and an empty semi jackknifes easily. If it's real bad outside, we just don't go," Terry says. "You really have to be careful. If it gets really bad outside we don't go out. One time on I-29 with a load of potatoes it was very icy and we could only drive 25 mph. At one point I found myself sliding sideways towards the ditch and there was nothing I could do about it.

"I have hit a few deer over the years and I did

get hit on the side once by a car. There wasn't much damage and the fault was the driver of the car," Terry says. "I was a school bus driver for a time and never had any accidents. I'm a very defensive driver and I pay a lot of attention to the vehicles around me."

Terry says he drives nearly every day. He averages over 100,000 miles a year and 10,000 to 12,000 miles a month. He also has high praise for Marvin Altendorf, owner of the company. "He's just a great guy and bends over backwards for the drivers. If you show you want to work, the company will let you be as busy as you want to be."

Terry met his wife, Jackie, in 1993 and married her in 1994. Terry has three children – Stephanie, Nicole and Michael. All are grown up and are married having provided Terry with seven grandchildren in the past ten years.

"Today the motor carrier industry has a great responsibility to make our highway a safer place to drive and work," says the NDMCA's Kacey Heidrich. "Truck safety is becoming an even more important aspect of traffic safety to the public. Terry represents a fine example to the entire trucking industry and the public for his achievement."

Lee ended his nomination of Terry, writing, "Is Terry the best driver in the world? I don't know. But, Terry is for sure one of the best in North Dakota."

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# 5 THINGS TO KNOW ABOUT PERSONAL CONVEYANCE

Aaron Marsh | Jun 01, 2018

<http://www.fleetowner.com/regulations/10-things-know-about-personal-conveyance>  
Reprinted with permission from Fleet Owner magazine.

For the first time in more than 20 years, the federal agency responsible for motor carrier regulation has issued official guidance on personal conveyance. That's where a commercial truck or bus driver can operate the vehicle while off duty and isn't subject to on-duty hours restrictions.

It's also been a focal point of confusion for fleets and drivers regarding the federal Hours of Service (HOS) rules since the onset of electronic logging devices (ELDs), which require that all movement of the commercial vehicle be precisely accounted for. Prior to that in the predominantly paper log era, documenting personal conveyance was more relaxed, so essentially, it was no big deal.

It's a good idea to read carefully through the Federal Motor Carrier Safety Administration's (FMCSA) new guidance on personal conveyance, which is expected to be published in the Federal Register next week.

## *But Here Are The Essentials To Know:*

**1. This is not a requirement — it's up to the carrier whether to allow personal conveyance of the commercial motor vehicle (CMV).**

"Just because something is allowed by the law doesn't necessarily mean it has to be allowed by the carrier," noted Joe DeLorenzo, head of FMCSA's Office of Compliance and Enforcement, on a call with media yesterday afternoon.

**2. If the carrier does allow personal conveyance, there are no limits that must be placed on it.**

The federal government has no mileage restrictions like 30 miles, 50 miles, etc. or specific times of day for what's allowable. However, again, the carrier can set limits like that, if it so chooses.

"The carrier has the right to put limits on it or not put limits on it — do whatever they want," DeLorenzo said.

**3. Carriers should be clear on their personal conveyance policy.**

As complex an issue as personal conveyance can become, it's a good idea for carriers to spell out their position on it clearly with their drivers. FMCSA recommends that carriers have a policy in place on what they do or do not allow regarding personal conveyance, including any limits.

**4. The driver must be off duty for it to be personal conveyance.**

While there are many specific instances to consider whether they can legitimately count as personal conveyance, "first of all, it's an off-duty status," DeLorenzo stressed. "In order to be off duty, the guidance is clear that you have to be relieved from work and from responsibility by the employer."

**5. The purpose of a personal conveyance move has to be, after all, personal.**

In addition to taking place while off duty, a personal conveyance of the CMV cannot advance a load being carried or the driver's job in some way. If it does, that's on-duty driving time, not personal conveyance. FMCSA also referred to this point in the guidance as whether a move "enhances operational readiness."

Details are very important here. DeLorenzo gave an example where a driver is delivering or picking up a load at a shipper or carrier and it takes longer than planned, using up the driver's available hours of service, and then is told to leave the property.

That's a scenario drivers cite very frequently. If the driver at that point goes off duty and moves the CMV under personal conveyance to the nearest safe parking spot to continue required off-duty time, YES, that's a legitimate use of personal conveyance.

But if the driver were to pass the nearest safe parking spot in order to get to another location that's closer to their next delivery or pickup, that's advancing the load/job and is NOT personal conveyance. DeLorenzo emphasized "safe, reasonable" parking for the truck several times, urging drivers and carriers to use good judgment.

The goal of the federal Hours of Service rules is safety — not to make life difficult for drivers. FMCSA has been clear to acknowledge that in the real world of trucking today, things happen. This guidance on personal conveyance isn't just for carriers and drivers, the agency noted, it's just as much for law enforcement to be clear on what's allowed and foster "reasonable" conversations at the roadside, when it comes to that.

"FMCSA recognizes that much of the pressure on drivers . . . results from delays during the loading or unloading process, causing a driver to run out of hours," the agency stated. "This guidance will have a positive impact . . . by giving drivers the flexibility to locate and obtain adequate rest, as this would be off-duty time in personal conveyance status."

# UPCOMING EVENTS

## **August 17th, Bismarck, ND**

8AM Registration • 9AM Shotgun Start

**NDMCA Foundation Golf Tournament – Apple Creek Country Club**

Join us in Bismarck at Apple Creek Country Club for a great day of golf, all to support the NDMCA Foundations scholarship program. Apple Creek Country Club is a private 18 hole golf course.

## **September 12th**

**Mandatory HAZMAT Certifications Webinar**

This half day webinar is for hazmat shippers, transporters and handlers. This training should be mandatory for all employees who are involved with transporting hazardous materials. We will cover general requirements, hazmat tables, shipping papers, packaging, marking and labeling, placarding, loading, emergency response and security. Hazmat training, testing and certification are required every 36 months.

## **September 13th**

**Safety Meeting Management Webinar**

Training is the most effective method to implement safety programs and motivate employees to stay safe. If done enthusiastically and effectively it can be powerful. This webinar will help you to learn the basics to effective training and pick up ideas on how to charge up your safety program.

## **September 19th, Fargo ND**

**Transportation Contracts & Regulatory and Legal Issues Affecting Supply Chain Relationships**

This seminar will provide an overview of differing transportation contracts including shipper-carrier, shipper-broker and broker-carrier contracts. We will discuss fundamental concepts and commonly found provisions in transportation contracts.

## **September 19th, Fargo, ND**

**Minimizing Employment Liabilities in the Trucking Industry**

This high level overview will give you some perspective on when to involve other professionals to tackle employment issues and when your team can administer the issues.

## **October 16th**

**Fargo, ND**

## **October 18th**

**Dickinson, ND**

**Safety and Compliance Seminars**

DOT Compliance, HOS, ELD's and Regulatory Guidance

## **October 17th**

**Fargo, ND**

## **October 19th**

**Dickinson, ND**

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# 2018 CHAMPIONSHIPS

## WINNERS NAMED IN 2018 TRUCK DRIVING CHAMPIONSHIP

By Jennifer Greuel

North Dakota's top drivers gathered at the North Dakota State School of Science Skills and Technology Center in Fargo on June 2<sup>nd</sup> for the 27th annual North Dakota Truck Driving Championship (TDC) hosted by the North Dakota Motor Carriers Association (NDMCA).

Mark Wolter, NDMCA immediate past president, has been a volunteer for the event since its inception and is in his ninth year as TDC chairperson. He said the event went well, even though they had to deal with some less-than-ideal weather. But after the event started and drivers had taken the written test, the rain cleared up just in time for drivers to hit the course.

"The Championship offers a great incentive for professional truck drivers to operate safely on the roads because they must be accident-free for at least the past year in order to compete, and many competitors have millions of accident-free driving

miles to their credit," Wolter says. "The drivers that compete truly represent 'the best of the best' drivers on the road in North Dakota, and maybe even the nation, as we had a driver move on and win the National Truck Driving Championship a few years ago."

This year's event drew 51 competitors, 16 of whom were competing for the first time. Each competitor picks one of nine categories in which to participate, ranging from a step van to twin trailers. Each competitor is given a written test, pre-trip examination test and a driving test. A perfect score in all three categories earns the competitor 500 points.

The driving course was made up of six driving problems: a right turn measured at the front steering tire, a front stop, diminishing cones, a rear stop, a right turn measured at the rear tire, and a scale stop measured at the rear drive axle.

With a perfect pre-trip score, a top score on the written test



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and the highest score on the driving test, FedEx driver Chris Scholand took home the title of TDC Grand Champion for the third year in a row with an overall score of 470 out of 500. This year was the second year he competed in the three-axle category after switching from the five-axle competition.

Scholand, from West Fargo, has driven truck professionally for the past 17 years, the last five with Fargo's FedEx Freight. He has accumulated more than 1.5 million safe-driving miles. Scholand grew up on a farm, and his experience with operation and repair of heavy equipment led him to his current profession. He and his wife, Kristen, have two sons, Jacob and Miles.

Scholand says he spends a lot of his time prior to the event driving on a practice course, studying the written materials and practicing pre-trip inspections before and after driving each day and on his lunch breaks.

"Lots of practice is what it comes down to," says Scholand. "There are days I am the only one out practicing on the course." His advice for anyone interested in one day winning the competition is to "be willing to put in the work if you want the result."

The emphasis on safety the competition provides is important to Scholand. "It gets me home to my family every night."

This year's TDC Rookie of the Year is Ruan driver Dustin Schafer, who has been in the business for one year. Prior to becoming a professional truck driver, Schafer had experience driving a county snow plow, farm trucks and grain trucks.

Schafer didn't have much time to prepare for the competition this year, as he was signed up by two of his friends and fellow drivers without his knowledge. Schafer found out a few weeks before the event that he would be competing. His fellow drivers have competed for the last several years and gave him an idea of what to expect, so he used his time to hit the books.

"It was a pretty fun time," says Schafer. "I plan to go back next year and see if I can do better."

The champions in each class now move on to the National Truck Driving Championship Aug. 15-18 in Columbus, Ohio, where they will represent North Dakota. The last time a North Dakota driver won a national championship came in 2004, when Randy Anton was crowned.

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# 2018 CHAMPIONSHIPS

## 2018 TRUCK DRIVING CHAMPIONSHIP RESULTS

### 2018 ND Truck Driving Championship Results

Place	First Name	Last Name	Company	HomeTown	Class
1	Christopher	Sholand	FedEx Freight	West Fargo, ND	3 Axle Tractor
2	Joel	Beauppe	Old Dominion	West Fargo, ND	3 Axle Tractor
3					
1	Richard	Hartleib	FedEx Freight	Minot, ND	4 Axle Tractor
2	Jon	Simonson	XPO Logistics	Fargo, ND	4 Axle Tractor
3	Cameron	Janousek	FedEx Freight	Hawley, MN	4 Axle Tractor
1	Scott	Meyers	FedEx Freight	Fargo, ND	5 Axle Tractor
2	Dustin	Schafer	Ruan	Wilton, ND	5 Axle Tractor
3	Adam	Krenzel	Magnum	Jonesville, WI	5 Axle Tractor
1	Kevin	Schmidt	Ruan	Baldwin, ND	Flatbed
2	Carlos	Salazar	FedE Freight	West Fargo, ND	Flatbed
3	Travis	Ewell	FedE Freight	Minot, ND	Flatbed
1	Bradley	Strom	FedEx Freight	Fargo, ND	5 Axle Sleeper
2	Michael	Barry	Magnum	Enterprise, MS	5 Axle Sleeper
3	Carl	Nikle	Altendorf Trucking	West fargo, ND	5 Axle Sleeper
1	Sharon	Collett	FedEx Express	Moorhead, MN	Step Van
2	Mark	Leichtenberg	FedEx Ground	Fargo, ND	Step Van
3	Shawn	Dahlseng	FedEx Freight	Fargo, ND	Step Van
1	Steve	Johnson	XPO Logistics	Lake Park, MN	Straight truck
2	Jamie	Ackerland	FedEx Freight	West Fargo, ND	Straight truck
3	Jerry	Graffis	FedEx Freight	Hamilton, ND	Straight truck
1	John	Smith	Magnum	Burlington, NC	Tank Truck
2	Joshua	Olson	FedEx Freight	Lincoln, ND	Tank Truck
3	Keith	Morris	Dixon Brothers	Bismarck, ND	Tank Truck
1	John	Janousek	FedEx Freight	Moorhead, MN	Twin Trailers
2	Bradley	Morrow	XPO Logistics	West Fargo, ND	Twin Trailers
3	Travis	Schaan	FedEx Freight	Lincoln, ND	Twin Trailers

#### Rookie of the Year

Dustin Schafer	Ruan	Wilton, ND	5 Axle Tractor
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#### Team

Fed Ex 1			
Driver	Class	Company	
Carlos Salazar	Flatbed	FedEx Freight	West Fargo, ND
Scott Meyers	5 Axle Tractor	FedEx Freight	Fargo, ND
John Janousek	Twin Trailers	FedEx Freight	Moorhead, MN
Jamie Ackerland	Straight truck	FedEx Freight	West Fargo, ND
Chris Scholand	3 Axle Tractor	FedEx Freight	West Fargo, ND

#### Grand Champion

Chris Scholand	3 Axle Tractor	FedEx Freight	West Fargo, ND
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3 axle – Christopher Scholand,  
Joel Beaupe



5 axle sleeper – Michael Barry,  
Bradley Strom, Carl Nikle



Twin Trailers – Bradley Morrow,  
John Janousek, Travis Schaan



4 axle – Cameron Janousek,  
Richard Hartleib, Jon Simonson



Step Van – Sharon Collett,  
Shawn Dahlseng,  
(not shown) Mark Leichtenberg



Team – Chris Scholand,  
Jamie Ackerland, Scott Meyers,  
Carlos Salazar, John Janousek



5 axle – Dustin Schafer,  
Scott Meyers, Adam Krenz



Straight Truck – Jamie Ackerland  
Steve Johnson, Jerry Graffis



Rookie of the Year – Dustin Schafer



Flatbed – Carlos Salazar,  
Kevin Schmidt, Travis Ewell



Tank truck – Joshua Olson,  
John Smith, Keith Morris



Grand Champion – Chris Scholand



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