

**KANSAS STATE  
TROOPERS ASSOCIATION**

**EXECUTIVE BOARD**

*President*

Jeffery Dietz

*Vice President*

Mitch Mellick

*Secretary*

Dale Patrick

*Treasurer*

Merl Ney

*Sergeant-At-Arms*

Benjamin Gardner

**BOARD OF DIRECTORS**

*Troop A*

Curt Gabbert

*Troop B*

Dave Huerter

*Troop C*

Mario Rios

*Troop D*

Doug Carr

*Troop E*

Steven Sites

*Troop F*

Chuck Stangle

*Troop G*

Mark Christesen

*Troop H*

Keith Scott

*Troop I*

Jeff Norling

*Troop J*

Justin Bramlett

*Troop K*

Terry Golightley

*Troop MC*

Lee Jantz

**RETIREES REPRESENTATIVE**

Don Dody

**EXECUTIVE VICE PRESIDENT**

Steve Kearney

**EDITOR**

Mary Napier

785-783-5494

editor@kstroopers.com

**ADVERTISING OFFICE**

1-800-520-5081

# CONTENTS

VOL. 29, NO. 1, SPRING 2011

## Features

**KHP Memories: John DeLong - Part 1**.....11  
**KHP Memories: Lt. Timothy Davison** .....14  
**KHP Memories: Jerry Wohler**.....16

**Profile of a Retired Trooper**  
*Colonel Terry Maple* .....17

**Profile of an Active Trooper**  
*Master Trooper Lane Larimer* .....18

**KHP MSCAP Receives a Performance-Based  
 Brake Tester**.....20

**New Facility Provides Troop B and DHET  
 Valuable Space**.....23

**Foundation Tree Helps Raise Money** .....25

**How Heroes Impact Lives** .....27

**Michael Newton Toy Drive 2010** .....28

**Big Brothers Make a Big Difference**.....30

**Event Heals Heroes, Helps Families** .....32

**PMCA's Fuel Donation Assists Patrol**.....36

### Departments

President's Message .....4	Snapshots from Troopers .....34
Colonel's Corner .....6	Scholarship Winners .....36
Executive VP's Message .....8	Promotion & Retirements .....37
Chaplain's Message .....9	Business Directory .....40
	Advertisers' Index .....42

### On the Cover

Master Trooper Lane Larimer, K-416, practices shooting at a range. In shooting competitions, Lane has competed and had four first place finishes for Pistol Teams, won first place in the novice (first time competing) division, and won Grand Aggregate (finishing in top place at the meet) in Spring 2008.

### The Kansas Trooper

Published quarterly by the Kansas State Troopers Association  
 1200 SW 10th Avenue • Topeka, KS 66604-1204  
 785-234-4488 • 1-800-550-5782 • Fax: 785-234-2433

© The Kansas Trooper All rights reserved.

Photocopying, reproduction, or quotation strictly prohibited without the written consent from the editor or Editorial Board. Unsolicited material and/or correspondence cannot be acknowledged or returned, and becomes the property of the *Kansas Trooper*.



# KHP MCSAP receives a



*A MCSAP trooper gives a CMV driver hand signals to direct the CMV onto the PBBT.*

## Performance-Based Brake Tester

**By Jeffrey Norling**  
Technical Trooper, K-267

**Photos by Pauline Ferguson**  
LEO II, K-9259

**In February 2011, the Kansas Highway Patrol Motor Carrier Safety Assistance Program (MCSAP) received a long-awaited piece of equipment to assist inspectors in determination of brake efficiency in commercial motor vehicles. This piece of equipment is the Performance-based Brake Tester (PBBT) and is a mobile unit that will make its way around the state in efforts to find CMVs that are lacking in proper braking, as well as finding other defects.**

To better understand what this PBBT instrument is, I will share with you some of the history of performance-based brake testing and decelerometers. According to the Truck Brake Safety support site (<http://www.truckbrakesafety.com/background.htm>) the first PBBT was a pendulum-type instrument used to determine efficiency. The first roller-type dynamometer (the style of PBBT that will be used by the Kansas Highway Patrol) was used in 1923. They were used to determine if a motor vehicle had sufficient braking to be deemed safe for operation. Here is the definition given in the Federal Register: A PBBT (performance based brake tester) is “a device that can assess vehicle braking capability through quantitative measure of individual wheel brake forces or overall vehicle brake performance in a controlled test.” (67 FR 51770 and the Federal Motor

Carrier Safety Administration or FMCSA)

Captain Dan Meyer, Troop I Commander of Operations, was able to explain a bit about the modern history of the PBBT. “FMCSA began testing PBBTs in 1992 with a field test and evaluation program. In April 1996, FMCSA announced PBBTs were eligible for grant funding and the first two were installed,” said Meyer. “The problem was they were not portable and limited to permanent installs only. It was not until 2005 that CVSA (Commercial Vehicle Safety Alliance) amended the Out-of-Service Criteria to allow a vehicle to be placed out-of-service for failing a PBBT test. Prior to this, it was merely a violation of the FMCSRs.”

The PBBT selected by the Kansas Highway Patrol is made by VIS-Check, a company in Australia (Figure 1).



Figure 1

Photo courtesy of Vehicle Inspection Systems Pty Ltd, Australia

Captain Meyer explained how the process worked on choosing the VIS-Check. “The unit was ultimately selected through the bid state process, but some the features which separate the VIS system from others include ease of set-up as the unit can be operational in a fraction of the time as other systems,” said Meyer. “The unit is hydraulically operated, only requiring a small generator to operate the hydraulic systems, versus three phase electricity requirements of other portable systems. The system is more integrated than others on the market, as the Dynamic Road Simulator directly incorporated into the unit.”

The lack of depending on a three-phase electrical source is one key to its portability. The VIS-Check is a self-contained unit that is set up on a level surface area where a larger CMV can be pulled onto it, like a KDOT mixing strip, fixed-scale location, or parking lot. The unit is similar to the KHP’s Haenni scales, in that the CMV will drive over the VIS-Check PBBT one axle at a time to check the brakes on that axle. The PBBT does contain a scale to obtain an axle weight, since axle weight plays a significant part in determining the CMV’s brake efficiency.

CMV drivers will operate the trucks with one KHP certified inspector running the PBBT. The PBBT is stationary, meaning the CMV will not actually be moving. Rollers spin the tires on a particular axle (See Figure 2- PBBT rollers) and the CMV driver will be told to apply brakes.

The PBBT does not necessarily replace the measuring of the pushrod stroke (on clamp-type air brakes), but can help an inspector determine



Technical Trooper Craig Presley exits the PBBT on the left. An instructor provided by the company is on the right.



Figure 2

Photo courtesy of Vehicle Inspection Systems Pty Ltd, Australia

whether a measurement should be collected, as well as which axle ends to focus inspection efforts on. The PBBT is more of a snapshot of the overall workings of the brake system, which, on an air-brake system, includes the air supply/pressure, air system itself, mechanical parts such as “S”-cam, pushrod, automatic slack adjuster, brake linings, and all integral parts of the system not otherwise named. According to the VIS-Check company brochure, brake force, brake balance, and deceleration factors are determined using the instrument.

Performance-Based Brake Testing is part of an initiative to make the operation of commercial motor vehicles safer. The Combined Federal Regulations (CFRs) have a regulation that covers the efficiency of braking in a CMV, and how that efficiency will be determined (49 CFR 393.52, Brake Performance). In the “weeds” of the regulation, percentages are covered which, combined with the Out-of-Service Criteria, discuss how efficient a CMV must be to continue operating. This PBBT will give the

inspectors that percentage of efficiency accurately and in a timely fashion, when before, it required a number of measurements from many of the integral parts of the brake system discussed in the previous paragraph.

Another added feature of the Kansas Highway Patrol’s VIS-Check instrument is the “Dynamic Road Simulator,” or commonly known to inspectors as “the shaker.” This shaker is a vibrating plate technology that vigorously shakes the CMV

as it sits on the rollers of the PBBT. Once the shaking begins, an inspector may find violations not otherwise found by the naked eye, such as loose steering parts (pitman arms, bushings, steering gear box, tie rods, etc.), suspension parts (spring hangers, shackles, leaf spring bolts, shocks, etc.), wheel bearings, brake parts, frame parts, and cab mounts.

More importantly, it will aid in finding loose or broken kingpins and fifth-wheel parts not usually very easy to find during a roadside inspection.

Captain Meyer described how important the Dynamic Road Simulator function will be. “The utilization of the dynamic road simulator will bring a new era to the KHP inspection program. For the first time, we will have the ability to identify worn and damaged suspension

components, which may have been missed in the past,” said Meyer. “The system will provide information on vehicle components which are not violations of the FMCSRs such as loose wheel bearings, but are vehicle maintenance items. This information can be provided to the driver and will provide a benefit to the industry, not just an inspection. I am looking forward to the addition of this valuable instrument to our available tools to improve commercial vehicle safety, which will translate to safer roads for our citizens.”

Training will be conducted using an instructor from the company that made the PBBT. The training will occur over the spring months, and all Troop I MCSAP inspectors will get the opportunity to become certified, allowing them to operate the PBBT independently. Each zone lieutenant gathered information from the respective zone MCSAP troopers to determine locations throughout Kansas best suited for the operation of the PBBT, and it looks like each zone will get the chance to put the PBBT to use several times throughout the year.

Captain Meyer explained how the PBBT will be utilized. “The vehicle is going to rotate throughout the regions of the state and operate similar to the TOPS program. The unit will be deployed in a Troop for a month at a time,” said Meyer. “The MCSAP Lieutenant assigned to the area will schedule five days of utilization throughout the month with a focus on Level I inspections.”

Funding for the PBBT was obtained through grant



*Trooper Greg Smith is looking over another MCSAP inspector's shoulder while another MCSAP inspector/trooper oversees their work.*

monies, which additionally purchased the towing unit, a 2011 Ford ¾ ton pickup. In order to satisfy the grant requirements, the PBBT will be used extensively in the upcoming years, and will hopefully pay off in the way of safety and getting poorly performing vehicles off the highways. 🇺🇸

#### REFERENCES

- Captain Dan Meyer, Kansas Highway Patrol, Troop I, MCSAP Operations Commander
- <http://www.vischeck.net/>
- <http://www.truckbrakesafety.com/support.htm>



**Find archives of the Kansas Trooper magazine in the members only section of the KSTA web site -**  
[www.kstroopers.com](http://www.kstroopers.com)

## Kansas Trooper Subscriptions Available



**For ONLY \$29.99/ year = 4 issues**  
**Find a subscription form at**  
[www.kstroopers.com](http://www.kstroopers.com)

# New Facility Provides Troop B and DHET Valuable Space



By Andrea Nolte  
KHP Publications Writer

Photos by Angela Lang  
KHP

Recently some Kansas Highway Patrol offices moved to a new facility in the Topeka area. The new facility offers plenty of space, with room for expansion. Troop B, the Domestic Highway Enforcement Team (DHET), and Central Supply occupy the new facility, located at 3501 NW U.S. Highway 24. The facility is located off U.S. 24 Highway, just east of U.S. 75 Highway. The departments moved in December 2010.

The driving force behind the move was space. Since creation of the DHE Team nearly two years ago, there had been issues with storing some of the seized vehicles. The previous lot used, at the old Troop B office on Gage, just south of Interstate 70, was out of room and wasn't as secure as needed.

"There was such an influx of seized vehicles—trucks, campers, boats, and cars—that we needed more space than we had in the lot we were using. We needed better security of the vehicles, by removing them from the elements, and moving them into a more secure location," Lieutenant Kirk

Simone, of DHET, said. "The main reason for us moving was the security, storage, and office space that the new facility provided."

DHET members were also in need of office space to allow lieutenants and other personnel to work on their cases. Once the DHET members moved out of Jayhawk Towers, where they were in downtown Topeka, across from General Headquarters, the additional room was put to use by Homeland Security personnel.

Troop B had submitted plans about three years ago for a new office, however, those plans were not approved. The troop had proposed a facility similar to the newer facilities in Troops D and E.

"We liked that the newer Troops D and E offices had space for a conference room and storage," Captain Steven Zeller, Troop B Commander, said. "Our evidence storage in the old building wasn't the best scenario."

Troop B had looked at a few other facilities, but weren't actively looking. Originally, it was planned that DHET members Simone, Del Weiler, and Michelle Stephens were going to move to the facility, but with all of the additional space available in the office area, Troop B was invited to make the move.

Last summer, Simone began working with a realtor to find a space for the DHET offices. During a tour at a facility north of their new location, the realtor suggested this new facility, which was home to the old PTMW Metal Fabrication facility. Once they toured the area, they knew it fit their needs perfectly. Little renovating was necessary, and the office accommodated Troops B and N adequately.

"When I looked at it, I fell in love with it,"





Simone said. "It fit our needs perfectly."

This facility is much more secure, with fencing, an electronic gate, lighting, and security systems.

"Carded entry is planned," Zeller said, "to provide more security for our office personnel."

The security systems are monitored by Capitol Police. If an alarm goes off, it will be Troop K that is notified.

A few things will remain at the old facility on Gage, including the VIN office and K9 offices, as well as the radio shop. Because the tower is already in place at the Gage location, the radio shop needed to stay where it was. One thing missing at the new Troop B office is the dispatching console and system, however, if it is needed for remote dispatch, they have access to the old system.

The facility was procured as a lease-to-purchase option. The plans are to buy at least the five buildings the Patrol is in now. The Patrol has the option to purchase an additional building and some acreage to the south of the current area, so there is room for expansion. The whole complex—a total of nine or 10 buildings—is for sale, although currently some of the buildings are leased. The complex is being paid for by asset forfeiture funds, as it helps the troopers with a counter-drug mission.

"The best part of this is that Kansas taxpayers aren't paying for any of it," Simone said. "It's all being financed by seized drug proceeds confiscated from the drug cartels and independent drug dealers."

With the additional space, the Patrol's Central Supply was able to move out to the facility as well. By surplus property moving to Topeka, they vacated their lease in Salina, as well as a smaller facility that was leased in downtown Topeka.

Currently, each of the buildings the Patrol has at the complex are occupied. One of the larger buildings is nearly full to capacity with seized vehicles.

There are added benefits to the facility that the DHET and Troop B weren't necessarily looking for, but have proved to be beneficial.

There are two loading docks for straight trucks and semis. These will be a big benefit when troopers find a large truck with drugs that need to be off loaded. There will also be a lift added, to allow the troopers to look under cars or drop fuel tanks.

Auctions of seized vehicles can be conducted here. The facility will allow for the vehicles being sold to be separated from those not yet for sale. Previously, during auction time, one day was set up that the cars could be on display, and that was the only time set up. Whether it was raining, sunny, or snowing, the public only had that day to view the vehicles. Now the facility offers the opportunity to get the vehicles out of the elements, so even if it is

raining, the public will be out of the weather.

The MAV trucks, rollovers, seatbelt convincers, and TOPS vehicles are all now stored inside. This keeps them safe from hail damage and other damage from the elements, and keeps them from being broken into.

This area also helps with the internal workings of some seized vehicles. They are out of the weather, which is especially important for some of the vehicles seized from Arizona and California, as they don't even have antifreeze sometimes, so the storage area for them keeps them in better working order.

Eventually the departments hope to add a workout area for personnel. It has also been discussed of possibly adding a Firearms Training Simulator (FATS) or doing tactical training at the facility. "These are great opportunities we could benefit from in the future," Zeller said.

Simone said, "At least we have room to grow now, and we had no room to grow before."

"I've heard nothing but positive comments," Zeller said. 

