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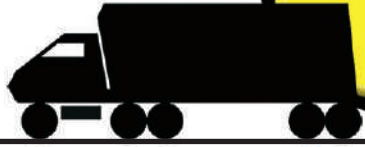
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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## 4th Annual Gear Jammer Magazine Truck Show



Over 600 trucks from across the US and Canada attended the 4th Annual Gear Jammer Magazine Truck Show in July 2021. Turn to page 17 for story and more photos.  
- photo by Matt Conrad -

### PI&I Motor Express – 4 Generations of Family Ownership



PI&I Motor Express President Joe Kerola with PI&I's YSU truck, which hauls the football equipment for Youngtown State University. Joe was honored as YSU's 2022 Penguin of the Year.

By Steve Pollock  
MASURY, OHIO... For over 70 years, PI&I Motor Express has been family owned and operated. Under the stewardship of the Kerola family, the company has grown to be one of the largest family

owned flatbed carriers in the USA. PI&I was founded in 1951 by Joseph J. Kerola, who started as a driver and then a freight agent for Daniels Motor Freight. In October of 1951, Sharon Steel supported Joseph Kerola as he obtained operating

authority to haul their steel. The caveat was that the company, then based in Sharon, Pennsylvania, couldn't load or deliver in the state of Ohio under their newly granted authority unless they trip leased  
continued on page 14

### Finding a Career, Not Just a Job, with Savage



As a professional CDL truck driver in today's work environment, you have a lot of options when considering employment. Wages and benefits are important, but you're probably looking for more than just a paycheck. If you're looking for a socially-responsible company where you can really make a difference, get home safely each day, and build work/life harmony, Savage offers these opportunities and more.

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Savage is a global provider of industry infrastructure and supply chain services, with more than 4,000 Team Members in over 200 locations. Its drivers enjoy rewarding careers with a growing company that has been in business for over 75 years, with leaders who understand drivers are key to the company's longevity.  
continued on page 22

## John Brown Trucking Driver Michael Woods Retires



Harry Frelin, Terminal Manager of John Brown Trucking in Portersville, Pennsylvania congratulates Professional Truck Driver Michael Woods on his retirement after 21 years with the company. - photo by Steve Pollock -

By Steve Pollock  
PORTERSVILLE, PA... Professional Truck Driver Michael Woods retired from John Brown Trucking this past February 15<sup>th</sup> after 21 years with the company. Michael did local work, operating quad axles and end dumps for John Brown Trucking. He received an award for 1 Million Safe Miles while employed at the company.

Michael is an Air Force veteran, achieving the rank of Sargent. He was on active duty from 1976-1980 and was stationed at Howard Air Force Base in Panama from 1976-1978. Michael had the honor of guarding Air Force One when Jimmy Carter came to sign

the Panama Canal Treaty. He served in the Air National Guard in Pittsburgh from 1986-1988 before starting his career as a Professional Truck Driver.

Regarding his 21 years at John Brown Trucking, Michael said, "It's been a great career here at John Brown and I wouldn't want to work for any other company. Every driver has good and bad opinions about the company they work for, but I feel that John Brown Trucking (a division of American Bulk Commodities) is one of the best companies in the trucking industry to work for."

Terminal Manager Harry Frelin said, "Michael is a good guy and very professional. He

has done a great job for John Brown all of these years. He has always had a positive attitude. As good as an employee he's been - Michael is an even better person."

Michael lives in New Castle, Pennsylvania with his wife Sandra. They have two children, Michele and James. He is active in his Church and sings bass in the Choir. Michael's future plans start with shoulder surgery and then he will be spending more time with his children and grandchildren. He said that he "may even get my yard work done."

Best of luck, Michael on your retirement!

Best of luck, Michael on your retirement!

## CTA Expresses Concern with Government Moving Goalposts on ELD Enforcement

TORONTO, ONTARIO... The Canadian Council of Motor Transport Administrators (CCMTA) is announcing a delay in enforcement of the ELD mandate from June 2022 to January 2023.

The Canadian Trucking Alliance (CTA) is very disappointed by this announcement and has reasonable doubts that the new January date is certain, from a national perspective, based on the lack of legislative preparedness of four jurisdictions.

To enforce the federal mandate, each jurisdiction needs to have its own law on the books. Currently, four provinces are still without the required legislation or regulations in place to successfully transition their industries to ELDs - British Columbia, Quebec, Nova Scotia and Newfoundland.

CTA believes that governments which are ready with their regulations and legislation should have maintained its position of escalating enforcement starting in June 2022. Waiting for all jurisdictions to be ready, whenever that may be, in the name of 'national unity' is not in best inter-

est of public safety or the trucking industry, which has already made the proper investments to comply with the ELD mandate. The vast majority of federally regulated fleets already have ELD technology in their fleets and the three certification bodies approved by Transport Canada and the Standards Council of Canada have qualified multiple ELD offerings, totaling 22 devices from 15 individual ELD vendors.

CTA is adamant Canadians have waited long enough for ELDs, which pave the way for improved highway safety and would also address concerns associated with hours-of-service violations linked to the tragic Humboldt Broncos bus collision, as noted in 2019 by the Saskatchewan Coroners Service.

"ELDs improve safety, fleet and driver performance and are a cost-effective alternative compared to the current paper logbook regime, which is cumbersome, archaic and can be easily falsified," says CTA president Stephen Laskowski. "There's simply no reasons pertaining to operations, cost, or safety for trucking fleets and drivers not

to be ready for escalated enforcement by June 2022."

With the announced delay, those provinces that are not yet ready need to prioritize the ELD mandate within their legislative/regulatory process and immediately commit to the industry and the public to begin hard enforcement by January 1, 2023, says CTA. If those four provinces cannot make this guarantee, then the other jurisdictions which are ready by that date must commit to proceeding regardless.

"Without one or both of these commitments, the validity of CCMTA's January 2023 is in question," says Laskowski. It's time for our industry and those provinces ready to enforce the federal ELD mandate to adjust their sails. The regulation is one of the most important road safety measures in the history of the Canadian trucking industry and, by extension, for the motoring public we share our workplace with.

"There should be no more moving the goalposts on dates and no more delays. The time to finally start this important safety regime is past due."

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# Off The Beaten Path

by Pam Pollock



## He Don't Need No Rockin' Chair...

My Dad just celebrated his 85<sup>th</sup> Birthday in early March. I can say with all honesty that he ain't your average 85 year old! He's out there dancing in a leprechaun hat and beard with his great-grandkids. He's still going trekking through the woods hunting with his son-in-law and grandson. He spends the day out on the lake fishing.

The first thing that people say to me when they meet my Dad is, "Wow! Your Dad has really aged well!" And it's true - I don't know if he's been drinking from the Fountain of Youth or what - but he looks pretty darn good. In fact, he looks very darn good.

Dad joined the Air Force when he was 18 years old and spent 3 years serving his Country. He worked on the engines of the aircraft. He married my Mom after he finished his training and together, they raised 3 kids.

We have a saying in our family if something needs fixed and we don't know what to do, "Better call Pappy, he'll know what to do." And he usually not only knows what to do, but he'll drive down and fix it for us.

Dad worked 2, sometimes 3 jobs when I was growing up so my Mom could be a stay-at-home parent. He's a motorhead and can look at an antique car and tell you just about everything there is to know about it. If you stop by our booths at Truck Shows, you will usually see him there passing out copies of Movin' Out and shooting the breeze with people. Dad loves to shoot the breeze.

He started to build Muzzle-loader rifles, a black powder gun, back in 1974. He takes a block of wood and hand carves into the gun. He adds all of the parts. There's a bunch of technical terms and I don't know them - so, I will just say that his guns are truly a work of art. He spends hundreds of hours on each muzzleloader that he creates. He just finished up three guns this past season, including one for his great-grandchildren.



Jack and his grandson Dan with the black powder rifle that Jack built for Dan in 2020.



My Dad has never been shy about saying what he thinks to whomever. He's passed this trait onto me, and I own it with pride. He sticks up for the underdog. He has always lent a helping hand to anyone in need and doesn't expect anything in return. He's a big sports fan, especially the Pittsburgh Pirates and the Pittsburgh Penguins. We had a family party for him for this 85th birthday with the theme of "Nacho Average Pappy" and that sentiment is certainly true. My

Dad is a remarkable man and I'm proud to be his daughter. So, push that rockin' chair back in the corner, Pappy's too busy to sit and watch the world go by because he's out there helping to keep it moving.

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Ron Mahen of Mercer, Pennsylvania died on December 11, 2021, after a 2.5 year battle with cancer.

Ron owned and operated Diesel Injection of Barkeyville for over 40 years. He was a friend to truckers all over Western Pennsylvania and the entire country.

Ron was a dedicated Steelers fan and enjoyed water and snow skiing. He grew up racing corvettes.

Ron was very proud and supportive of his children. For many years, Ron coached the Lakeview Girls Softball team. Ron and his daughter Kala, who played on the Lakeview team, celebrated Lakeview's first Regional Championship together. Ron's son Cody is a 1<sup>st</sup> Lieutenant in the U.S. Air Force and was previously stationed in Qatar and now is stationed at Wright Patterson AFB in Dayton, Ohio.

Ron is survived by his wife Laurie, daughter Kala, and son 1<sup>st</sup> Lieutenant Cody Mahen, as well as his sisters Donna and Eileen and his grand dogs Quincy and Mac.

## Fleet Maintenance and Repair Costs Continue to Increase in Fourth Quarter

Orlando, FL... The American Trucking Associations' Technology & Maintenance Council and Decisiv Inc., reported that maintenance costs rose 3.7% in the fourth quarter, and are up more than 10% from the previous year.

"The North American economy continues to impact parts and labor costs for fleets in several ways," said Decisiv President and CEO Dick Hyatt. "However, the ongoing drive to implement more effective and intelligent service management practices among fleet maintenance operations is helping ensure the highest possible levels of equipment utilization."

The quarterly Decisiv/TMC North American Service Event Benchmark Report was released during TMC's 2022 Annual Meeting & Transportation Technology Exhibition.

The report found that the average cost of parts and labor for vehicle repairs rose 3.7% in the fourth quarter, driven primarily by increasing labor costs.

From the third quarter to the fourth, labor costs increased 5.4%, while parts cost rose 2.7%. Compared to a year earlier, combined parts and labor costs rose 10.8%. Year-over-year labor costs spiked 14.2%, while parts cost jumped 8.8% from the fourth quarter of 2020 to the final three months of 2021.

The Decisiv/TMC North American Service Event Benchmark Report also shows where fleets spent the largest percentage on maintenance and

repairs in Q4 2021 based on VMRS System Level Coding. Topping the list are Power Plant expenses, which accounted for 36.8%, followed by Exhaust systems at 14.9%. Rounding out the top three categories at 5.0% of costs were Brakes.

While the higher percentages of costs associated with Brakes may reflect increased mileage, higher engine and exhaust system related costs could indicate the need to keep vehicles in service longer. Extended trade cycles have become the norm as fleets await production of new and replacement vehicles to return to pre-pandemic levels.

That factor may also be driving some of the increases in parts and labor costs. At the same time, supply chain and inflation issues are likely impacting parts prices. Likewise, higher labor costs are the result of both additional repairs to higher mileage vehicles as well as a reflection of the highly competitive labor market, which requires fleets to increase spending to retain and recruit technicians.

The Decisiv/TMC North American Service Event Benchmark reports are generated using data from the Decisiv SRM platform on service and repair events for more than 7 million commercial assets operating across the U.S. and Canada. The industry's largest asset service management system is being used to manage a weekly average of 70,000 service events at nearly 5,000 locations.

ATA's Technology & Maintenance Council issues the

reports to its fleet members. The reports are organized based on the Council's Vehicle Maintenance Reporting Standards sorted by VMRS-coded vehicle systems and geographic location.

TMC fleet members will receive the report electronically via email. For more information on joining TMC, call (703) 838-1763 or visit <http://tmc.trucking.org>.

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**PERFORMANCE**

# High Performance Diesels with Bruce Mallinson

## Do's and Don'ts After Regenerations...

In the span of two weeks, we have seen the same failure on two different trucks. These engines were different model years with different after-treatment configurations. One had a DPF and SCR, while the other only had a DPF. The failure is the DPF outlet cracking horizontally and vertically, resulting in large chunks of DPF falling off into the exhaust system. The

photos of the failures shown are also on our social media pages if you are interested in looking closer. In these cases, there were no fault codes indicating that something happened to the filter, and the issue was only discovered upon physical inspection; this is pretty common for this type of failure. A cracked or slightly melted filter will still perform but will not be

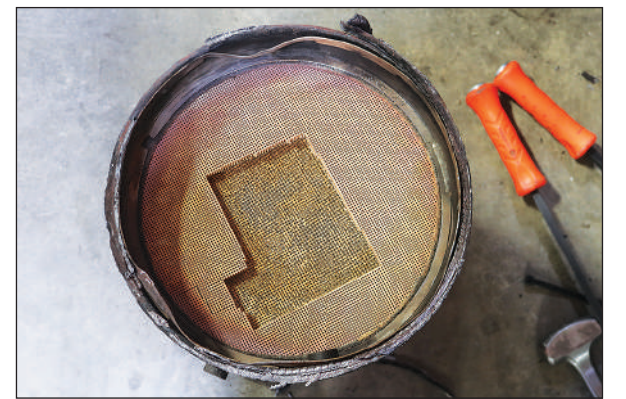
as effective.

When the temperature in the DPF rises quickly or uncontrollably, the filter will crack. You could crack a filter if you were pulling a very long hill and then suddenly came to an idle. The elevated temperature causes the soot to burn or burn rapidly. When you stop this process by coming to an idle, the filter cannot cool down because the

exhaust flow is so low. Every driver on the road should know that pulling a hill then shutting your engine off is not good for your turbo. Take the idea of rapidly heating and cooling metal. Cool that hot metal down too quickly, and it becomes brittle, having a far greater chance of catastrophic failure. The idea is similar to your DPF, but it needs more than idle to cool down safely. High idle may suffice, but you need to slowly bring the temperature down to keep your DPF healthy. This may sometimes require you to drive at a low load for a short period; we are talking about temperatures that can reach in excess of one thousand degrees. It may sound like a time-draining inconvenience, but we can assure you that replacing hard-to-find expensive emissions parts is far more time-consuming and costly.

Another reason DPFs crack is lack of regenerations or insufficient regens. We mean your filter is collecting more soot than it burns by insufficient. This happens when there is something wrong with the system. Newer engines are better at catching this issue. When a DPF is overloaded and suddenly reaches a temperature where it can burn, it can devastate the emissions system. It's like having a massive pile of dried brush and lighting it with five gallons of gasoline. It goes up in flames quickly! The same thing happens inside of your exhaust. If your filter has a lot of soot, and when you finally do a regen or pull that hill after idling for 8 hours, you're resetting yourself up for a failure. It not only harms your DPF, but it can also transfer that excess heat to the DOC (Diesel Oxidation Catalyst) and SCR (Selective Catalyst Reduction).

A third example of catastrophic emissions failure was brought in only a few months ago. This truck was being inspected for an issue entirely unrelated to emissions, but the owner made it clear that the system was only a few months old when being signed in. Once set up on the Dynamometer and ran a couple of times, all



seemed well with no signs of fault. A second engineer joined in the diagnostic process and monitored the ECM while the truck was driven. On the first run, the monitoring engineer noticed that the DPF temperature was steadily building very quickly. The truck went into an automatic shutdown state, and our engineers were left no choice but to start a physical inspection of the truck. When all signs began to point towards the DPF being blocked, it was removed to find that it had indeed been completely blocked with ash. The ash had ignited while being pulled down on the Dynamometer, and when the intense heat of sixteen hundred degrees traveled to the DOC and SCR, it rendered them useless. Our team eventually found that the shop that had initially warranted this customer's Emissions system had installed it incorrectly. It was

also suspected that there was an internal issue with the motor, which would make it produce excess soot, but run within the high end of OEM specification, which would prevent it from throwing any codes or derates. Nightmare scenarios like this can be prevented by changing your driving, letting your truck regen if and when it wants to, and frequently having your DPF inspected. Pull it down and look at it or have it looked at by a professional. With emissions cleaning services such as Diesel force and DPF Alternatives in reach of every driver, catching these issues early has never been more simple and will save you a lot of time and money in the long run.

Written by: Leroy Pershing and Jordan Greathouse, Pittsburgh Power, 3600 S. Noah Dr., Saxonburg, PA, 16056. Phone (724) 360-4080

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# Odyssey Logistics Expands its Specialized Logistics Operations with New Brooklyn, Ohio Facility



Warehouse Superintendent, Steve Dever (left), and East Coast Operations Manager, Brandon O'Neill (right) receiving the first delivery.

Danbury, CT... Odyssey Logistics & Technology Corporation (Odyssey), a global leader in logistics and technology solutions, announced that Odyssey Specialized Logistics LLC has opened a new metal logistics facility in Brooklyn, Ohio dedicated to roll and hold warehousing and area transportation. The Brooklyn location joins roll and hold facilities in California, Indiana, Louisiana, Missouri and Texas offering flatbed trucking and warehousing. The facility will

employ warehouse operators and flatbed truck drivers to make local metal deliveries.

"Our new Brooklyn location joins a family of well-established facilities that provide premium steel warehousing and area transportation to the metal logistics industry," said Jon Kelly, Vice President Trucking Operations, Odyssey Specialized Logistics LLC. "This is an ideal location as it has existing infrastructure and sits in close proximity to the Port of Cleveland and a number



of other metal processing companies in the Cleveland area."

The new warehouse is located at 9000 Brookpark Road and spans up to 72,000 sq. ft. of warehouse space. This gives Odyssey more than an acre of exterior truck parking and four ground-level truck doors. The facility has a wide range of material handling equipment including 10- to 40-ton overhead cranes, 30-ton coil grabs, a 25-ton C-hook, a 15-ton, 12-foot spreader beam, a 12-ton cady lifter, carbon and stainless steel plate hooks and a 15,500-lb capacity forklift.

Additional capabilities at the Brooklyn location include RF scanners with cameras for documenting product condition, an inventory management system with 24/7 access and a full EDI suite. Also, Odyssey will offer a value-added services menu and export packaging consisting of full metal can and chipboard metal blend.

Odyssey is also hiring drivers for the Brooklyn facility who will have access to secure parking of personal vehicles. Drivers can take advantage of local and regional trucking opportunities that will allow

them to be home nightly for most lanes.

For more information about Odyssey Specialized Logistics solutions and the company's metals supply chain solutions, visit <https://www.odysseylogistics.com/industries/metals/>.

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Odyssey Logistics & Technology Corporation (Odyssey) is a global logistics solutions provider with a freight network exceeding \$3B globally. Odyssey improves its customers' supply chain performance through a proprietary, predictive global technology platform, an international network of logistics engineering experts and specialized processes that drive quality, safety and sustainability. In addition to being certified by the American Chemistry Council as a Responsible Care® partner company and a leader in Jones Act transportation, Odyssey offers a broad port-

folio of services including intermodal, over-the-road trucking, warehousing, global forwarding, managed services and consulting. Serving multifaceted, intricate logistics needs, Odyssey operates in high-barrier-to-entry markets with specialized transportation services that include bulk truck, ISO Tank, railcar and tanker, as well as food-grade product lines. Odyssey also prioritizes giving back to the community by supporting various organizations, including Project Outreach and Junior Achievement®. For more information on Odyssey, visit [www.odysseylogistics.com](http://www.odysseylogistics.com)

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LCS –Load Covering Solutions Inc. will relocate its US operations from the state of NY to its new home in Cadiz, KY in the fall of 2022 and operate as a subsidiary company to LCTS – Load Covering Trailer Solutions Inc. Our company focus will remain steady with the promotion of a diversified selection of Aerodynamic Flat & Round Top Rolling Tarp Systems under our "Windmaster" branding for open deck truck beds & trailers. We will also focus on the growing demand for the "Hot Shot" load covering trailer requirements as well as growing our competing Hard Top / Soft Side Curtain Trailer Systems.

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# Latest Trucking Industry News

## Trucking Industry: Increase Domestic Energy Production Now

Arlington, VA... The American Trucking Associations is calling on the Biden Administration to take immediate steps to boost domestic energy production. In a letter sent on March 10<sup>th</sup> to the White House, ATA outlined specific actions the U.S. can take to provide relief at the pump for motor carriers and motorists across the country.

Fuel is the second largest operating expense for trucking fleets, and surging diesel prices threaten to decimate trucking capacity at a time when the supply chain is already under extreme stress.

The text of the letter follows:

Dear Mr. President:

The trucking industry is the backbone of the American economy, moving 73 percent of our nation's freight, or 10 billion tons of goods annually. Our ability to do so on a cost-efficient basis for our customers throughout the supply chain depends on certain economic conditions, including fuel prices, which are typically a fleet's second highest operating expense. Right now, escalating fuel prices are driving up the transportation cost of all goods, adding yet another layer of inflationary pressure on every sector throughout the entire economy.

The impact is particularly hard on the 97 percent of motor carriers that operate 20 trucks or fewer and are designated as small businesses. These fleets do not operate at a scale necessary to negotiate lower fuel prices or to offset costs from shippers. Lacking the financial reserves to weather this storm, many of these companies are at risk of failing given current projections for global crude prices over the next 12 months. This would decimate U.S. trucking capacity, unleashing catastrophic consequences for a supply chain that's already overstressed.

The American Trucking Associations therefore urges the Biden Administration to increase American oil and natural gas production to help bring down domestic fuel prices, providing immediate relief to our nation's supply lines. We cannot let an energy crisis compound the supply chain crisis, and we have the power and resources to prevent that from happening. Specifically, ATA calls on the Administration to:

- \* Expedite onshore and offshore oil and natural gas permitting to spur expanded production;

- \* Initiate immediate lease sales in current production areas in the Central and Western Gulf of Mexico;

- \* Encourage expedited carbon capture & sequestration rulemaking to ensure that America remains the world's

leader in carbon reduction technology development;

- \* Work with both domestic and international oil and natural gas producing nations to help reduce global oil prices; and

- \* Consider timed releases from the Strategic Petroleum Reserve.

In 2019, commercial trucks consumed 46 billion gallons of diesel and gasoline. Motor carriers spent \$112 billion on diesel fuel that year, when the annual cost of diesel ranged between \$2.97 and \$3.17 per gallon. This week, the U.S. Department of Energy reported the national average diesel fuel price at \$4.85 per gallon as of March 7—the highest price in U.S. history. Diesel fuel prices on the West Coast are extraordinarily high, with an average price of \$5.76 per gallon in California.

More than half the cost of a gallon of diesel fuel is attributed to the price of crude. Crude prices are now well over \$100 per barrel, with

forecasters predicting \$185 per barrel by year's end. These trend lines are not sustainable for the trucking industry and signal a major warning for the supply chain.

We cannot afford to ignore our nation's current energy needs in a fog of partisan idealism about the future of energy use. The trucking industry supports an all-of-the-above approach when it comes to securing our energy future. But the transition to cleaner and renewable fuels over the horizon requires a practical, actionable bridge in the here-and-now, beginning with the abundant sources readily available at home.

Taken together and immediately, the actions outlined above would bring immediate relief at the pump for America's truckers and all motorists. ATA stands ready to assist you in keeping our economy and nation united, connected and strong.

Most respectfully,  
Chris Spear

## ATA'S Spear: Time for Washington to Get Real About American Energy Independence

Arlington, VA... American Trucking Associations President and CEO Chris Spear recently issued the following statement:

"With fuel prices skyrocketing, and hardworking Americans feeling the intensifying pain at the pump, it is time the Biden Administration and Congress get real about American energy independence.

"The horrific war in Ukraine makes crystal clear why we need to increase domestic energy production, and must eliminate energy reliance on nations that pose a threat to our national and economic security. The millions of Americans who keep our country moving forward should not be put in the position of having to spend a single dollar on Russian fuel that lines the war chest of a genocidal tyrant.

"Our addiction to foreign energy sources not only empowers America's most dan-

gerous adversaries, but it's also having a serious impact right now on our industry's ability to keep costs down for our customers throughout the supply chain. The trucking industry calls on the President and Congress to take immediate, concrete steps to increase domestic production and restart critical pipeline projects in the face of this clear and present danger.

"We cannot afford to ignore our nation's current energy needs in a fog of partisan idealism about the future of energy use. The trucking industry supports an all-of-the-above approach when it comes to securing our energy future. But the transition to cleaner and renewable fuels over the horizon requires a practical, common-sense bridge in the here-and-now, beginning with the abundant sources readily available here at home."

## OOIDA Response To EPA Cleaner Trucks Announcement

When the Cleaner Trucks Initiative was first announced in 2020, OOIDA stood side-by-side with EPA in hopes that a collaborative rulemaking process with input from professional truck drivers would result in practical emissions standards. Today's announcement largely ignores that goal in favor of government overreach that will almost assuredly force safe drivers off the road, especially small-business truckers and owner-operators.

Vice President Harris remarked that in Mira Loma, California, commercial trucks made thousands of trips to the town and brought soot, exhaust, and toxic air. She failed to mention anything about all the food, clothes, emergency provisions, and medical supplies that truckers have delivered to American communities throughout the COVID-19 pandemic. The EPA's proposal highlights the projected millions of fewer lost school days for children, but does not say much about the millions of dollars in equipment and vehicle costs that owner-operators will have to foot the bill for.

Make no mistake, clean air is a priority for everyone. However, we believe there is a more realistic path forward to reducing commercial vehicle emissions that actually involves listening to men and women in the trucking industry. We hope EPA will get back to that strategy as they develop the Final Cleaner Trucks Initiative Rule throughout the rest of the year. Truckers know all too well from experience with previous rulemakings that poorly implemented regulations will result in breakdowns, downtime, and ultimately set back the goal of achieving cleaner air.

## Masks Optional For Oregon DMV As Of March 14

SALEM, OR... Masks are now optional for customers indoors at Oregon DMV offices and inside cars during DMV drive tests as of Monday, March 14.

DMV offices are open for walk-in service or by appointment. However, staff shortages or winter weather occasionally force an office to close for a day or more. Before you visit a DMV office, see if you can get the DMV service you need at DMV2U.Oregon.gov or make sure your local office is open by checking at OregonDMV.com.

If you travel by air or might in the future, make sure you have identification acceptable at airport security checkpoints. Starting in May 2023, you will need a Real ID-compliant form of ID for all flights such as a Real ID-compliant driver license, a passport, passport card or U.S. military ID.

To make sure you have all you need for Real ID, create your own checklist of documents you'll need to bring to DMV with our online tool at Oregon.gov/RealID.

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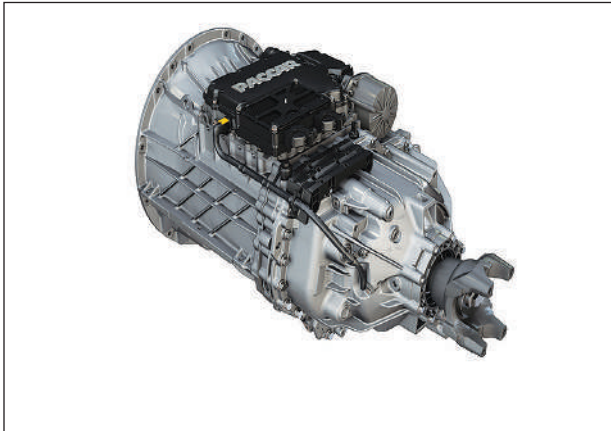
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# Kenworth Introduces PACCAR TX-18 and TX-18 Pro Automated Transmissions



KIRKLAND, WA... Kenworth recently introduced the PACCAR TX-18 and PACCAR TX-18 Pro automated transmissions for Class 8 heavy on-highway and select off-highway vocational applications.

Both 18-speed transmissions build upon the efficiency of the PACCAR TX-12, which was designed to be the most efficient on-highway automated transmission. The PACCAR TX-18 offers additional capability for heavy on-highway use for applications, such as heavy haul transport. The PACCAR TX-18 Pro adds enhanced capabilities and unique features for extreme duty vocational applications and other select off-highway applications.

The new transmissions are available with the Kenworth T680, T880 and W990 equipped with the

PACCAR MX-13 and PACCAR MX-11 engines. Optimally engineered to operate with the PACCAR MX engine platform, the new TX-18 and TX-18 Pro transmissions maximize the full potential of all MX engine ratings, with maximums of 510 horsepower, 1,850 lb.-ft. of torque capacity and 140,000 pounds of gross combination vehicle weight (GCVW).

"Drivers will appreciate the versatility of the PACCAR TX-18 and PACCAR TX-18 Pro that deliver excellent low-speed maneuverability. Both seasoned and new drivers will benefit from tailored configurations that help them get the job done, and new performance calibrations that expertly control transmission shift points," said Jim Walenczak, Kenworth assistant general manager for sales and marketing.

The new 18-speed ratio provides smooth shifting and consistent performance in a wide range of operating applications. The TX-18 has three reverse gears, and TX-18 Pro has six, which pairs well with deep axle ratios. Multiple reverse gears allow for improved maneuverability around job sites.

Both transmissions offer expanded high-capacity PTO functionality with an 8-bolt bottom mount and 4-bolt rear mount for a combined 160 hp capacity at 1,400 RPM.

The transmissions are equipped with an internal oil temperature sensor. This sensor shows transmission temperatures on the in-cab 15-inch digital display and provides driver notifications in situations causing excessive temperatures.

The TX-18 and TX-18 Pro are standard with Kenworth's driver-friendly column-mounted, right-hand shifter. The shifter places gear selection and engine brake controls at the driver's fingertips for enhanced ergonomics, comfort and overall performance.

On-highway maintenance intervals are 500,000 miles or five years, and vocational intervals are 250,000 miles or three years for the TX-18 and TX-18 Pro. The transmissions

utilize a maintenance-free clutch.

The TX-18 and TX-18 Pro join Kenworth's PACCAR transmissions lineup, which include the PACCAR TX-12 automated transmission for fuel efficient, on-highway applications and the PACCAR TX-8 automatic transmission standard on Kenworth's new medium duty models.

More information on PACCAR transmissions is available on the PACCAR Powertrain website (www.paccarpowertrain.com/#section-integrated-powertrain).

## HAIRPORT 1

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# Dragging and Pulling in the Pines



- All photos by Chad Violet - More photos on page 12. Visit our Truck Show Gallery at [www.movinout.com](http://www.movinout.com) for even more photos.

### By Chad Violet

Just outside the small Texas town of Lufkin lays a drag strip facility nestled in the middle of the woods. The Pine Valley Raceway complex is the perfect venue to host a show of multiple varieties.

Even though show dates were October 15th and 16th, trucks from across the country began rolling into the raceway much earlier in the week to begin the cleaning and polishing of their rolling iron. When Friday came, the show staff team followed their plan by parking the street rods, imports, classic lowriders and pickup trucks in

the "Bull Pen" area behind the drag strip tower. Motor Trend television's "Extensive Metal Works" had their display set up with several TV built customs on hand. From there, semi-trucks complete the rest of the asphalt lot spilling into the grass parking lots covering many acres row by row. Weaving in and out of the show areas were multiple vendors and food trucks. PDI of Utah was in attendance with their mobile display unit and Burl's Custom Trucks was representing locally with a few of his incredible builds on display near the registration tent. As the sun began to set on opening day, folks gathered at the far end of the property parallel to the drag strip shut down area for the pulling display by trucks, tractors and semi-trucks. Pipes were screaming and mud flying as the crowd loved the show for several hours into the night.

Saturday morning arrived and the line to enter backed down the small county road for miles. On top of the event menu, drag racing. Drag rigs from coast to coast showed up, driven and trailered to prove they could put the horsepower to the ground racing one on one

head to head. Race trucks and street trucks battled in bracket style off the Christmas tree of lights putting on a fantastic show to the massive crowd packing the grandstands the length of the strip.

Before the award ceremony, Steven Molanders of Tri State rallied the crowd for doing push-ups as a group to raise money for a local charity. Dozens and dozens of men and children were on the ground pumping out push-ups for a great cause. Next was the awards ceremony as multiple winners in dozens of categories walked away with custom cut metal trophy/plaques. Once the last award was given out, the crowd slowly dissipated, and rigs began pulling out of the park.

As this show has seen steady growth year after year, it's easy to see why so many travel from all points to attend. The show committee has bigger plans for 2022 and should be on everyone's plans to attend. Definitely action packed from the gates opening of day one. This is a quiet show that gaining traction and making big waves. Let's see you in Lufkin in 2022.



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# Peterbilt Offers New 18-Speed PACCAR TX-18 Automated Transmission



Denton, TX... Peterbilt Motors Company is pleased to announce the addition of the all-new PACCAR TX-18 and TX-18 Pro automated transmissions to the family of PACCAR TX transmissions. The TX-18 Transmission is available in Peterbilt Models 567, 389 and 579 equipped with PACCAR MX engines.

The PACCAR TX-18 was built from the ground up to provide excellent productivity, efficiency and uptime for a superior driver experience. The TX-18 is designed to work exclusively with the PACCAR MX-11 and MX-13 engines. It is the perfect workhorse for a variety of vocational applications including heavy haul, dump truck, and cranes. The combination of the TX-18 transmission and the MX engine provides up to 1,850 lb. ft of torque and is rated up to 140,000 lb. GCWR.

The PACCAR TX-18 transmission features a high-pressure diecast aluminum casing, one-piece serviceable input shaft, helical gearing, precision lubrication system, extreme duty clutch and an integrated clutch housing.

The PACCAR TX-18 can be configured with an optional transmission cooler to help keep it operating efficiently in the most demanding of workloads. The transmission features 4 application-specific calibrations and comes standard with two PTO openings capable of a combined 160 hp.

The TX-18 has excellent low-speed maneuverability with small, even gear steps through all eighteen forward speeds to ensure a smooth driving experience. A high-speed reverse with up to 6 configurable speeds is available in the TX-18 Pro to increase productivity in demanding applications. An automotive-style, stalk-mounted shifter with Drive, Neutral, Reverse and Manual modes ensure the operation of the

TX-18 is simple and intuitive. "The integration of the new TX-18 and TX-18 Pro with PACCAR's line of MX engines further enhances Peterbilt's ability to provide our

customers the lowest cost of ownership, best-performing trucks in the industry. The gains in productivity, efficiency, uptime and the ease of use for drivers make these

transmissions a must-have," said Jacob Montero, Peterbilt general sales manager.

Visit [Peterbilt.com](http://Peterbilt.com) for more information.

## Peterbilt EV Models Eligible for up to \$150,000 CARB HVIP Voucher

Denton, TX, ... Peterbilt Motors Company announces its industry-leading lineup of electric vehicles are eligible for the 2022 Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project ("HVIP") by the California Air Resources Board ("CARB"). HVIP has been a highly successful program for California-based EV customers with many utilizing the HVIP program to add Peterbilt EV Models to their fleets.

HVIP is part of California Climate Investments, a state-wide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy, and improving public health and the environment particularly in disadvantaged communities.

Vouchers available for Peterbilt EV models include:

- \* Up to \$150,000 for Model 579EV drayage applications
- \* Up to \$120,000 for Model 579EV non-drayage applications
- \* Up to \$120,000 for Model 520EV refuse applications
- \* Up to \$85,000 for Model 220EV pickup and delivery

applications

\* Up to \$85,000 for Model 220EV regional haul applications

"Peterbilt understands the benefits and the need for the expansion of commercial battery electric vehicles, and that's why we are leading the charge with three EV models uniquely designed for applications that maximize the benefits created by the battery electric powertrain. Utilizing HVIP and adding a Peterbilt EV to your fleet is a great way to see those benefits for yourself," said Jason Skoog Peterbilt general manager and PACCAR vice president.

Peterbilt customers looking to add Peterbilt EVs to their fleets using incentive programs in the U.S. and Canada may contact Peterbilt's dedicated EV grant writer at Peterbilt. [Grants@paccar.com](mailto:Grants@paccar.com) for more information and assistance.

For more information regarding HVIP and the eligible Peterbilt models, contact your local Peterbilt dealer and visit the CARB HVIP website ([www.CaliforniaHVIP.org](http://www.CaliforniaHVIP.org)). For a direct link to the eligible Peterbilt models please use the following link: <https://californiahvip.org/vehicles/Peterbilt>. Customers should be working with their Peterbilt dealer now as 2022 HVIP funding is expected to open soon.

PACCAR Parts electric vehicle (EV) charging stations maximize coverage over a full range of Peterbilt electric vehicles, with output power from 20 kilowatts (kW) to 350 kW. Customers can rely on the expertise of PACCAR Parts and its infrastructure partners to tailor EV charger solutions to fit the needs of any size fleet. EV chargers can be purchased from Peterbilt dealers.

services and advanced technology solutions delivered through its 400+ dealer locations in North America.

Visit [Peterbilt.com](http://Peterbilt.com) for more information.

### Love's Travel Stops Opens New Locations In Tennessee And New York

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers in Newport, Tennessee, and Ripley, New York, thanks to two travel stops that recently opened. The Newport store, located off Interstate 40 (1129 Smokey Mountain Lane), adds 60 jobs and 70 truck parking spaces to Cocke County. The Ripley store, located off Interstate 90 (6201 Shortman Road), adds 85 jobs and 94 truck parking spaces to Chautauqua County.

In honor of the grand openings, Love's will donate \$2,000 to the Ripley Central School District and the Grassy Forks Volunteer Fire Department in Newport.

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# MIKE BELL

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## International Roadcheck Is May 17-19 With a Focus on Wheel Ends

GREENBELT, MD... The Commercial Vehicle Safety Alliance (CVSA) has announced this year's International Roadcheck dates as May 17-19 with a focus on wheel ends.

International Roadcheck is 72-hour high-visibility, high-volume commercial motor vehicle inspection and enforcement initiative. Commercial motor vehicle inspectors in Canada, Mexico and the U.S. will conduct North American Standard Inspections of commercial motor vehicles and drivers at weigh and inspection stations, on roving patrols, and at temporary inspection sites.

Each year, CVSA focuses on a specific aspect of a roadside inspection. This year, the focus will be on wheel ends. Wheel end components support the heavy loads carried by commercial motor vehicles, maintain stability and control, and are critical for braking. Violations involving wheel end components historically account for about one quarter of the vehicle out-of-service violations discovered during International Roadcheck, and past International Roadcheck data routinely identified wheel end components as a top 10 vehicle violation.

During International Roadcheck, commercial motor vehicle inspectors examine large trucks and motorcoaches and the driver's documentation and credentials using CVSA's North American Standard Inspection Program procedures which are

the uniform inspection steps, processes and standards established to ensure consistency in compliance, inspections and enforcement. Using the North American Standard Out-of-Service Criteria, also established by CVSA, inspectors identify critical out-of-service violations that if found, require the inspector to restrict the driver or vehicle from travel until those violations or conditions are addressed.

Vehicles that successfully pass a North American Standard Level I or Level V Inspection without any critical vehicle inspection item violations may receive a CVSA decal. In general, a vehicle with a valid CVSA decal will not be re-inspected during the three months while the decal is valid. Instead, inspectors will focus their efforts on vehicles without a valid CVSA decal.

"We want every vehicle on our roadways to be in proper working order for the safety of the driver operating that vehicle and everyone traveling on our roadways," said CVSA President Capt. John Broers with the South Dakota Highway Patrol.

In consideration of COVID-19 and the health and safety of commercial motor vehicle inspectors and drivers, law enforcement personnel will conduct inspections following their departments' health and safety protocols during International Roadcheck.

## ATA Reacts to Biden Administration's Heavy-Duty Truck Emissions Proposal

Arlington, VA... The American Trucking Associations President and CEO Chris Spear said the association and industry would be closely reviewing the Biden Administration's proposed emissions rules for heavy-duty trucks, but that it will be critical that these rules result in usable, reliable and cost-effective equipment:

"We share the Biden Administration's goals of reducing air pollution – as a longtime member of EPA SmartWay Transport Partnership – we have worked in harmony with environmental regulators to successfully reduce greenhouse gas and NOx emissions.

"We will be looking very closely at the proposal put forth today by the administration, and working with them to shape an outcome that builds on those reductions, while not hurting the reliability of the trucks and trailers we purchase, nor imposing unreasonable or unworkable costs on our industry.

"We want to ensure that the Biden Administration sets one, single national NOx emissions standard and that such standard can be achieved with workable, reliable technology – anything less than that will be extremely problematic for ATA and our members."

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# PI&I Motor Express – 4 Generations of Family Ownership



Joseph J. Kerola, Founder



John J. Kerola, Former President



Joseph J. Kerola (Joe), Current President



The 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> generations of the Kerola family.



Custom built side loading aluminum dump trailers are the newest addition to the PI&I fleet.

continued from page 1

a load under another carrier's authority. Kerola named his newly formed company PI&I (Pennsylvania, Indiana and Illinois) Motor Express and the name has remained the same to this day.

By 1960 PI&I was granted operating authority for the state of Ohio and made a move in 1962 to their current location in Masury, Ohio, just across the state line from Sharon, Pennsylvania. Joseph Kerola ran the company until 1965, when his son John J. Kerola, who worked with his father since the beginning, took over operations and ownership. John ran the company until his death in 1996 and established PI&I as one of the area's largest flatbed carriers. Joseph J. Kerola (Joe) became owner in 1996 and has served as President of the company ever since. Today, all of Joe's children: Maggie, Joe Jr., Jeremy, and Jake all work at PI&I Motor Express. Jake

enjoyed driving truck so much that he became a Professional Truck Driver for PI&I. The 5<sup>th</sup> generation of the Kerola family: Vivian, Huxley, and Josephine are waiting in the wings but will have a few more years to go before joining the company.

Under Joe Kerola's leadership, PI&I began a period of growth which was built the company into one of the nation's largest family owned flatbed carriers. In 1997, PI&I acquired Bob's Truck Service in Middletown, Ohio. In 2003, the company purchased Wier Cove, in Weirton, West Virginia, Team Transport of Warrendale, Pennsylvania in 2005, and in 2008, Canadian Carrier Transport Sales from Caledonia, Ontario.

Through acquisitions and controlled growth, the PI&I Motor Express fleet has grown to over 500 power units and has operating authority for all 48 states and Canada. PI&I's success has been fueled by



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continued from page 14

good management and taking care of their drivers. Their mission statement "More Freight, More Money – We'll Keep You Moving," and a network of 19 terminals and agents provides the reason why so many drivers like working for the company. PI&I also has programs in place that appeal to all types of drivers and their particular needs. Local, Regional and OTR freight is available at all times. Local drivers get home every night, Regional drivers are home every weekend and once or twice during the week, and OTR drivers get home weekends or can stay out for as long as they like.

PI&I welcomes recent driving school graduates and offers them a \$6,000 tuition reimbursement. The company pays for experience – Flatbed drivers with 3 years or more of experience receive a \$6,000 sign on bonus. PI&I is devoted to helping our country's Veterans transition to civilian life, with a job driving truck waiting for them. Veterans deployed in time of war receive hiring priority over all other PI&I applicants. PI&I also assists active duty military and reservists in obtaining their CDL so they will have a job waiting when their enlistment ends. The company was awarded

the Patriotic Employer Award from the Reserve Office of the Secretary of Defense.

Company drivers at PI&I enjoy a guaranteed weekly minimum wage, along with the ability to run and earn more, and a comprehensive benefit package. The 200 Independent Contractors in the PI&I fleet are paid 78% of the gross on every load, every day with no hold backs. Contractors also receive every penny of the fuel surcharge. If you are a company driver who would like to become an Independent Contractor, PI&I has a lease purchase program to help you achieve your dream.

PI&I Motor Express operates late model Kenworth and Freightliner tractors and will be receiving 20 new Cascadias very soon. Traditionally the company has been a 100% flatbed carrier, but has recently diversified to haul aluminum scrap and finished aluminum logs in custom built side loading aluminum dump trailers. Currently ten drivers are running the aluminum trailers and the company plans to expand this part of their business model.

If you would like to be a part of PI&I Motor Express's next 70 years, give them a call at 800-321-2733.



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

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while we slept, we'll get you off the hook and no harm will come to you."

The soldiers would have been put to death had they been caught sleeping at the post, so they had a plea bargain, and they came out and thus they gave that witness to the world. And all that the enemies of Jesus had to do was to present the body of Jesus Christ. Of course, they could not do that. If they were trying to disclaim the Resurrection of Christ and could not produce the dead body of Christ, then they would have stopped this tremendous and powerful teaching.

If you would have accepted the witness of these soldiers, you find that to be folly. No court in that day nor in this day would take a witness from men who were asleep when the action was going on. Yes, Jesus Christ is the same yesterday, today, and forever.



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# 4th Annual Gear Jammer Magazine Truck Show



headed back to Monadnock Speedway in Winchester NH July 29th and 30th. If you would like more info on the show, you can check out the 5th Annual Gear Jammer Magazine truck show page on Facebook, our Instagram page, our website, or you can call Bob Conrad @508-212-9998. Feel free to stop by our booth at MATS as well #70109, to talk to us more about the show. We thank you all and hope you can join us for this year's event!

**- Photos by Matt Conrad -**

By Matt Conrad

The summer of 2021 brought many great memories to us all. One of our favorite moments of the year was the 4th Annual Gear Jammer Magazine Truck Show. After being hit by record rains the day before the show, we faced tremendous flooding at the show grounds. We didn't let this stop us however from having our biggest event yet. With the help of the local fire department, we were able to drain most of the flooding from the track. This was a big help,

as we needed as much parking availability as possible. We set records in both truck and spectator attendance numbers. There were over 600 trucks from across the US and Canada in attendance. The track said that there was also an estimated 20,000-25,000 people in attendance, between the two days. This past year's event had a lot of new activities for all to enjoy. If you attended the show, you had nonstop action, between the

light show, concerts, pickup pulls, truck pulls, over 100 awards, and more. With the help of everyone involved we were able to raise \$64,000 to donate to the Doug Flutie JR Foundation, to help benefit children with autism. All of us at Gear Jammer Magazine would like to thank all of the truckers, sponsors, spectators, and volunteers. Without you all this show wouldn't be the great success that it is.

This year's show will be



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All Photos by Matt Conrad

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- 12:00 PM Potluck Meal
- 2:00 PM Blessing of the Trucks
- 6:30 PM Sunday Night Thunder
- Hot Laps start @ Double X Speedway, California, MO



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date with show events and details @  
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# Introducing The Bunkr Dunnage Rack



**By Steve Pollock**  
 Ponca City, OK.... A new product is available for flatbed drivers – the Bunkr Dunnage Rack, made by flatbed truckers for flatbed truckers. The sturdy Bunkr Dunnage Rack clamps securely to aluminum or steel trailer frames with no drilling or welding, in about 30 minutes or less. The Bunkr Dunnage Rack has a 1,000 pound capacity and holds 12-25 4"x4"x8' boards depending on trailer type. It is the fast, easy, and safe way to securely store dunnage and fits nearly all flatbed trailers. A second model is available that is completely adjustable with a full platform to accommodate any size toolbox or

cargo rack in addition to the Dunnage Rack. Both models are made from durable powder coated steel and are made with pride in Ponca City, Oklahoma USA and the Coil Rack Carrier recently was patent approved. The Bunkr Dunnage Rack is the brainchild of professional flatbed driver and farmer Pat Dowell, who teamed up with his long time friend Brad Frederick, an entrepreneur and inventor with a background in trucking, farming, and metal fabricating. With extensive help from the Oklahoma Manufacturing Alliance these two farm boys have established Bunkr Trailer Accessories™ to offer this

great product to the public. The partners are getting very close to also introducing a product to store coil racks as well. The Bunkr Dunnage Rack has been road tested and receives a thumbs up from DOT inspectors. If you are tired of storing dunnage on your deck or trailer frame, give Pat or Brad at Bunkr Trailer Accessories™ a call at 580-984-1102 or visit them online at [www.bunkrtrailer.com](http://www.bunkrtrailer.com) If you attending the Mid-America Trucking Show in Louisville, stop by the Bunkr Trailer Accessories Booth #16117.

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# Over 140 Local Leaders Ask Pennsylvania Legislature To Oppose Heavier Trucks

HARRISBURG, PA... A group of more than 140 local government leaders in Pennsylvania has signed a joint letter asking the state legislature to oppose any increases in the allowable weight of tractor-trailers on state roads and bridges.

The group, which includes mayors, supervisors, sheriffs and police chiefs, pressed state lawmakers in the wake of the Fern Hollow bridge collapse in Pittsburgh on January 28. Several bills, including H.B. 1232 and H.B. 1559, are pending in the state legislature.

"We have the third largest number of state-owned bridges in the country, with over half over 50 years older," the officials wrote in the March 8 letter. "More than 3,100 of these bridges have been determined to be in 'poor condition,' the same rating assigned to the Fern Hollow bridge."

"Allowing even heavier trucks than are legal today would only make the current situation worse," they added.

"Many of us are unable to keep up with our current maintenance schedules and replacement costs because of budget constraints. We do not have the resources to cover the costs of additional infrastructure damage that

would be caused by heavier trucks," they wrote.

The letter, available here, comes as heavier-truck proponents lobby legislators in Harrisburg. Pennsylvania already has more special exemptions for heavier trucks than any state in the country.

Studies have shown that heavier trucks do tremendous damage to roads and bridges. The U.S. Department of Transportation (USDOT) studied truck size and weight and found that thousands of Interstate and other National Highway System bridges would not be able to accommodate longer or heavier trucks, costing billions of dollars in additional bridge costs.

"This is a bipartisan effort to help maintain the safety of our roads and the residents who use them every single day," said Pittsburgh City Councilman Corey O'Connor. "This is a time when we should be making sensible and strategic investments in our infrastructure, not opening it up to unnecessary wear and tear from vehicles that are heavier than ever."

Along with infrastructure concerns, Police Chief Scott Bohn (ret.), executive director of the Pennsylvania Association of Chiefs of Police, points to the serious safety risk of heavier trucks to the public.

"Let's be very clear—heavier trucks are more dangerous trucks," he said. "Besides the safety issues of collapsing bridges, adding weight increases stopping distance, increases the chance of crashes and can turn minor fender benders into serious injuries and serious injuries into fatalities. Heavier trucks make the public less safe."

Pennsylvania Facts:

- \* There were 6,823 large-truck crashes in Pennsylvania in 2019. Unfortunately, 135 people lost their lives in those crashes. (FMCSA, Analysis & Information – Crash Statistics, 2019)

- \* 3,198 of the 23,166 bridges in Pennsylvania are rated in poor condition, representing 13% of the total bridge stock. (FHWA, Bridge Condition by Highway System, 2021)

- \* Replacement of bridges rated as being in poor condition in Pennsylvania is projected to be more than \$3.6 billion. (USDOT, Bridge Replacement Unit Costs, 2019)

- \* A total of 51 percent of major roads in Pennsylvania are in poor or mediocre condition, and the effects of these deteriorated roads costs motorists \$5.7 billion per year, the equivalent of \$639 per motorist. (TRIP, Key Facts about Pennsylvania's Surface Transportation System, 2022)

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# Trucking Industry Calls on USDOT to Invest in Nation's Truck Parking Capacity

The American Trucking Associations and the Owner-Operator Independent Drivers Association sent a letter to U.S. Secretary of Transportation Pete Buttigieg urging Infrastructure Investment and Jobs Act funds be prioritized to boost the nation's truck parking capacity. The groups say the nationwide shortage of truck parking has plagued America's truckers for decades, with a wide range of consequences for highway safety, driver health and well-being, supply-chain efficiency, and the environment.

ATA President and CEO Chris Spear had this to say about the issue:

"Washington needs to listen to our nation's truck drivers and respect their most serious needs. They are the heartbeat of our economy and directly support the frontlines in the fight against COVID—a battle that will only be won with the help of the trucking industry."

"Year after year, surveys show the severe lack of truck parking ranks amongst drivers' top concerns. More than 98% percent of drivers report problems finding safe parking,

burning more than 56 minutes of available drive-time every day to find it. That wasted time amounts to a \$5,500 loss in annual compensation—or a 12% pay cut.

"Not only does this add severe strain to the supply chain, but it also presents a growing safety hazard for the entire motoring public. Given the historic levels of funding provided by the Bipartisan Infrastructure Bill, we ask that DOT prioritize this urgent need for America's truckers."

# ATA Thanks NTTC For Pledge to Help Fight Rhode Island Toll Scheme

Arlington, VA... The American Trucking Associations leaders thanked the National Tank Truck Carriers for their contribution of \$50,000 to the industry's ongoing challenge to Rhode Island's extortionary truck-only tolls scheme.

"Winning this suit is critical for trucking" said ATA President and CEO Chris Spear, "If this exorbitant, predatory tolling plan is allowed to stand, it will be replicated across the country. This is an all-hands on deck situation, so we are grateful for NTTC's support in this crucial fight."

ATA, through the ATA Liti-

gation Center, and a number of carriers based in New England, sued Rhode Island over its RhodeWorks tolling program that specifically targets the trucking industry. The industry's challenge is currently being weighed in the U.S. Court of Appeals for the First Circuit.

"We appreciate NTTC stepping up to help in this effort. Their support is critical to our success in this suit," said ATA Chairman Harold Sumerford Jr., CEO of J&M Tank Lines. "And as an NTTC member and a past chairman, I want to thank them personally for their leadership in making this

a priority for their members and our industry."

"Hearing what the consequences of losing this suit would be for our industry, deciding to help was a no-brainer," said NTTC President and CEO Ryan Streblov. "We are proud to stand with ATA on behalf of our industry to stop Rhode Island, or any state, from targeting trucking with these kinds of predatory schemes."

NTTC leadership made its \$50,000 commitment to the Rhode Island litigation effort at the association's annual board meeting in Palm Beach Gardens, Florida.

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Savage is proud to support the Uniformed Services. This is the fourth consecutive year that Savage was designated a Military Friendly® Employer, with Silver level recognition for 2022, for its commitment to recruiting, retaining, and advancing veterans.

Savage hires both Class A and Class B CDL drivers, depending on the operation, and in some areas will sponsor drivers working to obtain their Hazmat endorsement. The company provides clean, safe, newer-model, and well-maintained equipment; competitive compensation, profit sharing, and a 401(k) match for eligible Team Members. Savage also celebrates safety achievements, including special recognition and rewards for drivers who reach one million miles of safe driving with Savage.

For more information, or to apply for a job with Savage, visit [www.savageservices.com/careers](http://www.savageservices.com/careers) or call (800) 233-0883 and select option 2 to speak with a recruiter.

our Customers' teams, helping provide needed products and benefitting communities and people's daily lives."

Savage and its affiliates, Bartlett and EnviroServe, have operations in more than 40 states, so the company is hiring drivers across the country. Nearly all Savage routes are local, so drivers are able to be home every day or night between shifts. This allows greater flexibility for spending time with family and friends, and living a more balanced life. It also makes driving with Savage a great choice for all genders.

"We continue to see more women taking an interest in

truck driving, and with our local routes and focus on safety, Savage is a great career choice," said Laurel Timmins, Savage VP, Benefits and Talent Acquisition. "Our inclusive culture helps all genders feel safe and valued. When you work with Savage, you won't be over the road, spending nights at a truck stop. You can be home every day. We offer training opportunities for our Team Members who are looking to advance their careers into leadership roles. Because we have operations nationwide, we also offer the chance to relocate if you're looking for a new environment."

continued from page 1

ity and success in providing agriculture, infrastructure, and environmental services.

"It's important that our people have a sense of the bigger picture and understand




the value of the work they're performing every day," said Adam Thompson, Savage VP and Unit Leader, Western Production Services.

"When we all work together to meet

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## Volvo Trucks to Offer Customers New Advanced Roadside Assistance Service Tracking Feature

Volvo Trucks North America announced the launch of an all-new service tracking feature to its Volvo Action Service roadside assistance program at the American Trucking Association's Technology and Maintenance Council (TMC) event this week. The innovative service tracker will enhance the customer experience during an unplanned stop through a digital, user-friendly platform. The company aims to have a portion of its vendors onboarded with the advanced feature beginning in Q2 of this year.

"Not only will the service tracker provide a convenient and modernized experience for our customers, but it will also help our highly trained Volvo Action Service employees be more efficient," said Ashley Murickan, product marketing manager, Volvo Trucks North America. "As nearly every form of communication is digital, we are going above and beyond to provide complete visibility and elevated roadside assistance for our customers."

The Volvo Action Service service tracking feature offers operational advantages such as efficiency gains, automatic dispatching and enhanced insights for the preferred vendor network. For customers and roadside assistance vendors, the new connectivity features enables Volvo Action Service employees to expedite getting the driver back up and running by:

\* Providing transparency through accurate, real-time updates throughout the break-

down event.

\* Improved estimate time of arrivals (ETAs) for roadside assistance vendors by leveraging a digitized preferred vendor network.

\* Modern service experiences with higher visibility and live tracking of the provider's location via an interactive map—similar to ride share platforms.

\* Less or shorter phone calls to customers with the option to communicate directly via text throughout the breakdown event.

An added benefit of the feature demonstrates customer transparency and ensures safe and clear communications through connectivity, by offering visibility of the provider truck, name and contact information. The ETA is also updated with live traffic conditions and job progress for even further insights to both customers and the certified experts at the Volvo Uptime Center in Greensboro, North Carolina, which provides all Volvo Trucks customers 24/7 assistance across North America.

"This new technology serves as a true milestone in our efforts to improve customer productivity and uptime," said Magnus Gustafson, vice president, aftermarket quality and operations, Volvo Trucks North America. "Volvo Action Service plays a critical role in keeping us ahead of the curve in the connectivity space, and this added tracking feature will enable Volvo Trucks to deliver on a high quality customer experience."

## ATA, IMCC Pleased by Biden Administration's Action Against Foreign Ocean Lines

Arlington, VA... The American Trucking Associations and the ATA Intermodal Motor Carriers Conference expressed their appreciation to President Biden and his administration for highlighting the unscrupulous business practices of a monopoly of foreign-owned ocean shipping lines in last night's State of the Union Address.

In his address, President Biden noted that exorbitant rate increases by this monopoly of overseas companies, especially during the pandemic, have been a driver of inflation.

"When corporations don't have to compete, their profits go up, your prices go up, and small businesses and family farmers and ranchers go under. We see it happening with ocean carriers moving goods in and out of America," he said. "During the pandemic, these foreign-owned companies raised prices by as much as 1,000% and made record profits. Tonight, I'm announcing a crackdown on these companies overcharging American businesses and consumers."

Price hikes by these companies have generated more \$150 billion in profit at the expense of American truckers, other businesses and consumers. ATA and IMCC are suing these profiteers, and that legal action is pending before the Federal Maritime Commission.

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## Koch Trucking – A Company Determined To Empower Women In The Trucking Industry



Carol Lynn Riley

Right before the pandemic, the Bureau of Labor Statistics reported that women held 50.04% of American jobs as of December 2019 – the highest in a decade. With women making up close to half of the workforce, it is easy to forget that it was just one hundred years ago that women made up only 20% of the workforce and less than 60 years ago earned the legal right for equal pay in that workforce.

To this day, women are still working to take up equal space in the workforce. While the gender disparity gets better every day, still many industries, like the trucking industry, remain very male-dominated fields.

As of 2022, women make up just 10% of the trucking industry. While that number is the highest we've yet seen, and continuing to grow every day, industry leaders and workers are still working hard to close the gender gap in trucking.

At Koch Trucking, women participate in every aspect and role of our company – from dispatch, to leadership, to drivers. Their stories as to how they ended up in such a male

dominated field like trucking is as unique as they are, but one thing they all have in common is they wouldn't want to be anywhere else.

"Trucking is what I do, it's in my blood," says Carol Lynn Riley, a driver in Koch Trucking's Super Regional Fleet. Carol, a seasoned professional driver and has been driving with Koch for almost a year now, is no stranger to what comes with being a woman in the industry. "As a female out here, as a driver, you're going to get guff" she says. "The biggest thing is don't be afraid to ask for help. There is no stupid question other than the unasked question."

Angela Scanlon, current Director of Human Resources at Koch and a 12 year veteran in multiple areas of the trucking industry agrees. "I think we need to keep showing other women what it looks like to work in this industry," she says, "–that we are more than capable. Let's address the concerns but also simply empower women to ask for what they need and go after what they want." Hiring women in a male-dominated industry is the first step, but all

women here would agree that empowerment is key.

Tammy Lueck, director of Koch Trucking's Dedicated Fleet, started in the trucking industry as a receptionist 19 years ago. Though her father was a truck driver and she's been around trucks her whole life, she never thought she would go into the trucking industry as her career, and yet decades later she plays an integral role in the company.

"Koch has always been very supportive and is always encouraging women to take that next step. In fact, I am proud to say I am where I am today because of the support and opportunities I have received from Koch."

As we continue through Women's History Month this March 2022, we continue to highlight women in our industry as we see firsthand the positive impact they have on it. And we hope that any woman looking to enter this industry knows they are encouraged, empowered, appreciated, and supported in their journey. We believe that the open road is truly open to all.

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### Bendix Shrinks Its Carbon Footprint

AVON, OH... Bendix Commercial Vehicle Systems LLC (Bendix) continued to reach new sustainability milestones in 2021 in support of its larger environmental goals to reduce energy consumption; divert waste from landfill; and increase its use of green, renewable energy.

By the end of 2021, the company had reduced its energy consumption by more than 16 million kilowatt-hours over the most recent seven-year period. And for the second year in a row, the company diverted 99.9% of its waste from landfill, with less than 10 tons of material from all Bendix locations combined being sent to landfill. The amount represented a decrease of 37% from the 16 tons of material landfilled in 2020 and a 98% reduction from the 508 tons landfilled in 2019. The remaining 14,703 tons of excess or spent materials were either diverted, recycled, or reused.

On the zero-waste front, seven Bendix manufacturing locations – plus the former Elyria, Ohio, corporate headquarters – achieved the company's official Zero Waste to Landfill Certification in 2021 for the second year in a row.



## Centerline Drivers Names Patty Burns Respect the Drive Driver of the Year

SANTA ANA, CA... Centerline Drivers awarded Patty Burns its inaugural Driver of the Year award. This is the first year Centerline Drivers has awarded the honor as part of its Respect the Drive program, which celebrates the incredible work truck drivers do every day.

Burns, of Concord, Calif., has driven more than 1 million in her 11 years with Centerline and more than 2 million miles since she started driving in 1999. She was chosen from more than 500 drivers based on a perfect safety record, attendance and work with Centerline's customers. She drives for Toyota, who consistently praise her ability to get the job done and her positive attitude.

"I have always taken great pride in being a truck driver," said Burns, who has been driving since 1999. "I feel like I am an ambassador for the industry and for women in trucking. I always focus on being the best driver I can be. I have a passion for the industry and I really enjoy the partnerships with my customers."

The award comes with a plaque, Respect the Drive gear, a monetary bonus and recognition from both Cen-

terline and Toyota.

"Patty Burns exhibits exemplary driving skills as shown by her excellent safety record," said David Gadberry of Toyota Quality Parts Express. "Patty consistently reports for her runs on time. She performs her work expediently and efficiently, offering high value to our line haul operations. Patty always documents her work, communicates clearly and effectively and is willing to learn new tasks."

Randy Beulah and Ronald Pettiford earned runner-up stats and will also receive Respect the Drive Gear.

"Patty is not just our Driver of the Year, she is a pioneer for women in the trucking industry," said Centerline Drivers President Jill Quinn. "It is incredible that she has driven more than 2 million miles, all while being the safest driver on the road and building great relationships with our customers. She is the epitome of what a driver should be and I'm thrilled to present her with this honor."

Throughout 2022, Centerline will continue to encourage people to Respect the Drive by illustrating the positive things truck drivers do every day and celebrating our drivers and the industry.

## Biden Administration Recognizes the Need for Improved Truck Parking

The American Trucking Associations President and CEO Chris Spear made the following statement after the Department of Transportation highlighted the need for improved truck parking in its Supply Chain Assessment of the Transportation Industrial Base: Freight and Logistics report:

"ATA is pleased to see the Department of Transportation and the Biden Administration have recognized that addressing the shortage of truck parking is a critical need. The report acknowledges what ATA and truck drivers have been saying for years: the lack of safe truck parking negatively impacts our tangled supply chain, and more importantly, it makes an already difficult job far more challenging."

"The scarcity of truck parking spaces across the country decreases safety for all highway users, exacerbates the industry's longstanding workforce challenges, contributes negatively to driver health and well-being, diminishes trucking productivity, and results in unnecessary greenhouse gas emissions."

"We welcome President Biden's and Secretary Buttigieg's support for expanding truck parking capacity throughout the supply chain. We hope that DOT will use the historic increase in grant money in the Infrastructure Investment and Jobs Act to invest in projects that address this critical, growing and long-neglected obstacle to the safe and efficient delivery of the 72 percent of domestic freight that is moved by truck drivers."

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## A Likely Story - Fire In The Bay

By Roger Clark

Now that the TSA is in charge of issuing hazmat certification, the training is simply three steps. First, determine the nature of an emergency. Second, take note of the wind direction. Third, run like your life depends upon it, because it probably does.

Back in the early 1990's, it was much more complex. First, you had to know what a package group was, how much it weighed, and who would get the first call after 911. THEN you were allowed to run for your life, even if your flipflops were already in flames.

Hazmat training today is limited to climate change, racial diversity, woke political campaigns, and making sure you sign Alabama paperwork in red ink. It's important, after all, to acknowledge every possible hazard with equal opportunities for chaos.

When I was a firefighter back in nineteen seventy something, we had our fair share of chaos. One of my early training missions was hosted by a crafty old native American fire chief, who taught us how to survive, prevail, succeed, and laugh. He did the first three with skill, education, and coercion. He did that last part with well-practiced pranks

stolen from his time in the U.S. Air Force.

One day during a training mission, I raced to get turnout gear from my locker, but someone had replaced my turnout coat with one two sizes bigger. There was no time to search because trucks were already rolling out of the truck bay. With a graceless jump, I landed on the tailboard and hooked my spanner wrench to a handrail.

One hand desperately holding my helmet on, we rounded the corner, my coat tail flying behind me like a large rubber kite. Someone said it looked like a parachute flailing behind the big red truck, but thankfully, no one on the street could see it was me.

Sometimes the chief's jokes would backfire, like when teaching a lesson on fumes. We were gathered in a fire station truck bay where the chief had set a large cardboard box on a table. I was watching from the driver's seat of a crash truck as he placed a cereal bowl of gasoline on top of the box.

A couple minutes into his lecture, he casually struck a match near the base of the box. Flames instantly shot up to the cereal bowl, which surprised one of the drivers, who lurched backwards and

knocked over the table. That in turn caused flaming liquid to spray the front of my truck.

Pandemonium broke out in the truck bay. As I tried to sit up quickly, my left hand hooked the air horn chain. The sudden noise within the truck bay was deafening, and it startled the chief. Fortunately, he could cover his ears. Unfortunately, he was still holding the burning match, which fried his ear. That set me to laughing the same moment he started howling.

A few days later, during another training drill, I raced down the stairs from the dorm to the truck bay. The door to the bay was closed, but I could always open it on the run, and slide right through. This time, however, the door was locked.

Slamming into the door face first, the collision knocked a tooth loose and bloodied my nose. Fortunately, I was able to continue the drill. Unfortunately, the chief looked just a little more amused than he should have! It just proves that no one is safe around firefighters or truck drivers!

THOUGHT FOR THE DAY: Just because you're not paranoid doesn't mean you're not being followed.

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# We've Got Ourselves A Convoy – The People's Convoy Rolled Across America



The Lead Truck in The People's Convoy travels down I-70 in New Stanton, Pennsylvania on March 4th. Mike Landis, the owner and driver of the Mack cabover, told a very moving story about the large American Flag flying from the trailer. At one of their stops during their trek across America, a man came up to Mike and Convoy co-organizer Brian Brase and presented them with the American Flag. The man's Grandfather drove a tank during World War II and was killed in action. This flag draped his coffin when his body was returned to the United States. The flag had been in a case for over 70 years, until the deceased soldier's daughter told her son to present it to the Convoy as The People's Convoy "reminded me of freedom."



Supporters of The People's Convoy on an overpass on I-79 in Western Pennsylvania.



**PEOPLE'S CONVOY.**  
LET THE GOLDEN LIGHT OF LIBERTY BURN BRIGHT: LET FREEDOM ROLL!!  
On March 8<sup>th</sup>, members of The People's Convoy met with US Senators Ron Wilson (R-WI) and Ted Cruz (R-TX) at a meeting and told their story. On March 10<sup>th</sup>, Senator Ted Cruz rode along with The People's Convoy in Mike Landis's truck as they made their loop along the DC Beltway and afterwards held a press conference at the Capitol Rotunda.



- All photos by Pam Pollock -

For more photos, visit our Galley for photos at [www.movinout.com](http://www.movinout.com)

By Pam Pollock, Editor

The People's Convoy, a group of truckers and their supporters, left California on February 23<sup>rd</sup> and journeyed across America – with other truckers from all over America traveling to meet at the Hagerstown's Speedway in Hagerstown, Maryland on March 4<sup>th</sup>. The People's Convoy has been circling the Washington, DC Beltway since March 6<sup>th</sup>.

The People's Convoy – Official Facebook Page declares their Mission Statement:

"Americans love our freedoms and love the Constitution of The United States of America. This convoy aims to bring back our freedoms, our civil liberties, and bring an end to all unconstitutional mandates. This is

about our rights, as well as the freedom of future generations. It's not about political parties, but more so about a government that has forgotten its place and has no regard for our founding fathers instructions, The Constitution."

Thousands and thousands of Americans share the beliefs of The People's Convoy and have been flocking to overpasses and alongside the highways, waving American flags and holding up signs of support. Farm tractors, fire trucks, Amish families – all have been turning out to show their support.

I traveled to I-79 in Cochran, Pennsylvania on March 3<sup>rd</sup> to photograph the Convoy group from New York and Erie that was traveling to Scranton,

Pennsylvania. Two days later, I made the trek to New Stanton, Pennsylvania and stood at a bridge along with over 100 supporters and witnessed the main convoy from California roll down I-70 to I-76 as they made their way to Hagerstown.

From their Trucker's Declaration on their website ([www.thepeoplesconvoy.org](http://www.thepeoplesconvoy.org)):

"We the People of the United States, in Order to restore our once perfect Union, re-establish Justice, insure domestic Tranquility, provide for the common defense of all, promote the general Welfare, and secure the Blessings of Liberty, do ordain and establish the restoration movement of The People's Convoy for the United States of America."

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WE ARE THE PEOPLE OF THE UNITED STATES OF AMERICA AND WE STAND TOGETHER UNDER THE BANNER OF FREEDOM – FREEDOM IS THE ONE THING THAT UNITES US ALL. LIBERTY FLOWS THROUGH ALL OF OUR VEINS.

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ARE, fathers, mothers, sisters, brothers, married, single, divorced, separated, gay, straight. WE ARE Black, White, Asian, Native American. WE ARE immigrants, natives: WE ARE citizens of the free world.

To our elected officials that believe they rule us: YOU work for US. Our constitution was written to provide enough power to act on a national level, but not enough to deprive the people of fundamental rights. The people are prepared to see this challenge through – as we have seen through all challenges to our Freedom in the past. And we will prevail and prosper.

To our brave and courageous neighbors to the North – our Canadian brothers and sisters who led the charge – we join your call to Freedom with THE

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# Remembering "Unc" Kim Kuhnle



Kim Taylor Kuhnle  
1945 - 2022

NEWBURY, OHIO.... Kim Taylor Kuhnle, known to friends and family as "Unc" was remembered at a memorial service on February 13<sup>th</sup>. Kim Kuhnle was born on September 2, 1945, and died on January 2, 2022.

"Unc" was honored with a convoy of Kuhnle Bros. trucks, which left the corporate headquarters and drove to the Church where the memorial service was held.

"Unc" was a man of faith and enjoyed all kinds of racing, on land or water. He was also an avid fisherman.

"Unc" and his brother Thomas both purchased trucks in 1963 and did flatbed work. The brothers established Kuhnle Bros. in 1966. The company has grown to a fleet of 170 tractors and 700 trailers.

During an interview with Movin' Out Publisher Steve Pollock in June 2016 for the Kuhnle Bros. 50<sup>th</sup> Anniversary, "Unc" Kim commented, "Driving is the best job I ever had."

Rest in peace, "Unc".

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By Steve Pollock

MILLBURY, OHIO.... The expedited industry has been changing and Tri-State Expedited Services has been changing with it. One of the biggest changes is the implementation of company-owned equipment. Expediting has traditionally been nearly all owner-operator or small fleets, but now companies, including Tri-State Expedited Services, own equipment and hire company drivers with benefits! Another change is the increasing amount of truckload business that now goes through expedite carriers.

The needs of Professional Truck drivers have also been

evolving. The two questions most commonly asked when changing jobs are: "How much pay and how much home time?" Most drivers are looking for better home time, which has prompted Tri-State Expedited Services to develop local freight runs, allowing some of their drivers to be home almost nightly. There is still plenty of freight available, however for those who like to run OTR.

President Mike Lawrence stated, "We have become even more driver and customer focused than Tri-State Expedited Services has been in the past. One of the best things about Tri-State Expe-

ditied is that all of our owner/partners are deeply involved in the company, working in various operational capacities everyday versus simply being a company executive."

Tri-State Expedited Services was founded in 1978 by Ron and Glenna Chidester in Toledo, Ohio. In order to accommodate growth, the company then moved to Millbury, Ohio, a few miles south of Toledo, where a couple of subsequent expansions followed over the new few years.

In 2021, Glenna decided to sell the company's stock to senior management members; Glenna felt strongly about keeping the company in the hands of the people who were working hard to continue the company legacy. Tri-State Expedited Services is now owned by Chad Nicholls, Corey Crane, Korey Walper, and Mike Lawrence, and they have kept the name, the location and the company mission intact.

Today Tri-State Expedited Services operates car-

go (Sprinter) vans, air ride straight trucks, and air ride tractor trailers, both vans and flatbeds. The company provides expedited service to all 48 states, cross border service to Mexico, and air service worldwide.

Tri-State is currently hiring company drivers and leasing owner-operators for tractor/trailer, straight trucks, and cargo vans, both solos and teams. They are also always looking for quality fleet owners to come join the team. There is a particular need right now for T/T and straight truck husband and wife teams as well as experienced flatbed drivers. Company equipment is always new; local drivers are home nearly every night, while OTR drivers stay out 2-4 weeks at a time. Everyone makes a

great wage hauling expedited freight. Quarterly safety bonuses are paid and Tri-State chooses a Driver of the Quarter and the four finalists qualify for the Driver of the Year award! Tri-State Expedited has a beautiful driver facility at their Millbury, Ohio headquarters. It contains a comfortable drivers lounge, showers, laundry, and dining area. They have new food and beverage choices, and the coffee is always free to drivers. The company is also very proud of all of the work their employees do to support their local communities.

Here is what Tri-State Expedited Services drivers have to say about the company:

"Great people to work for. Good paychecks and well maintained equipment. My wife and I run team in



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## Pacifico Reflections - Cellphones And Personal Choice

by: Mike McGough

Even though he's had a cell phone for years, the technology continues to fascinate him. Being able to contact almost anyone, from almost anywhere, almost anytime is a marvel that isn't lost on him. He's old enough to remember telephone party lines and when you only answered when it was your specific ringtone. Back then, ringtones were a combination of long and short rings, with each party on the line having their own individual combination. The earliest home phone number he can recall only had six digits.

As cellphones began to proliferate, he became interested in the impact they would have on society. He likened it to Henry Ford's Model T. The Model T was not the first car, but it was the car that put the world on wheels. Cellphones weren't the first phones, but they are the technology that put a phone in almost everyone's hands. Not unlike the automobile, cellphones have both their advantages and disadvantages. They provide numerous benefits, but those benefits aren't without their costs and related difficulties.

He believes, at least based on his own experience, that the benefits of cell phones outweigh their disadvantages. He knows this is not true for everyone, but owing to the fact that most people have one, he reasoned that it is probably true for most folks. Nevertheless, he wanted to get a better understanding of the disadvantages, then consider how they might be mitigated or at least reduced. He had noticed that his own use wasn't always the most respectful of others, particularly since he had retired.

He decided that his research would be informal in nature and based on his orbit of current contacts. Anything related to the general use and misuse of cellphones that came to his attention was also considered. Over a few years, he saw patterns emerge among his contacts and in society in general. Although by no measure scientific in nature, the following is a summary of what he observed and a few suggested protocols he developed.

1. Lots of people don't own a cellphone, while others sleep with them. Cellphone use is an individual choice, based on a lot of personal factors. Don't automatically assume that everyone has one or how they want to use the one they have.

2. There are people who do not like talking on the phone. Some people don't like talking period. Even purposeful calls are a bit of a strain for them, and idle chitchat is a real bother. Just because you may like to talk, respect the fact that not everyone does.

3. Some people are all but obsessed with the ongoing immediacy and personal interaction of social media. There are also plenty of people who have little or no interest; it's just not for them. Some people enjoy being in touch, in fact, even brief interruptions are troubling for them. Most people are somewhere in between. Regardless of your preference, be respectfully selective about your use. Not all of your contacts may want to see the latest picture you took or know what you had for lunch.

4. He learned that some people believe their cellphone is for their convenience alone, and not for the convenience of others. He observed that some

folks carefully screen their calls and texts. Some they totally ignore, and for others they respond only when it is absolutely convenient for them. If you're an immediate responder, consider giving yourself some response latitude. It may reduce the pressure and periodic inconvenience brought on by your need to respond immediately to each and every contact. It may also be wise to take the hint when your calls and texts go unanswered. Someone may be sending you a message.

5. Cellphone calls are always potentially intrusive. That's one of the disadvantages of their 24-7-365 availability. Just because it's convenient for you to call, doesn't guarantee it's convenient for someone to respond. Consider opting for texting. It's less intrusive, and generally doesn't imply the need for an immediate response. If you want to talk with someone, text first to check their availability or requests a return call.

6. Not everybody likes having their picture taken; some people don't like it at all. It's become way too easy to violate people's personal space with a cellphone camera. They're everywhere, and everyone knows how to use them. Ask before you click. If you feel the need to constantly take pictures, do sunsets and flowers.

Consider your current cellphone habits both as a sender and as a receiver. How you choose to use your cellphone is up to you, and remember the same is true for everyone else. Cellphone courtesy is important, and just like back in the days of party landlines, respect is really essential.

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# MOVING OUT Calendar of Events

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**March 24-26 – 50th Anniversary Mid-America Trucking Show** - Kentucky Fair and Expo Center, Louisville, KY. For More info visit [www.truckingshow.com](http://www.truckingshow.com)

**April 22-24 – 75 Chrome Truck Show** - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at [www.75-chromeshop.com](http://www.75-chromeshop.com)

**May 8 – Annual Make-A-Wish Mother's Day Convoy** - For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org) or phone 717-283-4868.

**May 13-15 – 2nd Annual Crossroads Truck Meet** – Horse & Buggy Accessories, Hwy. 50 & 87, 31716 Old Eighty-Seven, California, Missouri. Main, non-judged truck show held on Saturday. See us on Facebook – Horse and Buggy Accessories for more info.

**June 2-5 - Wheel Jam Truck Show** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**June 9-11 – AHS National Convention & Truck Show** – Springfield, IL. For more info visit [www.ahs.org/convention](http://www.ahs.org/convention)

**June 18-19 – 10th Annual Ohio Vintage Truck Reunion** – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Benefits The Ashland County Food Bank and The Shriners Hospitals for Children Transportation Fund. Trucking Memorabilia Display, Truck Model Contest, Jake Brake Competition, Truck Light Display, Swap Meet and much more. For more info, [www.ohvintkreru.com](http://www.ohvintkreru.com)

**June 26 - American Truck Historical Society AHS Nutmeg Chapter Truck Show** - Brooklyn Fair Grounds, Route 169, Brooklyn, CT/ 8am-3pm. For more information, call Tom Bachand @ 774-230-3553

**July 14-16 - Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**July 22-23 - Keystone Chapter ATCA Truck, Tractor, and Machinery Show** - 139 Municipal Street, East Freedom, PA. Dash plaques while supplies last. No Judging. Food and drinks both days. For more info, visit [www.keystonetrucks.org](http://www.keystonetrucks.org) or call 814.224.2084

**July 29-30 – 5th Annual Gear Jammer Magazine Truck Show** - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Live Concerts - Friday evening, Light Show - Friday evening, Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: [mttconrad7@aol.com](mailto:mttconrad7@aol.com)

**July 29-31 – 15th Annual Top Gun Largecar Shootout Working Class Truck Show** – Rantoul National Aviation Center, Rantoul, IL. Live Music, Food, Beer Garden, Vendors. For more info visit [www.topgunlargecarshootout.com](http://www.topgunlargecarshootout.com)

**August 5-7 - Carlisle Truck Nationals** – Carlisle Fairgrounds, Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

**September 23-25 – Truckers 4 Hope Truck Show** – Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: [truckers4hope@gmail.com](mailto:truckers4hope@gmail.com)

**September 24 – The Victory Road Truck Show** – New Location: Butler County Farm Show Grounds, 625 Evans City Road, Butler, PA. 16001. Presented by Long Haul Custom Detailing. Gates open at 7 am – show hours 9 am-6 pm. Semi-Truck Swap Meet, Pick-up and Semi-Truck Pulls, Kids Corner, Petting Zoo, Vendors, Food Trucks, Auction Items, Door Prizes. For more info, phone 724-524-1933 or 724-814-4395. All proceeds benefit Veteran X, Team Fish Guy, and Lighthouse Foundation.

**September 30-October 1 – Mayberry Truck Show** – New Location: Bottomley Enterprises Terminal, 452 Oak Grove Church Rd., Mount Airy, NC 27030. Benefits children receiving care from the Brenner Children's Hospital. Convoy thru town, Fireworks, Live Music, Food Trucks, Raffles, Prizes, Calendar Spots, Much More! For more info visit [www.mayberrytruckshow.com](http://www.mayberrytruckshow.com)

**October 14-15 - 13th Annual LCM Southern Classic Truck Show** - Whites Travel Center Raphine, VA For more info visit [www.largecarmag.com](http://www.largecarmag.com) for phone 717-806-8907

If you would like to list an upcoming show or event, send all the details, including a telephone contact number to:

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# Working Show Truck Of The Month

Klint Auker/Steve Brugger  
Soil Products



By Robert Conrad

The Mack Superliner is definitely one of the most recognizable trucks ever produced. It combines the rugged good looks & dependable performance that Mack has built their reputation on over the years.

This 1990 Superliner tri-axle dump truck is owned by Steve Brugger Soil Products based in PA and it's a shining example of just how cool the Superliners were and still are!! This "dash-

ing dog" started life as a rollback for a crane company and it was converted into a dump truck in 2008. The white base paint is accented perfectly by two tone blue stripes, and the Hewey dump body is polished to a mirror finish! A custom angle cut bumper sits up front, along with dual polished air cleaners and a set of 6" straight pipes.

The truck actually has 500,000 miles on the odometer and Klint Auker has been

driving it part time for the past 10 years. Klint hauls topsoil to local dealers and to various schools & colleges for their athletic fields. Power comes from an E9 500 engine that's paired up with an 18 speed transmission. Steve Brugger has been in business for over 30 years and has a variety of trucks & equipment in his fleet, but this classic Mack is by far the coolest!! Klint rolls in and out of the dirt on a daily basis,

but he makes sure the wheels are always polished between deliveries!

This 1990 definitely lives up to its name of Superliner, looking ready for show or work thanks to the efforts of driver Klint Auker. Movin' Out would like to salute Klint for all of his efforts, by choosing him & Steve Brugger's Superdog as our April 2022 Working Show Truck of the Month.



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