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**Stoops**  
Specialty Trucks

# Stoops Really Delivers

at Expedite Expo 2014! Page 6

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**Expedite  
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in Photos Page 38

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Our editorial policy encompasses informing drivers, fleet managers and carriers of the news and information about the expedited trucking community.

News and feature articles are compiled to keep owner operators and drivers apprised of industry trends and events, and other issues which impact those who move this industry.

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COVER STORY

**Stoops**  
Specialty Trucks [www.SST100.com](http://www.SST100.com)

# Bob & Linda Caffee: Why Stoops Specialty Trucks in Fort Wayne Indiana?

By Sandy Long, Staff Writer

Bob and Linda Caffee have many achievements as owner operators with FedEx Custom Critical: award winning drivers both team and individually, well-known in the trucking community inside and out of expediting, and members of Freightliner's Team Run Smart. Dedicated to the Freightliner brand, the Caffees previously purchased their 2012 Class 8 Cascadia Freightliner dry box expedite truck from Stoops Specialty Trucks of Fort Wayne Indiana. When they decided to upgrade to a 2015 Class 8 Cascadia Evolution, they chose to return to Stoops.



Bob & Linda get their first peek of their Stoops Specialty Trucks 2015 Cascadia at Expedite Expo 2014.

**“W**hen we decided a few years ago to upgrade from a Class 7 to a Class 8 we had to look for a dealer who could provide Class 8 trucks for use in expediting. We watched Jeff Jones from Stoops and his interaction with customers. We noticed that Jeff spent a lot of time after hours talking to drivers about what they looked for in their trucks and we enjoyed his relaxed and easy manner. After a time and after getting to know him better, we felt comfortable enough with Jeff Jones to depend on him to understand what we wanted in our truck and knew he would come through

CONTINUED ON PAGE 8

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**Stoops**  
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## WHAT IS SST?

Stoops Specialty Trucks has partnered with Bolt Custom Sleepers in New Haven, Indiana to design and manufacture an exclusive line of fully integrated custom sleepers for the Freightliner Cascadia. According to SST Sales Manager Jeff Jones, this program was developed in response to a market demand for larger, fully integrated, upscale sleepers on Class 8 tractors and straight trucks.

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[sst100.com](http://sst100.com)

## STOOPS SPECIALTY TRUCKS

CONTINUED FROM PAGE 6

for us. In addition, we did our research on the road and spoke to other Stoops Specialty Trucks customers and we heard how well the service was after sale,” Linda Caffee said.

“When we bought our first truck from Stoops, we experienced firsthand how professional Jeff Jones was, and how his commitment followed through after we signed on the dotted line. When the time came to purchase our next truck in the class 8 market, we wanted to work with someone who had an excellent proven track record. Since we were extremely satisfied not only with the quality of the service, but the first truck, we once again chose Stoops Specialty Trucks,” she continued. “Jeff Jones is constantly educating himself and advising his customers with information and statistics on new products to improve the customer’s bottom line and so they can make educated decisions on spec’ing new equipment and be successful.”

“Jeff is not only expert on how to spec the drive train components in expediting trucks, he goes beyond the basics and is extremely knowledgeable about frame, body, sleeper, box and lift gate. He can provide knowledge on the total package for expediting,” said Bob Caffee, a long-time mechanic before entering trucking. “He is a valuable asset to both new people coming into expediting and experienced expeditors in how to set up the equipment to be successful. He understands the expedite business, freight, and the needs of the drivers, combining all aspects to provide not only a truck that can do the job, but that also offers the comfort needed for the drivers for the long periods required to live in the truck.”

“Part of what we like about Stoops and Jeff Jones is that no detail is too small for them to address. For instance, we wanted full owner operator packages with all the gauges, not just the few found in company

trucks, and vinyl flooring in the cab for ease of cleaning, but hard wood flooring in the sleeper to make entering the sleeper feel like coming home.” Linda said.

“We stepped outside of the box with this truck and went with some new technology for both Stoops and us. On the 2015 truck, we are going to have disc brakes; direct drive automated DT 12-speed transmission, and wide-base tires installed direct from the factory. We had to put the the tires on aftermarket previously. We are also trying some new safety equipment: the On Guard System collision mitigation system which is hooked up to the cruise control, and will slow the truck automatically when approaching slower vehicles to lessen quick lane changes; and orange seatbelts for better visibility by officials to lessen the chance of them not seeing that the seatbelt is being used from a distance.” Bob said.

He continues, “This truck is a kind of test truck for Stoops and Jeff Jones: many first-time systems are being installed. Stoops Specialty Trucks and Jeff will use data provided by us to be able to better serve their future customers.”

Bob says the nicest thing about working with Jeff Jones of Stoops Freightliner is that once you start the purchase process working with Jeff Jones and Stoops Freightliner, you become not only a customer, but also a friend. “Jeff will call just to touch base and visit along with making sure everything is going smooth for you after you have bought the truck. By working with Stoops Freightliner, we not only get a great truck the way we want it, and great customer service, but also we gained a friend in Jeff Jones.” **EN**

For more information on Stoops Freightliner please call 888.809.0491 or email [Jeff.Jones@stoops.com](mailto:Jeff.Jones@stoops.com).

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by Shelly Benisch, C.I.C.

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10. As with any worthwhile endeavor, beware of the "just sign here" Motor Carriers.

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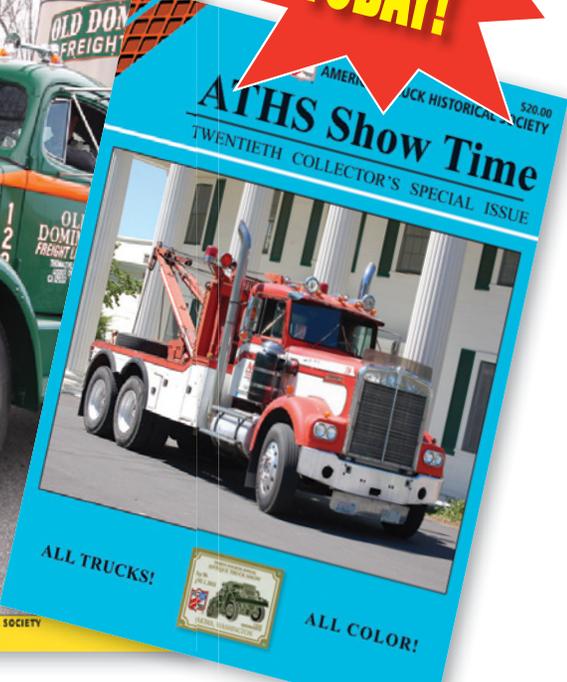
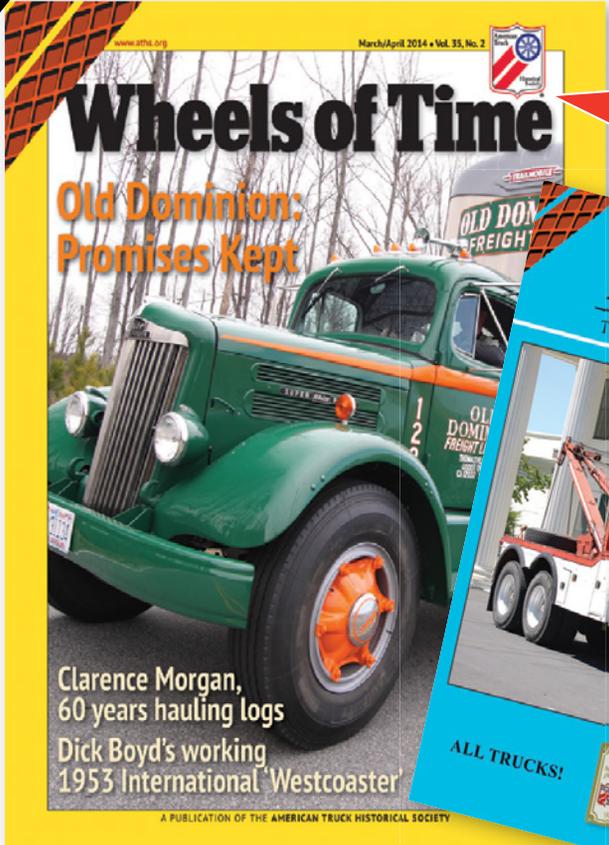
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# Map Reading:

## Understanding a Motor Carriers' Atlas

By Sandy Long, Staff Writer

There is a phenomenon showing up among new drivers in the industry: they do not know how to read a map. This may be due to them never having traveled outside of their home areas or that they have only used GPS, but whatever the reason, being able to use a map, the motor carrier's atlas especially, is necessary to the job. GPS is a great tool, but it is not the be-all end-all of trip planning.



**A** motor carrier's atlas is a specially designed atlas just for the trucking industry. Starting with the front of the atlas, hours of service regulations, low under passes, restricted routes are found. Also found in the front are necessary information on individual state speed limits, weight and size restrictions, bridge laws, and phone numbers for state departments necessary to trucking.

CONTINUED ON PAGE 30  
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## MAP READING

CONTINUED FROM PAGE 28

To read a map there are a few things that are general whether in a motor carrier's atlas or a regular map.

- Mile markers are listed at exits along an interstate; the numbers go up going north or east, and go down going south or west.
- Interstates are numbered with even numbers going east/west, uneven numbers go north/south. For instance, I-35, which runs from Minnesota to Texas, is an uneven number and runs north/south while I-70, which runs from Utah to Maryland, is an even number and runs west/east.
- Three digit interstates are either loops around a large city or connector interstates linking two parallel running interstates together.
- Thick blue lines indicate interstate highways.
- Thick green lines indicate toll road.
- Thick yellow lines indicate four lane limited access, not interstate, highways.
- Thick red lines indicate main state highways.
- Thinner red lines indicate secondary state highways.
- Black lines indicate county roads.
- Gray lines indicate unpaved roads.
- If there are green dots along a highway, it is a scenic route and may be twisty and dangerous.

A motor carrier atlas diverges from a regular map in how interstates and routes that trucks are allowed on without restriction are shown. These highways are covered over with an orange highlight. This does not mean one cannot take a semi- on a non-orange highlighted route, but one should check the front of the atlas to make sure there are no restrictions or low underpasses on it; this is especially true for driving within a city.

Sections on or next to the state maps will have large cities within the state maps. These will show main streets and highways, interstates and connectors, but not all of the streets. However, if there are any low underpasses within the city, they will be noted in the front of the atlas under that section.

Looking at a state map within the

CONTINUED ON PAGE 32

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## MAP READING

CONTINUED FROM PAGE 30

atlas, one should note that along the side there are letters, at the bottom numbers. In the back of the atlas, there is a chart of cities with post offices for each state. Next to the city name, there will be a letter and number. One can find Iowa City Iowa at I-16. So one would go to the Iowa state map, run down the side to I, look to the bottom for 16 and see where they intersect on the map, there will be Iowa City. Sometimes X does not mark the exact spot, the letters and numbers encompass about an inch, so you might have to look a little bit in the square for the town.

Also found in the back of the atlas are charts with major cities listed across the top and down the left side. You can find the actual mileage between cities using this. You find the city you are in or closest to and run down and find the city nearest to where you are going to, run your finger along the line of numbers and when the two lines intersect, there is how many miles it is.

In addition, distances are shown on highways and interstates with small numbers between intersections. Some longer distances, shown with small red arrows at towns with numbers of miles between arrows are also found. This can assist you to judge how far to the next exit from say a rest area or from an exit to a small town.

State maps within an atlas are a fount of information. In mountainous regions, elevations are given for the larger mountains. If you see an elevation along your route, you can assume that there might be a mountain to climb or go down. This gives you an opportunity to check ahead for weather - it snows even

in July in some western states on top of mountains - or to ask someone how big the mountain is so you can plan ahead for it. Deserts are named. This gives you an opportunity to stock up on water and check over your equipment especially during the summer months.

Motor carrier atlases show where the state weigh stations are on each map and whether there is one on each side.

Rest areas are shown in two ways, a little solid blue building shows there are restrooms, a blue lined building means there are no restrooms. A picnic table is just a picnic area or wayside park and may or may not be big enough for a truck of any size. Service areas on toll roads are a square with a car in them. Counties in each state are also shown and named on a state map; this can help if there are storm warnings out. Do not know which time zone you are in? Look for a light dotted red line running thru the state you are in or the surrounding ones.

A motor carrier's atlas can even provide some fun. Many scenic or historical places are noted on the state maps along with sporting areas such as golf courses and lakes. Museums, parks (both city and state), battle fields and reservations are all places to go to visit on off time. If you have base privileges, military bases are shown.

While GPS is the new technology, it is not fail-proof when it comes to commercial vehicles. By all means, use the GPS but double check your route using your motor carrier's atlas, once you get used to it, it will not take a couple of minutes, and who knows, you might find a place to stop and have a little fun along the way at least you will not get lost. **EN**

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# expediteexpo® 2014

## Pictorial Review



**FedEx**  
Custom Critical

▲ Expedite Expo 2014 packed an area of 80,000 square feet hosting almost 100 industry exhibits.

Friday kicked off and the chrome was shining, like on this custom 2015 Volvo driven and designed by Larry Abbott. ▼

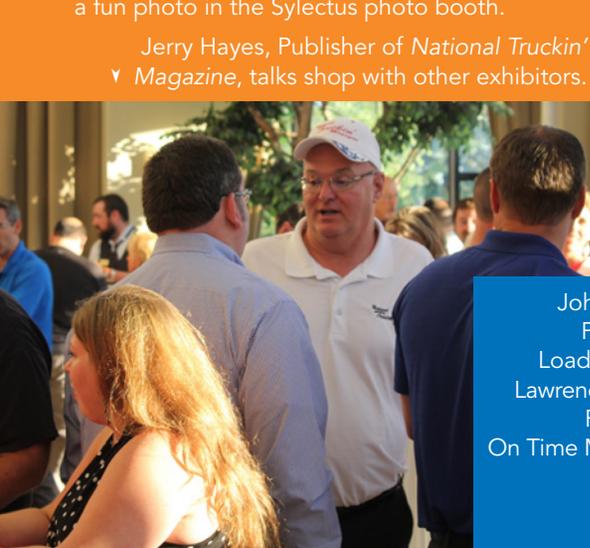


Stu Sutton ▶ receives his Outstanding Industry Achievement award from On Time Media at the Sylectus exhibitor party Thursday night.



▲ Some of the FedEx Custom Critical crew grab a fun photo in the Sylectus photo booth.

Jerry Hayes, Publisher of *National Trucking Magazine*, talks shop with other exhibitors.



John Elliott, ▶ President of Load One, with Lawrence McCord, President of On Time Media, LLC.



Folks kept the registration desk ▶ hopping on Friday and Saturday.

Rob Williams, the voice of RoadSquad Radio, spends some time on the air with trucking radio personality Tim Ridley. ▼





▲ Anne Ferro, (former) Administrator of the FMCSA, hosts a Q&A session for industry professionals in the Expo exhibit hall.



▲ Always a highlight of Expo is the new equipment and vehicles on display. Here, Dan Tilley from Sprinter of Ft. Mitchell discusses the features of the 2015 Sprinter.



▲ Wade Roberts discusses Expediter Services' unique "Path to Ownership" with potential drivers and future truck owners.



▼ Ray Lawrence, President of EsparParts.com, poses with Steve McNeal, winner of the Airtronic D2 giveaway. This is Ray's fifth year in a row to hold the EO-forum member giveaway for the Espar Heater and installation, a package valued at over \$2000!



▲ Josh Swindoll, Expediter Truck Sales, and Wes Hearn, Middle Georgia Freightliner, host an equipment workshop at Expedite Expo.



Always the entertainment center at the Expo, this year's Casino Night, hosted by CIS, was bigger and better than ever! **Thank you CIS!**



This year, the coveted Drivers' Choice Award went to Sandra Robinson from Freightliner of Knoxville. The ballot count was very close. There were so many great trucks to choose from!



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Bob Cloud's 2008 Volvo D16



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**INSIDE:**

144" ARI Legacy with a shower / toilet, 74" Corian counter top with a 16"x16" deep sink, 2 burner counter top stove with cover, "Sharp Carousel" Grill 2 Convection oven, Norcold referigator/freezer, 4'x2'x18", Cherry wood cabinets with wood pattern linoleum floor, 2 twin bunkbeds on side of sleeper with cherrywood drop-down table, In-motion 26" flat screen, Direct TV reciever (2 TV's), 4 outside boxes. Questions? (813) 601-2418.

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**A.C. 931-265-7042**

### FEDEX CUSTOM CRITICAL TEAMS WANTED

Looking for teams to run for FedEx Custom Critical. Must have class A CDL, hazmat, tanker and passport. \$1000.00 sign-on bonus  
**Jeffrey 704-913-6950**

### CUSTOM CRITICAL T-VAL TEAM WANTED

We are looking for an experienced team to drive our 2007 Freightliner M2-112. Very comfortable large custom sleeper.  
**Dean 336-337-0791**

### H/W TEAM FOR FEDEX WG/TVAL

Sign-on bonus & monthly performance bonuses  
**Doug 404-438-0509**

TEAM WANTED FOR PANTHER REEFER STRAIGHT TRUCK Class 8 dual axle down T-Val, reefer unit. Freightliner, Auto-shift, 435 HP Lift-gate and APU.  
**Larry 734-985-0544**

NEW OPENING FOR COUPLE, 100" SLEEPER, NEW RATE! PERFORMANCE BONUSES are paid by XPO and can total HUNDREDS OF DOLLARS EVERY MONTH that you meet the criteria.  
**Beverly 419-290-8565**

### STRAIGHT TRUCK AND TRACTOR TEAMS:

Join our team today and get paid for safety and loyalty! \*\$1500 sign on bonus for tractor/trailer teams  
**Daina 865-859-0072**

### HUSBAND/WIFE NEEDED FOR FEDEX TVAL

Have an immediate opening for a Husband/Wife team for Fed Ex Custom Critical White Glove Tval Truck.  
**Wayne 334-524-5394**

### ALL MILES PAID CDL A TEAM 144" SLEEPER

We are looking for a Husband / Wife TEAM to drive and take care of this truck. Leased on with Active Motor Carrier, \$.60 a mile  
**Darlene 419-966-3565**

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**compasslogistics1@gmail.com**

SEMI DRIVER NEEDED ASAP! Romulus MI to Fort Wayne IN. Must Be 22 or Older Must Be willing to be on the road minimum of 10-14 days.  
**Kevandre 248-778-5537**

NEED DRIVERS or a team to drive a extended cargo van for us. The van is signed on with panther. Van is ready to drive.  
**Edward 901-900-2735**

DRIVER STRAIGHT TRUCK Class A or B cdl required. Truck is currently signed on with Fusion transportation.  
**Richard 440-934-3056**

### EXPERIENCED SOLO BOX TRUCK DRIVER

Liberty Logistics, LLC, a Wisconsin based company, is now accepting applications for qualified OTR box truck drivers.  
**Barb 715-674-2285**

### NON CDL DRIVER WANTED NEAR NORTH CAROLINA

Straight truck driver wanted for non Cdl truck for expedited loads opportunity truck has built in sleeper inside cargo.  
**Moe 919-706-8661**

NEED CLASS B SOLO FOR OTR Immediate opening for Solo OTR Driver for truck leased in Gallatin, TN. Requirements are: \* Class B \* Clean MVR \* No felonies...  
**Roy 615-969-8514**

DRIVER WANTED FOR FEDEX CC W/G TVAL VAN for FedEx Custom Critical! The van is comfortably set up with a bed and closet  
**Jack 508-254-2252**

FEMALE DRIVER WANTED-\$2000 SIGN-ON Looking for a well-established female driver willing to stay out 4-6 weeks OTR. Enjoy brand new equipment!  
**Joe 248-790-8072**

### EXTENDED CARGO VAN DRIVER OPENING

Universal Expedite Inc. has a driver opening for an extended cargo van, with FedEx CC 65/35 split, weekly bonuses  
**Joseph 708-359-3435**

## EXPEDITE TRUCKS FOR SALE

2015 WESTERN STAR 4900SB Brand New! 410HP Detroit Diesel, Eaton Ultrashift, 82" Stratosphere Sleeper, 22" Dry Box.  
**Brandon 888-881-1872**

2008 Freightliner M2 106, 300 Horsepower ISC Cummins, 6 Speed Automatic, 22"x102"x102" Supreme Van Body w/Swing Doors, Door O...  
**John 888-556-4089**

2013 Freightliner Cascadia - Multiple Units available. 72" double bunk condo, 410HP DD13, Eaton 10-sp Ultrashift, factory warranty.  
**Jason 888-745-0349**

2014 FREIGHTLINER CA113SLP 370HP DD13 with automatic transmission. Aluminum disc wheels. 72" Raised Roof sleeper with double bunk and dinette.  
**Jim 888-619-9172**

2007 FREIGHTLINER M2112 - 460 HP MBE, Fuller 10 speed transmission, Aluminum wheels, 84" raised roof condo sleeper.  
**Tony 888-258-7795**

2014 FREIGHTLINER Sprinter 2500 Cargo Van Ext. This van has been built with the Expeditor in mind! We have added features like the Multi-Function display  
**Jeff 888-232-3619**

2014 MERCEDES BENZ 2500 Sprinter Bolt Custom Trucks, fold down bed that when folded up makes a bulk head, no more sleeping on the floor!  
**Dan 888-858-8292**

New! 2013 Ford Transit Connect XLT - 2.0L gas engine, 4 speed automatic transmission, Closeout pricing!  
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**Mike 317-658-4626**

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**Todd or Linda 503-407-5985**

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<input type="checkbox"/> FedEx Custom Critical	800-398-0466	ST TT TS CV SV
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