

FEATURED SCHOOL

Central Technology Center

CDL Program

Drumright, Oklahoma

By Janet Griebel/Mark Brown



Located about halfway between the bustling cities of Tulsa and Oklahoma City, in rural Drumright, Oklahoma, Central Technology Center boasts a nationally recognized, quality truck driver training program. Implemented in 1969, the Board and Administration of Central Tech decided it should be the mission of at least one area technology

center in Oklahoma to focus part of its efforts and resources toward serving one of the state's largest industries – the trucking industry.

In 1988, Oklahoma legislative leaders devised a way to fund the expansion and upgrading of the Truck Driver Training Program. They were determined to make it “second to none” in the nation. Again, Central Tech's Board, Administration and Staff responded by adding the latest equipment and teaching techniques as well as expanding the on-campus driving range. The facility has a driving range with more than three miles of paved roadway on 45 acres, equipped with traffic signs, a railroad crossing, and skill practice areas designed to allow each student to become proficient in driving today's tractor trailers. These skills include straight/offset/90 degree backing, parallel parking, coupling/uncoupling, an intensive pre-trip inspection, proper shifting techniques, and much more.



Central Tech Truck Driver Training has been a PTDI (Professional Truck Driver Institute) certified program for 23-1/2 years. The course utilizes classroom instruction, range and road driving, and practical application of skills used in highway driving. The school's ratio of only two students per truck allows each student to develop proficient driving skills - in only 23 training days (Monday through Friday). Students average from 44 to 50+ actual behind the wheel drive hours per student.

Combined years of driving/teaching experience for nine full-time and two part-time instructors total over 250 years; administrative staff is on site.

Entrance requirements for the program reflect those of industry standards. This helps insure that graduates from the program are employable in the trucking industry. Students begin class possessing a DOT physical and Class A Learner's Permit; housing is available locally. Students range from self-pay to those funded by local WIA/WFO offices, Indian Nations, and those whose employers send them to obtain their CDL as part of their job requirements. Some employers pay the students a salary while they attend class in addition to paying their cost of training. The CDL drive test is administered on site by Oklahoma Department of Public Safety examiners.

Upon successful completion of all standards and if all requirements are met, each student will possess a Commercial Driver's License (Class A) and will receive a certificate of completion from Central Tech Truck

In This Issue

• Feature School

Central Tech, Drumright, Oklahoma

• President's Message

• Executive Director Report

• Appeals Court: FMCSA wins HOS battle 'through artless war of attrition'

• 2014 Convention Information

• DelMar College Partnering with Shell Exploration Co.

• Trucking's Top Rookie of the Year

• 2013 Regional Sneak Peek

• Membership Restructure 2014

• TAT FBI Raid Article

• Pre-Trip Inspection for Classroom Lecture

• Great American Truck Show, Dallas, TX August 22-24, 2013

• National Truck Driver Appreciation Week

September 11-17, 2013

• SAVE WIA Funding

• Advertisements:

Cengage Learning

J. J. Keller & Associates

• NAPFTDS Apparel for Sale

Driver Training which includes a PTDI seal of attainment. They will also have a thorough working knowledge of commercial vehicle operations, air brake systems, safety practices, Hours of Service, and DOT rules and regulations.

Along with PTDI and NAPFTDS, the Truck Driver Training Program is actively involved in state and national associations such as American Trucking Association, Oklahoma Trucking Association, Women in Trucking, Truckload Carriers Association, and Truckers Against Trafficking.

Central Tech's program has an outstanding reputation and credibility...industry recruiters snap up graduates as fast as they can be trained. Classes begin every two weeks and run year round through mid-December. The school's placement rate is 98.7% (based on 2011-2012 statistics) and they have a reputation for turning out professional, employable trainees. The program administrators feel that there is no such thing as an overqualified truck driver. Professionals agree..."The best insurance is a better driver, and the best drivers start at Central Tech."

For more information, contact Mark Brown, Director, 918-352-7314 or Mark.Brown@centraltech.edu or www.tdt-ok.com.

President's Message

Rob Behnke



I hope this Learning Curve finds each and every one of you safe and in good health. In our last issue I was wishing for summer and now I find myself hoping it does not go so fast. You know what they say- July is our turning point back to winter months and so much more. The FMCSA has us on the edge of our seat with so many proposed or implemented regulations this past spring and summer its difficult at times to guide our students through all the changes. One consistent challenge is the fact that the Entry-Level Training has once again been set aside without a final ruling date at this time. My hope is that we continue to encourage each other and our political leaders to do the right thing and provide appropriate training and education for our industry.

I want to encourage all of you to utilize the NAPFTDS website as much as possible. One of the efforts the board continues to work on is building relationships with all our members and non-members. The website is a great resource for contacting our members. I am sure with the membership we are blessed to have there is someone out there with the answer or guidance you are looking for.

Please keep in mind the regional meetings this coming fall. I hope to see many of you in attendance and once again encourage your school administration to approve time for your staff to network with your surrounding colleagues. These opportunities have been recognized to be priceless in our teaching techniques and curriculum delivery. Keep an eye on the dates for a regional meeting near you as well as our national conference coming next spring in Charleston, South Carolina.

In closing, I want to thank all of you for a job well done! From industry, vendors and sponsors, to our training programs, we have been very consistent with safety orientated training and staff. NAPFTDS can be very proud of the relationships we have created and the lives we have changed guiding our students and members to a very rewarding career. Thanks to our carriers for providing lifelong opportunities and thanks to our vendors for providing us with the best of the best when it comes to the resources we rely on for great education. Please continue in your ways reaching out to those who need your expertise and resources to be both successful and safe throughout.

See you at the regional!

EXECUTIVE DIRECTOR REPORT

OO OO O

By R.W. McClanahan



I hope everyone had a great summer and for those of you that had vacation time, I hope it was relaxing... Now is the time to make plans to attend one or more of our regional meetings. These are great meetings that allow you to share ideas with your peers and also to learn about issues that may affect your programs. To find out about meetings in your region go to our website at www.napftds.org.

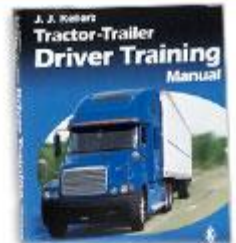
I have just completed judging for this year's *Rookie of the Year*. This is the second year I have been asked to be one of the judges for this great program and am amazed at the quality of this year's nominees. There were 40 "Rookies" nominated this year and each are deserving of the award.

I applaud Randall/Reilly Publishing for organizing this program. Each nominee must have less than one year experience as a driver and nominees come from trucking companies and schools. Judges look at each nominee's driving record, work history, statements from company or school officials and statements from the nominee as to what the new career has done to change their lives and what they think may be issues that affect the trucking industry. That is the one that really made an impression on me. When asked "What do you see as the top three image issues facing the industry", most nominees answered; dress and appearance of drivers as the number one issue. Now that may not seem like much, but it points out how new drivers are viewing other drivers or the "more

Special thanks to our ad sponsors in
this issue of



Please consider their quality products and services. Please **CLICK** on the following logos/ads for advertisements. For information on advertising, contact **Crissie Moffet**, cmoffet@napftds.org.



J. J. Keller's Tractor-Trailer Driver Training Manual

Updated manual includes
reg-based revisions for:

- CDL/medical card
- Texting ban
- Cell phone ban
- Intermodal DVIRs
- Hours of Service (changes effective as of 7/1/13)
- OSHA's whistleblower protection

Visit jjkeller.com
now to order!

experienced” drivers. To me, this is also an indicator of how these new people are being trained. Not only are instructors teaching basic skills and knowledge, but it is apparent that instructors are also developing the right attitude into the students. The right attitude is the foundation of teaching professionalism. My hat’s off to all you instructors that spend the time to develop this attitude into your students. This professional attitude goes a long way in the success of your students. It also helps the overall image of drivers. If these rookies see other drivers in a bad way, what do you think the general public thinks about truck drivers? I don’t know who will win this year’s Rookie of the Year, the winner is announced at the GATS show in Dallas each year, but all nominees were great. By the way, the winner received \$25,000 plus other stuff. You need to look at this next year to see if you have a nominee to submit from your school. It’s a great award!

Hope to see you all at this year’s regional meetings.

Appeals Court:

FMCSA wins HOS battle 'through artless war of attrition'

The Trucker

Declaring that the Federal Motor Carrier Safety Administration "won the day, not on the strengths of its rulemaking prowess, but through an artless war of attrition," the United States Court of Appeals for the District of Columbia brought an end to much of what the court called "the permanent warfare surrounding the Hours of Service rule" by upholding the new HOS regulations with one minor exception.

Thus ends — unless Congress decides to intervene — a 10-year skirmish among the trucking industry, safety advocates and the FMCSA that resulted in all or portions of two Hours of Service “final rules” being overturned by the appeals court and a third being essentially withdrawn by the agency with the promise to write a completely new rule, which it issued in December 2010 as a Notice of Proposed Rulemaking and in December 2011 as a final rule.

Unlike the previous three lawsuits that were brought by safety advocates, this time the trucking industry — led by the American Trucking Associations — jumped into the fray only to have the court side with the FMCSA.

The lone exception was a decision by the court not to apply the new 30-minute break rule to short-haul drivers, or those whose routes take them 150 air miles or less from their home terminal.

Trucking interests were — and likely still will be — unhappy with the 2011 rule’s 34-hour restart provision that limits the use of restart to once a week (rather than unlimited use during a one-week period) and the requirement that all restarts include two consecutive 1 a.m.-to-5 a.m. time periods.

And they opposed the 30-minute break requirement that says a driver must take a 30-minute break no more than eight hours after going on duty. The driver must go off-duty during the break, although he or she can stay in the truck so long as they do no work.

Safety advocates were strongly opposed to the 11-hour driving limit, preferring the 10-hour limit that was in place prior to 2004, and were hoping to see the 34-hour restart eliminated entirely; however, the court found that the safety advocates were without standing to challenge the restart provision.

FMCSA said of the court's decision: “We are pleased with the court’s decision to uphold the department’s Hours of Service requirements for truck drivers. The ruling recognizes the sensible data-driven approach that was taken in crafting this important regulation to increase safety and reduce driver fatigue – a leading factor in truck crashes. The ruling also provides added certainty for all affected, moving forward. The Federal Motor Carrier Safety Administration is reviewing the court’s opinion and will soon take additional action, as needed, for its full implementation.”

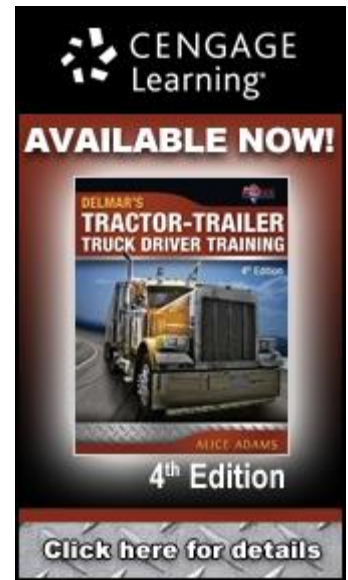
Reaction was swift from the ATA, the Owner-Operator Independent Drivers Association and safety advocates.

“While we are disappointed the court chose to give unlimited deference to the FMCSA’s agenda-driving rulemaking, the striking down of the short-haul break provision is an important victory,” said Dave Osiecki, ATA senior vice president of policy and regulatory affairs.

“The court recognized on numerous occasions the shortcomings of the agency’s deliberations, so despite upholding most of the rule, we hope this opinion will serve as a warning to FMCSA not to rely on similarly unsubstantiated rulemakings in the future. One thing this rulemaking makes clear is that fatigue is a small problem when viewed through a crash-causation lens. ATA hopes FMCSA will work with the trucking industry to address more pressing safety and driver behavior issues, including those than can be directly affected through proven traffic enforcement activities aimed at unsafe operating behaviors.”

“As far as Hours of Service, we have long believed that drivers need flexibility to do their jobs safely. That hasn’t changed. But the court’s decision has put the issue to bed for now,” said OOIDA Executive Vice President Todd Spencer. “That being said, hopefully we can now move on to addressing the biggest safety gap in the trucking industry and that’s the lack of basic training standards for new drivers.”

Henry Jasny, vice president of Advocates for Auto and Highway Safety, said safety advocates were



National Truck Driver Appreciation Week September 11-17, 2013

A 'THUMBS UP' to America's Truck Drivers. Take the time this week to show your appreciation to the professional men and women of the road and say 'thank you!' Don't forget the instructors who are teaching their over-the-road experience to those entry-level students whose career goal is to be a professional truck driver.

also disappointed with the ruling.

"We think this is a blow to safety and we were hopeful the court would have picked up on the issues that the first panel did back in 2004," he said. "They're giving the agency the credit for keeping with the 11-hour limit even though [in] most of the evidence the agency revealed the limit should never have been decreased to 11 hours in the ruling."

Jasny said safety advocates would "just keep talking to the agency about collecting data to show the problem with the driver fatigue and convince them that they still need to be vigilant about that."

As for the 34-hour restart, the court rejected ATA's claim that FMCSA essentially acted "capriciously and arbitrarily" when it changed its previous position on the 34-hour restart and wrote the one-time-a-week provision in the new rule.

"Since the agency previously argued in favor of an unlimited 34-hour restart, the administrative record reveals some tension between earlier statements and the agency's present call for additional safety requirements," the court wrote. "ATA highlights these inconsistencies as proof the record will not bear FMCSA's current interpretation (or in the same vein, that the agency has acted arbitrarily in failing to distinguish its 'prior positions')."

FMCSA responds that "new evidence caused a change in the agency's view," the court said. "As explained in the 2010 NPRM, drivers and carriers disabused the agency of its previously held views when they 'stated at the listening sessions and in their comments that, especially on the road, drivers do indeed take the minimum restart allowed,' with some carriers even acknowledging 'that they have used the restart to add one work shift a week,'" the court wrote.

"In light of these new developments, we cannot say FMCSA acted arbitrarily or capriciously in recalibrating the HOS regulation to reflect its changed understanding of how the 34-hour restart is used in practice. Agencies are free to change their views provided they offer reasonable explanations and justifications for their departure."

In upholding the two 1 a.m.-to-5a.m. overnight periods, the court pointed to a 2010 study that showed that the two-night provision works better than one night to mitigate driver fatigue in nighttime drivers.

"ATA takes issue with the study's methodology and the conclusions FMCSA draws from it, but we must unquestionably defer to an agency's expertise in weighing and evaluating the merits of scientific studies," the court said. "In sum, we think the agency has acted reasonably, if incrementally, in tailoring the restart to promote driver health and safety."

The court noted that the safety advocates had suggested that the FMCSA's decision on the 11-hour driving limit was one "based on a misunderstanding of its authority."

The court said it was rejecting the safety advocates' claim that FMCSA based its decision on an erroneous view of the law when it suggested that there were not "adequate and reasonable grounds under the Administrative Procedure Act for adopting a new regulation" because there was an "absence of compelling scientific evidence demonstrating the safety benefits of a 10-hour driving limit, as opposed to an 11-hour limit."

To see the decision, click here:

[http://www.cadc.uscourts.gov/internet/opinions.nsf/D6BADB06E71C018F85257BBB004DEFAD/\\$file/12-1092-1449738.pdf](http://www.cadc.uscourts.gov/internet/opinions.nsf/D6BADB06E71C018F85257BBB004DEFAD/$file/12-1092-1449738.pdf)

Other FMCSA HOS news ... [VIEW HERE](#) <http://www.fmcsa.dot.gov/rules-regulations/topics/hos/index.htm>



24th NAPFTDS ANNUAL CONFERENCE!

... make your travel plans now!

March 10-12, 2014

The 2014 Convention will be held at the Francis Marion Hotel, Historic Downtown Charleston, South Carolina.

Room Rate:

\$139 + tax per night

Tentative Convention Schedule

- Sunday March 9 - Board Meeting, Afternoon
- Monday March 10 - Booth Set up, Morning; Training/Workshop, Afternoon; Reception, Evening
- Tuesday, March 11 - Welcome/General Sessions; Banquet, Evening
- Wednesday, March 12 - General Sessions

Convention Registration Fees:

\$325 Member Registration Fee

\$475 Non-Member Registration Fee

Click here to register: <http://napftds.org/napftds-news/articles-and-links/2014-convention.html>

So, what are you waiting for ... start your planning TODAY!



**SAVE the
Workforce Investment Act (WIA)**

Funding



NAPFTDS is joining with CVTA to "save the WIA funding."

Please have your students click on the WIA Logo on our website, www.napftds.org and complete information being compiled for:

STUDENTS' VOICES

TO BE HEARD

so that future students will have

WIA funding available



Board of Directors

Rob Behnke, PRESIDENT

Fox Valley Technical College

Appleton, WI

Laura Kingsland,

VICE PRESIDENT

Pinellas Technical Ed. Ctr.

St. Petersburg, FL

Roy Williams, SECRETARY

Oconee Fall Line Technical College

Dublin, GA

Tina Frindt, TREASURER

Northampton Community College

Tobyhanna, PA

Robert McClanahan

EXECUTIVE DIRECTOR

Sands Springs, OK

Consuelo Godden

Georgia Piedmont Technical

College

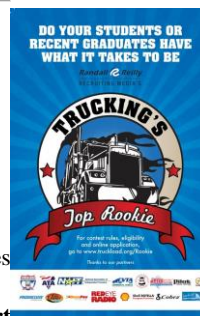
Del Mar College Transportation Training Services and Shell Exploration Co. have partnered up on a safe driving campaign that targets sharing the road with commercial vehicles. We will be attending several scheduled events throughout the State of Texas promoting public safety by using our mobile truck driving simulators. Attendees will be given the chance to drive the simulator truck and trailer performing maneuvers such as keeping the vehicle in their own lane and accelerating to 55 mph and come to an abrupt stop to witness the huge difference between stopping on a dime with their personal vehicle and needing several hundred more feet in a truck and trailer. On August 1st, 2013 we attended our first event in Carrizo Springs Texas at a Community Health Fair. Several of the attendees stated their appreciation to actually get the chance to drive a truck and witness first-hand how difficult operating a commercial vehicle can be and they felt they now can take this experience and apply it their everyday driving to be a safer driver. In my opinion the objective of our partnership with Shell exceeded our expectations and we look forward to Crystal City Texas this coming Friday and many more future events.

John Rojas, Director

Randall-Reilly Announces Finalists 2013 Trucking's Top Rookie Program NEWS RELEASE

TUSCALOOSA, Ala., (August 2013) - Randall-Reilly has announced the finalists in its Trucking's Top Rookie contest. The program, which received 46 nominations this year, is designed to increase pride and professionalism among new drivers, and to promote truck driving as a career choice during a severe driver shortage.

An expert panel of judges, which included representatives from motor carriers, training schools (both public and private), suppliers and trade associations, named 10 finalists:



- **Michael Bonniwell**, who trained at **American Institute of Technology** and drives for **Werner Enterprises**;
- **Jeffrey Finkel**, a graduate of **Heavy Metal Truck Training** who is leased to **Dart Transit**;
- **Joseph Haas**, a driver for **Swift Transportation** who came through **National Tractor Trailer School**;
- **Kyle Lee**, who went to **MTC Truck Driver Training** before signing on with **TMC Transportation**;
- **Immanuel Odongkara and Timothy Pye**, who both graduated from a **Roadmaster Drivers School** and are employed by **Werner Enterprises**;
- **Nathan Reardon and Sandra Sherill, H.O. Wolding** drivers who both trained at a **National Tractor Trailer School**;
- **Kevin Smith**, a **Commercial Driver Institute** graduate now employed by **TMC Transportation**
- **Dan Snow**, who trained at **Diesel Driving Academy** before going to work for **TMC Transportation**.

More than \$25,000 in cash and prizes will be awarded to these deserving drivers at a ceremony on **Friday, August 23 during the Great American Trucking Show in Dallas. Trucking's Top Rookie will be chosen from these 10 finalists.** Eric Harley of the Red Eye Radio Network will interview the winner, who will receive a variety of prizes including: a \$10,000 check; a custom plaque from Award Company of America, a division of Randall-Reilly; a RoadPro Getting Started Living On-The-Go Package; \$1,000 cash and 100,000 MyRewards points from Pilot Flying J; a year's supply of 5-Hour Energy drinks; a GPS unit and CB radio from Cobra Electronics; an American Trucking Associations "Good Stuff Trucks Bring It" package, and a Rand McNally Motor Carrier Road Atlas.

The other nine finalists will each receive \$1,000 in cash and a variety of other prizes. Trucking's Top Rookie is a partnership between Randall-Reilly, Truckload Carriers Association, Commercial Vehicle Training Association, Shell ROTELLA, Pilot Flying J, [National Association of Publicly Funded Truck Driving Schools](#), American Trucking Associations and the Red Eye Radio Network.

Congratulations one and all!

2013 Regional 'SNEAK PEEK'

Invitation extended to all members of ALL regions

View more information on our Website www.napfids.org

- **September 29-30, 2013 -- Region 5** Hosted by Southern State Community College, Hillsboro, OH [Contact: **Eddie Mullins** emullins@ssec.edu]

Come one, come all to Region 5 meeting in Hillsboro, Ohio. Some of the presentations are: Air Brake Systems Safety/Corporate CSA Concerns; CDL changes to restrictions; Learning Challenges for the Adult Learner/Digital Learner; Professional Associations for Truck Driving Schools; New Ideas for Truck Driving School Operations. Come and network with your peers!

- **September 26-27, 2013 -- Region 7** Hosted by Cecil College, Elkton, MD [Contact: **Kenny Rogers** kr Rogers@cecil.edu]

- **October 8-9, 2013 -- Region 3** Hosted by Des Moines Area Community College, Des Moines, IA; Sponsored by TMC Transportation.

Lithonia, GA

Michael Hall

Central Community College

Hastings, NE

Joanne Ivory

Olive-Harvey College

Chicago, IL

Mary Beth McCollum

College of Southern Maryland

LaPlata, MD

Len Mash

Des Moines Area Com. College

Des Moines, IA

Latasha Neal

U.S. Xpress Inc.

Chattanooga, TN

Irven Skinner

Meridian Com. College

Little Rock, MS

Ken Smith

Schneider National

Chicago, IL

Kreigh Spahr

Cuyahoga Community College

Euclid, OH

Mike Stricek

Doron Precision Systems, Inc.

Binghamton, NY

Betty Weiland

J.J. Keller & Assoc. Inc

Neenah, WI

Maury Tiehen

San Juan College

Farmington, NM

Cindy Atwood

Com. Veh. Trng. Assoc

Springfield, VA

Martin Garsee, Past President

Houston Community College

Houston, TX

Crissie Moffet

NAPFTDS Board Assistant

Wichita, KS

[Contact: Dave Pfiffner djpfiffner@dmacc.edu]

DMACC is hosting the NAPFTDS Region 3 meeting on October 8-9. Expected speakers will be from FMCSA, Iowa Motor Truck Association (IMTA), DMACC, TMC Transportation and more. A meet and greet will be held the evening of Monday, October 7 and with a cash dinner on Tuesday evening October 8 at the world famous Rube's Steakhouse in Waukee, Iowa. Accommodations will be at the Baymont Inn and Suites, 6221 S.W. Army Post Road, Des Moines, IA 50321 US 1-515-285-0654 more information to follow on registration details and group rates.

• **October 21-22, 2013 -- Region 6 Hosted by Tennessee College of Applied Technology; Sponsored by U.S. Xpress, Chattanooga, TN** [Contact: Don Hunt don.hunt@chattanooga.state.edu]

Don't miss the upcoming NAPFTDS Region 6 Conference in Chattanooga, Tennessee if you want to learn more about the hottest topics in trucking from some of the fields leading experts. Region 6 Conference is hosted by Tennessee College of Applied Technology (Chattanooga State, Jackson, Knoxville, Memphis, Nashville and Shelbyville) and sponsored by U.S. Xpress, looking at today's industry headlines from both national and regional points of view. There are no registration fees, and the information and networking connections gained could prove to be invaluable.

This year, presentations feature the insights of speakers such as Rob Behnke, President NAPFTDS; Paul Sherman, CDL Director at TDOS and many more -- including leading trucking company representatives, key trucking association members and officials from local and state agencies.

This year's meetings will hone in on evolving issues such as innovation and technology, growing opportunities and benefits for military, and perhaps most importantly, we will discuss driver safety and the exciting new advances in life-saving technologies including blindside camera systems and lane departure sensors.

So do not miss this chance to gain new insights, meet new allies and be inspired to help students- and our industry- be better than ever. This event will be held at U.S. Xpress, Inc., 4080 Jenkins Road, Chattanooga, Tennessee. To register contact: Crissie Moffet 316-425-3297 or cmoffet@napftds.org.

• **November 7-8, 2013 -- Region 4 Hosted by Del Mar College, Corpus Christi, TX** [Contact: John Rojas jrojas@delmar.edu]

DelMar College Transportation Training Service is proud to announce we will be hosting the National Association Of Publicly Funded Truck Driving Schools (NAPFTDS) 2013 Region 4 Conference in Corpus Christi, Texas. This spectacular event will be "Free" to attendees. The conference will be held November 7th & 8th 2013 at the Del Mar College West Campus. Our targeted audience will be the entire NAPFTDS membership, National and Local transportation companies and industry experts from all over the country. The conference agenda will focus on upcoming State and Federal Rules & Regulations, Safety Awareness and preparing for the trucking Industry growth predictions.

Membership Restructure for 2014

The Membership committee has been charged with the task of "overhauling" the membership criteria to align with the restructure of membership fees and the "Partner" formerly sponsors.

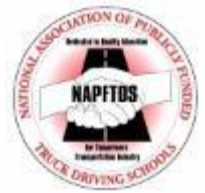
The following rate and membership restructure has been approved by the Board. It is as follows:

Membership & definition:

- **Full Member (2014 rate \$225)** - Any publicly funded school or representative employee of that school engaged directly in providing truck driver training shall be eligible for FULL membership in this Association. Each Full Member of the Association shall have one vote and is eligible for a position on the Board of Directors.
- **Affiliate (2014 rate \$325)** - Administrators or staff at a publicly funded school interested in the trucking industry, or administrators in schools that contract with proprietary organizations to provide truck driver training. Affiliated members are non-voting and ineligible for the Board of Directors.
- **Associate (2014 rate \$425)** - Any industry or representative employee of that industry which indirectly supports public truck driving schools shall be eligible for ASSOCIATE membership. Associate members will be limited to agencies such as trucking companies, insurance companies, publishers, and equipment manufacturers interested in the welfare of publicly funded truck driving schools. Each Associate Member shall have one vote in general membership meetings. In accordance with the terms of these Bylaws, Associate Members are eligible to serve on the Board of Directors.

Partners are:

Partners are inclusive to any membership, Affiliate, Associate, or Full. Only "partners" are eligible to have a display booth at the National Annual Convention. Space for display booth at all Regional meetings For a booth at a Regional Meeting, it is at the discretion of the regional host to include "local" vendors who are not members of the Association, as well as a "Partner."



Important notice to prospective new NAPFTDS members!

If you are not a member of the Association and you would like to continue receiving the **Learning Curve** and other benefits of membership, please complete the membership application at our website, www.napftds.org or **CLICK** on the above logo. While we have generous supporters, member dues are the backbone of our Association.



We want to hear from our subscribers!

Please email Crissie Moffet at

cmoffet@napftds.org

with your comments.

We can't fix anything if we don't know it is broke!



Platinum Partner – \$10,000 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for four participants at Nat'l Convention
- Space for display booth at all Region Meetings
- Annual membership dues
- Advertising in quarterly issues of Learning Curve
- Feature article in Learning Curve
- Listing associate company on links page on NAPFTDS website
- Placing company logo and link on all pages of website

Gold Partner - \$5,000 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for three participants at Nat'l Convention
- Space for display booth at all Region Meetings
- Annual membership dues
- Listing associate company on links page on NAPFTDS website
- Placing company logo and link on website "home page"

Silver Partner - \$1,250 and includes:

- Space for Display booth at all receptions at Nat'l Convention
- Registration for two participants at Nat'l Convention
- Annual membership dues

Annual Event Convention Sponsorship:

\$2000 - Breakfast

\$1000 - Break

\$2000 - Lunch

\$2500 - Special Event or Banquet

On behalf of all our members and constituents, NAPFTDS strives for continued value added conferences. With these recent changes, NAPFTDS will meet and exceed its mission and member expectations.

Truckers Against Trafficking (TAT) Did you see the article about the FBI raids the latter part of July. The collective efforts of truckers, instructors and general managers - all involved in this fight are making a difference! Take a few minutes to view the article. Thanks,

<http://usnews.nbcnews.com/news/2013/07/29/19754475-more-than-100-teens-rescued-in-weekend-sex-trafficking-raids-fbi-says?lite>



Kendis Paris
TAT Executive Director
720-202-1037
truckersagainstrafficking.org

Pre-Trip Inspection for Classroom Lecture

Chris Antonik, M.Ed. Delaware Technical Com College, recently created this as a companion to the classroom lecture on pre-trip inspection. This is being made available to our member schools that would like to use it. This is a work in progress and some tweaking is needed here and there. Please email any suggestions/critiques for improvement to cantonik@dtcc.edu. Please feel free to share with your students who may want to use it for self study.

<http://prezi.com/iecz-xd88chh/tractor-trailer-pre-trip-inspection/?kw=view-iecz-xd88chh&rc=ref-23121265>

Thanks, and let me know what you think.

Copyright © 2012 NAPFTDS, All rights reserved.

Your are receiving this NAPFTDS Learning Curve Newsletter as a member or request.

Our mailing address is:

National Association of Publicly Funded Truck Driving Schools
11511 Bekemeyer
Wichita, KS 67212

[Add us to your address book](#)

MailChimp

[unsubscribe from this list](#) | [update subscription preferences](#)