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"THE JOURNAL OF THE TRUCKING INDUSTRY"

41st Annual Shell Rotella® SuperRigs® Headed West To Wyoming



Cody Davis from Cokeville, Wyoming won 1st Place in the Tractor/Trailer Division and Best Lights for his 2022 Kenworth W900L at the 2023 Shell SuperRigs® held this past June in Gillette, Wyoming. Turn to pages 14 & 15 for the story and more photos. - Photo by Steve Pollock -

Driving Business Forward. Thinking Miles Ahead - That's The DART Advantage



By Steve Pollock

EAGAN, MN.... "Take care of your drivers and they will take care of your customers. We are in the people business, both internally and externally." States DART Transit Company Vice President of Re-

cruiting Matt Zarras.

DART's leading pay packages have recently gotten even better with the announcement of a new pay package for Company Team Drivers. DART teams drive the company's newest equipment, earn-

ing 70¢ per mile with a monthly mileage bonus opportunity as well. DART is hiring teams from I-35 East, as well as Arizona. There are opportunities for everyone at DART: Company Drivers; Recent continued on page 12

Loud and Proud - Inaugural Unc's Semi Stampede



Revvng engines and billowing smoke - lots of action at the Inaugural Unc's Semi Stampede at the Kuhnle Motorsports Park! - photo by Steve Pollock -

By Pam Pollock

The Inaugural Unc's Semi Stampede was held on June 30-July 2 at the Kuhnle Motorsports Park in Thompson, Ohio. Driv-

ers from all across the USA and Canada brought their trucks for the chance to bring home the glory and the trophy. Unc's Semi Stampede is Ohio's first

Quebec-style Big Rig Drag Racing Event. 58 trucks were pre-registered for the event.

The weather did not ful- continued on page 20

Something to Think About - Fireworks



by: Mike McGough

John Adams, a signer of the Declaration of Independence and second President of the United States, penned a letter to his wife Abigail on July 3, 1776 offering a summary of how he felt the Declaration of Independence should and would be remembered each year. In part his letter reads, "I am apt to believe that it will be celebrated, by succeeding Generations, as the great anniversary Festival. It ought to be commemorated, as the Day of Deliverance by solemn Acts of Devotion to God Almighty. It ought to be solemnized with Pomp and Parade, with Shews

[Shows], Games, Sports, Guns, Bells, Bonfires and Illuminations from one End of this Continent to the other from this Time forward forever more."

Although they may never have read his letter, one particular town certainly did as Adams suggested. Theirs was a long-running 4th of July celebrations tied to a carnival sponsored by their volunteer fire company. It was as all American as apple pie, hot dogs, and baseball. There was something for everyone, and as a result, pretty much everyone showed up. Their carnival had all the rides, amusements, games, and foods typical of carnivals

from that era. If you couldn't find something to ride, watch, play, or eat, you were way too picky, or you were just lazy.

On this particular evening, the sunset was even more impressive than usual. The town sat at the base of a mountain chain running north and south about ten miles west to the town. The rounded and rolling mountains added a dramatic perspective of both color and form to sunsets. The orange, ginger, and auburn hues of most sunsets back lit the mountains in a way that gave an impressive visual reality and meaning to the phrase, "For purple mountain majesties," from an 1893 poem by Katharine Lee Bates. That poem is the basis of the lyrics for the song America the Beautiful, a song considered by many to be the nation's unofficial or second national anthem.

At 9:30, a single shell was launched to notify the crowd that the fireworks would begin in thirty minutes. Folks on the carnival grounds began making their way to the open fields beyond the bright carnival lights. There they joined families who had set out blankets, where they sat patiently waiting for the fireworks to light up the sky.

At 9:55 another single shot was launched. That shot was the signal to make your way quickly, because the carnival lights would be dimmed in five minutes in

preparation for the show to begin. At 10:00 the show began. The pyrotechnicians opened with a cluster fire, which was shorter but otherwise very similar to the finale, at least for most shows. It offered a great opening salvo, previewed the show that had started, and set a level of anticipation for the grand finale, or so they thought.

The night air was cool and comfortable. Rain was a possibility for the next day, but the evening was rain free. Storm clouds west of the mountains had stalled in position around sunset, offering opportunities for bright streams of light to break through the cloud patterns.

As the last shots were being fired, and folks usually began making their way to their cars, a second show was about to begin. It was not announced or anticipated, but there was no doubt it was coming. Almost as if Mother Nature was aware of Adam's predictions, she was going to provide her contribution to, ". . . Illuminations from one End of this Continent to the other. . ." You could all but hear Mother Nature say, "If you liked that first show, wait until you see this one!"

Her show began with cloud-to-cloud lightening, followed by thunder that shook the ground. The distance of the lightening generated no urgency to seek cover. An immediate sense of awe over the magnitude

of the natural spectacle seemed to freeze people in their spots. The lightning and thunder continued for fifteen minutes. It was an amazing show!

No one clapped when the second show ended, and no one offered car-horn salutes. This was way, way beyond such reactions, and everyone knew it. This show, this natural spectacle, was to be appreciated and internalized. Every person who witnessed it needed to remember it in her or his own way.

Was this just a coincidental occurrence, a chance happening where some people and their environment shared the same stage? Was it Mother Nature having a little fun and dabbling in a bit of one-upmanship? Or was it the hand of Providence reminding one small town that freedom, independence, and opportunity were hard won, that they require ongoing commitment and devotion, and that they should never be taken for granted?

- Photos by Audrey Pollock -





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OFF THE BEATEN PATH

BY PAM POLLOCK

I Oughta Be In Pictures...



I asked my spouse to take a photo of me and the grandkids this past weekend. He took 2 photos and said they looked great. Spoiler alert - they were not great.

There was a song composed in 1934 and recorded by Rudy Vallee by the above title. Lately I've been proclaiming very loudly to my friends and family that I really, really 'OUGHTA BE IN THE PICURE!' I am always the person toting the big, expensive camera everywhere. I also pull out my cellphone to document every event. People will ask if I brought my camera or if I would mind taking their photo. Honestly, I don't mind. It's a well-known fact that I LOVE taking photos. But as I've gotten older and now that I am a Grandma, I have realized that I want, nay, I need to be in the photo as well. I want these moments to show that I was there and that my friends and family matter to me. And I guess, deep down, I am hoping that I matter to them as well.

So, I have begun to insist that someone take a photo of me. When I take photos at parties and gatherings, I take many shots because I know that someone is going to have their eyes closed or will be looking in the other direction or one of the kids is picking his/her nose. The more photos I snap, the better the odds are that there will be some keepers.

But - and it's a big but here - when I hand over my camera or cellphone to someone, they begrudgingly snap one, maybe two quick photos. I always instruct everyone to look at me and keep saying, "Ok, keep smiling, I'm still taking photos" as I click away. Did I get the same treatment? Nope. And so, I don't realize that they have even taken the photo and I end up looking like a hot mess.

I've recently resorted

to taking selfies. Quite frankly, it's not been that successful. I have short arms and have trouble pushing the button on my cellphone. I can't seem to get myself and other people in the frame. I have, however, discovered the trick of stretching and holding the cellphone up way high, which makes a person's face and especially their chin, look much slimmer.

I'm not backing down on my request to be in the photos and I plan on pitching a fit and teaching others exactly how to take multiple photos and let me know when they are ready to push the button. And if you see me out and about, just remember, I really oughta be in pictures.

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"All right, Mr. DeMille, I'm ready for my close-up." I just need a photographer who can capture me a wee bit better....



Working on perfecting those selfie skills...



ATA Truck Tonnage Index Increased 2.4% in May

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 2.4% in May after decreasing 1.7% in April. In May, the index equaled 115.4 (2015=100) compared with 112.7 in April.

"Tonnage had a nice gain in May, but remains in recession territory," said ATA Chief Economist Bob Costello. "The 2.4 percent gain didn't erase the 4.5 percent total drop the previous two months. Additionally, tonnage continues to contract from year earlier levels as retail sales remain soft, manufacturing production continues to fall from a year ago, and housing starts contract from 2022 levels."

Compared with May 2022, the SA index decreased 1.3%, which was the third straight year-over-year decrease. In April, the index was down 3.4% from a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 120 in May, 10.1% above the April level (109). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods.

ATA calculates the tonnage index based 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.

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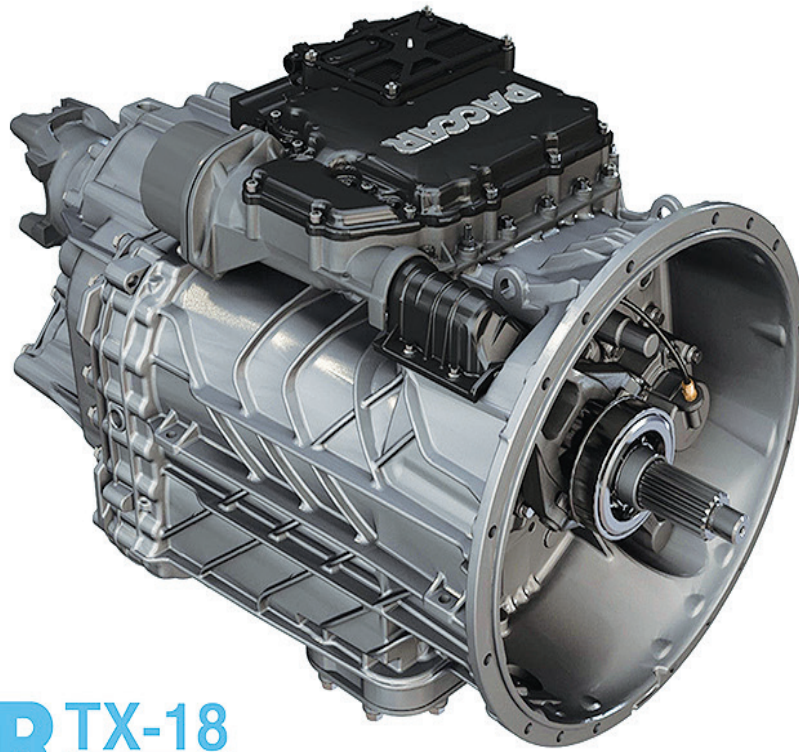
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Peterbilt Offers New PACCAR TX-18 Automated Transmission Features



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The PACCAR TX-18 PRO transmission features a new secondary mode which comes from the factory with the newly released Off-Road Calibration. Switching between the primary mode and Off-Road Calibration can be done in a matter of seconds using the stalk-mounted shifter. The system learns road terrain and surface conditions and responds automatically for an improved driver experience. It minimizes unnecessary shifting and maximizes time in gear in challenging terrain for excellent performance.

Rock-Free Mode is now standard on the PACCAR TX-18 PRO transmission. If off-road conditions impact maneuverability the Rock-Free Mode can be engaged with the flip of a switch. Once engaged, the transmission can be quickly shifted between drive and reverse to rock free, fully enabling the truck and then automatically returning to its de-

fault setting.

“The integration of these new features on the PACCAR TX-18 PRO transmission enhances Peterbilt’s ability to provide the best-performing trucks in the industry and deliver productivity, efficiency and uptime to our customers,” said Jake Montero, Peterbilt assistant general manager, sales and marketing.

Peterbilt Motors Company is recognized as the “Class” of the industry. With a complete lineup of diesel, natural gas and electric vehicles, Peterbilt has earned a global reputation for superior engineering, quality and craftsmanship. Peterbilt is Driving Uptime Every Day through innovative aftermarket services and advanced technology solutions delivered through its 400+ dealer locations in North America.

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Denton, TX... Peterbilt Motors Company is pleased to announce the introduction of the Off-Road Calibration and Rock-Free Mode for the PACCAR TX-18 PRO transmission available

in Peterbilt Models 579, 567, 589, 389, 367 and 365.

The PACCAR TX-18 PRO transmission provides excellent productivity, efficiency and uptime for a superior

driver experience for on- and off-highway and is paired exclusively with the PACCAR MX-11 and MX-13 engines. The transmission is designed to perform in a variety of vocational applications

including heavy haul, dump truck, wreckers and cranes. The combination of the TX-18 PRO transmission and a PACCAR MX engine provides up to 1,850 lb. ft of torque and is rated up to

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FEATURES:

- Pre-calibrated and road ready
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- Improve horsepower and fuel economy
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High Performance Diesels with Bruce Mallinson

In the dynamic world of the diesel truck industry, knowledge and experience are the lifeblood of progress and innovation. Recognizing the invaluable insights possessed by its passionate customers and media subscribers, Pittsburgh Power has taken a unique and empowering

approach to showcase their expertise. Every once in a while, our company opens its platform to individuals who possess an unbridled passion for diesel trucking, allowing them to share their stories, insights, and expertise with a wider audience.

The decision to em-

power individuals within the community to write articles is a testament to our belief that everyone, regardless of their professional background, possesses unique knowledge and experiences worth sharing. By breaking down barriers and amplifying the voices of passionate individuals, they have created



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a space where diverse perspectives converge, offering a rich tapestry of insights into the diesel truck industry.

We encourage the exchange of knowledge and enable our customers to feel a sense of ownership and pride in their diesel truck journeys. We provide a platform for them to share their successes, challenges, and lessons learned, fostering camaraderie.

Furthermore, this unique approach underscores Pittsburgh Power's commitment to transparency and authenticity. By embracing the contributions of our customers and media subscribers, we showcase a deep trust in the expertise and experiences of those who form the bedrock of the diesel truck community. In doing so, they demonstrate their unwavering dedication to providing accurate and up-to-date information while acknowledging that every individual's perspective adds value to the industry's collective knowledge. With all this in mind,

We have opened the floor to our friend Jeff Wynn to give us his insight on car hauling.

Dreams of Success,

Realities of Failure

During a recent call into "The Power Hour" with Kevin Rutherford, Bruce Mallinson, President of Pittsburgh Power, asked me to write a multi-part article about the realities of the car hauling business. This "dissertation" will be spread across several months, and I invite anyone with aspirations to become a car hauler to reach out to me to discuss the business in a real-world way to help you decide if this is the path of least resistance for you.

The first and foremost thing you must know is this: MOST FAIL! Yes, I know that seems harsh, but believe me, you should understand that now BEFORE you spend HUGE SUMS OF MONEY to find out the hard way. Do not go blindly into the night. I hope that my insights from over a decade in this sector of the trucking industry will help you make a good decision for you and your family.

I'm not a truck driver. I'm a car hauler! Sounds sexy, doesn't it? A buddy told me I could make good money hauling cars. I don't need to drive 18 wheels to haul cars? Well, no, you don't actually, AND there's a VERY BIG "but" coming.

As I mentioned, there is a "but" coming. We're not quite there yet though. Humans are

allured to the idea of a quick and easy dollar, never considering the reality of "easy come, easy go." You see, the less we have to work to gain that dollar, the easier it is for that dollar to escape our grasp.

This advertisement showed up in my email inbox just today. These people are preying on the ignorant and, in the process, hurting the car-hauling industry. Hey, you got a pickup truck? Well, just rent a trailer from us, and you can be a car hauler. It's right there, "...for Easy Car Hauling...". When was ANYTHING worth having easy? For a mere \$1,300/month and a pickup truck, you can be a car hauler. It's just that easy! Pay no mind to the fact that you don't have a clue what you're doing. What about your insurance? I've heard from some of these pickup truck guys getting insurance quotes over \$30k for their first year. The most expensive I heard was \$36k. \$3,000/month is INSANE! What about your Authority? Or will you lease on to another carrier? How much will that cost you? How about your drug consortium? Your BOC? What about your straps and the mirid of other items you're going to need to carry with you? How about that "what if" money when you are down on the side of the road? Maintenance costs and tires? Last but certainly not least...Fuel? If you haven't calculated these costs yet, you're in trouble before you even get started. Know before you go! Stay tuned next month as we dig into more of the nuts and bolts of what it takes to be a car hauler.

Join me going forward as we dig deep into EVERYTHING car hauling, and in the meantime, if you have any questions, do not hesitate to reach out to me at CarHauling2023@pm.me.

Written by: Bruce Mallinson and Jeff Wynn, Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080 Email: Information@Pittsburghpower.com

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Efforts to Force Reclassification of Independent Operators as Employee Drivers Will Harm the Intermodal Supply Chain

CALVERTON, MD... Various federal and state policymakers are seeking to make it more difficult for independent contractors to continue operating as small business owners. The independent contractor model is essential to the intermodal supply chain, accounting for over 80 percent of intermodal truck drivers.

On June 21, the U.S. Senate Committee on Health, Education, Labor, and Pensions (HELP) considered the Richard L. Trumka Protecting the Right to Organize Act of 2023 (PRO Act). If passed, it could bring an end to independent contractors in the trucking industry. Ahead of this important executive session, Joni Casey, President & CEO, Intermodal Association of North America, offered the following statement:

I n d e p e n d e n t Contractors are a vital link in the intermodal supply chain, moving cargo to and from intermodal facilities throughout the US. These owner-operators are proud, small business owners who enjoy both operational and financial flexibility. Although they have the option to secure full-time employment in the trucking industry, they have chosen to remain as independent contractors.

While the independent contractor model remains standard industry practice, recent state and federal

actions are eroding its longevity and undermining its significance by chipping away at this business model. California's Assembly Bill 5, or AB 5, established a test that essentially prohibits the use of independent contractors within the trucking industry. On June 13, the National Labor Relations Board modified its standard for determining whether workers are employees or independent contractors under the National Labor Relations Act. This new standard expands the definition of an employee, threatening the viability of independent contractors at the national level.

While the economic impacts of AB 5 in California continue to be realized, some federal lawmakers are pursuing the PRO Act which would in essence, make AB 5 the prevailing law across the nation. If this becomes law, individuals will no longer have the choice to work as independent contractors, and more than half of these entities are expected to suffer substantial and direct income loss. As the Senate HELP Committee prepares to consider the PRO Act, I urge lawmakers to consider its long-term costs. Not only does it strip drivers of the freedom to choose their own schedules and length of haul, but it would also exacerbate the ongoing national truck driver shortage by discouraging them from remaining in or joining the

field, at a time when the intermodal supply chain continues to recover from recent disruptions. Congress should be considering how to incentivize drivers to enter the sector rather than passing laws that will force experienced drivers from their chosen profession."

Four Trucking Industry Leaders To Be Inducted Into Hall Of Fame

KANSAS CITY, MO... - During its National Convention and Truck Show in Reno, Nevada, the American Truck Historical Society announced its 2023 inductees for The American Trucking and Industry Leader (ATIL) Hall of Fame:

- Ted Rogers, first president of the American Trucking Associations
- Harry Kent and Edgar Worth, founders of Kenworth
- Frank Seiberling, founder of The Goodyear Tire & Rubber Company
- Al and Don Schneider, founder of Schneider National Inc

Learn more and get involved at <https://atilhof-fame.com/>

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LCS TEAM welcomes everyone to stop by our **Cadiz KY** facility and check out what's new. Rick Bivens will be happy to show you around. LCS announced its new re-branding of all its Flatbed Tarping Systems under **"THE WESTERN WAGON"** LCS manufacturers, Rolling Tarp Systems in both Flat or Round Tops, 3 Models of **Windmaster** Aerodynamic Front Bulkheads, for Semi or Non-Semi (Goose Neck Trailers), Power Front Air Locks (**POWAIR**) with option to open from the rear and our new Power Rear Locks (**POW'R-AM**) that locks & unlocks both sides in 3 secs. Did you Know **LCS** offers its own European Hard Top / Soft Side Curtain Systems?



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Latest Trucking Industry News

ATA Outlines Principles for Reducing Greenhouse Gas Emissions

Washington, DC... In comments to the Environmental Protection Agency, the American Trucking Associations outlined three bedrock principles the industry is committed to pursuing to reduce emissions from heavy-duty trucks.

"ATA starts with 'Yes,'" said ATA President and CEO Chris Spear, "and we want to achieve the same things that the EPA does when it comes to reducing emissions. In fact, our record over the past 30 years of collaborating with EPA in reducing both carbon and NOx pollution is strong. Together, the agency and industry have arrived at tough but achievable regulations that allow for technology to develop on timelines to minimize market disruptions and job losses.

"However, EPA is moving at breakneck speed to force the industry towards electrification while failing to address the key enablers towards any new technology adoption. EPA's proposed adoption rates assumes that product availability, vehicle costs, range, weight reduction, energy capacity and recharging and refueling infrastructure will all be available for fleets to utilize the technology," he said. "Instead of the agency leapfrogging existing low-carbon technologies towards electrification, allow today's technologies to be fully adopted."

In comments to EPA on the agency's Phase 3 Greenhouse Gas Standards, ATA identified several significant flaws that must be corrected before the agency issues final rules including:

* First, the proposal reneges on commitments and timelines EPA made in Phase 2 of the standards, upending the plans and schedules for both equipment makers and purchasers.

* Second, the proposal's aggressive timelines – with new standards coming into play annually after 2027 – rush early-stage technologies to the marketplace without sufficient testing and validation

* Third, the rule bets so heavily on electric and hydrogen vehicles – technology that has yet to be fully vetted and proven in the commercial freight environment – so as to pick winners, providing no flexibility for fleets to reduce emissions with existing solutions.

* Finally, the rule does not take into account the lack of infrastructure to fuel and charge these new vehicles – infrastructure that is critical to maintaining our supply chain.

Clean Freight Coalition Statement on California's Clean Trucks Partnership

Washington, DC... Clean Freight Coalition Executive Director Jim Mullen issued the following statement on the California Air Resources Board's new Clean Truck Partnership:

"The CFC and its members are committed to the sustainable and affordable transition to zero-emission trucks. However, the unachievable standards and timelines set forth by California regulators jeopardize the entire supply chain and risk truck dealers having limited compliant products to sell and fleets holding onto their older trucks longer.

"The CFC questions the benefits of this agreement. Policymak-

ers could make an immediate impact on truck emissions by providing incentives for motor carriers to refresh their fleets with newer, more environmentally friendly trucks. For instance, eliminating the Federal Excise Tax on heavy trucks would provide immediate benefit by reducing emissions while improving roadway safety with trucks equipped with the latest technologies.

"A patchwork of state regulations disrupts the trucking industry and our nation's supply chain. The CFC will continue to advocate for a sustainable and affordable transition to a zero-emission future which protects the sup-

ply chain and does not pass the financial burden onto the hundreds of millions of American households and business consumers who depend on goods shipped by trucks."

CARB Emissions Suspension by DEP Extended to MY27

By Rebecca Oyler, PMTA Administrator

PMTA is providing this update on the status of the suspension of the California Air Re-

sources Board (CARB) emissions requirements for heavy-duty trucks in Pennsylvania.

Nearly 20 years ago the Pennsylvania Department of Environmental Protection (DEP) adopted CARB's emissions standards by reference for diesel-powered vehicles weighing over 14,000 lbs. As a result, any time CARB revises its rules, Pennsylvania's Heavy-Duty Diesel Emission Control Program automatically updates to adopt the California rules.

In response to PMTA's members' concerns about cost increases for new trucks in 2022 due to warranty requirements that have no beneficial impact on the environment, DEP issued a notice in November 2021 that the agency would not be enforcing CARB requirements in PA until at least July 31, 2023.

PMTA has advocated

for extending this suspension.

Beginning with Model Year 2024 vehicles, CARB regulation imposes increasingly stringent emission standards for heavy diesel engines—which are forecast to dramatically increase costs for trucking companies and consumers. Pennsylvania has also incorporated these requirements by regulation—but without any consideration as to the impact on Pennsylvania businesses and consumers, and without any opportunity for public comment. DEP maintains that these burdensome new California standards apply automatically in Pennsylvania, without need for any Pennsylvania official to endorse them.

After PMTA expressed these concerns to DEP and legislators, on Saturday, June 10, DEP issued a further extension of CARB enforcement until MY 2027. (Suspension of Enforcement of the Pennsylvania Heavy-Duty Diesel Emissions Control Program).

However, DEP's temporary policy of non-enforcement does not protect dealerships and trucking companies from these burdensome California regulations. DEP has warned that truck owners and sellers may still face potential lawsuits from third parties if they fail to comply with CARB standards.

PMTA supports SB 254, a bill sponsored by Sen. Gene Yaw that would suspend the enforcement of CARB emissions regulations through MY26 AND protect businesses from legal challenge by third parties if they are complying with EPA standards during the suspension.

SB 254, which suspends CARB through MY26, will now be considered by the PA House of Representatives. PMTA members are urged to contact their state House member to support SB 254.

Additionally, PMTA and several of its members have challenged the delegation of Pennsylvania's heavy-duty emissions standards to CARB in state court. For information on this complaint see: <https://pacificlegal.org/case/pa-trucking-diesel-carb-standards/>


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2023 Andrew Mazza Diesel Jam



On June 10th, the Hunter Truck- Pocono team was a sponsor at the 2023 Andrew Mazza Diesel Jam! There was a great turnout of attendees, vendors, multiple classes of trucks, and more all to support a great cause.

Diesel Jam is an event that is held year after year in memory of Andrew Mazza, a hometown hero who worked in, and loved

the diesel industry. All the proceeds from this year's Diesel Jam benefit the Trucks for Trades program that provides scholarships exclusively to students in the Northeast PA region pursuing trade careers. Over 20 scholarships will be awarded to students currently enrolled, or that are pursuing a career in the diesel industry, or other trades.



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EPA Proposal Ignores Truckers' Concerns, OOIDA Says

By Mark Schremmer
(Reprinted with permission from Landline)

The U.S. Environmental Protection Agency's Greenhouse Gas Phase 3 proposal fails to consider the real-life concerns relayed by the nation's truck drivers, the Owner-Operator Independent Drivers Association said.

In official comments filed to the EPA on June 16, OOIDA outlined issues related to costs, the timeline, safety concerns and operational problems.

"This latest EPA emission proposal once again discounts the contributions of our nation's truckers," OOIDA wrote in comments signed by President Todd Spencer. "EPA must consider a more achievable implementation timeline that would provide reliable and affordable heavy-duty vehicles for consumers, particularly small trucking businesses and individual owner-operators. This can be accomplished through an approach that protects consumer choice."

In April, the Biden administration announced the Greenhouse Gas Standards for Heavy-Duty Vehicles Phase 3 proposal that would require 25% of new

heavy trucks sold in the United States to be all-electric by 2032. The comment period on EPA's notice of proposed rulemaking ended June 16.

Costs OOIDA told the EPA that many of the federal and state regulations aimed at reducing vehicle emission have led to increased costs for small-business truckers.

"Newer trucks that incorporate more complex technology and components typically can only be serviced at dealerships, where charges can run hundreds of dollars per hour simply to inspect the engine or perform other routine work," OOIDA wrote.

A model year 2032 long-haul sleeper-cab tractor is estimated to cost about \$15,000 more.

"In some cases, these costs can limit the environmental benefits of the regulations by forcing truckers to maintain older vehicles longer than they otherwise would or compelling motor carriers to purchase used vehicles instead," OOIDA wrote.

Safety Weight limits of tractor-trailers can lead to damage to roads and bridges, and OOIDA cited reports that suggests some electric

truck batteries could weigh up to 16,000 pounds.

"Battery electric vehicles with heavier weights will displace payload capacity and require more trucks on the road," OOIDA wrote. "On the other hand, permitting higher weight allowances would shift freight from other modes onto American highways, worsening congestion rather than helping to alleviate it."

The Association also noted concerns regarding battery electric vehicle fires.

"Lithium-battery fires can be unpredictable, difficult to extinguish and can inflict a tragic toll," OOIDA wrote. "According to experts, (battery-electric vehicle) fires require different firefighting techniques. The biggest difference is that a (battery-electric vehicle) fire cannot be put out with the type of firefighting foam used to smother other fires."

Operational challenges of EPA proposal

OOIDA said that its members are skeptical about high-mileage charging capabilities as well as to the U.S. having enough access to commercial charging stations.

"OOIDA members

routinely make trips over 1,000 miles and can rely upon a nationwide network of truck stops and other locations to fill up on gas whenever and wherever they need to refuel their tank," the Association wrote. There are numerous unanswered questions about a nationwide (battery-electric vehicle) charging network will be implemented, and it's difficult to estimate when such a network would be readily accessible for commercial motor vehicle drivers. Therefore, we question EPA's proposed (battery-electric vehicle) productions timelines with a reliable charging infrastructure in place."

In addition to questions about feasibility, OOIDA also called out potential overreach by the EPA.

"As recently as June 2022, the U.S. Supreme Court has held that EPA actions like the Phase 3 rule violate the major questions doctrine involving the principles of separation of powers and understanding legislative intent because they clearly exceed the power provided to the EPA by Congress in the Clean Air Act."

Want To Become An Owner-Operator? You Can "Truck To Success" With OOIDA's Online Business Series

Grain Valley, MO... The Owner-Operator Independent Drivers Association has noticed that for a variety of reasons, many small trucking businesses tend to fail within the first year of operating. The OOIDA Foundation, which is the educational and research affiliate of OOIDA, wants to help navigate those going through the change from a company driver to an owner-operator, or simply help with the desire to have a more successful trucking business.

To help take that step, the OOIDA Foundation offers the Truck to Success course, with the option of participating either in person or online. The annual, in-person option is a three-day course designed for drivers looking to become a leased-on owner-operator or an owner-operator under their own authority.

This short promotional video describes an overview of the course.

In addition to the annual event, the OOIDA Foundation has made the same valuable information available to truckers anytime of the year and from anywhere. Ninety-day access to an online video version of the class can be purchased for \$250. Learn more here: <https://www.ooida.com/product/truck-to-success-seminar/>

On the fence? Here is This year's in-person course is scheduled for Oct. 17-19, 2023 in Blue Springs, Mo. For those who cannot attend in-person, virtual attendance also will be available. The price of admission varies, depending on your method of attendance. Sign up before September 1, to receive a free year membership.

To register for the upcoming course, visit <https://www.ooida.com/online-education/truck-to-success/>

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In celebration of OOIDA's 50th Year Anniversary, we are offering a special membership rate for the entire year of 2023.

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The special rate is valid Jan. 1 - Dec. 31, 2023.

Show your support for OOIDA and join or renew for a 2-year membership and save! Visit ooida.com or call the OOIDA Membership Dept. at 816-229-5791 to take advantage of this special offer.

* The special \$50 membership dues offer is only applicable to a two-year membership. Purchase of a single year membership remains the regular annual price of \$45. Spouse members and additional driver members are \$10/year. Life membership is calculated as \$35 x number of years until 65, minimum \$125.

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continued from page 1

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and also has positions available in Tucson and Phoenix, Arizona. Pets and riders are welcome at DART from day one as DART issues immediate policies for both. The company operates late model Kenworth T680's, Peterbilt 579's, and Freightliner Cascadia tractors. All drivers can qualify for up to a \$3,000 referral bonus if they recruit another driver. Company drivers are paid up to 61¢ per mile, depending on experience. Owner-Operators can potentially earn up to 200K annually and for someone interested in Lease Purchase

there is a "0" down, sign and drive 2-3 year lease purchase plan on equipment through Highway Sales Inc.

After 89 years, DART Transit Company is still owned and operated by the Oren family and Don Oren still serves as Chairman of the Board. The company was the 2022 winner of The Quest For Quality Logistics Award.

For more information about DART Transit Company, call 800-366-3278.



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DART Transit Company – Owned And Operated By The Oren Family Since 1934



The Oren family.

by Steve Pollock

In 2024, DART Transit Company will turn 90 years old. The company that would become DART Transit was founded by Earl Oren in 1934 during the Great Depression with a single truck and trailer. Earl kept the company going through hard work, persistence, and sacrifice.

After Earl's son Don joined the company, Don began aggressively pursuing additional operating authority. By 1975, DART Transit had grown from a small regional carrier that was growing rapidly to a national carrier, serving all 48 states. The company specialized in point to point irregular route service.

Don Oren's sons: Dave, Dan, and Brad have carried on the family tradition of innovation and expansion, in addition to traditional freight services, providing supply chain solutions that now include Expedited; Relay; Dedicated; Warehousing; Portable Storage; Logistics; and Inter-modal Services.

PA State Senate Votes To Ban Using Cell Phones While Driving

By Megan Magensky,
PMTA Administrator

The Pennsylvania Senate recently voted to expand a ban on texting while driving.

Senate Bill 37 would increase penalties for drivers who have a cell phone in their hand while driving. This includes while sitting in traffic or at a stoplight.

The bill does allow people to push a single button to start or end a phone call on a phone that is within easy reach and to use it for navigation or listening to music. The bill includes exceptions for emergency responders and for people calling 911.

In May, President and CEO Rebecca Oylar wrote a letter to Senate leaders in support of the bill. In it, she writes:

"The trucking industry has long been subject to a mobile device ban, and we have seen the positive impact that reducing distractions can have, so we believe that extending similar bans to all drivers – or at the very least, encouraging all drivers to practice personal responsibility can improve safety."

First-time offenders will receive a \$150 fine.

If the offender is convicted of homicide by vehicle, Senate Bill 37 would give the court the ability to sentence up to five years. If the offender is convicted of aggravated assault by vehicle, the bill gives the court the ability to sentence up to two years.

If passed by the House, drivers will have a grace period of a year in which they

only receive a written warning for violation.

Senate Bill 37 will require driving tests to ask a question about the effects of distracted driving and student driving manuals to in-

clude a section on distracted driving and the penalties.

The Senate passed the bill by a vote of 37-11. It now goes to the state House of Representatives for consideration.

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41st Annual Shell Rotella® SuperRigs® Headed West To Wyoming



Truett and Crystal Novosad of College Station, Texas captured Best of Show honors with their 2007 Peterbilt 379 EXHD



- Photos courtesy of Shell Lubricants -

Truett and Crystal Novosad of College Station, Texas captured Best of Show honors with their 2007 Peterbilt 379 EXHD at the 41st Anniversary Shell Rotella® SuperRigs® competition held June 8-10 in Gillette, Wyo. They were awarded \$10,000 from Shell Rotella. In addition, the truck won the Steve Sturgess Best Theme award for its "Doc Holiday" theme.

Mark Aragon from Lasalle, Colo. won Best of Show first runner-up and \$4,000 from Shell Rotella for his 2003 Peterbilt 379 EXHD called Slammed Distraction. Ben Overton of Winnipeg, MB, Canada was awarded Best of Show second runner-up for his 2020 Kenworth W9B.

Additional highlights

included the SuperRigs truck parade through downtown Gillette, truck lights contest and drone light show sponsored by Advance Auto Parts. There was additional entertainment and events throughout the three-day event.

Additional first place winners included:

*Cody Davis from Cokeville, Wyo. in the Tractor/Trailer Division and Best Lights for his 2022 Kenworth W900L.

*Patrick Lahr from Denison, Iowa in the Tractor Division with a 2022 Peterbilt 389.

*Clyde Green from Cheyenne, Wyo. won the Classic Division with his 1982 Kenworth W900 A

Cody Davis also won the People's Choice Award. The winner was selected

virtually with voting taking place online. This year, \$1 for every People's Choice vote tallied Shell Rotella donated to the St. Christopher Truckers Relief Fund.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete for cash and prizes valued at approximately \$25,000. All winners also received a case of Shell Rotella T5 10W-30 Synthetic Blend engine oil and MyMilesMatter award points. Twelve drivers were also selected to have their truck featured in the 2024 Shell Rotella SuperRigs calendar.

2023 Shell Rotella SuperRigs Winners List:

Best of Show: Truett & Crystal Novosad, 2007 Peterbilt 379, \$10,000 from Shell Rotella, Place in the 2024 Rotella SuperRigs Calendar

Best of Show 1st Runner Up: Mark Aragon, 2003 Peterbilt 379 EXHD, \$4,000 from Shell Rotella

Best of Show 2nd Runner Up: Ben Overton, 2020 Kenworth W9B, \$2,000 from Shell Rotella

Non-Working/Show Truck: Truett & Crystal Novosad, 1984 Peterbilt 359, \$250 from Shell Rotella

Classic Division: 1st: Clyde Green, 1982 Kenworth W900 A, \$1,500 from Shell Rotella; 2nd: JR Schlegler, 1984 Kenworth W900 B, \$1,000 from Shell Rotella; 3rd: Daniel & Phyllis Snow, 1996 Freightliner Classic XL, \$750 from Shell Rotella

Working Truck - Limited Mileage: Dennis Harris, 2022 Kenworth W900, \$1,500 from Shell Rotella; 2nd: Barry Kasdorf, 2023 Peterbilt 389X, \$1,000 from Shell Rotella; 3rd: John Fabris, 2018 Kenworth T880, \$750 from Shell Rotella

Tractor Division: 1st: Patrick Lahr, 2022 Peterbilt 389, \$1,500 from Shell Rotella; 2nd: Truett Novosad, 2007 Peterbilt 379, \$1,000 from Shell Rotella; 3rd: Richard Rukstalis, 2018 Kenworth T680, \$750 from Shell Rotella

Tractor/Trailer Division: 1st: Cody Davis, 2022 Kenworth W900L, \$1,500 from Shell Rotella 2nd: Jake Bast, 2001 Peterbilt 379, \$1,000 from Shell Rotella; 3rd: Nichole Cheek, 2008 Peterbilt 389, \$750 from Shell Rotella

Best Engine: Ben Overton, 2022 Kenworth W9B

Best Chrome: Cody Davis,

2022 Kenworth W900L

Steve Sturgess Best Theme Award: Truett & Crystal Novosad, 2007 Peterbilt 379

Best Interior: Richard Rukstalis, 2018 Kenworth T680

Best Lights: Cody Davis, 2022 Kenworth W900L

People's Choice: Cody Davis, 2022 Kenworth W900L, \$250 from Shell Rotella

Additional photos on page 16.

**- photos
courtesy of
Shell -**

2023 Shell® SUPER RIGS



**All Photos by
Steve Pollock**

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41st Annual Shell Rotella® SuperRigs® Headed West To Wyoming



Pictured above: all of the winners at the 2023 Shell SuperRigs® - Top and bottom left photos courtesy of Shell Lubricants, bottom right photo by Steve Pollock



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The Mack MD Electric is approved to be a part of California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). HVIP can help accelerate the commercialization of zero-emission trucks by offering point-of-sale vouchers to increase the affordability of advanced technologies.

Mack revealed the truck for the first time during the National Truck Equipment Association (NTEA) 2023 Work Truck Show in March. For more information about the Mack MD Electric model, visit your local Mack dealer or www.macktrucks.com.

GREENSBORO, NC... Mack Trucks announced that its highly anticipated Mack® MD Electric, the first medium-duty electric vehicle for the brand, is now available for order. Customers interested in ordering the Mack MD Electric should contact their local Mack dealer.

The MD Electric complements Mack's highly efficient, diesel-powered Mack MD model sibling, which has continually experienced growing customer demand since its introduction in 2020. The addition of a zero-tailpipe emissions battery-electric vehicle (BEV) to the Mack medium-duty lineup also supports the company's long-term sustainability goals.

"Mack is excited that customers can now order the Mack MD Electric," said Jonathan Randall, president of Mack Trucks North America. "Mack is committed to moving toward a more sustainable decarbonized future, and the MD Electric is just another step in our journey. Since we introduced the MD Electric in March, we've received overwhelming customer response and interest, so we're happy that customers can now place their orders."

The MD Electric is the second electric vehicle introduced by Mack Trucks to the industry. The first was the Mack LR Electric, which went into production in December 2021.

The Mack MD Electric will be available in Class 6 and Class 7 ratings like its diesel counterpart. The Class 6 model has a Gross Vehicle

Weight Rating (GVWR) of 25,995 pounds, and the Class 7 model has a GVWR of 33,000 pounds. Both models are exempt from the 12 percent Federal Excise Tax (FET). The Mack MD Electric will be produced at Roanoke Valley Operations (RVO) in Roanoke Valley, Virginia, where Mack began production of the Mack MD Series in 2020.

The Mack MD Electric joins the full lineup of Class 6 to 8 vehicles Mack offers to help customers meet their application needs. The MD Electric's three-phase Permanent Magnet Synchronous motor and all

on-board accessories are powered by Nickel Manganese Cobalt (NMC) Oxide lithium-ion batteries, either in a 150kWh or 240kWh configuration. The MD Electric can be charged through AC or DC charging units. The regenerative braking system helps recapture energy from the multiple stops the vehicle makes each day.

Developed specifically for medium-duty applications, the Mack MD Electric is built with the same focus on reliability, durability and productivity customers have come to expect from a Mack truck. Designed with the heavy-duty quality of its

diesel-powered counterparts, the MD Electric is available in 4x2 configurations featuring a sharp wheel cut for enhanced maneuverability in tight urban settings.

The MD Series cab design features a short bumper-to-back-of-cab (BBC) measurement of 103 inches, an industry

best. Similar to the diesel-powered Mack MD Series, Mack matched the bold look and styling of the Mack Anthem®, Mack's highway model, as a basis for the MD Electric grille and hood design. The Mack MD Electric will be supported by Mack dealers, many of which are already Mack

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Navistar Reveals International® SuperTruck II Results with Improved Fuel and Freight Efficiency, Goals for Hybridization



LISLE, IL... Navistar has revealed the results of the International® SuperTruck II, a project in partnership with the U.S. Department of Energy (DOE). International SuperTruck II demonstrates 16 miles per gallon (MPG) fuel efficiency through hybridization and a 170% improvement in freight efficiency, among other advancements over the 2009 baseline vehicle, its International SuperTruck I. It also proves innovative technical approaches to weight reduction from rolling resistance technologies, aerodynamic improvements, and powertrain technologies designed to deliver premium freight efficiency to assist in reducing U.S. dependency on fossil fuels in the commercial vehicle sector.

“With co-funding by the DOE, Navistar engineers experimented with prospective technologies not currently available in the Class 8 truck market to accelerate the impact of sustainable mobility,” said Russ Zukouski, chief engineer, Global Innovation and Principal Investigator for the Supertruck programs. “The team concentrated its design on high-voltage electrification, utilizing hybrid technology on a path toward full electrification that has the potential to be commercialized in fully electric vehicles and improve customers’ total cost of ownership (TCO) and business operations.”

With a shared program goal of increasing Class 8 vehicle efficiency and reducing the U.S. dependence on fossil fuels, International SuperTruck II focused on the next generation of vehicle efficiency improvements through hybridization and aerodynamics. This resulted in a demonstration of 170% improvement in vehicle freight efficiency, 55% engine brake thermal efficiency, assessed TCO opportunities for in-

dividual technologies, and high-voltage electrification efforts modeling hybrid technologies that can be utilized for fully electric vehicles.

“Navistar is the only OEM to build a trailer to provide the most accurate testing results possible,” said Dean Oppermann, chief engineer, Advanced

Truck. “It includes a 100% composite box designed for minimum aerodynamic drag with light weight, integrated cross members, controlled underbody flow

with composite aero treatments, next-generation solar panels with connectivity options, and ride height control.”

Highlighting Navistar’s

commitment to an electrified future, International SuperTruck II was built as a hybrid vehicle featuring a combustion engine with high-voltage accessories and technologies, developed in partnership with Bosch. Engine improvements were made in key areas including combustion, friction, gas exchange, and airflow through the engine. A redesigned cylinder head with dual overhead cam engine and enhanced fuel system resulted in a 2% fuel economy improvement when compared to International SuperTruck I. Aftertreatment system improvements included diesel exhausted fluid (DEF) dosing, improved mixing and lower restrictions, new selective catalytic reduction (SCR) formulations for high-NOx reduction and reduced cold-start activation time.

“A full system approach was required to achieve 55.2% brake thermal efficiency,” said Jim Cigler, chief engineer, Advanced Engine. “Opportunities were identified by internal engineering teams along with research partner Argonne National Laboratory through detailed analysis and simulation. System suppliers such as Bosch, Jacobs Vehicle Systems, and Applied Nano Systems (ANS) brought new approaches to key systems that enabled laboratory success and yielded real-world fuel economy improvements. Navistar was able to identify new ways to push our engines to the next level of efficiency.”

International SuperTruck II highlighted connectivity with next-generation predictive cruise control, as well as leveraging technologies and information within the larger TRATON Group to explore vehicle-to-everything technologies to enhance safety and vehicle efficiencies.

“Our goal is to continue to advance internal combustion engine technology as efficiently and sustainably as possible until there is parity with zero-emissions vehicles,” said Oppermann. “Development of both technologies concurrently ensures a smooth transition of technology to best serve customer needs. We are focused on the entire product ecosystem – product development itself, as well as infrastructure charging, service and support of vehicle operation, end of life for batteries.”

The SuperTruck II program moves Navistar toward its vision to accelerate the impact of sustainable mobility. As a member of the TRATON Group, Navistar continues to identify, engineer, and test future technologies, including solid state batteries, hydrogen fuel cell electric vehicle technology, autonomous driving capability, and connected vehicle solutions.

To see the International SuperTruck II in action, visit: www.youtube.com/watch?v=tjZu-TEzX0.

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Truth in Advertising or Bait and Switch



orientation, and loss of utilization.

Most drivers just want honesty and clear expectations. Having open and honest communication allows both parties to reach their goals of on-time deliveries, happy drivers, and reduced turnover. Knowing that, how does a driver go about the challenge of selecting a company that will suit their needs?

Ask questions. Have a clear idea of what you want in a company. How often do you want to be home? What kind of equipment do you want to drive? How many miles do you want to drive per week? Are you solo or team? Does the recruiter know the answer to all of your questions? Are they willing to get the answers for you? What is the company's policy on driving in winter conditions? What is the company's turnover rate? Will they provide answers to your questions in writing? The more you know about your future company

and the way they operate, the easier it will be to make an informed decision. Talk to professional drivers in the company you may see while on the road. Read the reviews and make your own conclusions about the company by doing your own research. Gathering all of this critical information can allow you to make a good decision and reduce the possibility of having to look for another company.

At Boyle Transportation, transparency is really important in the whole process from the first phone call through the life of the professional driver. We are fortunate to have many happy and satisfied drivers within our fleet and work every day to make their lives and job easier. I am not saying our drivers live on Easy Street, but most days are good days and they just keep on trucking. Check us out at driveboyle.com or call the recruiter today at 978-670-3427.

Too many times professional drivers are frustrated by their interactions with prospective companies due to what they believe is bait and switch. Many drivers report hearing one thing from the recruiter and once they accept the job offer and are in orientation, they are told a completely different story. This could happen even with pay/cents per mile, expectations of work, home time accruals, type of equipment used, or any number of other topics. It behooves companies to practice in this manner because it leads to turnover and lost costs for travel,



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Loud and Proud - Inaugural Unc's Semi Stampede



continued from page 1

ly cooperate, but the races were held rain or shine – and trust me, the rain was torrential on Sunday, July 2nd! But the crowds still lined the raceway and cheered on their favorites.

There was a little bit of something for all ages at Unc's Semi Stampede: Joe Sylvester's MAYHEIM Monster Truck was offering rides, NAST had a truck show in the parking lot, and there was a vendors row and food trucks. Musical entertainment was provided in the evenings.

Unc's Semi Stampede was created in honor and memory of Kim "Unc" Kuhnle, who died in January 2022. "Unc" and his brother Thomas purchased trucks in 1963 and established Kuhnle Bros. Trucking in 1966.

Unc's Semi Stampede Winners List:

A Class Bobtail: 1st - Michael Jeanson; 2nd - Sylvain Noel; 3rd - Travis Van Kessel; 4th - Martin Lalonde; 5th - Marcus Balentine

A Class Loaded: 1st - Sylvain Noel; 2nd - Martin Lalonde; 3rd - Michael Jeanson; 4th - Chops Hernandez; 5th - Joe Mosher

B Class Bobtail: 1st - Lavern Zimmerman; 2nd - Joe Baehr; 3rd - Justin Nevius; 4th - Barclay Stewart; 5th - Don Grant

B Class Loaded: 1st - Lavern Zimmerman; 2nd - Justin Nevius; 3rd - Barclay Stewart; 4th - Eric Lachaine; 5th - Brian Carey II

C Class Bobtail: 1st - Andre DeSantis; 2nd - Neal Dams; 3rd - Dave Bradshaw; 4th - Tyler Gallagher;



This beautiful show truck belongs to DSI Bulk Transport, Inc. - photo by Steve Pollock -

5th - Sylvain Naud

C Class Loaded: 1st - Dave Bradshaw; 2nd - Andre Dagenais; 3rd - Allain Dallaire; 4th - Neal Dams; 5th - Ernie Woodhouse

C Mechanical Bobtail: 1st - Adam Devine; 2nd - Arnold Knaggs; 3rd - Justin Middaugh

C Mechanical Loaded: 1st - Steven Householder; 2nd - Arnold Knaggs; 3rd - Terry Wexel

Free For All Loaded: 1st - Michael Jeanson; 2nd - Eric Lachaine; 3rd - Lavern Zimmerman



DSI Bulk Transport's truck looks as good from behind as in front.



From The Chaplain's Desk



by Ron Fraser, Transport for Christ President

Protection in the Midst of Trials

Psalm 91

This psalm contains truly incredible promises of protection in the midst of trials. We would probably prefer it if God's protection meant we didn't have to go through trials. But to be delivered "from the snare of the fowler, and from the deadly pestilence," there must be someone trying to trap you or a pestilence threatening your life. And if "a thousand may fall at your side, and ten thousand at your right hand," then you must be in a location where people are perishing right and left (Ps. 91:7, KJV).

Because you have made God your refuge, and the Most High your dwelling place, no evil shall happen to you; neither shall any plague come near your dwelling. (Ps. 91:9-10).

God doesn't always promise to keep us from scary situations. But He does promise to be there for us in the trials. He's promising that we don't have to live in fear because He's got us. We can trust Him.

We all know good Christian people who've gone through terrible trials. They have been fired from jobs for their faith, seen their children die, battled chronic health issues for years, and a whole host of other things. But even in the midst of everything falling apart, we have to believe God keeps His promises. Perfect faithfulness is one of the things that makes God who He is, God. The promises of protection here are real.

You can contact Ron Fraser, Transport for Christ President at 717-426-9977.

Enjoy Truck Loads of Family Fun at the 2023 Carlisle Truck Nationals August 4-6



CARLISLE, PA ... With an event history dating back to 1991 and a crowd that tops the 38,000 mark annually, it's safe to say that the Carlisle Truck Nationals is a unique and special event. The fact is that the summer gathering at the Carlisle PA Fairgrounds is something that truck enthusiasts look forward to each season. The weekend features big rigs, monster trucks, mini trucks, off-road trucks, and more. The family fun continues with competitions, and special displays too. All of this and more are available for the low gate price of \$15 Friday and Saturday, while Sunday is just \$7. Best of all, children 12 and under are admitted

FREE for the August 4-6 event.

Kids love trucks...adults do too and with an event that's more than doubled in size over the last ten years, there's more than 2,000 trucks to view and enjoy in person. See in real life the toys you and your kids play with by way of a mix of trucks on the Showfield, daily monster truck shows with Predator and Prowler, freestyle FMX stunt shows, plus, for a nominal fee, monster truck rides with the Virginia Giant. There's even more family fun with an on-site magician, "The Mr. Mysterio Magic Show." Mark Mysterio and his crew will be having fun with guests throughout the day Friday

and Saturday.

While the Showfield is laced with trucks of all sizes and eras, guests can also revel in a nice mix of heavy equipment, big rigs, and more. In fact, there are also displays that showcase cool custom vans within the American Collectors Insurance Pavilion, classic fire apparatus, and even one that highlights 40 Years of the Ford Ranger. As celebrations go, SyTys at Carlisle also celebrates a milestone; 10 years of club gatherings at the truck show.

The big machines may drop jaws, but the little ones will do more than that. Lowered and mini trucks have always played a key role in the event

weekend, and 2023 will be no different, as the event welcomes a dedicated area for lowered trucks and low truck clubs to gather for an official "Low Show."

The trucks at Carlisle don't just show, they go. There are a handful of competitions that bring the crowds to their feet and put the wheels in motion. Showgoers annually pack the grandstand for the high truck challenge and low truck limbo, while also taking in the annual rolling exhaust contest, rolling burn-out contest presented by Atturo Tires, the drop and drag contest, and when the sun is fully down, Carlisle after dark offers the big rig glow show.

Finally, there are delectable eats available too, the kind of foods that in some cases you just can't find elsewhere. The bottom line is that for \$15 per adult (cheaper if purchased online) you can have an affordable family day out, go from 0-60 smiles per hour and bring your kid's toybox to life. Learn more about the truck show, register to become a vendor, sell in the truck corral, show a truck on the Showfield, or purchase discounted spectator tickets in advance of the event at CarlisleEvents.com or call 717-243-7855 to learn more today.

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Advantage Truck Group Diesel Tech Earns Top Spot at DTNA Technician Skills Competition



Advantage Truck Group diesel technician Collin Hunt is one of 12 technicians from across the United States and Canada to earn a spot to compete in the final round of the 2023 Daimler Trucks North America (DTNA) Technician Skills Competition.

Close to 1,500 technicians from Freightliner and Western Star dealerships and Detroit distributors competed on written exams in the engine and vehicle categories to qualify for the hands-on portion of the competition. Hunt competed on the vehicle exam and his score placed him among the top six technicians in this category, where he will compete on July 26 at the DTNA Training Center in Detroit.

"Collin's commitment to expanding and refining his skills is reflected in his level of expertise and the service he brings to our customers every day. This is an incredible accomplishment, and we are proud to have Collin represent ATG as one of the top DTNA technicians in North America," says Kevin Holmes, ATG president and CEO.

Hunt graduated from Massasoit Community College in 2017 with an Associate of Applied Science degree in Diesel Technolo-

gy. He first started working with DTNA's Freightliner and Western Star trucks in 2021 when he joined ATG at its newly-opened facility in Raynham, Massachusetts, one of its eight dealer locations.

"After working at a large organization and then at a small towing business, I knew I wanted to be someplace with the resources of a dealer, yet small enough so I would know the people I worked with and be part of a team. ATG was the perfect fit," says Hunt.

Hunt says he is looking

forward to competing in the skills competition and having the opportunity to test his ability to diagnose and repair the DTNA vehicles.

"I love solving electrical problems and diagnosing intermittent issues and faults. Any unusual problem that comes into the shop is given to me," says Hunt. "I'm always excited to try new things. Every day is different, with a new challenge to face. It's what I like most about being a technician."

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New Drivewyze Mobile App Unlocks Free In-Cab Safety Alerts



PLANO, TX... – Drivewyze, a technology leader with innovative safety and productivity solutions for fleets, drivers, and transportation agencies, has announced a major update to its popular mobile app. It now includes free in-cab Safety Notifications that alerts drivers as they approach hazards along their routes. The updated mobile app, which also boasts an improved user experience, is available to drivers and owner operators through the app store for Android and is coming soon for iOS. The Safety Notifications are being offered as an unlimited free service – no subscription or trial required. It runs on the same app used by drivers to access Drivewyze PreClear, the nation's largest weigh station bypass service.

Free Safety Notifications are just a tap away on a tablet or smartphone and provide alerts for drivers prior to dangerous curves, low bridges, steep mountain grades, as well as sudden slowdowns and upcoming work zones in select states. Visual messages, such as "high rollover," and "sudden slowdown ahead," are displayed in conjunction with an audible chime. These notifications are also available to subscribers of Drivewyze PreClear weigh station bypass and for those using Drivewyze Safety+.

"We wanted to expand the use of Safety Notifications, especially with owner-operators and

smaller fleets," said Martin Murtland, VP of Product at Drivewyze. "Drivers operate on unfamiliar roads all the time and we're giving them added 'vision' as to what's ahead. With state agencies collaborating with us to provide real-time alerts on hazardous areas and dangerous traffic conditions, the added visibility in-cab continues to grow."

Murtland said Drivewyze was built around providing technology that improves truck safety. "The response we've received from fleets and drivers – and vitally the documented benefits of proactive in-cab alerts – inspired us to offer these alerts to all drivers, free of charge. Our alerts will benefit truckers, other motorists, and those working in construction zones

through safer roadways."

One of the most important times to alert drivers is when a vehicle is approaching a known dangerous curve. The latest data from NHTSA showed that there were more than 19,000 rollovers involving heavy trucks in 2020. Nearly 600 fatalities resulted. "Drivers receiving our alerts on dangerous on/off ramp curves have slowed down, on average, by 4 mph," said Murtland. "That's significant and has helped numerous truckers avoid a rollover." More than 630 dangerous curves have been geo-fenced by Drivewyze in the U.S. and Canada.

Drivewyze also provides alerts on upcoming low bridges. In 2020 NHTSA reported close to 15,000

bridge strikes by vehicles. "Data we've gathered shows that 65 percent of drivers turn off their navigation after the first mile of their route and don't turn it back on until the final mile," said Murtland. "That can lead to a drive down an unfamiliar street and ultimately a low bridge strike. But our app, running in the background, can help a driver avoid that possibility by notifying the driver to any of the 1,616 low bridges we've identified as too low for trucks."

When it comes to sudden slowdowns on interstates and highways, Drivewyze's Smart Roadways program works with participating states to provide additional free in-cab alerts. Seven state agencies are involved in the program with more states to be added soon. Fully automated messages such as "Sudden Slowdown Ahead," and "Congestion Ahead" are displayed two to three miles in advance. A study in North Carolina on I-95 found that commercial truck drivers receiving Drivewyze in-cab notification reduced speed by an average of 11 mph after drivers were alerted of a sudden slowdown, and by an average of 8 mph reduction when alerted about a congestion event.

"According to the FMCSA, 30% of all crashes are on interstates – and many are secondary

incidents where a truck or car rear-ended a vehicle that was in queue from the initial crash – it highlights the importance of these alerts that give earlier warning to drivers. For example, a study by PennDOT on Secondary Crashes found that nearly half of secondary crashes happened in traffic queues of 60 minutes or longer," said Murtland.

Free 30-Day Weigh Station Bypass Trial

In addition to accessing the free Safety Notifications, new users using the Drivewyze app qualify for a free 30-day trial of PreClear, the nation's largest

weigh station bypass service. Drivewyze PreClear is available at more than 840 sites in 46 states and provinces. Since no transponders are required, activation of Drivewyze PreClear can be done in minutes. Drivewyze uses a carrier's safety record and other screening rules to determine if a truck is eligible to receive a bypass. If the carrier and vehicle pass the criteria, at one mile out, the driver receives permission to bypass the site. The better the carrier's safety score, the more bypasses typically granted.

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Lewis SanFelice Joins U.S. Bulk Transport Team



Lewis SanFelice

By Steve Pollock
 ERIE, PA.... Lewis A. SanFelice has joined Erie, Pennsylvania based U.S. Bulk Transport, Inc. as Recruiting Manager. Lewis says he "enjoys helping owner-operators get set up to succeed at U.S. Bulk. The company is a great fit for me."
 Lewis grew up in Meadville, Pennsylvania and is a graduate of Edinboro University with a Bachelor's Degree in Business Administration and a Minor in Finance. He spent 7 years as a Medicare Insurance Specialist before joining U.S. Bulk.
 Drivers can be located nearly anywhere East

of the Mississippi, and run irregular route bulk freight, with occasional dedicated hauls.
 Drivers with a strong work ethic and drive to run their own business, U.S. Bulk Transport may provide the right opportunity to achieve both freedom and a higher level of success. U.S. Bulk was founded in 1991 and is a 100% owner-operator based company and primarily operates End Dumps. Leased owner-operators enjoy freedom and flexibility in a no-forced dispatch team environment providing the best possible services to their customer base. U.S. Bulk believes in

complete transparency when discussing business with owner-operators. A few benefits offered to owner-operators are having full-time year-round work, weekly settlements, high paying freight in both Industrial and environmental divisions, 100% fuel surcharge, fuel and tire discounts.
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Calendar of Events

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August 4-6 - 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

August 4-5 - The Midwest Classic - Burt County Fairgrounds, Oakland, NE. Combo, Bobtail, Show & Shine Truck Show. Live Music, Friday Night Fireworks. Call Brock at 402-630-8103 for more info.

August 4-5 - Great Salt Lake Truck Show - Lehi, UT. www.saltlaketruckshow.com

August 11-12 - 34th Annual Waupun Truck-n-Show - Waupun Community Center, Spring St., Waupun, WI. For more info call 920-324-9985 or email: waupuntrucknshow@gmail.com

August 12 - Central Illinois Truck Convoy - Lakeland College, South Route 45, Mattoon, IL 61838. Benefits Make-A-Wish® Illinois. For details, call Sid @ 217-205-0332.

August 19 - TriVista Antique Truck Show - Cerni Motors, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. Call Ray for details - 440-570-5859.

August 25-16 - Brooks Truck Show - Pacific Northwest Truck Museum, Brooks, OR. For more info phone 503-463-8701

August 26 - Bedford County Convoy of Diesel Dreams - Bedford County Fairgrounds, Rt. 30 & I-99/220 South Bedford, exit, Bedford, PA. Benefiting those in our community. Truck Convoy, Food, Basket Raffle, 50/50 Drawing, Trophies, Music. Show open to all trucks, Commercial Trucks only participate in the Truck Convoy. Rain or Shine. For more info call Lisa Jay @ 814-207-0690 or Lacy Decker @ 814-935-4454

September 2-3 - No Coast Truck Show - Heritage Park, Forest City, IA. For more info 641-565-3566

September 8-9 - Big Iron Classic - Dodge County Fairgrounds, 62922 Hwy. 57, Kasson, MN. Truck Show, Truck Pulls, Live Bands. Phone 507-254-4007 or email: info@bigironclassic.com

September 14-17 - 27th Annual Richard Crane Memorial Truck Show - St. Ignace, MI. Call 800-338-6660 for additional info.

September 15-16 - 20th Anniversary Sioux Falls Truck Convoy - W.H. Lyon Fairgrounds, Sioux Falls, SD. Law Enforcement Torch Run For Special Olympics South Dakota, Truck Convoy for Special Olympics. For more info visit www.sdconvoy.org

September 15-16 - Busted Knuckle Truck Show - Wilkins Oklahoma Truck Supply, Tonkawa, OK. Phone 800-299-5308 for more details.

September 21-24 - Guilty By Association Truck Show - 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck & Tractor Pull, Demolition Derby, Monster Trucks, Truck Convoy for Special Olympics, Food Vendors, Music Concerts. For more info visit www.chromeshopmafia.com

September 21-23 - Joplin Truckers Jamboree - Joplin 44, I-44 Exit 4, Joplin, MO. Phone 417-624-3400 for more info.

September 22-24 - Truckers4Hope - Clinton County Fairgrounds, Mill Hall, PA. Non-judged Semi Truck Show benefitting Cystic Fibrosis Research and Hope 4 Hayze. For more info, visit www.truckers4hope.com

September 29-October 1 - 3rd Annual Soza Memorial Truck Show - Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Soza. For more info call Ashleigh Soza @ 209-247-9739 or email: sozameorialtruckshow@yahoo.com

October 7 - 7th Annual Hot & Cold Big Rig Truck Show - Highway 54, Pratt, KS Presented by Southwest Truck Parts. Truck Show, Truck Parade, Music. For more details, email: truck-show@swtp.com

October 13-14 - LargeCarMag 14th Annual Southern Classic Truck Show - White's Travel Center, I-81 Exit 205, Raphine, VA

October 20-21 - Draggin' & Pullin' In The Pines - Pine Valley Raceway, FM 2497, Lufkin, TX. Call 936-552-6719 for additional details.

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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A Likely Story Truckersfinalmile Becomes Affiliate Partner With TFC Global



By Roger Clark

For years I've been passing through a time warp between oil fields and windfarms. From the dawn of Y2K to yesterday's sunset, a lot of my trucking has been hidden in the dust clouds of pump jacks and windmills. Despite a significant reduction in national crude output, contrasted by a significant increase in regional windfarms, there remains a glaring disconnect in the end results.

From the hills of Pennsylvania to the Permian Basin of Texas, and from there to the Bakken reserves of North Dakota, you'll pass a lot of pumpjacks still grinding out crude. At the same time, and often on the same day, you'll pass windfarms populated by windmills that aren't even turning. I don't know what this actually does for our domestic economy, but it sure has improved my bottom line.

For my carrier it means a predictable ROI. For me it's consistent flatbed freight. To my girl, it means more plastic jewelry for the grandchildren. I don't know what it costs to construct a dead windmill, but there's no doubt about how each one impacts a convoy of stepdecks, steermen, RGN's, and pilot cars. Even a stopped clock is right twice a day, after all.

We live in Kansas, where the Yellow Brick Road begins, but it doesn't end in the Land Of Oz. It actually runs between south Texas and North Dakota. In the Bakken oil reserves, named for Tioga, North Dakota farmer Henry Bakken, it's one of the richest oilpatches in the U.S. of A, thanks to the needs of transportation and technology of fracking.

I'm not quite rich as the Bakken clan, who became ga-zillionaires, but I do

have steady work, thanks to the spot markets in both wind energy and fossil fuels. If it's gotta be carried, buried, built up, or blown up, I've probably hauled it with oversize banners or hazmat placards. Whether it had to be drilled, killed, or spilled, it may well have been chained to my trailer, or parked on the dirt of a North Dakota truck stop. This is the economy I understand.

On the other end of the country, we also contributed to the economy of the Lonestar state. From the western edge of the Permian Basin to the eastern side of Eagle Ford Shale, we hauled crane parts to the windfarms and drilling equipment to the oilpatch. We carried heavy equipment in and pulled out with surplus construction materials.

So here is the disconnect. I don't know global dollars, federal reserves, international exchange rates, or how mega-size trucking companies actually count their money. I don't even know how the vending machine in the driver's lounge keeps stealing my dollar.

But I'm just nearsighted, not blind. For all the talk we hear from media types and those who listen, I can clearly see glaring evidence that electric vehicles are not the future of American transportation. Just stop in at a Buccee's in Texas. My wife did and shared this experience.

Buccee's in Texas have 500 parking spots, 120 gas pumps, 80 fountain dispensers, 50 toilet stalls, and—wait for it—10 EV charging stations. Oh, and only for Tesla cars. It may not explain our domestic economy, but there's no doubt where you'll stand in line. And where you won't. What this describes, I think, is a stroke of genius.

Truckersfinalmile and TFC Global announced today that the organizations have entered into a strategic partnership that will strengthen each other's ability to care for the trucking community, allowing them to meet the physical, spiritual and behavioral needs of the professional driver, their families and those involved in trucking-related industries. The partnership gives truckersfinalmile the support staff it lacked, with founder and president Robert Palm carrying much of the operational load for truckersfinalmile on his own shoulders. For TFC Global, the partnership brings a stronger, more focused charity outreach to be a part of where they can see real impact taking place in the trucking community.

The agreement brings together the work truckersfinalmile is doing to assist families who have lost loved ones on the

road with the chaplaincy work TFC Global is doing through its Corporate Chaplains Network program to meet the needs of the trucking community by providing spiritual care and counseling help for depression, marriage and family issues, addictions, suicide, work-related issues, mental health issues, and loss of a spouse or family member. They also provide human trafficking awareness programs to shed light on a growing problem in our culture today.

"This affiliate partnership with TFC Global will strengthen truckersfinalmile.org's position as a vital resource for the individual truck driver behind the wheel and his or her family when tragedy strikes. Continuing as an independent organization, truckersfinalmile will have access to TFC Global's seventy-three year established structure and

experienced personnel, as well as new funding avenues for our strategic plan's current operating programs. As founder of truckersfinalmile, I am both honored and humbled to be able to join the TFC Global family and work to assure the mutual success of our missions."

-Robert Palm/ Founder and CEO, truckersfinalmile

"Our sponsorship with truckersfinalmile aligns with our 'for truckers, by truckers' approach to serving the community. Truckersfinalmile provides support and care when truckers and their families need it most, and Road Ex is proud to expand the organization's reach through our financial contribution," said Deep Dhillon, chairperson at RoadEx. "Truckersfinalmile has established an incredible track record of helping truckers across the coun-

try. We hope RoadEx's commitment to the organization inspires others to give to their mission," said Goldy Dhillon, CEO at Dhillon Holdings LLC.

"This partnership made sense because we were already acting as the chaplaincy arm of truckersfinalmile. Working with families who have experienced a loss of a loved one while on the road for whatever reason. I first met Robert on a cold wet day at White's Truck Stop in Raphine, Virginia. I was so taken by his dedication that I wanted us to find some way to be a part of his work. Robert, though the years, has been "all by himself," in this endeavor. He has shared with me that he wants to create a legacy for his organization. With his direction and our organizational capacity, we can help make that happen."

- Ron Fraser/ President and CEO, TFC Global

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MOVIN' OUT Working Show Truck Of The Month Jay Palachuk



By Robert Conrad

The idea that "less is more" definitely works for Jay Palachuk and you can see that by taking one look at his stunning 1996 Kenworth W-900.

He began his trucking career with Pacific Midwestern Express, after his sister's boyfriend taught him how to drive semis and shift thru the gears without missing a beat. PME offered Jay a position

driving a company truck and he wound up purchasing his first truck in 1983, a used '79 KW W-900A. He purchased several other trucks throughout the years, including the stunning '96 Kenworth W-900 that you see in our photos, that he took ownership of in 1999. He's owned it ever since and in his own words it's basically "an original truck".

The truck was ordered by Dwane Krenkevich in 1995, and it was delivered to Vancouver, British Columbia where it was PDI'd. Jay says that Dwane flew out to Vancouver with Dean Willerton, the salesman from Kenworth, and they drove the truck back to Winnipeg, Manitoba. The truck sat in Dwane's shop for 4 years, and he only drove it occasionally to

golf tournaments that were hosted by Kitchen Craft Cabinetry.

Jay says he was lucky enough to purchase the truck in 1999 from Dwane and it only had 1,500 miles on it at the time! Jay had been hauling cabinets on a dedicated run twice each month, and he's still hauling them today for Decor Cabinets Ltd. with his

"original" '96 K-Dub. Jay says the truck still has the original 60" Aero 1 sleeper and the 285" factory wheelbase remains untouched. Jay has added extra grille bars and painted full fenders over the rears, and he pulls a stainless spread Great Dane van with a fully polished front, painted rails, and lots of "chicken lights"! The truck has a 3:21 gear ratio on Rockwell rear ends, along with a

Rockwell drop axle. Power comes from a 3406E Caterpillar and Jay shifts the 18 speeds with ease after 40+ years of trucking!

The "less is more" look definitely works on this '96 KW, and Jay Palachuk takes a great deal of pride in keeping her shining all season long! Movin' Out salutes Jay & all of his hard work by choosing him as our August 2023 Working Show Truck of the Month.

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Qty 3 – Fontaine 55HDSR, 53'x102", 55-Ton Capacity, 26' Main Deck Length, 5 Ride Height Positions, Rear Lift Axle, Available in Red & Black.



Qty 5 – 2019/2020 Utility Reefer, 53'x102"x13'6", Inside Width 98", Inside Height 103", Air Chute, Aluminum Fuel Tank.



Qty 5 – 2023 Heil MW Cementer, 3 Hopper, Full Rear Discharge, Galvanized Hangers.



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Qty 16 – New 20XPT, 20-Ton, (7-Angle Iron Ramps, 6-Wood Ramps, 3-Hydraulic Ramps).

Qty 10 – New 25XPL, 25-Ton (Qty 5 – with Hydraulic Ramps) Both Red and Black.

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Qty 19 – New Fontaine Workhorse 55LCC, 18" Deck Height, 26' Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.



Qty 50 – 2005/2006 Trail Mobile Sheet & Post Vans, 53'x102"x13'6", Inside Width 99", Inside Height 110", Anti-Dock Walk Feature.



Qty 40 – 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



Qty 6 - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable Lowboys, 35-Ton, 24' Deck, Air Ride.

Qty 2 - New 35 GSL-BR, 35-Ton, 24' Deck, Beaver Tail.

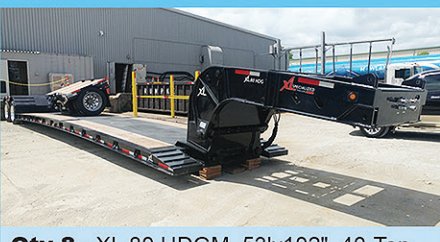


NEW VANGUARD REEFERS

Qty 30 - 53'X102"X13'6", Carrier X4 7300, Air Ride, Quilted Stainless Steel Doors.



Qty 22 – 2023 Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bars on Curb Side, Some with Dump Valves.



Qty 8 - XL 80 HDGM, 53'x102", 40-Ton Minideck, Hydraulic Classic Neck, 33'7" Clear Deck, 12" Loaded Deck Height, Accepts Both Flip Box and Flip Axle. (Qty 3 – with a Full Width Top Deck, Qty 3 – with Pony Motor)



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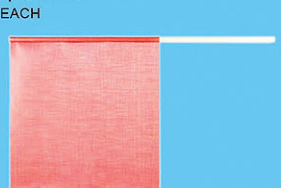
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