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"THE JOURNAL OF THE TRUCKING INDUSTRY"

The Agitator



The Agitator is a 2014 Peterbilt 389 Glider with 905,000 actual miles, owned by DSI Bulk Transport of Mantua, Ohio. Turn to pages 12 & 13 for story and photos. - Photo by Steve Pollock -

Switchblade® Turbo – Product, Process and People



Jim Blaylock (r) and Jeff "JPayDirt" Anderson (l) at MATS 2024. Jeff is a longtime Switchblade & Blaylock Turbocharger customer.

BAXTER SPRINGS, KS... Almost a year ago we profiled Blaylock Turbochargers and owner, Jim Blaylock who has been in the Heavy-Duty Turbocharger business for over 44 years. Jim's vast knowledge & experience in the turbo market opened his eyes to develop a new product – the Switchblade Turbocharger.

The Switchblade Turbo is a patented VGT design that is a "two-in-one" turbo. The design incorporates an internal vane that continuously modifies the A/R ratio of the turbine housing. At rest and low RPM's, the vane is "closed", which reduces the A/R ratio of the housing, allowing for much faster spool up. As boost pressure increases, the vane "opens", in-

continued on page 10

Shell Rotella® ELC HD Introduced for Heavy-Duty Engines



heavy duty coolants and engine oils designed to meet the needs of vehicles and equipment used for on- and off-highway applications," said Julie Wright, Shell Rotella Brand Manager. "The coolant formulation and wide range of industry and manufacturer approvals ensure the high-performance coolant will meet the needs of several engine types."

Engineered for High Performance

Shell Rotella® ELC HD is formulated with modern organic additive technology (OAT) and molybdate, which provides superior corrosion protection compared to conventional fully formulated coolants. The versatile coolant fully meets CAT EC-1 and Cummins(CES14603 & CES14439) approvals. This ensures compati-

continued on page 2

Houston, TX.. Shell Rotella® is proud to introduce its Shell Rotella® ELC HD, a high-performance extended life coolant designed to meet the rigorous demands of heavy-duty diesel, gasoline, natural gas and LNG engines. With advanced

technology and compliance with key industry standards, Shell Rotella ELC HD offers enhanced performance and long-term reliability for on- and off-road applications.

"Shell Rotella® ELC HD is an important addition to the portfolio of Shell Rotella

Shell Rotella® ELC HD Introduced for Heavy-Duty Engines

continued from page 1

with many modern engines, including those operating under extreme conditions. Shell Rotella ELC HD also meets the recent European 2-EHA free coolant HSSE regulation that some European manufacturers require.

Benefits for Heavy-Duty Operations

Shell Rotella® ELC HD provides a range of benefits that help reduce the total cost of ownership for vehicles and equipment:

- * Extended coolant life for long drain intervals: Formulated to reduce downtime and maintenance costs while improving productivity.

- * Superior metal protection: Outstanding corrosion protection for aluminum, iron, and copper components, which has been validated through rigorous ASTM testing. This includes high-temperature and high-salinity environments.

- * Prevention of scale and silicate gel formation: A silicate and phosphate-free formulation reduces the risk of deposits, optimizes heat transfer and extends water pump life.

- * Elastomer protection: Free of 2-EHA, the coolant preserves hoses, seals, and gaskets, preventing leaks and enhancing durability.

- * Compatibility with other coolants: Proven to work

seamlessly with other similarly formulated OAT coolants, simplifying top-ups and maintenance.

- * Engine Safety: Silicate, borate & phosphate free.

Proven Durability and Reliability

Shell Rotella® ELC HD is also formulated to provide optimal water pump protection, achieving a superior rating in the 300-hour pump abuse test (ASTM D2809). This ensures reduced downtime, minimized repair costs, and improved operational reliability.

Specifications and Approvals

Shell Rotella® ELC HD meets or exceeds the following industry standards and OEM requirements:

- * ASTM Standards: D3306, D4985, and D6210

- * OEM Approvals:

- o Caterpillar EC-1
- o Cummins CES14603 and CES14439 (Mining applications)

- o Meets European HSSE regulation for 2-EHA-free coolants

Available Now in Multiple Concentrations

Shell Rotella® ELC HD is available in 50/50, 55/45, and concentrate formulations, offering flexibility to suit diverse operational needs. The product is in stock and ready to ship, ensuring quick and easy access for trucking fleets, construction, agriculture, and mining operations.

Kenworth T880S Mixer Auction Raises \$260,000 for Leading Charities



Kenworth, Con-Tech Manufacturing, and Rihm Kenworth recently partnered to donate a special Kenworth T880S 11-yard Con-Tech BridgeKing Mixer to raise money for charity. The mixer truck was shown at World of Concrete in Las Vegas.

During a live auction, the T880S mixer was sold to New London, Minnesota-based Crow River Construction for \$260,000. All proceeds of the sale were given to Con-Tech-designated charities, including Ronald McDonald House® of Rochester, Minnesota, Make-A-Wish® Foundation of Minnesota, St. Jude's

Children's Research Hospital, Child Liberation Foundation, among others.

For Crow River Construction, the Kenworth T880S mixer made available during the auction presented an excellent opportunity for the company to add a new truck to its growing fleet. The T880S, with a set-forward front axle, helps mixer customers comply with federal bridge formulas. The truck is powered by a PACCAR MX-11 engine.

Crow River Construction launched its ready-mix division in 2021 and has built an all-Kenworth ready-mix fleet comprised of 14 Ken-

worth T880 and W900 trucks.

"The timing was perfect. We were looking to add another T880 mixer to our fleet when our contacts at Rihm Kenworth and Con-Tech reached out about the auction," said Kraig Hanson, Crow River Construction owner. "It was awesome to purchase a new truck that's a good fit for our operation while seeing that money donated to some incredible charity organizations that are making a difference in our local communities in Minnesota and beyond."

"This auction is a significant fundraising initiative

that resulted in a remarkable donation to charity organizations that all of us at Con-Tech deeply value," said Dan Welsh, president of Con-Tech Manufacturing in Dodge Center, Minnesota. "We greatly appreciate Crow River Construction for purchasing this truck to help make this happen."

"It was great to team up with Con-Tech, Rihm Kenworth, and other contributing suppliers to build this truck and help raise money for some incredible charity organizations," said Kyle Kimball, Kenworth director of marketing.



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OFF THE BEATEN PATH

BY PAM POLLOCK



Pam and Steve Pollock, newlyweds - December 1982.

We've Come A Long Way, Baby...

As many of you know, Movin' Out is celebrating our 50th year of publication! I personally have not been with the company that long, however, I first became aware of Movin' Out in 1979, when I was just out of high school and worked at the Larry's Truck Stop in Barkeyville, Pennsylvania. A cute young man with scruffy hair would stop in and leave copies of Movin' Out and get updates for the ad that Larry's ran in the newspaper. We made small talk and finally, 3 years later, in 1982, when I was working as a secretary (Kwik Fill purchased the truck stop and Frenz Petroleum was leasing the diesel fuel), that scruffy young man, Steve asked me out on a date. We got married 6.5 months later and I went to work for Movin' Out.

In the very beginning, Movin' Out was distributed in just a portion of Western Pennsylvania and Eastern Ohio. Over the years, our family was worked very hard to grow the distribution to ALL 50 states. Steve and I got married on a Friday night and were back to work in the office on Monday morning. When our daughter was born in 1985, I waited until the October issue of Movin' Out was delivered and then we headed to the hospital so I could give birth. When our son was born in 1988, I went into labor 3 weeks early, drove myself to the hospital over 30 miles away, called a truck-stop up in Toledo, Ohio using a telephone calling card to leave a message for Steve when he showed up that he needed to come back home. Yep - no pagers or cell phones back then. In 1995, Steve got his first cell phone, which was a phone in a bag. Steve and I took over

the newspaper in 1991 - it was terrifying and exhilarating at the same time. It still is. We've weathered so many recessions and obstacles thrown in our way. Our first fax machine cost an astounding \$5,000! Our first digital camera was over \$1,000 and you had to stick a floppy disk in it! We still have

one of the first computers that we ever purchased - totally worthless but interesting to see how technology has evolved.

Our kids grew up attending truck shows and sitting on our living room floor stuffing inserts into the newspaper for spending money. Today, the 4th generation of our family, our 4 grandchildren, can be found at many of the truck shows, picking out their favorite trucks.

A lot has changed

over the years, including Steve and I - both of us don't have long hair anymore and we've definitely packed on the pounds. We still have just about daily fights in the office. But we still enjoy getting out and talking to drivers, taking photos, meeting customers. And we open each issue of Movin' Out when it comes back each month from the printer with pride and a sense of accomplishment.

We have indeed come a long way - and we're beyond grateful to the many loyal advertisers and readers who have been on this journey with Movin' Out for the past 50 years!

Trucking Industry Urges Whole-of-Government Response to Stop Cargo Thieves

Washington, DC... San Antonio trucking company owner and American Trucking Associations member Adam Blanchard was on Capitol Hill recently to testify before a Senate Commerce Subcommittee about rising incidents of cargo theft.

Senators on the subcommittee recently launched a hearing to investigate this proliferating criminal enterprise that is costing the supply chain up to \$35 billion annually and raising consumer prices. Strategic theft has risen 1,500% since the first quarter of 2021, and the average value per theft is over \$200,000. Blanchard's business has been victimized multiple times by cargo thieves. He has also had to contend with complex identity scams by criminals impersonating his business to divert shipments and steal from other motor carriers.

Due to the complex, multi-jurisdictional nature of these crimes, only the federal government has the resources and technical capabilities to take down organized theft groups. Blanchard made several recommendations to Senators on solutions they could pursue immediately:

- * Direct FMCSA to remove illegitimate carriers from their official website.
- * Pass the Safeguarding Our Supply Chains Act, which would establish a federal task force dedicated to cargo theft.
- * Pass the Household Goods Shipping Consumer Protection Act, which would strengthen penalties against bad actors and protect consumers.

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High Performance Diesels with Bruce Mallinson

To Delete Or Not To Delete

During Donald Trump's presidency, his administration took significant steps to reduce the regulatory power of the Environmental Protection Agency (EPA). The goal was to ease restrictions on various industries, including transportation, fossil fuels, and manufacturing. One of the most notable impacts of these rollbacks was on emissions regulations, which directly affected the Class A diesel trucking industry. While these changes altered the landscape of emissions enforcement,

they did not grant truckers the freedom to delete or disable their emissions systems.

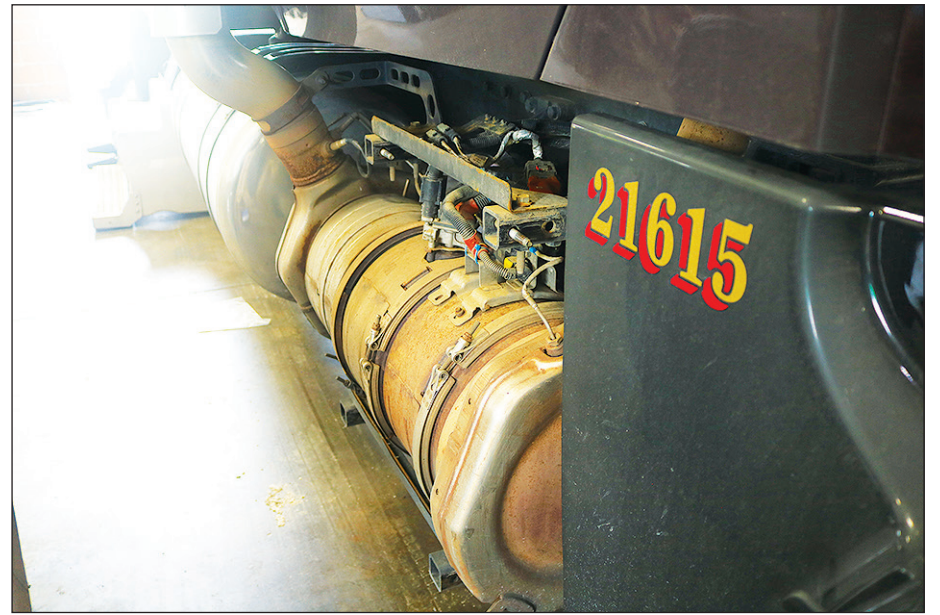
Trump's EPA Rollbacks and Their Impact on Class A Diesel Trucks

The trucking industry has long faced stringent environmental regulations, particularly concerning emissions standards set by the EPA. Under the Trump administration, several of these regulations were weakened or rolled back to benefit businesses and reduce operational costs. Some of the key policy

changes included:

1. Relaxation of Fuel Efficiency Standards – The administration rolled back Obama-era fuel efficiency standards, which had required trucks and other heavy-duty vehicles to significantly cut carbon emissions. The justification was that these regulations increased costs for manufacturers and truckers.

2. Changes to Emissions Testing Requirements – The EPA under Trump revised emissions testing protocols, making compliance more lenient for die-



sel engine manufacturers. This allowed more leeway in meeting emissions targets without strict enforcement.

3. Reduction in Enforcement Actions – The administration cut back on enforcement actions against companies violating environmental rules, signaling a shift in priorities away from stringent regulatory oversight.

4. Rolling Back the Clean Power Plan – While mainly focused on power plants, this rollback indirectly impacted the trucking industry by reducing regulatory pressure on fuel producers, leading to potential cost savings for diesel fuel production.

Many in the trucking industry welcomed these changes, as they were seen as reducing irksome costs and regulatory constraints. However, they also led to confusion, with some believing that the deregulation meant an end to emissions compliance altogether.

Why Truckers Cannot Simply Delete Their Emission Systems

Despite these rollbacks, federal laws regarding emissions control systems on diesel trucks remain in place. Many truckers mistakenly believe that these deregulations mean they can legally remove or "delete" emissions components such as Diesel Particulate Filters (DPFs), Exhaust Gas Recirculation (EGR) systems, and Selective Catalytic Reduction (SCR) units. This is not the case.

1. Emission Deletion is Still Illegal – Under the

Clean Air Act, it is illegal to tamper with or remove emissions control devices from diesel engines. Even though enforcement may have been reduced under the Trump administration, the laws themselves were never repealed.

2. Severe Penalties for Deleting Emissions Systems – The EPA and state agencies continue to fine individuals and companies caught with deleted emissions systems. Fines can range from thousands to millions of dollars, depending on the scope of the violation.

3. State-Level Regulations Still Apply – While federal rollbacks have changed enforcement priorities, individual states like California still have strict emissions regulations and testing requirements. Many states also conduct emissions inspections that would detect illegal modifications.

4. Resale and Manufacturer Compliance – Truck manufacturers still have to comply with emissions laws, meaning that new trucks are built with emissions systems intact. Removing these systems can also make a truck illegal for resale or operation in regulated states.

The Real Impact on the Trucking Industry

While the Trump administration's EPA rollbacks may have provided some relief to trucking companies by reducing regulatory burdens, the overall impact on emissions compliance has been misunderstood by some truckers. These changes primarily affected large-scale industry regula-

tions rather than individual vehicle compliance requirements.

For fleets and owner-operators, the rollback of emissions regulations may have contributed to lower costs in certain areas, such as reduced fuel efficiency requirements or fewer compliance inspections. However, emissions system tampering remains a serious offense that can result in significant legal and financial consequences.

The Future of Emissions Regulations for Class A Diesel Trucks

With subsequent administrations reinstating or strengthening environmental regulations, truckers should not assume that leniency under one administration means permanent deregulation. The Biden administration has reversed many Trump-era rollbacks, reintroducing stricter emissions standards and increasing enforcement actions against emissions violations.

For truckers, this means staying compliant with emissions laws remains critical. The best course of action is to maintain emissions systems properly, ensure legal compliance, and stay informed about changing regulations. While some may see emissions control as an inconvenience, avoiding hefty fines and legal trouble is worth the effort in the long run.

Written by: Jordan Greathouse, Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080; Website: www.PittsburghPower.com

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Rural King Honors Four Drivers For 1 Million Accident-Free Miles At Inaugural 'Rural King Of The Road' Banquet



Left to Right: Travis Read, Albert Rockwood, David McCale, Daryl Blakeley (front), Randy Haines (back), Jereme Beals, Anthony Frank



Left to Right: Albert Rockwood, David McCale, Daryl Blakeley, Jereme Beals

MATTOON, IL... Rural King celebrated an extraordinary milestone in trucking safety and excellence on Saturday, March 8, with its first annual Rural King of the Road Million Mile Banquet at the Mattoon Golf & Country Club. The event honored four dedicated drivers who each reached an incredible achievement: 1 million accident-free miles.

The honorees included:

* Albert Rockwood, Mattoon driver – A 22-year trucking veteran, Rockwood has been with Rural King for 14 years. In his spare time, he enjoys fishing, camping and spending time with friends.

* Jereme Beals, Mattoon driver – Beals has been driving for 15 years, including 11 with Rural King. He enjoys working on cars and spending time with his wife, children and grandchildren.

* Daryl Blakeley, Waverly driver – A professional driver for 35 years, Blakeley has spent the past nine with Rural King. He enjoys the outdoors and spending time with his grandchildren.

* David McCale, Waverly driver – McCale has 30 years of driving experience, including nine with Rural King. In his spare time, he enjoys camping, riding his motorcycle, working outside and playing with his youngest daughter.

During the banquet, the honorees were recognized for their commitment to safety and professionalism on the road. Each driver received a commemorative

jacket, hat and shirt embroidered with the Rural King of the Road logo, symbolizing their achievement.

The event highlighted Rural King's commitment to safety in its transportation division and under-

scored the critical role drivers play in the company's success. Their accomplishments reflect both personal dedication and a company-wide focus on safe operations.





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Welcome To "Len Dunman Way"



LOUISVILLE, KY... Mercer Transportation officially named the Safety hallway at their Louisville, Kentucky headquarters as Len Dunman Way.

Safety Director Len Dunman recently retired after 42 years of service to Mercer Transportation.

Congratulation on your retirement, Len!

CVSA Opens Nominations for 2025 IDEA Award

The Commercial Vehicle Safety Alliance (CVSA) is now accepting nominations for its International Driver Excellence Award (IDEA), an annual award that recognizes an extraordinary professional commercial motor vehicle driver and their commitment to public safety.

Nominees for this award will be individuals who have gone above and beyond the performance of their duties as a commercial motor vehicle driver, distinguishing themselves conspicuously and beyond the call of duty through the achievement of safe operation and compliance carried out with evident distinction for an extended period of time. The nominated individual must be of personal character beyond reproach with no disqualifying past behavior as indicated in the award criteria.

IDEA is open to the entire commercial motor vehicle industry. Nominees do not need to be a member of CVSA to apply.

The deadline for nominations is Friday, May 9.

If you have questions about IDEA, call 202-998-1830.

Trucking Industry Praises End of NYC's Congestion Tolling

Washington, DC... American Trucking Associations President and CEO Chris Spear issued the following statement thanking the Trump Administration for ending New York's scheme to punish hard-working truckers who make essential deliveries to Manhattan businesses and residences:

"We commend President Trump and Secretary Duffy for terminating this disastrous tolling scheme.

"Truckers don't drive into Manhattan to sight-see. They do it because customers depend on them. The deliveries they make are essential to businesses and residents and keep New York City running.

"Truckers deserve our gratitude. Instead, New York imposed a \$21.60 toll — eventually climbing to \$36 — each time they crossed south of 60th

Street. Even worse, the proceeds of this shake-down were not dedicated to improving roads and bridges but rather subsidized a bloated and mismanaged transit bureaucracy that has proven unable to control spiraling costs. New York's subways were never going to deliver the city's freight.

"The American Trucking Associations was proud to support the Trucking Association of New York's leadership in their successful fight against this unfair policy. We also appreciate the Trump Administration restoring the original intent of the Value Pricing Pilot Program, which does not give states carte blanche ability to toll. Ending this program will remove an unjust hardship on truckers servicing New York."

Trucking Industry's Statement on New Tariffs

Washington, DC... American Trucking Associations President & CEO Chris Spear released this statement in response to new tariffs imposed on Canada, Mexico, and China:

"Truckers live in every state and community throughout our country. We have seen firsthand the devastating effects of fentanyl and the humanitarian crisis caused by unchecked illegal immigration. President Trump has rightfully placed an emphasis on tackling these challenges, and the trucking industry is committed to being a part of the solution. That is why we are raising public awareness and supporting legislation to remove deadly fentanyl from our streets, backing efforts to increase the security and efficiency of our borders, and training our workforce to recognize and report instances of human trafficking.

"As we work to make our communities stronger and safer, we must also avoid unintended consequences that could exacerbate another one of Americans' top concerns: the high prices for goods and groceries. With the success of USMCA and the growing trend of nearshoring, the North

American supply chain has become highly integrated and supports millions of jobs. Imposing border taxes on our two largest and most important trading partners will undo this progress and raise costs for consumers. The 100,000 full-time hardworking truckers hauling 85% of the surface trade in goods with Mexico and 67% of the goods traded with Canada will bear a direct and disproportionate impact. Not only will tariffs reduce cross-border freight, but they will also increase operational costs. The price tag of a new truck could rise by up to \$35,000, amounting to a \$2 billion annual tax and putting new equipment out of reach for small carriers.

"The longer tariffs last, the greater the pain for truckers as well as the families and businesses we serve. The Trump Administration knows our industry well and understands how vital trucking is to our economy and supply chain. President Trump proved his dealmaking skills during his first term by negotiating the USMCA. To prevent unnecessary economic pain, the trucking industry urges all parties to come to the table once again to swiftly reach a new agreement."



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Mercer owner operators pick up, secure, and deliver OTR freight according to the contracted requirements of each load accepted. Mercer owner operators run their own business and choose their own freight.

Monitor Preclearance Devices In Oregon To Avoid Citations And Audits

SALEM, OR... Does your trucking company use preclearance devices to bypass roadside weigh stations? These services provide an efficient solution to the industry for weighing trucks in motion, saving time, fuel and money. However, when left unmonitored, they may lead to a roadside citation and unnecessary audit of your reported taxes.

Educate your drivers and office support staff that preclearance devices are registered to a specific power unit and should never be moved from unit to unit without being properly updated. If a driver fails to update their device or log out as they move it from Truck A to Truck B, it will result in false "hits" or bypass readings of Truck A when the device is in Truck B. These false readings will appear as evidence of non-reported miles in Oregon. If your company is unable to justify the incorrect readings, you may be liable for unpaid tax for Truck A.

Our recommendation: Always update all preclearance devices with Oregon when moving them from one unit to another.

For help determining authorized alternate routes, contact the agency's Over Dimension Permit Unit, (503) 373-0000, Monday through Friday from 7 a.m. to 5 p.m. For current construction and travel information, visit www.trip-check.com or dial 511.

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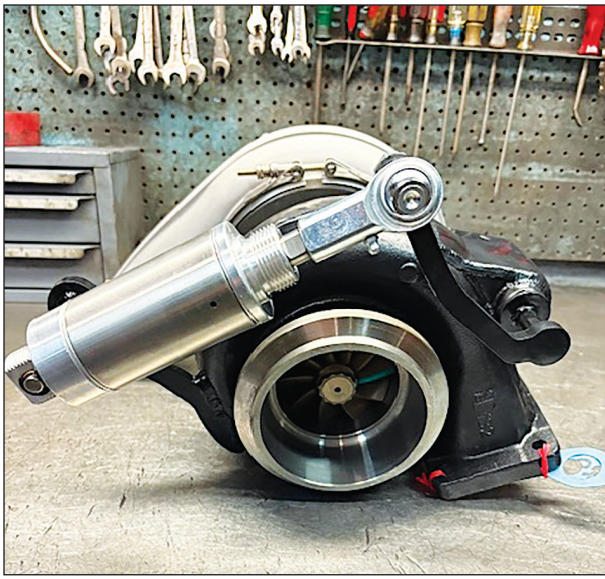
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Switchblade® Turbo – Product, Process and People



The Switchblade® Turbo

continued from page 1

creasing the A/R ratio for great power at the top end. The dynamic action of the vane provides great low-end torque resulting in improved fuel efficiency. Additional benefits are lower EGT's, higher boost pressure, less exhaust smoke, extended oil life, and over-

all improved engine performance. In short, the Switchblade Turbo burns fuel more efficiently, drastically improving mpg.

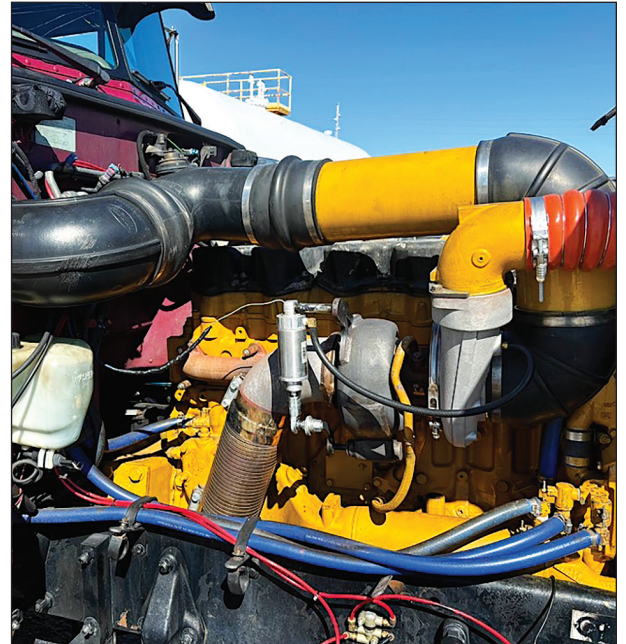
We caught up with Jim and his partner, Dan McClave, to see how things have been going in the past year. The focus, according



Todd Dean from Dean Trucking, Graham, NC drives an '04 Peterbilt 379 Long Hood with a CAT C15.



Todd Dean's '04 Peterbilt 379.



Switchblade Turbo installed on Todd Dean's '04 Peterbilt 379.

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to Dan, has been on 3 things – product, process and people. “We have worked hard every day to ensure the Switchblade Turbo is a superior product by sourcing high quality components. We put our energy into our manufacturing process for consistent quality, and low production cost. And we invested in our people to empower them and ensure they have the tools they need to be successful”.

When asked about their goals to expand their market for the Switchblade Turbo, the answer was a confident one. “By first focusing on product, process and our people, we have put ourselves in a position to make deals with larger distributors. You will now see Switchblade Turbos available at major dealerships throughout the country”.

When asked about the benefits of a Switchblade Turbo and claims of significant fuel savings, Jim immediately pointed to feedback from satisfied customers. Here are a few of the many customer testimonials provided:

Todd Dean from Dean Trucking, Graham, NC drives an '04 Peterbilt 379 Long Hood with a CAT C15 pushing 735hp, 2250 torque. Pulls 44,000lbs empty and up to 86,000lbs full. Replaced his CAT turbo with a Switchblade 80mm 1.45, and fuel mileage went from 4.3mpg - 7.1mpg! He's getting great response on the low and high end.

Ian Manger from White Sulphur Springs, MT replaced the stock turbo on his CAT 3406 B Model on his '88 T600 Kenworth running 425hp. Went from 5.3mpg to 6.4mpg,

EGT's are 150 – 200 degrees cooler, black exhaust smoke has been eliminated. Hauls 120,000lbs of timber, grain & hay mostly at 1,350 – 1,650 rpm's. Spools up quick and runs great in the mountains of Montana. People just can't believe my fuel savings!

And lastly, Steve Schweizer of Schweizer Dairy in Sterling, KS purchased a Switchblade for his Cummins N14. Immediately cleaned up the exhaust, great response on both low & high end, boost went from 22- 24 psi to 40 – 42 psi. Definite fuel savings, and best response is in the 1500 – 1700rpm range.

The Switchblade® Turbo is manufactured in Baxter Springs, KS at the same complex as Blaylock Turbochargers. You can purchase a Switchblade® Turbocharger or have your existing turbo remanufactured, repaired, exchanged, or upgraded to a Switchblade®. Damaged turbine wheels are repaired – like new. Switchblade® Turbos and Blaylock Turbochargers ship nationwide or worldwide. Financing is offered. Blaylock Turbochargers has cores and parts available for any turbo sold in the USA, with quick turnaround as finished inventory is on hand and replenished daily. Expedited service is also available.

For more details, call 620-856-5227, or toll free 800-782-0127 or visit them online at www.switchbladeturbo.com or www.blaylock-turbo.com.

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With a remarkable 40-year journey in the turbocharger industry, Switchblade Turbo's founder, Jim Blaylock, has honed his expertise in crafting and repairing top-quality turbocharger systems.



Our team has the knowledge and skill to craft and remanufacture turbochargers for most makes and models, including Caterpillar, Cummins, and Detroit Diesel, with precision and reliability.

-Jim Blaylock, Founder

How It Works

"Two-in-One" Turbo Technology for Superior Fuel Economy

The Switchblade Turbocharger is engineered with a groundbreaking "two-in-one" VGT design that transforms engine performance and fuel efficiency. The Switchblade utilizes a single internal vane that adjusts with boost pressure.

At low RPM's the Switchblade provides rapid spool-up, eliminating turbo lag and providing more efficient fuel combustion. As the boost pressure increases, the vane opens to allow the turbo to deliver great top-end power. With the Switchblade you get the best of both worlds - quick spool up and unparalleled performance at the top-end.

Customer Testimonials

"I tried about every other turbo on the market, but the results we've seen with the Switchblade regarding fuel efficiency are incredible. Switchblade Turbochargers took our Cummins ISX15 from 5 MPG to 7.1 MPG. In our industry, those gains are huge. Great customer service. I'm only buying Switchblade from now on."

-Jon Haller, M+D Repair, Ohio

"The Switchblade Turbo extended our oil change intervals from 109 hours to >200 hours—no questions asked. The black smoke on all of my rigs has reduced immensely, and the improved fuel mileage is the cherry on top. The Switchblade pulls everything I have down the road."

-Jeff Anderson, Anderson Construction, Blackfoot, ID - "JPayDirt" on YouTube

"I purchased a Switchblade Turbo for my B Model CAT and it performs every bit as good as Jim described. Overall better engine response & performance, 150-200 cooler EGT's, and fuel mileage increase from 5.3 MPG to 6.4 MPG pulling an average gross weight of 120,000lbs."

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."

-Ian Manger, White Sulphur Springs, MT



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The Agitator



By Steve Pollock

MANTUA, OH... The Agitator is a 2014 Peterbilt 389 Glider with 905,000 actual miles. The amazing thing about The Agitator is that it is a glider kit built by Hunter Truck in 2014 and purchased in 2021 by DSI

Bulk Transport of Mantua, Ohio, a subsidiary of American Bulk Commodities.

Before it became "The Agitator", the Peterbilt hauled lime. Today, The Agitator makes a daily trip from Streetsboro, Ohio to Harrisburg, Pennsylvania

hauling vinyl compound for windows and fencing logging about 3,200 miles per week on the run. Bryan Retych is the driver and he has worked for DSI Bulk Transport for the past 21 years.

The Agitator is powered by a C15 CAT and

an 18-speed Eaton transmission. The frame was stretched to a 311" wheelbase.

There are many people who contributed to The Agitator's transformation: Chad Walker painted the cab and frame in Legendary Sable with

Purple accents. Casey Kennell added the custom stripes. The door panels, dash, and speakers were also painted to match the truck and all of the fiberglass accessories are from Talladega Fiberglass. The engine was completely chromed and matching trim was added by Bryan's son Zack Retych. The truck also features over 100 LED lights from Trux.

Special thanks go out to: The Carrocce Family, R&J Truck and Auto Body, Chrome Depot, Talladega Fiberglass, Susquehanna Truck Service, Portage Trim, and Grand Rock.

The Agitator has earned many trophies at

several truck shows, including The Mid-America Trucking Show (MATS); Kuhnle Motorsports NAST Show; and Class 8 On The Lake. Being on the road every day, The Agitator requires an experienced and dedicated pit crew to prepare for each truck show: Zack and Max Retych, Anthony and Gino Carrocce, and DSI Maintenance Director Dan Gough keep the truck looking sharp!

Look for The Agitator at truck shows throughout the country and in particular, in Northeast Ohio.

More photos on page 13.



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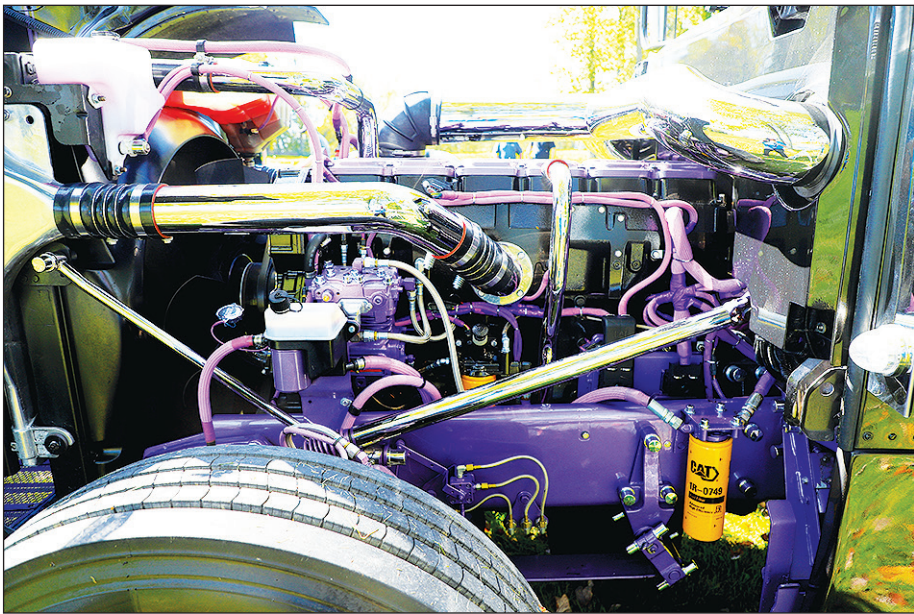
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The Agitator



Left to right: Zack Retych, Kevin Carrocce, Bryan Retych, and Dan Gough.



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Peterbilt Announces New LED Headlights for Medium Duty Vehicles



- including:
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 - Low-beam headlight glare to oncoming traffic 28 percent less than the maximum required limit
 - High-beam headlights radiate 65 percent further than halogen headlights
 - High efficiency with half the power consumption of traditional halogen lights

“We are pleased to offer LED headlights as optional equipment on our medium duty vehicle platform where optimal roadway and jobsite visibility are critical,” said Erik Johnson, assistant general manager, Sales and Marketing for Peterbilt. “The new LED lighting enhances the driving experience while increasing safety and operational efficiency.”

For more information on the new standard equipment LED headlights for Peterbilt medium duty vehicles, contact your local Peterbilt dealer or visit <https://www.peterbilt.com/>.

Denton, TX,... Peterbilt is pleased to announce the availability of new LED headlights as optional

equipment across its medium duty vehicle lineup. Designed specifically for medium duty applications,

the new LED headlights offer greater light output, improved range and increased beam spread for

superior visibility on roads and jobsites.

The new LED headlights are available on Pe-

terbilt Models 548, 537, 536 and 535. The new LED headlight option provides numerous benefits



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From The Chaplain's Desk



By Ron Fraser,
TFC Global President

When Struggles Come

The two verses below are special to me because they remind me that I am

fallible and have no control over my life. Even though I may think I do. Realizing that, I then need to decide how I am going to respond to that infallibility when struggles come into my life.

There really are only two choices. Blame God and try to work them out or trust God. Oh, that I knew how to find Him, That I might come to His home!" (Job 23:3) and "Though He slay me, yet will I trust Him" (Job13:15).

Job sought God in his suffering instead of waving a fist over the feeling of being treated unjustly. With

the loss of his children, the failure of his business, and the infliction of physical pain, Job chooses to seek God in the middle of his severe trials. Our heavenly Father designed faith to be tested by trials and temptations.

Untested... it's unfamiliar with the depth and breadth of God's love and care. Like any relationship, there is only a surface, shallow understanding of one another, until one or both walk through the valley of fear, shame, or loss. Job desires to go home to be with his God, not run away in fear, but run toward Him in humble trust.

Are you running to the Lord in humble trust or drifting away from Him in fearful distrust? Pause. Pray. Take a deep breath and believe. Believe your same Savior Jesus who

secured heaven for you by His grace is the same Lord Jesus who is in control of your life and circumstances. The Holy Spirit will lead you as you lean into Him, hopeful and aware of His presence to show you your next step one day at a time.

God gives you grace for today and hope for tomorrow. Rest. Go deep in intimacy with an almighty God in your time of intense affliction. Immerse yourself in His love. Remember those watching you are looking to see if you live out what you have believed all these years as a faithful follower of Jesus. Use your new reality as an opportunity to gain experience and adapt, not become a victim stuck in your situation. Give genuine attention to those who tirelessly serve and give you attention, not taking

advantage of your neediness to totally drain all their energy. Be grateful to God and His children who love and give, so you might live. Live with love. Live with peace. Live with joy. Live with hope.

Your life is a living sacrifice of intimate love on the Lord's altar of affliction. Like Job, "Though He slay me, yet will I trust Him." Looking unto Jesus, the author and finisher of our faith, who for the joy that was set before Him endured the cross, despising the shame, and has sat down at the right hand of the throne of God" (Hebrews12:2)

I don't know what 2025 will hold for you. But of this one thing, I am sure. It will not be without its struggles in some form or another. How will you handle them when they come?

BRW Recognizes Top Contract Carriers for 2024

OXFORD, AL... BRW, an industry leader in trucking, warehousing, logistics and fulfillment, is pleased to announce its Top Contract Carriers for 2024. The following companies have been honored as BRW's Top Contract Carriers for 2024 (in no particular order):

- * 4M Express
- * Adams Motor Express
- * BCP Transportation
- * E & E Transfer Company
- * EIB Transport Inc
- * Evergreen Forest Products
- * Goblin Express LLC
- * H&M Trucking, Inc
- * J Par Trucking Inc
- * Landstar
- * M&R Trucking
- * PAM International Inc
- * Pink Panthers, Inc.
- * R and L Carriers
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OOIDA Applauds Bipartisan Bill to Expand Truck Parking

Washington, DC... The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for the bipartisan Truck Parking Safety Improvement Act, introduced by U.S. Representatives Mike Bost (R-IL) and Angie Craig (D-MN). The bipartisan legislation would dramatically increase designated parking for commercial trucks.

The lack of truck parking has been a problem for decades and is only getting worse as capacity has not kept pace with the increasing number of trucks on the roadways. There is currently only 1 parking spot for every 11 trucks, resulting in drivers wasting an average of one hour every day trying to secure parking.

"Lack of safe truck parking has been a top concern of truckers for decades and as a former truck driver, I can tell you firsthand that when truckers don't have a safe place to park, we are put in a no-win situation. We must either continue to drive while fatigued or out of legal driving time, or park in an undesignated and unsafe location like the side of the road or abandoned lot. It forces

truck drivers to make a choice between safety and following federal Hours-of-Service rules. The current situation isn't safe for the truck driver and it's not safe for others on the road. OOIDA and the 150,000 small-business truckers we represent thank Representative Bost and Representative Craig for listening to truckers across America and leading the charge to improve highway safety for all drivers. The bill has longstanding, broad industry support and should be a top priority as Congress begins reauthorizing our nation's highway safety programs." - Todd Spencer, President of the Owner-Operator Independent Drivers Association.

"I grew up in a family trucking business," said Representative Bost. "I know firsthand how difficult, and oftentimes dangerous, it can be when America's truckers are forced to push that extra mile in search of a safe place to park. By expanding access to parking options for truckers, we are making our roads safer for all commuters and ensuring that goods and supplies are shipped to market in the most efficient way

possible. This is a matter of public safety for everyone; and I'm committed to do all I can to drive this legislation over the finish line."

"Truck drivers keep our nation's supply chains moving, and they should never be forced to forgo much-needed rest because of insufficient highway parking," said U.S. Representative Angie Craig. "Increasing rest spot availability means a safer and more efficient road for truck drivers and everyday commuters alike, and I'm proud to work with my colleagues across the aisle on this critical issue."

Drivers need the ability to rest in safe places to best operate on America's roadways. Trucks parked on highway shoulders, exit and entrance ramps, vacant lots, and side streets create an immediate safety hazard for truck drivers and other roadway users. Additionally, the time drivers waste finding safe parking is time not spent getting goods to their destination, slowing the supply chain and raising the costs for consumers. Expanding truck parking capacity will improve road safety and supply chain efficiency.

The Truck Parking Safe-

ty Improvement Act would invest hundreds of millions of dollars in the creation of new truck parking spaces. Funding would be awarded on a competitive basis and applicants would be required to submit detailed proposals to the U.S. Department of Transportation. The primary focus would be to construct new truck parking facilities and convert existing weigh stations and rest areas into functional parking spaces for truck drivers.

Additional Resources

* New York Times: America's Truckers Face a Chronic Headache: Finding Parking

* CBS News: Parked semi-trucks pose a danger to drivers. Now, there's a push for change.

* NPR: There is 1 parking space for every 11 semi-trucks on the road. Why that's a problem.

* Pittsburgh Post-Gazette: Truck parking shortage on Pennsylvania highways dangerous, drivers say.

* West Virginia State Journal (Op-Ed): Truckers need parking to help supply chain, improve road safety.

OOIDA Statement on Lutnick Confirmation

A statement from Owner-Operator Independent Drivers Association (OOIDA) President Todd Spencer regarding the confirmation of Mr. Howard Lutnick to be U.S. Secretary of Commerce by the U.S. Senate.

"OOIDA and the 150,000 small business truckers we represent congratulate Secretary Howard Lutnick on his confirmation to lead the U.S. Department of Commerce. We look forward to continue engaging with his Department as it moves forward with a rule to address the 'grave' national security threats to America posed by connected commercial vehicles with components

originating in China and Russia. We anticipate a productive dialogue with the Department's Bureau of Industry and Security to ensure the future rule thoroughly responds to the public safety concerns of driverless 80,000-pound trucks." - OOIDA President Todd Spencer

NOTE: In February, the Department of Commerce published its much-anticipated Final Rule on Connected Vehicles. Unfortunately, the Department elected to remove heavy trucks from the scope of this rule. However, they do indicate a separate rule covering trucks is necessary to address "grave" national security threats.

Truckers Testify In Support Of Towing Reform Proposals In Missouri

The Owner-Operator Independent Drivers Association testified at the Missouri capitol at a hearing discussing towing reform. Earlier this year, OOIDA expressed support for two proposals in Missouri that would ensure fair treatment for truck drivers involved in nonconsensual tows.

Executive Vice President Lewie Pugh gave testimony on Tuesday, March 4 at a hearing before the Transportation, Infrastructure and Public Safety Committee.

Both bills, HB745 and SB516, aim to address longstanding issues with predatory towing practices. These bills, introduced by Sen. Justin Brown (R-Rolla) and Rep. Dave Griffith (R-Jefferson City), propose critical reforms and grant the Missouri Department of Transportation (MoDOT) the authority to regulate nonconsensual towing procedures for commercial vehicles.

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*Promo code valid for new Truckstop customers who are registered and current OOIDA members with active FMCSA authority. Offer valid for online purchase only.

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Latest Trucking Industry News

ATA Truck Tonnage Index Unchanged in January

Washington, DC... Trucking activity in the United States was unchanged in January, despite a myriad of factors that depressed freight volumes around the country, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"After declines in November and December totaling 1.7%, tonnage was unchanged in January" said ATA Chief Economist Bob Costello. "This outcome is impressive considering the massive winter storm that brought cold temperatures and significant snowfalls to large parts of the country, including those that rarely see such storms. Furthermore, the terrible wildfires in California likely also caused freight disruptions. Softness in manufacturing and retail sales continue to be a drag on truck freight volumes as well, so the fact tonnage was flat is a positive sign."

In January, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 111.9 the same as December. The index, which is based on 2015 as 100, was up 0.3% from the same month last year, the first year-over-year increase since August.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 110 in January, 1.1% above December's reading of 108.9.

ATA recently revised the seasonally adjusted index back five years as part of its annual revision.

Trucking serves as a barometer of the U.S. economy, representing 72.7% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.27 billion tons of freight in 2024. Motor carriers collected \$906 billion, or 76.9% of total revenue earned by all transport modes.

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

New API Resource Page Provides Insights on Purchasing and Storing Diesel Exhaust Fluid



WASHINGTON, DC... The American Petroleum Institute (API) has launched a new resource page that provides crucial information on Diesel Exhaust Fluid (DEF) quality, purchasing, and storage. The information is tailored to meet the needs of consumers and professionals

in trucking, agriculture, construction and other industries that operate diesel-powered trucks and equipment that require DEF.

"The API DEF Consumer Guidance offers consumers and drivers, fleet managers and others clear guidance to ensure

optimal performance and compliance with emissions standards," said Bill O'Ryan, Senior Manager-EO-LCS/DEF with API. "This crucial information is designed to help expand industry knowledge and operational efficiency."

This resource page details the importance of using high-quality DEF, explaining the characteristics of properly formulated DEF and the potential risks associated with substandard products. Using API licensed DEF can ensure that it meets the high standards required by engine and vehicle manufacturers. The DEF resource page can help professionals make informed decisions that protect their valued investments and contribute to a cleaner environment.

In addition to quality guidelines, practical advice on purchasing and storing DEF is offered. Truck drivers, farmers, construction managers and others op-

erating diesel-powered vehicles and equipment can access expert recommendations on sourcing DEF from reputable suppliers, ensuring product integrity from purchase to application. The page also outlines best practices for storing DEF, highlighting considerations such as temperature control and contamination prevention to maintain fluid efficacy. A downloadable Do's and Don'ts Guide for DEF storage is available as a resource for consumers and shops.

Additional information and guidance will be added, and consumers and industry professionals are encouraged to bookmark and visit the resource page regularly to keep up on information about purchasing, using and storing API certified DEF.

For more information, please visit API DEF Consumer Guidance.

Trucking Industry Supports Bill to End EV Mandates

The trucking industry welcomed the introduction of the Transportation Freedom Act, legislation authored by Senator Bernie Moreno (R-Ohio) and endorsed by the American Trucking Associations. The bill would roll back costly electric truck mandates, eliminate arbitrary state emissions waivers, and restore a balanced regulatory framework for the trucking industry.

This legislation includes key provisions that ATA has actively supported, including the repeal of the Phase 3 greenhouse gas standards, which mandate the sale of electric trucks, and the elimination of California's ability to set de facto national emissions policy. These changes represent a critical step towards ensuring that future regulations are achievable, technology-neutral, and do not jeopardize the stability of America's supply chain.

Trucks today produce 99% fewer nitrogen oxide and particulate matter emissions than those on the road decades ago, and new trucks cut carbon emissions by over 40 percent compared to a truck manufactured in 2010. As a result, 60 of today's trucks emit what just one truck did in 1988.

The trucking industry supported the Environmental Protection Agency's Phase 1 and Phase 2 greenhouse gas regulations and worked collaboratively with the agency to set aggressive but achievable emission reduction goals on reasonable timelines. EPA's Phase 3 rule marked a sharp departure from this successful partnership, setting unrealistic adoption rates for battery-electric trucks. Waivers EPA granted to California for its onerous Advanced Clean Trucks and Omnibus NOx rules added further complexity and set the trucking industry up for failure.

According to a study commissioned by the Clean Freight Coalition, full electrification of the U.S. commercial truck fleet would require nearly \$1 trillion in infrastructure investment alone. A report by the American Transportation Research Institute identified the many challenges related to U.S. electricity supply and demand, electric vehicle production and truck charging requirements.

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Something to Think About - You Don't Like Me

by: Mike McGough

After receiving his license and certifications as a helicopter pilot, he went to work for a tour company in Hawaii. He enjoyed his work, but after two years it was becoming routine. He had heard about companies that use helicopters for tree trimming in remote area, along rail and powerlines, and in marshy locations where it's difficult to enter with ground equipment. He decided to check it out. He contacted a company operating out of Idaho. When they offered him a job as a pilot, he took.

Known broadly as aerial tree care, the primary method involves the use of a helicopter equipped with a aerial saw. These saws feature a series of circular saws mounted along a shaft suspended under the helicopter. It's controlled by the pilot with assistance from a ground observation crew. Although it was going to be a real change from flying a tour copter, it was type kind of change he had in mind.

During his first meeting with his crew chief, she made it clear that he'd have ample opportunities with the company. She explained that there'd be a rather serious transition

from a tour operation to aerial tree service. She said the services provided are very different, and so too are the environments and working conditions. She concluded their first meeting by sharing that she and the team would be patient with him. She also told him that he'd need to be patient with them and himself.

As a pilot, it's not hard to imagine that he wanted to be flying as soon as possible. He was spending time in the air, but it was as an observer. From time to time he took the controls, but there was still another pilot with him. After two months he felt he was stalled, and he began questioning if this change was right for him. Somewhat frustrated, decided to speak with his crew chief. She complimented him on the progress he was making, but cautioned that he still had some things to master. She said, "It's all part of the process that'll enhance your potential for success both as an individual and as a member of our team." Although he understood the need to make a positive transition to the new piloting demands and routines, he took her comments personal, almost as though they were a flat dis-

missal of his concerns.

Shortly after that conversation, while relaxing after a long day in a remote area of northern North Dakota, the crew was discussing a particularly difficult section of electric transmission line they'd be working the following day. He offered a suggestion. No one immediately responded. But when the crew chief did, she thanked him for sharing his thoughts. She then cautioned against his suggestion, pointing out a difference in the operational parameters of the type of helicopters they were using.

Although polite and professional in her explanation, he interpreted her comments as a rebuke in front of the team. To him that was another indicator that she didn't like him. For a few days he thought about how best to deal with what he believed was happening. He didn't want to anger her further, but he had his future to think of as well. Finally, he asked to see her again.

When she asked why he wanted to meet, he was blunt and came right to the point. "I seem to be stalled in my progress to becoming a solo pilot, and when I did tried to offer a suggestion, you rejected it

outright. I get the feeling that you just do not like me."

There was an uncomfortable awkwardness in the room. She quickly dispelled it. "Because of the transition you're making, you need a thorough onboarding process with us. At this point you're almost there. On a team, particularly a team that deal in dangerous operations like we do, there are protocols that have to be met and maintained by everyone. This is particularly import-

ant during the onboarding process. Your suggestion, although in line with your training and experience, wasn't appropriate for our type operation. Your initiative was appreciated, but you're suggestion could have created some serious problems for both the pilot and the ground observers. That's why I rejected it and explained another alternative; not because I don't like you."

She ended with a solid piece of advice. "When you have suggestions, offer

them; when you have concerns, share them; and be careful assuming you'll always know what motivates the words and actions of others."

Individuals and the teams on which they serve must remain open to well-intended suggestions, respectful disagreement, and shared standards of performance and decorum. Only in such environments can individuals flourish and teams realize their full potential.



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CVSA's International Roadcheck Scheduled for May 13-15

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 13-15. International Roadcheck is a high-visibility, high-volume commercial motor vehicle and driver inspection

and regulatory compliance enforcement initiative that takes place over three days in Canada, Mexico and the United States.

Law enforcement personnel will inspect commercial motor vehicles and

drivers at weigh/inspection stations, temporary sites and mobile patrols to verify regulatory compliance. Data from the 72 hours of International Roadcheck will be collected and the results will be released this summer.

Each year, International Roadcheck places special emphasis on a driver violation category and a vehicle violation category. During International Roadcheck, inspectors will primarily conduct the North American Standard Level I Inspection, a 37-step procedure that includes an examination of driver operating requirements and vehicle mechanical fitness. While all 37 steps will be completed, as usual, inspectors will also pay close attention to the driver's record of duty status (RODS) and the vehicle's tires.

Driver Focus Area
Hours-of-service (HOS) regulations are in place to safeguard transportation safety by limiting driving hours and mandating adequate rest breaks to ensure commercial motor vehicle drivers have the opportunity to get the rest they need, thereby preventing crashes and incidents caused by fatigue.

To ensure compliance with HOS regulations, drivers must accurately reflect their times and duty statuses in their RODS, which

is a log that a commercial motor vehicle driver must maintain to record their driving activity. Failure to record, complete or retain the log, or knowingly falsifying logs or other related reports, is not only a driver out-of-service violation, it also makes the driver and/or carrier liable to prosecution.

During the driver portion of an inspection, inspectors check the driver's documents, license or commercial driver's license, medical examiner's certificate and skill performance certificate (if applicable), record of duty status, Drug and Alcohol Clearinghouse status (in the U.S.), seat belt usage, and alcohol and/or drug impairment. If an inspector identifies driver out-of-service violations, they place the driver out of service, restricting that driver from operating their vehicle.

Vehicle Focus Area
The importance of proper tire maintenance cannot be overstated. Tire failure while in transit is a hazard to all motorists. It is also far more expensive and time consuming for motor carriers to repair an in-transit tire failure versus proactively maintaining tire health and addressing tire issues before the vehicle is on the road.

During International Roadcheck, inspectors will

check tires' tread depth and proper inflation. They will also be on the lookout for tire damage, such as air leaks, tread separation, cuts, bulges, sidewall damage and improper repairs.

During the vehicle portion of the Level I Inspection, inspectors ensure the vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, fuel and exhaust systems, frames, lighting devices, steering mechanisms, suspensions, tires, wheels, rims, hubs, and windshield wipers are compliant with applicable regulations. Inspections of motorcoaches, passenger vans and other passenger-carrying vehicles also include the examination of emergency exits, seating, and electrical cables and systems in the engine and battery compartments.

A vehicle that successfully passes a Level I or V Inspection without any critical vehicle inspection item violations may receive a CVSA decal, which is valid for up to three months.

If out-of-service violations are found during an inspection, as outlined in the North American Standard Out-of-Service Criteria, the vehicle is restricted from operating until all out-of-service violations have been properly addressed.

As part of International

Roadcheck, inspectors may also be available to answer questions about tire health and violations, and to help drivers navigate the HOS regulations in their jurisdictions.

In case of inclement weather or other limiting circumstances during the three days of International Roadcheck, a jurisdiction or an inspector may opt to conduct a limited Level II Walk-Around Driver/Vehicle Inspection or Level III Driver/Credential/Administrative Inspection, instead of a Level I Inspection. Level II and III Inspections are not eligible for a CVSA decal.

CVSA is a nonprofit organization comprised of local, state, provincial, territorial and federal commercial motor vehicle safety officials and industry representatives in Canada, Mexico and the U.S. The Alliance aims to prevent commercial motor vehicle crashes, injuries and fatalities and believes that collaboration between government and industry improves road safety and saves lives. Its mission is to improve commercial motor vehicle safety and enforcement by providing guidance, education and advocacy for enforcement and industry across North America.



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Industry Veteran Brent Hutto Joins Truck Parking Club as Chief Relationship Officer



Brent Hutto

By **Evan Shelley, Co-founder & CEO**

Chattanooga, TN... I am incredibly excited to announce that Brent Hutto is joining Truck Parking Club as our Chief Relationship Officer. This is a huge moment for us, and I couldn't be more thrilled to welcome someone of Brent's caliber to our team.

Brent has been a cornerstone figure in the trucking industry for decades during his time at Truckstop and Randall Reilly before that. At Truckstop, Brent built his career on developing solutions that make a real

difference for truckers. His deep understanding of the industry and passion for solving its biggest challenges have driven him throughout his career. He remains a senior advisor to Truckstop. Now at Truck Parking Club, he'll be focusing that same energy and expertise on tackling one of trucking's most critical issues - the truck parking crisis.

"I am excited to join Truck Parking Club, which is moving quickly to help solve one of the most pressing challenges in trucking today. The truck parking crisis affects nearly every

driver on the road, and Truck Parking Club is well-positioned to make a real difference," said Hutto.

Our team has worked tirelessly to build trust with both our Trucker Members and Property Members. Having Brent join us is a testament to what we've built so far and a huge step toward where we're heading. His deep industry relationships and decades of experience building solutions for truckers will be invaluable as we work to solve the parking crisis across America.

We're just getting start-

ed, and having Brent on board is going to help us move even faster toward our goal of making sure every trucker has access to safe, reliable parking when and where they need it.

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About Truck Parking Club

Truck Parking Club is a network of instantly reservable hourly, daily, weekly and monthly truck parking locations throughout the US. Truck Parking Club helps connect truckers to truck parking locations throughout the US via truckparkingclub.com and our mobile app. Our network is made up of property owners that have locations adequate for truck parking to list on the platform: this includes trucking companies, truck repair shops, tow truck companies, storage companies, CDL Schools, trailer leasing companies, real estate investors, truck stops, truck parking operators and more! Phone 888-899-PARK Website: www.truckparkingclub.com



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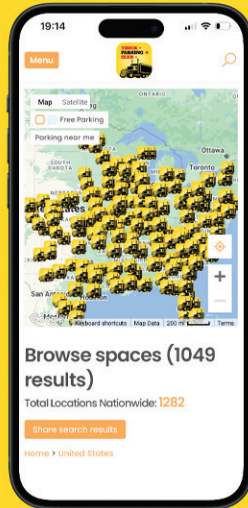
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New Cummins Gasoline Engine for Kenworth Medium Duty Trucks Meets All 2027 EPA and CARB Requirements

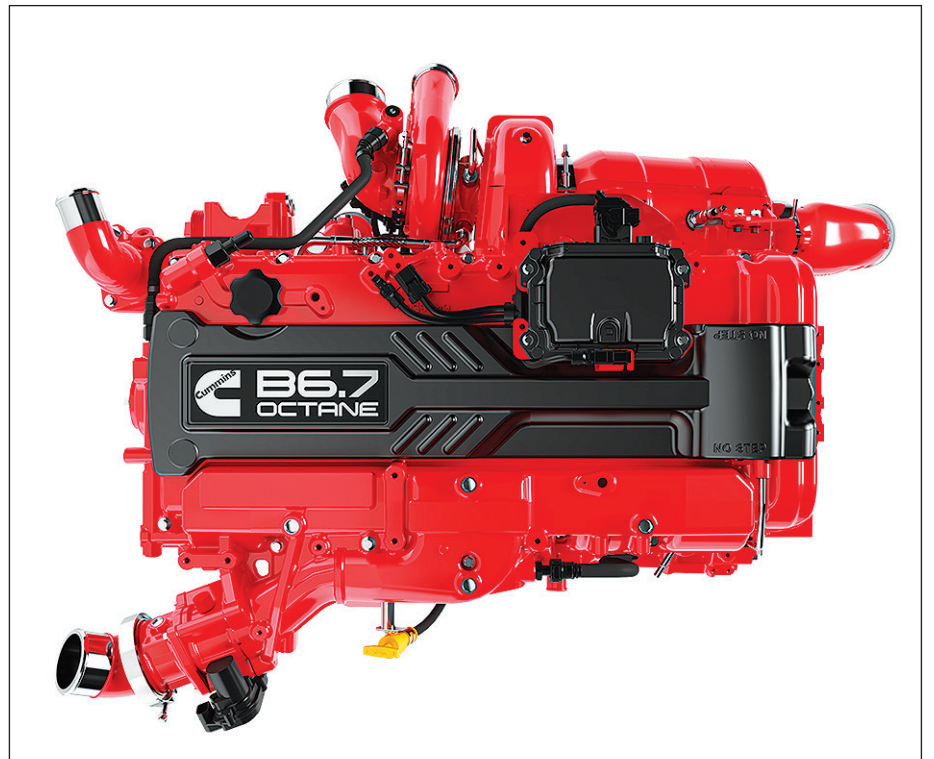
INDIANAPOLIS, IN... At NTEA Work Truck Week® 2025, Kenworth showed the Cummins B6.7 Octane engine for the first time. The new gasoline engine will be EPA 2027 certified, will meet strict CARB low NOx regulations, and will be available for order later this year in Kenworth's line of Class 5-7 conventional trucks.

The Cummins gasoline engine provides die-

sel-like performance with horsepower ranging from 200-300 hp with up to 660 lb.-ft. of torque and paired with the PACCAR TX-8 automated transmission. According to Cummins, the engine is 10% more fuel efficient than other gasoline engines in its category, and it has an extended oil drain interval of up to 15,000 miles.

"The engine was validated against the same standards as Cummins

diesel B6.7 engine," said Kevin Haygood, Kenworth's assistant sales and marketing manager. "With environmental regulations changing, it spurred us to offer another engine option to our customers. The new Cummins B6.7 Octane engine will meet stringent emission regulations, so we expect it to be a popular option in California and other states that have adopted CARB's stan-



dards. It can be a great fit for many of our customers' applications, especially in P&D, and towing applications. We also see it being popular for the lease and rental markets, as well as for landscapers, where those behind the wheel are used to driving gas-powered vehicles."

According to Haygood, the B6.7 Octane engine simplifies maintenance. "There is no need for

DEF and active regens with this engine since Cummins utilizes a 3-way catalyst for emission control. What's more, body builders will not have a problem with the engine or placement with the fuel tank (45-80 gallon options) which will streamline upfits."

Haygood said new markets may also emerge for Kenworth thanks to the new engine. "Some fleets

that run Class 5-6 trucks run an all-gasoline fleet and their maintenance facilities are set up for that," he said. "By spec'ing the Cummins B6.7 Octane engine, new customers can step into a Kenworth and enjoy all the driver comfort and longevity a Kenworth offers while keeping their operations simplified with a gasoline powerplant."

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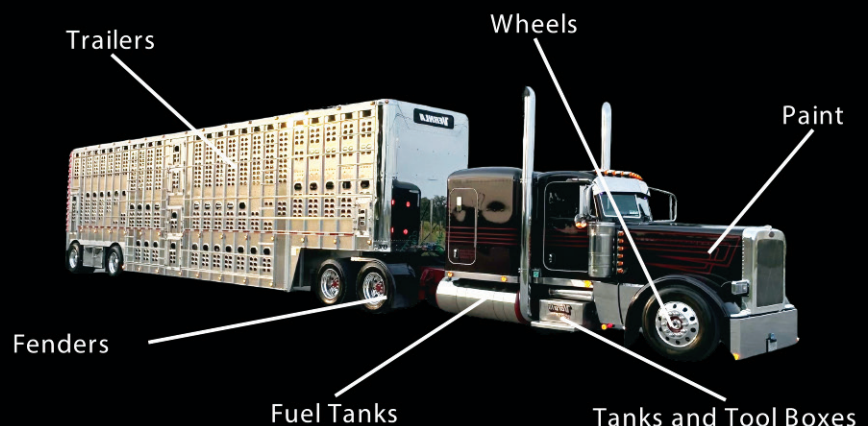
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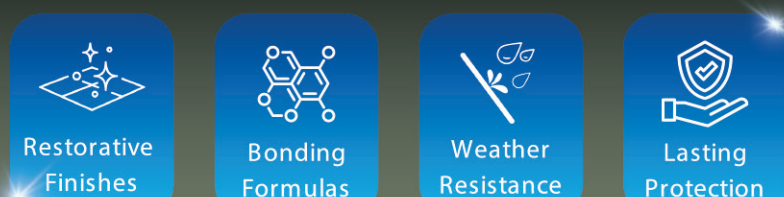
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Tennessee Now Providing Real-Time Slowdown Alerts to Truck Drivers Through Drivewyze Smart Roadways



ALBANY, NY... In a move to reduce traffic accidents and fatalities, Tennessee has become the latest state to offer sudden slowdown alerts and a virtual sign network to commercial drivers through Drivewyze by Fleetworthy's Smart Roadways product. The alerts are sent through ELDs, tablets, and smartphones and are available free of charge through Drivewyze Free. Tennessee is now the 20th state to offer messaging through the Smart Roadways service and the 13th to provide sudden slowdown alerts.

More trucks pass through Tennessee than any other state. Interstate 40, which goes through Tennessee, is a critical freight corridor and one of the busiest routes for truck traffic in the U.S. According to the Bureau of Transportation Statistics (BTS), trucks move more than 500 million tons of freight annually on Tennessee roads and highways. The number

is expected to top 1 billion tons by 2045.

Sudden slowdown and congestion alerts are provided in partnership with INRIX, which uses advanced algorithms that analyze millions of anonymously connected vehicles traveling more than a billion miles daily in the U.S. This allows INRIX to identify and monitor traffic slowdowns. The information then goes to Drivewyze and its Smart Roadways platform. Drivers receive messages such as "Sudden Slowdown Ahead" and "Congestion Ahead" 2 to 3 miles before the slowdown begins, allowing time to slow their speed.

Tennessee is also utilizing the Smart Roadways virtual sign messaging service, enabling the DOT to message drivers with custom alerts at specific geofenced locations. Messages can alert drivers of detours and notify them of an upcoming work zone. According to TDOT's 2025-2029

Strategic Highway Safety Plan, commercial vehicles were involved in 21% of severe work zone crashes from 2018 to 2022. "Virtual sign messaging is something that can address that problem and make an impact in slowing trucks down in work zones," added Brown.

In addition to alerts from Tennessee and other participating states, drivers with the Drivewyze Free app receive Drivewyze-sponsored alerts and advisories for High-Rollover risk areas, Low Bridges, and Mountain alerts (steep grade ahead; chain-up/brake check stations, and runaway ramps).

To learn more about Drivewyze or to download the Drivewyze Free app, visit <https://drivewyze.com/>.

Kenworth Names 2025 Dealer Council, 2025 Parts Council, and 2025 Service Council

KIRKLAND, WA... Kenworth Truck Company has named the 2025 members appointed to its Dealer Council, Parts Council, and Service Council.

The 2025 Kenworth Dealer Council members include: Chairman – Mike Levering, Truckworx Kenworth (Birmingham, Alabama); Bill Kozek, CSM

Companies (Madison, Wisconsin); Kyle Treadway, Kenworth Sales Company (Salt Lake City, Utah); Jared White, MHC Kenworth (Leawood, Kansas); Andrew Johnston, Inland Kenworth (Burnaby, B.C.); Carl Herzog, CIT Trucks (Normal, Illinois); Scott Nichols, Palmer Group (Indianapolis, Indiana). In addition, Jodie Teuton of Kenworth of Louisiana (Gray, Louisiana) serves as the Kenworth line representative for the American Truck Dealers (ATD).

Kenworth Parts Council members for 2025 are: National Chair – Eric Bontrager, CSM Companies (Windsor, Wisconsin); Barry Collens, Inland Kenworth (Tolleson, Arizona); Jacob Herzog, CIT Trucks (Mokena, Illinois);

Scott Lockhart, MHC Kenworth (Denver, Colorado); Jeff Weaver, Truckworx Kenworth (Birmingham, Alabama); Teague Miller, Kenworth of Pennsylvania (Carlisle, Pennsylvania); Jason Wheeler, Inland Kenworth (Burnaby, British Columbia); Sébastien Letendre, Kenworth Maska (La Présentation, Quebec) and Kenworth Dealer Council representative Carl Herzog, CIT Trucks (Normal, Illinois).

Members of the 2025 Kenworth Service Council are: Chair – Jeff Minter, CSM Companies (Windsor, Wisconsin); Brett Duarte, Papé Kenworth (Federal Way, Washington); Dan Mills, Sioux Falls Kenworth (Sioux Falls, South Dakota); Dan Ray, Kenworth Northeast (Rochester, New

York); Jerome Wasilieff, Inland Kenworth (Burnaby, British Columbia); Jude Becnel, Kenworth of Louisiana (Gray, Louisiana); Jason Welborn CIT Kenworth (Normal, Illinois); Zach Newton, MHC Kenworth (Leawood, Kansas); Richard Williamson, Truckworx Kenworth (Birmingham, Alabama); Ryan Dickson, GreatWest Kenworth (Calgary, Alberta); Sean Warren, Kenworth Truck Centres (Toronto, Ontario); Tony Wiser, Kenworth of Pennsylvania (Carlisle, Pennsylvania); and Kenworth Dealer Council representatives Mike Levering, Truckworx Kenworth (Birmingham, Alabama) and Bill Kozek, CSM Companies (Madison, Wisconsin).

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TCA Announces Inaugural TCA Elite Fleet Certified Carriers

The Truckload Carriers Association (TCA) is excited to unveil the first-ever TCA Elite Fleet certified carriers. Forty-sev-

en truckload carriers have earned the esteemed TCA Elite Fleet certification, recognizing them as the 2025 Best Place

to Drive. This new initiative, developed in partnership with the University of Denver's Transportation & Supply Chain Institute, highlights North American for-hire truckload carriers that foster exceptional work environments, offer competitive compensation, and implement innovative practices to support their drivers.

The certified fleets were thoroughly evaluated based on key metrics such as safety, driver satisfaction, turnover rates, compensation, benefits, quality of life for drivers, company equipment, and operational efficiency. Surveys from drivers and independent contractors were also conducted to validate the results.

TCA President Jim Ward had this to say about the TCA Elite Fleets. "We are incredibly proud to announce this first class of TCA

Elite Fleets. These carriers went through a comprehensive and detailed application process, had their drivers surveyed for validation, and received top scores for their combination of driver compensation, benefits, engagement, training, support, company equipment, safety, and facilities. These forty-seven carriers are truly Elite Fleets, and we extend our heartfelt congratulations to them. I look forward to recognizing and celebrating them next month in Phoenix."

Honorees: AAT Carriers, Chattanooga, TN; American Central Transport, Kansas City, MO; Bison Transport, Winnipeg, Manitoba; Brenny Specialized, St Joseph, MN; Brown Dog Carriers, Biddeford, ME; Cargo Transporters, Claremont, NC; Cheema Freightlines, Pacific, WA; Chief Carriers,

Grand Island, NE; Christenson Transportation, Strafford, MO; Crawford Trucking, Des Moines, IA; Don Hummer Trucking, Cedar Rapids, IA; Dutch Maid Logistics, Willard, CO; Erb Transport, New Hamburg, Ontario; Fortigo Freight Services, Etobicoke, Ontario; Fremont Contract Carriers, Fremont, NE; FTC Transportation, Oklahoma City, OK; Garner Trucking, Findlay, OH; Grand Island Express, Grand Island, NE; Halvor Lines, Superior, WI; Hill Brothers Transportation, Omaha, NE; Kriska Holdings Limited, Prescott, Ontario; Landair Transport, Greenville, TN; Landstar System, Jacksonville, FL; Liberty Linehaul, Ayr, ON; Lion Force Transport, Mississauga, ON; Magnum, Fargo, ND; Marten Transport, Mondovi, WI; Maver-

ick Transportation, North Little Rock, AR; Melton Truck Lines, Tulsa, OK; Mill Creek Motor Freight, Ayr, Ontario; National Carriers, Irving, TX; NFI Interactive Logistics, Camden, NJ; Northern Logistics, Clare, MI; Nussbaum Transportation, Hudson, IL; PGT Trucking, Aliquippa, PA; R.E. Garrison Trucking, Vinemont, AL; Royal Logistics, Fargo, ND; Spring Creek Carriers, Beamsville, Ontario; Spur Freight Services, Austin, TX; Stokes Trucking, Tremonton, UT; TransLand, Strafford, MO; Transpro Freight Systems, Milton, Ontario; Truline Corporation, Las Vegas, NV; Veriha Trucking, Marinette, WI; Werner Enterprises, Omaha, NE; Western Dairy Transport, Cabool, MO; Wilson Logistics, Strafford, MO

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Sunday:

10am Worship Service

12pm - Free Lunch provided after service

Blessing of the Trucks - There will be Pastors on site

to pray over the trucks, drivers & their family

For more information call John @ 573-796-1927

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Pre Registration (before April 1st) \$30

Registration at the Gate \$50

Each Truck Registration includes
1 FREE Meal Ticket for dinner @ 5:30
Show Shirts \$18 ea. with Pre-Registration

*Blank Registration Forms available on Facebook @HorseandBuggyAccessories

Volvo Trucks Unveils All-New Volvo VNR

Volvo Trucks North America has redefined the meaning of "Opening Act" when they unveiled the all-new Volvo VNR in the Music City as part of the Technology & Maintenance Council's (TMC) 2025 Annual Meeting & Transportation Technology Exhibition

"We are excited to unveil the all-new Volvo VNR at TMC," said Peter Voorhoeve, president of Volvo Trucks North America. "This truck embodies our dedication to provid-

ing solutions that meet the evolving demands of our customers. With its unmatched versatility, advanced safety features, superior connectivity, and enhanced fuel efficiency, the Volvo VNR is a testament to our commitment to quality and innovation."

Volvo Trucks North America changed the game not only with the all-new Volvo VNR and all-new Volvo VNL, but also with the launch of the state-of-the-art Volvo Configurator

tool, an interactive online platform that empowers customers to build their ideal truck utilizing Volvo's industry-first packaging offering. This innovative tool is designed to streamline the spec'ing process for both customers and dealers, making it easier than ever to customize and visualize different trim levels and cab options. Comprehensive packaging selections include interior and exterior trim levels,



safety, technology, and amenities. Volvo dealers will leverage the Connected Vehicle Analytics tool to help customers select the optimal powertrain package, enhancing fuel

powertrain, and performance. The industry-first packaging approach provides unprecedented value by simplifying the ordering process, ensuring that each truck is tailored to

meet the unique needs of its operator. Volvo Trucks dealers work in a consultative approach, carefully crafting packages with complementary features to enhance driver and operational efficiency.

MOVIN' OUT Calendar of Events

Sponsored by



March 27-29 - Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 25-29 - 75 Chrome Shop's 27th Annual Big Rig Truck Show - 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. For more info visit www.75-chromeshop.com/truck-show

May 2-3 - Midwest Pride In Your Ride Truck & Tractor Show - Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-580-8200 or 563-608-5564 or visit www.midwestprideinyourride.org

May 3-4 - Truck Meet At The Crossroads - The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. Non-Judged Truck Show, Supper and Light Show, Church Service For more info, call 573-796-1927. Email: Karen@horseandbuggychrome.com, Website: www.horseandbuggychrome.com

May 10 - 36th Annual Make-A-Wish Mother's Day Convoy - Manheim Pennsylvania Auto Auction, 1190 Lancaster Road, Manheim, PA 17545. For more info, visit www.wishconvoy.org

May 29-31 - 43rd Annual Shell Rotella SuperRigs - Atlanta Motor Speedway, 1500 Tara Pl, Hampton, GA 30228. Over \$25,000 in cash and prizes to be awarded across more than 20 categories, including Best Chrome, Best Lights, and the prestigious Best of Show. The chance for 12 drives to earn a coveted spot in the 2026 Shell Rotella SuperRigs Calendar. Registration details will be announced soon.

June 5-8 - 22nd Annual Wheel Jam Truck Show - "Memories of Scot" - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit www.wheeljamtruckshow.com

June 5-7 - American Truck Historical Society National Convention and Truck Show - Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. More details will be released in upcoming months. www.ATHS.org

June 22 - American Truck Historical Society ATHS Nutmeg Chapter Show - Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8:00 am - 3:00 p. For more info, call Charlie Dainton @ 860-933-5407.

June 27-29 - Kuhnle Bros. Semi Stampede - Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

July 10-12 - 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 26 - Keystone Chapter ATCA Truck, Antique Car, Tractor, and Machinery Show - 139 Municipal St., East Freedom, PA. 8 am - 5 pm. Dash plaques while supplies last. No judging. No registration fee. Breakfast/Lunch/Baked Goods. For more info, contact Ken Claar @ 814-224-2084.

August 1-3 - Carlisle Truck Nationals - 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

September 13 - 9th Annual Cable Truck Show - 2866 State Route 286, Saltsburg, PA 15681. Free Admission. Trophies, Food and Merchandise Vendors, Raffle Baskets, 50/50 Drawings.

September 20 - 5th Annual DMF Cancer Benefit Truck Show and Truck Pull - Portage County Fairgrounds, Rt. 44 Randolph, Ohio.

September 25-27, 2025 - Guilty By Association Truck Show - 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit www.chromeshopmafia.com

September 26-28 - Kuhnle Bros. Unc's Fall Brawl - Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

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

**email: movinout@zoominternet.net
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- What are some of the perks offered to Drivers through the Driver Freakz Rewards program?**
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- What do you love the most about Sheetz?**
I love the family atmosphere of Sheetz. Even our customers are family here. I also love that we are always available to our customers and that we have a full menu 24/7 to meet all the wants of our customers.
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(10) NEW EAGER BEAVER 20XPT TAG TRAILERS
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(12) NEW WABASH COMBO FLATS W/ REAR AXLE SLIDE, 53"x102", Alum Floor, Winch Track Both Sides, Hend Air Ride, Alum Outer Wheels **\$42,950 Incl FET**



(16) 2013 HEIL 9200 GALLON TROUGH BOTTOM PETRO TANKS 3200/2300/1100/2600, One Double B/H 60" Box, EVO/OPS Box Air EV, **\$47,500**



(3) 2021 REITNOUER BUBBA W/ MERLOT CONESTOGA 48"x102"x 87.5" Inside HT, B/H w/Mandoor, Hend 30K Suspension, Winch Track, Coil Pkg **\$47,900**



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(3) 2025 EAGER BEAVER 35GSL PT PAVER LOWBOY 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, **\$72,250 Incl FET**



(8) NEW WABASH COMBO 734 LOW PROFILE DROPS, 53"x102", 36' Rear Deck Ht. Sliding Rear Axle, Cal Legal Alum Outer Wheels, **\$59,750 Incl FET**



(10) 2025 FONTANE 55LCC, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$108,750**



(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$41,900**





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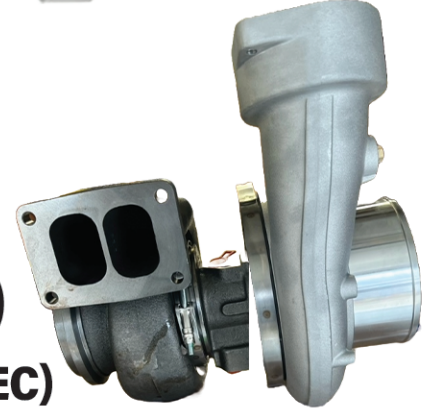
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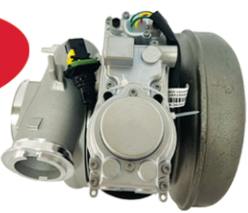
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Cross reference for CUM2100 OE Low HP:
288210NX, 2840007, 2841220, 2841221, 2841222, 2841806, 2841807, 2882004, 2882110, 2882111, 3767306, 3768194, 3772586, 3773591, 3773592, 3773568, 3773569, 3792586, 28821100, 28821100, 2882004NX, 2882004NX, 2882110NX, 28821100HX, 2882111NX, 2882111FX, 3792586H, 3792586HX, 5350503, 5350506, 5502825, 5502825FX

Cross reference for CUM2400 OE High HP:
2843821, 2882015, 2882112, 3769054, 3769055, 3769056, 3769058, 3769059, 3769061, 3773488, 3773489, 3773491, 3773492, 3773493, 3773495, 3792570, 3792571, 3792576, 3792577, 3792583, 3795122, 3795142, 3795143, 3795158, 3796351, 5350404, 5350411, 5350501, 5350501, 5359595, 5359609, 5456845, 5456850, 28821200, 379257600, 2882015NX, 2882015RX, 28821200HX, 28821200NX, 28821200HX, 2882121H, 2882121HX, 2882121FX, 379257600H, 3792576H, 379258300H, 3792583H, 5350411RX, 5350501H, 5359609NX, 5359609FX, 5456850NX, 5456850HX, 5350499, 5354718, 3781367, 3781362, 3796391

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