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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2021 Victory Road Truck Show



93 trucks attended the 2021 Victory Road Truck Show on October 2, 2021 in Saxonburg, Pennsylvania. Turn to pages 12 & 13 for story and photos. - Photo By Pam Pollock -

Bolt Express 20 Years of Continued Success



By Steve Pollock

TOLEDO, OHIO... Bolt Express was founded on July 1, 2001 by Ben Bauman to serve the automotive industry and has since grown to be an industry leader in time sensitive freight with service throughout the USA, Canada, and Mexico. CEO Guy Sanderson stated, "This is a celebration of our employees and drivers. It is all about the team and a strong reminder of how proud they should all be of the role they have all played in everything we have accomplished, and most importantly, the type of company

that we have created. Our biggest advantage as a company has been and continues to be our company culture. The pandemic challenged us all, but we did not miss a beat. I think it made us more focused on our mission, our core business values. We are ready for the next 20 years."

At Bolt Express, all the freight is time sensitive, but not necessarily expedited. It is dry van and no touch. Loads originate in the Midwest, going to all points, and the Midwest to Laredo, Texas. There are opportunities for Class A & B CDL

drivers operating tractor-trailers, straight trucks, and cargo vans. Bolt Express leases owner-operators and can hire company drivers for their fleet owners. Company drivers earnings are solo - 50¢ per mile and ready-made teams - 70¢ per mile. A full benefit package is offered. Bolt also has 24/7 support, including dispatch. Orientation is held 3 days per week and takes 2 days to complete.

Presently Bolt Express has an abundance of high paying, time sensitive truckload freight and continued on page 21

Fly High With Kole Trucking



By Steve Pollock

CHARLOTTE, NC... "I'm learning to fly, but I ain't got wings," Tom Petty's iconic song describes Kole Trucking LLC, a specialist in aircraft transport. Kole Trucking serves the airline industries, hauling aircraft engines, parts, and ground support equipment to airports and aircraft plants across the USA. It is high value cargo that has unique handling requirements.

Kole Trucking was founded by CEO and Owner James Kole

in 2010 with a single truck. James was an owner-operator for 30 years. He started his trucking career at the age of 18 with Allied Van Lines. James was also leased to Reliable Carriers and Southern Pride before starting Kole Trucking. It is his 30-year owner-operator background that drives James to be completely honest with his drivers. James stated, "Hiring people is an intimate process."

When he first started trucking, James decided that he was

going to search for customers instead of relying on load boards for freight. This led him to the aviation industry. James also decided that he was going to lease contractors since he had been an operator-operator himself. It gave the company less profit, but fewer problems.

James attributes much of Kole Trucking's success to skilled workers, including his wife, Kimberly; "We wouldn't be where we are without her.", and Office Manager Debbie continued on page 16

System Transport Drivers Enjoy Experience of a Lifetime Hauling U.S. Capitol Christmas Tree in Kenworth T680 Next Gen



From left, are System Transport's COO Rob Heskett, CEO Dennis Williams, driver Jeremy Bellinger, director of maintenance Lonnie Epley, and driver Bill Brunk.

CHENEY, WA... – For six System Transport drivers, the opportunity to transport the 2021 U.S. Capitol Christmas Tree from the Mad River Ranger District of the Six Rivers National Forest in California to Washington, D.C., was an experience of a lifetime.

"Christmas has always been such a special holiday to me and my family, so to spread the holiday cheer throughout the country was truly an honor,"

said Jeremy Bellinger, who has driven 3 million miles over the course of his 21-year career with System Transport. "I've been involved in transporting equipment to British Columbia for the 2010 Winter Olympics in Vancouver and have hauled utility poles in response to wildfires in California, but being one of the drivers responsible for transporting the U.S. Capitol Christmas Tree is truly the highlight of my career."

System Transport, the official U.S. Capitol Christmas Tree Tour carrier, selected driver Terry Jefferson and yard manager and former company driver Robert E. Lee to transport the special tree from the harvesting site through U.S. Forest Service roads. Other System Transport drivers, including Bellinger, Bill Brunk, Mike English, and John Schnell Jr. (driver for James J. Williams Transport, a sister company of

System Transport) split time hauling the 84-foot White Fir U.S. Capitol Christmas Tree from Northern California to Washington D.C., in the company's new Kenworth T680 Next Generation.

The 2021 U.S. Capitol Christmas Tree Tour, which began Oct. 29 in Crescent City, California, featured 17 community celebration stops in towns, cities and national parks along the 3,300-mile journey to

Washington, D.C. The tree was delivered to the U.S. Capitol Building on Nov. 19.

According to Schnell Jr., who split time driving the Kenworth T680 Next Gen with fellow driver English from Sacramento to Tulsa, Oklahoma, said the holiday spirit was on full display at the tour stops during their leg of the tour.

"The turnout at the tour stops, especially in small towns, was really something. To bring the holiday spirit to each of the stops and see so many people come out to participate in the celebrations was special," said Schnell Jr. "I've known about this tour for quite some time but never imagined I'd be one of the drivers involved. To have the opportunity to transport the Capitol Christmas Tree is

something I'm proud of and is an experience I'll always remember."

For System Transport's drivers, the tour was the first time each got behind the wheel of Kenworth's latest addition to its Class 8 lineup, the Kenworth T680 Next Gen. The T680 Next Gen is Kenworth's most aerodynamic truck to date and features the new customizable 15-inch digital display, latest Kenworth SmartWheel®, signature LED lighting, and additional advanced driver assistance systems.

According to English, who drives a Kenworth T680 classic for System Transport, the technology inside the T680 Next Gen is what initially caught his

continued on page 3

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attention when he stepped inside the cab for the first time.

"The new electronics, like the (Kenworth 15-inch) digital display, was something I grew fond of once I learned how to adjust the gauge settings to show the ones I wanted to appear on the screen," said English. "The Next Gen offers a comfortable and enjoyable ride and is a step above the T680 that I drive regularly for System Transport."

With prior experience hauling windmill blades and utility poles for System Transport, the drivers were prepared heading into the U.S. Capitol Christmas Tree Tour to handle the challenges of hauling a more than 100-foot long trailer.

"It was difficult at times navigating some of the narrow streets along tour stops, but we all have plenty of experience hauling oversized equipment for System (Transport), so we were ready for it," said Schnell Jr.

Bellinger, who drove the last day of the tour and was

responsible for delivering the Christmas tree to the U.S. Capitol, said he worked out a deal with Brunk for the op-

portunity. Bellinger and Brunk were responsible for hauling the tree from the tour's first stop in Crescent City to Sac-

ramento and again from Tulsa to Washington, D.C.

"I have some family in D.C., and planned on flying my family out from Washington (state) to see us deliver the tree to the Capitol, so I wanted to be the one behind the wheel when the tree arrived," said Bellinger. "The deal was, if I got to drive the truck to the Capitol, Bill (Brunk) would drive the truck over the Golden Gate Bridge. It was a win-win. It was an incredible experience to be involved in this tour and celebrate the holiday season with my family at the end of it."

The U.S. Capitol Christmas Tree lighting ceremony was held on the West Lawn of the U.S. Capitol Building on December 1.

Photo credit: Paul Feenstra



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Off The Beaten Path

by Pam Pollock



floor if I fell. Should I shave my legs in the shower or just skip it?

Will we have a White Christmas? My Magic Eight Ball says, "highly unlikely." Will there be Peace On Earth? "Don't count on it."

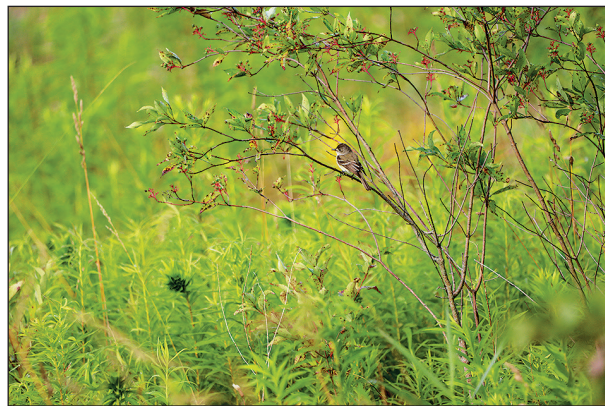
Occasionally, no matter how hard I try to avoid it, my thoughts roam to work and I have bouts of irritability. It usually has to do with computers and programs. My mindset has always been, "if it ain't broke, don't fix it." And some jerk, sitting behind a desk inevitably says to his/her boss and coworkers, "Hey, Pam Pollock has been getting too comfortable in her work zone. Let's reformat all of the programs that she uses and make her computer go wonky. She's gonna lose her mind and it is always so fun to watch when she does that!" And I know that they all just sit there, with their fancy-dancy latte drinks and laugh and laugh and laugh. And it's true, I do lose my shizzle.

The future for all of us is unknown and uncertain. We just have to muddle on and look for joy and happiness – whether it's solitary moments in the forest, laughing with generations of family, "talking"

I Ponder As I Wander...

I am writing this column exactly seven days before Christmas Eve. It's newspaper deadline day and I have been working at Movin' Out for thirty-nine years now and I swear that this monthly deadlines just keep coming earlier and earlier. It's been the usual, frustrating deadline week—people ignoring phone calls and emails, temper tantrums galore (and yes, they were all thrown by me), and just trying to put my nose to the grindstone while also finally putting up the Christmas tree, which was accomplished two nights ago. I don't have a single present wrapped.

roller skate without breaking a leg or an arm. Heck, I wonder if I could get back up off of the



I guess it's also time to pontificate about 2021 and reflect on my hopes and dreams for 2022. But I just don't have that in me. 2020 and 2021 have been quite the crapshoot for all of us. I feel like Sandra Bullock in Bird Box, I'm just going to put on a blindfold and stumble my way through this New Year.

As you know, nature has been my saving grace for these past two years. It soothes my weary soul and gives me hope for the future. The other day I was driving down the back roads in my "Rudolf the reindeer car" (as my grandkids like to call it). I was on a bird quest, as usual. I do a lot of inner pondering as I wander down wooded paths and trails. I wonder what it must have been like, hundreds of years ago, for the people who lived along the creeks. Did they seek refuge and respite in the wooded forests?

I look to the sky and my heart soars as I gaze upon clouds drifting nomadically without a care. Seeing sunlight filtering through the trees takes my breath away. At night I watch the moon perform a dance as it sashays and dips.

I talk to the birds, chipmunks, squirrels, foxes, raccoon, and deer as I meander aimlessly. Do they have any clue that they have been a lifeline to me?

I count my blessings that I have my spouse, parents and mother-in-law, my kids, grandkids, are alive and realize that this fact is not to be taken lightly. I know that moments spent with them should be cherished and not taken for granted.

My mind drifts to silly and mundane thoughts – are the people on 90 Day Fiancé and Below Deck real? They do make me feel as though I am not quite the hot mess that I always think I am. I wonder if I could still



to friends through a computer screen, or eating a donut and not worrying about the calories. We just have to cling to the hope

that while life will not be all sunshine and roses, there will be moments of pure and utter bliss. And when life knocks us

down (and we all know that it will), we can ponder on those happy moments.



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PUBLISHER
Steven M. Pollock

EDITOR
Pam Pollock

NATIONAL SALES
Autumn Kellogg
Dan Pollock
George Miller

FEATURES WRITERS
Matt Conrad
Robert Conrad
Laura Hubka
Ken Hubka

CONTRIBUTING WRITERS
Rev. Robert E. Harris
Dr. Michael McGough
Bruce Mallinson
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Roger Clark

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2022 Shell Rotella® SuperRigs® Calendar is Available for Order



This year's Shell Rotella® SuperRigs® was a Time to Shine at Love's Travel Stop, in Hampshire, Ill., as Shell Rotella honored and recognized truck drivers for their hard work. Numerous stunning trucks rolled in for the competition to seek a coveted place in the 2022 Shell Rotella SuperRigs calendar. Eleven drivers were selected to have their trucks featured in the annual calendar and were photographed at landmarks in the Hampshire area. The 12th truck is the 2016 Peterbilt 389 of Brian Dreher who won Best of Show during the virtual SuperRigs contest held in 2020.

The 2022 Shell Rotella SuperRigs calendar is now available to be ordered online here: srcalendars.com. The calendar tells the hardwork-

ing stories of 12 drivers who travelled to Love's Travel Stop to participate in the annual truck beauty contest. Some highlights of the Shell Rotella SuperRigs calendar include:

* JANUARY – Kiegan Nelson from Hartland, Wis. is a third-generation driver and secondtime Best of Show winner at Shell Rotella SuperRigs with his 2020 Peterbilt 389. He likes working on trucks the way many do with hot rods or motorcycles.

* APRIL – Ben Overton moved to Winnipeg, Manitoba from New Zealand to drive for Jade Transport. His 2021 Peterbilt 389 Pride & Class features an old school 359 paint job to match the fleet number.

* JULY – Jimmy Ganski from Shantytown, Wis. was flying high after his first time at Shell Rotella SuperRigs. He and

his family along with his 2014 Peterbilt 389 not only made the calendar, but are prominently featured on the front cover.

* NOVEMBER – Tony Huttenstine II looked at Shell Rotella SuperRigs calendars as a kid and thought "man...if I could get on it." This year, he and Emily Pohl brought their Kenworth W900L that is built around the sleeper and features a mid-90's vibe and secured a place in the calendar.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks. Hard working owner/operator truckers from across the United States and Canada compete annually for more than \$25,000 in cash and prizes.



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High Performance Diesels with Bruce Mallinson

Be careful, plan ahead. The shortages our country is experiencing are making their way to diesel fuel and Diesel Exhaust Fluid (DEF). If the current shortages of mechanics, trucks, and drivers does not improve then shortages may continue to get worse. As an owner operator you should have oil and filters for at least 2 oil changes, a spare set of tires, and you should also stock up on a few extra gallons of DEF as well. Since all new diesel engines in semi-trucks from 2012 use DEF, a supply

chain shortage of DEF could cripple an independent truck transport business. The general public has gotten a taste of how the recently exposed fragility of our global supply chain can affect them directly. If major cities only have a 3.5-day supply of food on hand, then grocery stores would get depleted very quickly if there was a severe shortage of DEF that limits truck transport operation.

Most of us living today were born after the Great Depression when there was massive

unemployment which peaked at 25.6% and took over a decade to resolve. This resulted in widespread shortages of supplies, raw materials, and food. In contrast, during the Covid19 pandemic the US unemployment rate hit 14.7% in April 2020 and has now dropped to just 1% higher than the half-century low of 3.5% reported in December 2019 just prior to the pandemic. Even so, supply chain disruptions caused by the "self-inflicted" business furloughs and layoffs



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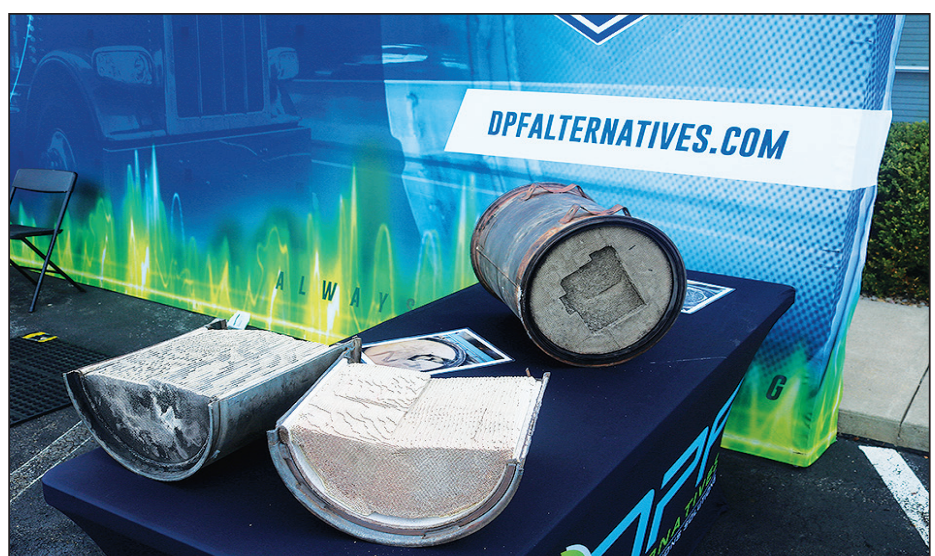
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during the pandemic of 2020 have expanded throughout 2021 and may well continue well into 2022. The owner operator should leave nothing to chance or as the saying goes, "hope for the best but plan for the worst".

Can a 2012 and newer diesel engine run without DEF? If the driver is using the Max Mileage Fuel Borne Catalyst, then the 10% on average increase in engine thermal efficiency is known to reduce DEF consumption by 20% or more. Conserving DEF by helping your diesel engine run cleaner and more efficiently with the help of the Max Mileage Fuel Borne Catalyst is always a smart strategy. Also, our engineering department can turn off the DEF system electronics so the engine will NOT go into de-rate or shut down if it senses that the DEF is depleted. Just keep this in mind as this could be your answer to continue to haul freight if you can't get DEF.

Please help yourself, do not delete the emissions system from your truck. If you are having emissions problems with a 2012 or newer engine, get to a DPF Alternatives location, we will be on board with them by the end of January. Once you have the emission equipment removed many of the dealerships and garages will not work on the truck. The fines are heavy, \$25,000 or more to the shop, plus the mechanic working on the truck will get fined if the EPA happens to visit the shop while the truck is there. The EPA is out there visiting shops. Emissions systems are running trouble free if you purchase a truck new and run Max Mileage Fuel Borne Catalyst from day one.

If you purchase a used truck, have the Diesel Force cleaning done, then have one of the DPF Alternatives shops perform an ultrasonic cleaning to the Diesel Particulate Filter, start using the Max Mileage and you now have a lifetime warranty for any future DPF cleanings.

DPF Maintenance

When it comes to preventative maintenance on your modern semi-truck you must plan ahead to have your DPF filter cleaned. A DPF filter collects soot from the exhaust stream and burns it off during a regeneration cycle. Ash is a waste product from the regeneration cycle and builds up inside the filter. Ash is non-combustible and will not burn during the regeneration process. The DPF will need to be

continued on page 7

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continued from page 6

removed and cleaned through a proper procedure or replaced with a remanufactured DPF. Otherwise, ash will continue to build up and will need to be cleaned to keep the system working properly.

The aftertreatment system should be inspected on the OEM specified schedule. A typical DPF maintenance interval is around 200,000 miles. A qualified technician should remove and physically inspect the DPF. They should also look through the stored parameters in the ECM. Most modern ECMs provide an estimated ash load percentage that can be viewed via diagnostic software. After-treatment history can also be reviewed, and issues can be sometimes caught early before further damage occurs.

Here at Pittsburgh Power, we can physically inspect, review stored ECM data, and now clean DPFs with excessive ash load. The process includes removal, inspection of the filter and an ultrasonic deep clean in a proprietary solution. This is the

best method to remove ash and restore your filter. We provide two types of aftertreatment system cleaning, each with their own benefits and especially beneficial if you combine both. The first is our Diesel Force cleaning. This involves running a foam cleaning solvent through the engine, turbo, manifolds, exhaust, and aftertreatment system. It does a great job at removing carbon deposits all throughout the system. However, it does not remove ash. Our new service, DPF Alternatives, will thoroughly clean your DPF and SCR and remove ash. It's a multi-step process that involves first removing the DPF, a flush, an ultrasonic tank, a kiln, and a flow bench. When you combine the two services, you have a clean engine and exhaust, and DPF and SCR that will be almost as clean as when it was new.

Written by: Bruce Mallinson, Andrew Wilson, & Leroy Pershing, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg, Pa. 16056 Website: PittsburghPower.com, Phone 724-360-4080

Pitt Ohio Driver Bill Nearhoof Honored

Bill Nearhoof of PITT OHIO has been named DMC Insurance's 2021 Driver of the Year. Bill has been a professional driver for 44 years, dedicating the past 41 of those years as an evening-shift linehaul driver for PITT OHIO out of their Baltimore, MD terminal. He has accumulated over 3.8 million miles without ever being in an accident or incurring a traffic violation. In addition to his safe-driving record, Bill is a certified Smith System instructor that has trained over a hundred drivers as a lead trainer for PITT OHIO. Bill served in the U.S. Navy and still actively contributes to the Maryland Food Bank, Colonial Williamsburg Foundation, and VFW Post 6321. "40 years working nights is just astonishing," said Jon Guidry, the Baltimore terminal manager. "I think it's important for people to understand how remarkable it is for Bill to have his safety record with all that he does and working nights for over 40 years."

The recognition ceremony for Bill took place during National Truck Driver Appreciation Week, and all drivers and staff at his home terminal in Baltimore received an appreciation meal, giveaways, and raffle items sponsored by DMC in Bill's honor.

For more information on Bill Nearhoof and the DMC Insurance Driver of the Year Award, visit dmcinsurance.com/driver-of-the-year/



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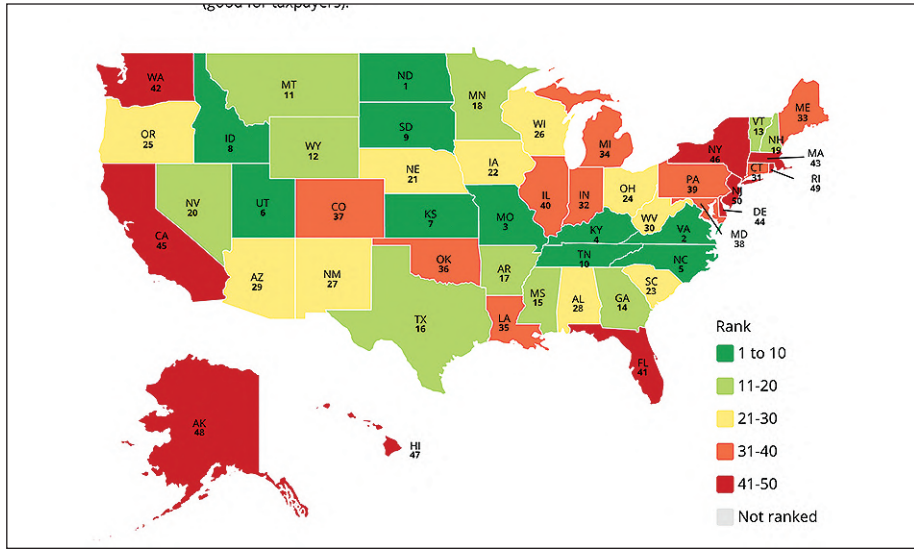
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Study Ranks Every State Highway System's Road Conditions, Safety And Cost-Effectiveness



North Dakota, Virginia, Missouri, South Carolina, West Virginia, North Carolina, and South Dakota—spent less than \$30,000 per mile of highway.

The Annual Highway Report measures the condition and cost-effectiveness of state-controlled highways in 13 categories, including urban and rural pavement condition, deficient bridges, traffic fatalities, spending per mile, and administrative costs per mile of highway.

A number of states with large populations and busy highways performed well in the overall rankings, including Virginia (2nd overall), Missouri (3rd), North Carolina (5th), Georgia (14th), and Texas (16th).

Nationally, the study finds America's highway system is incrementally improving in almost every category. However, a 10-year average indicates the nation's highway system problems are concentrated in the bottom 10 states and, despite spending more and more money, these worst-performing states are finding it difficult to improve.

For example, 43% of the urban arterial primary mileage in poor condition is in six states—California, Massachusetts, New York, New Jersey, Nebraska, and Rhode Island. Approximately 25% of the rural Interstate mileage in poor condition is in just three states (Alaska, Colorado, and Washington). While a majority of states reduced their percentages of structurally deficient bridges, five states—Rhode Island, West Virginia, Iowa, South Dakota, and Pennsylvania—still report more than 15% of their bridges as deficient.

For total spending, three states—Massachusetts, New York, and New Jersey—spent more than \$250,000 per lane-mile of highway. In contrast, five states—Mis-

issippi, South Carolina, West Virginia, North Carolina, and South Dakota—spent less than \$30,000 per mile of highway.

Overall Condition and Cost-Effectiveness Rankings "States need to ensure their highway spending produces safer roads, smoother pavement, fewer deficient bridges, and less traffic congestion. The states with the best overall rankings maintain better-than-average highways with relatively

efficient spending per mile," said Baruch Feigenbaum, lead author of the Annual Highway Report.

Reason Foundation is a nonprofit think tank dedicated to advancing free minds and free markets. Reason Foundation's infrastructure experts have advised multiple presidential administrations, governors, state transportation departments and others on transportation policy issues. For more information please visit Reason.org.

CVSA Launches New Human Trafficking Awareness Initiative in Canada and the U.S.

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA) is launching a new annual three-day Human Trafficking Awareness Initiative (HTAI) early next year in Canada and the U.S., corresponding with each country's Human Trafficking Awareness Day. In the U.S., the initiative will start on U.S. Human Trafficking Awareness Day, which is Jan. 11, to Jan. 13. In Canada, it will start on Canada's Human Trafficking Awareness Day, which is Feb. 22, to Feb. 24.

This initiative is an awareness and outreach effort to educate commercial motor vehicle drivers, motor carriers, law enforcement officers and the general public about the crime of human trafficking, the signs to look for and what to do if you suspect someone is being trafficked.

According to the United Nations, human trafficking is the recruitment, transportation, transfer, harboring or receipt of people through force, fraud or deception with the aim of exploiting them for profit. Men, women and children of all ages and from all backgrounds can become victims of this crime, which occurs in every region

of the world, including North America. Human traffickers often use violence or fraudulent employment agencies and fake promises of education and job opportunities to trick and coerce their victims.

"Human traffickers often use roadways as the mode of transportation for transporting their victims," said CVSA President Capt. John Broers with the South Dakota Highway Patrol. "Since our roadways are the 'workplace' for truck drivers, motorcoach drivers and commercial motor vehicle inspectors, they are in a prime position to make a difference in helping to identify potential victims of human trafficking."

"Identification, and ultimately prevention, starts with education," Capt. Broers added. "Through CVSA's Human Trafficking Awareness Initiative, we aim to equip drivers and inspectors with the tools they need to proactively serve on the frontline in our effort to end human trafficking."

In preparation for the 2022 Human Trafficking Awareness Initiative, CVSA is offering human trafficking awareness resources to its membership and working with

the Truckers Against Trafficking organization to distribute wallet cards and window decals. In addition, during the three-day awareness initiatives, CVSA jurisdictions will note human trafficking awareness and outreach data and submit that data to the Alliance.

To find out what your local jurisdiction is doing to increase human trafficking awareness, contact the agency/department responsible for overseeing commercial motor vehicle safety within your state, province or territory.

Trucking Cheers Bipartisan Bill to Curb Lawsuit Abuse

Arlington, VA... American Trucking Associations cheered the introduction of the Highway Accident Fairness Act of 2021, led by Representatives Henry Cuellar (D-TX-28) and Garret Graves (R-LA-6). Among other things, the bill would protect trucking companies from the financial burdens of defending against or settling fraudulent insurance claims resulting from staged collisions.

Specifically, the Highway Accident Fairness Act of 2021 would:

- * Assure fair and prompt recoveries for highway accident victims with legitimate claims;
- * Provide for federal court jurisdiction over interstate cases of national importance;
- * Maintain stability in the movement of interstate commerce and protect the public from the safety hazard of staged collisions;
- * Provide transparency when litigation finance companies invest in highway accident lawsuits as a profit-making opportunity;
- * Protect motor carriers and insurers from the financial burdens of defending against, settling or being found liable for fraudulent claims that result from staged collisions; and
- * Protect law enforcement agencies from expending resources dealing with the aftermath of staged collisions.

"Highways are a significant component of our economic supply chain. Every single day, goods flow across states to get food on shelves and products in homes. We must commit ourselves to keeping these transit corridors open and safe all year round," said Congressman Cuellar. "That is why we must pass this important legislation protecting our truckers from staged collisions that cause dangers for civilians on the road and economic problems for trucking companies provided an essential service. Thank you to Rep. Graves and the American Trucking Association for their support."

"Louisiana drivers pay some of the highest insurance rates in America. This is unacceptable and the solutions don't require rocket science. Our bill will prevent criminal rings from further increasing the cost to drive and do business in Louisiana," Congressman Graves said.

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Development of PC-12 Diesel Engine Oil Category Approved by API Lubricants Group

The Engine Manufacturers Association made a request to the Diesel Engine Oil Advisory Panel (DEOAP) in March which established a New Category Evaluation Team (NCET) to evaluate the request. The NCET voted this week to recommend to the DEOAP to proceed with the development of Proposed Category - PC-12. During the ASTM D2 meetings in Anaheim, Calif., the DEOAP approved the recommendation to establish a New Category Development Team (NCDT). API Lubricants Group considered this request and voted to establish the NCDT, officially kicking off the test development phase of PC-12.

The new category is being requested with the following improvements:

- * Increased oxidation performance
- * New wear test capability
- * Addition of lower viscosities
- * Improved aftertreatment capability
- * Expansion of elastomer compatibility

Engine test obsolescence (test hardware becoming unavailable) will also be considered. The T-11 and T-12 are test are not likely available for PC-12. The Category Life Oversight Group (CLOG) will continue to assist with technical evaluation and statistical support for correlations where appropriate. The NCDT will develop a T-11 replacement as needed.

Request for first licensing date from API is no later than January 1, 2027. This coincides with the anticipated



American Petroleum Institute

2027 implementation date for EPA and CARB HD on-highway regulations. The recommendation requests to consider December 1, 2026 as the date for first license. This is similar to the PC-11 licensing timeline which resulted in API CK-4 and FA-4.

Potential benefits to diesel engines include the following:

- * Enables new engine technologies that are expected to experience higher brake

mean effective pressure (BMEP) and customer demands, as well as accommodate anticipated regulatory requirements of extended useful life and warranty periods.

- * Supports requirements for fuel economy for certain engine models.

- * Supports new elastomers used in modern engines.

Fleets and drivers should expect improved performance of oils which supports the

enhanced durability of engines, and aids in meeting regulations. This can result in reduced cost of ownership.

Potential environmental benefits include limited SAPS (Sulfated Ash, Phosphorus, Sulphur) will support engines

that satisfy tighter environmental regulations on lower emissions. Longer oil drain intervals may be possible which support sustainability goals.

The current C subcategory will maintain its backwards

compatibility and the new F subcategory is intended to replace FA-4 and does not need to retain backwards compatibility. The potential for existing engine tests becoming obsolete will be addressed as needed.

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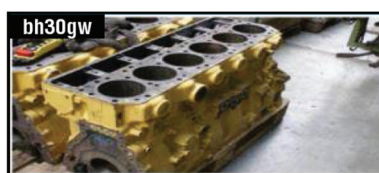
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Latest Trucking Industry News

OOIDA Letter to DOT - Fund Truck Parking through IIJA

November 29, 2021
 The Honorable Pete Buttigieg
 Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue, SE
 Washington, DC 20590
 Dear Secretary Buttigieg,
 The enactment of the Infrastructure Investment and Jobs Act (IIJA) presents an opportunity for you to address a safety crisis that America's truckers have faced for decades – the national shortage of truck parking. Truckers need a safe place to rest when they're tired and to comply with mandatory breaks required by federal regulations. If truck drivers can't find a safe and legal parking space, they are forced to park in unsafe locations, such as road shoulders or vacant lots, or continue driving when they may want to take a break or are in violation of hours-of-service requirements. This creates safety issues not only for truckers, but for the motoring public as well.
 With the significant new infrastructure investment provided by the IIJA, we ask that you dedicate \$1 billion in discretionary funding to address this long-running shortage.

The U.S. Department of Transportation (USDOT) and numerous states have been studying this issue for decades and have all concluded that there is a shortage of parking. Most recently, USDOT released the results of its updated 2019 Jason's Law Survey in December 2020. The survey found that truck parking shortages are a major problem in every state and region, and that the problem continues to worsen. As part of the IIJA, the White House highlighted that states will conduct additional assessments of the issue.

But we are well past the time for more studies and observations. Instead, it is time to take meaningful steps to expand truck parking capacity, and that begins with significant federal investment.

We are extremely disappointed that the IIJA does not dedicate any funding exclusively to truck parking, despite the broad bipartisan and industry support for federal investment. With the significant amount of new discretionary funding your department will be responsible for allocating under the IIJA, we believe that you have the ability to direct funding to critical truck parking projects across the country.

We believe \$1 billion is an appropriate level of funding to build out truck parking capacity. As you know, there is significant bipartisan support in Congress and from across industry for this amount. The bipartisan Truck Parking Safety Improvement Act (H.R. 2187) would dedicate hundreds of millions of dollars for the expansion of truck parking capacity. House Transportation and Infrastructure Committee Chairman Peter DeFazio included \$1 billion for truck parking construction in the

House-passed highway bill, the INVEST in America Act. Ranking Member Sam Graves also addressed truck parking in Republicans' reauthorization proposal and pushed for the inclusion of funding in the Build Back Better bill. There is also broad support for this level of commitment from industry, law enforcement, and safety groups. There are very few trucking issues where you will find this type of comprehensive stakeholder agreement on a solution.

Fixing the parking shortage will also help address ongoing supply chain disruptions. Studies indicate truckers spend on average 56 minutes a day of driving time looking for parking. By reducing this wasted time, USDOT can help alleviate supply chain issues by enabling drivers to be more efficient. To put this in context, MIT Professor David Correll, who specializes in supply chains and trucking research, said during a recent House Transportation and Infrastructure Committee hearing that if all truckers add-

ed just 18 minutes of driving time to their working day, it would add enough capacity to address the alleged "driver shortage." While we know there is no shortage of drivers, this shows that the time wasted finding parking directly affects the current disruptions.

Truck parking is already eligible for funding under the Infrastructure for Rebuilding America (INFRA), Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and National Infrastructure Project Assistance (NIPA) discretionary grant programs, and states can currently use their formula funding for truck parking as well. Unfortunately, hardly any federal funding has been dedicated to this problem because states have never recognized how serious this issue is to highway safety and the overall efficiency of our nation's supply chain.

In order to reach this funding target for truck parking, we ask that you use all available authorities and opportunities to focus on truck parking, including encouraging discretionary grant applicants to apply for

truck parking funding and to include truck parking as part of larger transportation project applications.

You have spoken about the need to make truck driving a more viable and sustainable career for those entering the industry and the countless Americans already making their living behind the wheel. You've recognized firsthand that the mythical shortage of drivers is tied directly to retention. Truckers consistently rank the lack of truck parking as one of their top concerns, and there are few better ways you could improve their safety and livelihoods than by addressing the parking crisis. It should not be a shock to anyone that good drivers leave the trucking industry over the inability to find something as basic as a safe place to rest when they are weary. We can and should do better by these absolutely and always essential workers!

Thank you,
 Todd Spencer
 President & CEO
 Owner-Operator Independent Drivers Association, Inc.

ATA Truck Tonnage Index Increased 0.4% in October - Index 1.8% Above October 2020

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.4% in October after rising 2.2% in September. In October, the index equaled 113 (2015=100) compared with 112.6 in September.

"October's gain was the third straight totaling 2.9%," said ATA Chief Economist Bob Costello. "The combination of solid retail sales, inventory rebuilding, and generally higher factory output offset some areas of softer freight growth, like home construction, in October."

"Economic growth remains on solid footing, which is good for truck freight volumes going forward. The largest problem for the industry isn't the amount of demand, but making sure we have adequate supply. It is good to see that fleets were able to haul more tonnage in recent months in the face of constrained supply," he said.

September's reading was revised down slightly to 2.2% from our October 19 press release.

Compared with October

2020, the SA index rose 1.8%, which was the largest year-over-year gain since May. In September, the index was up 1.4% from a year earlier. Year-to-date, compared with the same ten months in 2020, tonnage is up 0.1%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 115.8 in October, 2.6% above the September level (112.9). 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 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

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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Media Reports US Deadline to Impose Vaccine Mandate on Canadian Truck Drivers is January 22

TORONTO... Major media outlets in the United States are reporting that Canadian truck drivers crossing into the US will have to show proof of vaccination beginning January 22, 2022. Although an official release has not been issued by Washington, the January 22 date would seem to coincide with the expiration of current US exemptions for Canadian truck drivers crossing, which end on January 21.

CTA continues to ask Washington and Ottawa to work with the Canadian/US trucking industry, as well as the major purchasers of cross-border truck transportation, to select an enforcement date that is far less disruptive to already fragile supply chain.

CTA estimates that between 10 to 20 per cent of the 120,000 Canadian truck drivers would be forced out of the \$650 billion-dollar cross border supply chain and upwards of 40 per cent of the 40,000 US-based cross border drivers.

Hydraulic Lock In Winter – Help Is On The Way Via E Tip, Inc.



Hydraulic lock is often overlooked when starting diesels in cold weather. Equipment designed with the hydraulic pump direct connected/coupled to the engine will turn over less easily and at a slower RPM because of the increased drag from the cold oil in the hydraulic system and the engine oil pan.

The result may be that the diesel engine does not spin fast enough to start readily. Improve cold weather starting by installing a Universal Preheater™ (sized for the hyd tank capacity) on the outside of the hydraulic reservoir as close to the pick-up tube that is inside the tank as possible. This position provides the heated oil as the first oil available to the hydraulic pump. The heated hydraulic oil helps to reduce the drag on the engine at startup and makes starting easier.

To improve cold weather starting and operations even more, install the Universal Filter Preheater™ on the hydraulic filter housing to avoid filter bypass and supply even more hot oil directly to the

hydraulic pump. Available in 12v, 24v and in dual grid voltages in the same Preheater™ 12v/120v, 24v/120v and in regular voltages 120v and 240v. Two springs and nylon ties hold it in position.

Diesel engines must have a fast spin to create the compression in the cylinders that cause efficient combustion of the fuel. Heating the oil pan lube oil with the Universal Preheater™ installed on the outside bottom or side of the oil pan helps the starter and battery achieve the fast spin and easier cold weather starting. With injectors and the injection pump in good shape the engine will be ready to work soon after starting. Preheated engine oil shortens the wait time to achieve operating temperature that leads to profitable operations. Take a look at our battery heaters too.

During cold weather operations engines achieve operating temperatures after starting and continuous operations until shut down. At shutdown, the hot engine internal components are suddenly exposed

to cold temperatures, and this creates condensation that drips down inside the crankcase into the engine oil in the oil pan. This cycle repeats itself each time the engine runs up to temperature and is shut down. The accumulation of the condensation in the oil pan can combine with the byproducts of combustion to form acid. This can lead to etching of the bearings. The best practice here is to plug in the Universal Preheaters™ for the hydraulic reservoir and the engine oil at shut down allowing them to heat continuously until start up again. This practice helps to maintain heated oil and avoids the formation of condensation that creates water in the oil. Water (condensate) in the engine oil does not lubricate but instead creates excessive wear throughout the engine especially in the crankshaft and bearings.

By starting with hot oil there is a much shorter warm up time for the engine and the hydraulic system. Getting to work faster is a real economic benefit. Universal Preheaters convert the metal of the pan into a large heat transfer element with low watt density per square inch. The low watt density ensures that the oil is not burned as happens with some other types of engine warmers.

E TIP, Inc. offers a wide range of sizes in the Universal Pre-heater™ that are designed to deliver the heat necessary

to make winter starting easier and to deliver several other features that help to extend engine and hydraulic system life. Take a look at our Diesel Fuel Filter Preheaters that prevent plugged fuel filters from gelled diesel fuel.

Permanently mounted on the outside of the housing (no leaks) "Peel N Stick" Universal Preheaters™ are thin silicone pads designed to deliver heat directly to the engine oil pan or the hydraulic reservoir. These are available in 120v and 240v and should be sized according to the capacity of the engine oil

pan or the hydraulic reservoir. Exclusive flexible ceramic insulation pads are added on top of the Universal Preheater™ to drive more heat into the housing. Universal Preheaters™ do not burn the oil.

The 'Peel N Stick' kits offered by E TIP, Inc. deliver easier, faster starting, and warm up to operating temperature quicker. When the Universal Preheater™ is continuously energized even after engine shut down the formation of condensation inside the engine and the hydraulic reservoir is controlled/prevented because the hot temperatures are

maintained until operations are started again. The continuously heated oil in the pan and reservoir (without burning the oil) drives out any moisture to atmosphere through the breather. Universal Preheater™ users have reported icicles forming at the engine breather in very cold weather as the condensation escapes.

For more info, contact: E TIP, Inc. PO Box 83, North Aurora, IL 60542-0083 (Veteran Owned Small Business), 630-966-8992 | FAX 630-801- www.etipinc.com; www.universalpreheater.com

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2021 Victory Road Truck Show



By Pam Pollock

SAXONBURG, PA... Blue skies, shiny trucks, and a warm and beautiful Autumn day all contributed to make the 2nd Annual Victory Road Truck Show a great show. The truck show, hosted by Long Haul Custom Detailing and Pittsburgh Power was held at the Victory Road Business Truck Park, 3600 S. Noah Dr. in Saxonburg, Pennsylvania.

The folks at Pittsburgh Power, located across the street from Long Haul Custom Detailing, had an eye-catching and very festive balloon arch, created by Aimee in the front of their building. Aimee was very popular with the young children as she twisted balloons into all sorts of animals, swords, and hats. Owner Bruce Mallinson even tried his hand at creating some balloon....somethings...

Pittsburgh Power had their popular live dyno pulls. See our Calendar of Events in this issue of Movin' Out for all of the details.

numbers. A petting zoo welcomed truck attendees at the entrance to Victory Road. Food trucks were serving up delicious food on either side of the street.

Long Haul Custom Detailing had several vendors inside their building, as well as raffle prizes and giveaways.

The shining stars of the day, the 93 trucks gleaming and basking in the sunlight were parked and on display at both Long Haul Custom Detailing and Pittsburgh Power.

Long Haul Custom Detailing has just announced that next year's Victory Road Truck Show and Classic Car and Bike Corral will be held at a new location, the Butler County Farm Show Grounds, 625 Evans City Road, in Butler, PA 16001 on September 24, 2022, and will feature Pick-up and Semi-Truck Pulls.

- All photos by Pam Pollock -



VICTORY ROAD TRUCK SHOW



**Saxonburg, PA
October 2, 2021**

- All Photos by Pam Pollock -



visit our Truck show gallery @www.movinout.com to see more photos

Bendix Tech Tips: What To Look For In Remanufactured Parts

When it comes to truck maintenance, choosing the right replacement part is an all-important step. But in the crowded commercial vehicle aftermarket, making that choice can be confusing, especially when selecting remanufactured and rebuilt components. And the wrong choice comes with the risk of part failure, as well as damage that can more than eliminate any savings from opting for the lowest-cost option.

The stakes are even higher when the parts are key to a vehicle's safe operation – such as an air brake system's compressor, calipers and brake shoes, and steering gears. This installment of the Bendix Tech

Tips series will help equip you to make the right decision by offering guidance on what to ask suppliers when replacing these parts, and by being informed about the differences between remanufacturing and rebuilding.

Reman vs. Rebuild
Understanding the distinction between remanufacturing and rebuilding is key. A remanufacturer always replaces or repairs a core's components to bring the part up to original equipment manufacturer (OEM) specs. In addition, remanufacturers always replace certain components – referred to as wear components – with new versions. True remanufacturers never reuse wear

Manufactured Again Certification can help you determine a true remanufacturer. The certification program, launched in 2017, is overseen by MERA – The Association for Sustainable Manufacturing. The criteria align with the internationally recognized quality management standard ISO 9001 and IATF 16949, one of the automotive industry's most widely used international quality standards. To receive Manufactured Again Certification, remanufacturers are required to submit third-party evidence of conformance to the accepted quality standards. Nagel pointed out that Bendix was among the inaugural class of 14 leading remanufacturers

initially approved for participation.

A Look Inside the Air Compressor

Be sure to ask about those wear components when considering a remanufactured air compressor.

Pistons, connecting rods, and crankshafts undergo a great deal of stress, and the compressor's head and valves experience carbon buildup. They remain failure points if they're not replaced as part of the reman process – underscoring the importance of knowing whether the remanufacturer has replaced those parts with OEM components.

Also consider whether your remanufactured compressor's piston has been re-honed and matched with a new piston to fit the bore.

Up-to-Spec Air Disc Brakes

Air disc brakes are showing up on more used commercial vehicles as they grow in popularity. For second and third owners of these trucks, in particular, remanufactured calipers make sense as a replacement option.

According to Mark Holley, Bendix director of marketing and customer solutions – Wheel-End, fleets and owner-operators seeking to save costs while maintaining the safety and performance advantages of air disc brakes should ask these four questions when buying remanufactured calipers:

* How long is the warranty? "That will say a lot about the supplier's confidence in its parts," Holley said.

* Which caliper components are replaced with new OEM parts? "Again, hardware like caps, boots, bushings, and adjuster bearings should all be replaced – not just cleaned and reinstalled," he noted. "Working with an OEM supplier also ensures you're getting the most up-to-date versions of these components, which may have been improved upon since their original release."

* How are caliper cores cleaned? Holley said, "Many rebuilders will bake calipers at a high temperature to remove grease and dirt, but Bendix has found that doing so can change a caliper's material properties. We have a cleaning process that maintains the caliper's integrity."

* Does their reman process include pre-stressing? "This Bendix-patented process returns life to the caliper," he said. "Without it, we have seen rebuilt calipers with up to two-thirds less service life due to fatigue."

Best Practices in Drum Brake Shoes

Coining is a process in which a press returns a shoe to its originally engineered geometry. Use reman shoes that have been re-coined. Otherwise, the shoe may not make full contact at the anchor pins or in the roller pockets at the S-cam. An uncoined reman shoe can also lead to problems reinstalling the drum. And even if it's relined with new friction, an uncoined shoe may

Further, Holley pointed out, make sure the new lining has been certified for Reduced

Stopping Distance compliance. "The regulation has been on the books for years now, but there are still non-compliant versions out there that may not deliver the required performance," he said. "Your drivers may be accustomed to a certain stopping distance and are likely to get something different if the friction is not RSD compliant."

As with other components, remanufactured steering gears are brought back up to OEM standards through 100% inspection of all hard parts, along with the replacement of key parts that typically wear out.

Additionally, remember to ask your reman supplier about how they test their products. OEM manufacturers such as Bendix regularly subject their remanufactured parts to the same substantive testing as their new part. They use the same equipment

"Delivering quality along with a reduced replacement cost is what genuine remanufacturing is ultimately about – helping fleets and owner-operators manage their bottom line while extending vehicle life and reducing total cost of ownership," Nagel said. "Asking the right questions along the way will help keep trucks and truck drivers on the road and rolling safely."

Information in the Bendix Tech Tips series can be found in the Bendix multimedia center at knowledge-dock.com. For more information, contact the Bendix Tech Team at 1-800-AIR-BRAKE.

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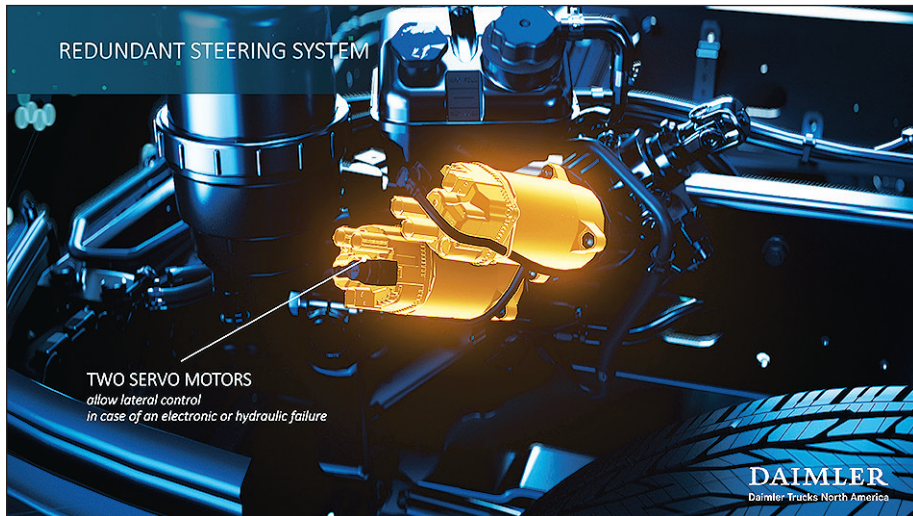
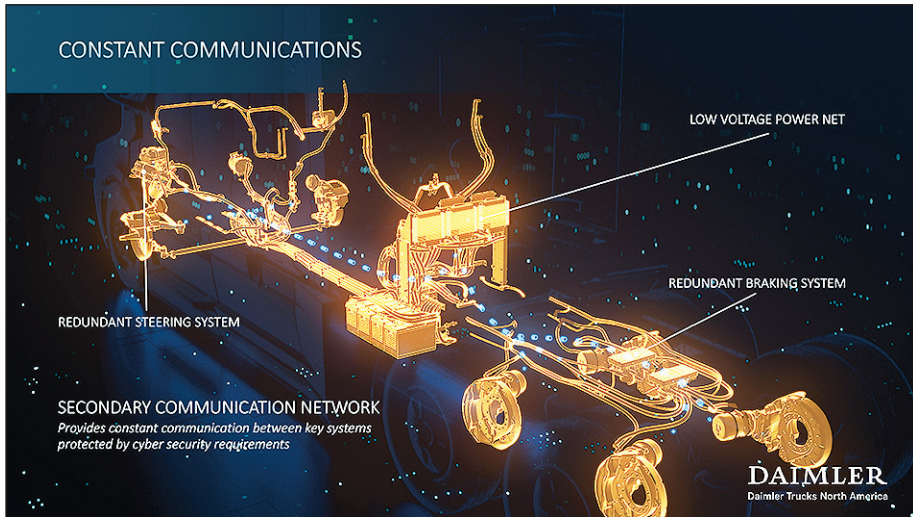
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Daimler Truck Sets Industry Benchmark With Redundant Scalable Truck Platform For Autonomous Driving



– Daimler Truck is developing a scalable autonomous truck platform that is perfectly suited for SAE Level 4 autonomous driving, including redundancy systems needed to achieve safe and reliable operations. The four key areas with a redundant architecture are the

braking system, the steering system, the low voltage power net and the network communications. In case that any of the primary systems encounter a fault, the Level 4 vehicle will be able to monitor, assess and deploy its backup systems to control the truck safely.

Daimler Truck's L4 truck platform is based on Freightliner's market-leading Cascadia and aims to set new industry standards. The unique redundant truck chassis is being developed for Waymo Via based on their specifications. A first version of the truck has

already been delivered this year for integration of the Waymo Driver, the autonomous driving system. If a fault is deemed critical to the operation of the vehicle, the autonomous driving system will allow the truck to follow a safety protocol and be able to execute a "minimal risk maneuver" to come to a safe stop.

Dr. Peter Vaughan Schmidt, Head of Autonomous Technology Group at Daimler Truck: "Every smart autonomous driving system needs a strong foundation: our Level 4 vehicle platform based on the Freightliner Cascadia is ideal for integration of autonomous software, hardware and compute. It can significantly contribute to enhancing safety in traffic thanks to its redundancy of systems and a multitude of sensors. It brings us much closer to our vision of accident-free driving."

More than 1500 new and unique requirements have been identified by Waymo Via. The engineering team at Daimler Trucks North America LLC (DTNA) is developing and implementing these requirements during the vehicle development process. For example, while today's pneumatic braking systems have fail operational attributes, Daimler Truck's Level 4 vehicles have an additional layer of electronic redundancy, using two electronic control units (ECU) – a primary and a secondary system. Together, they ensure full brake performance, to safely execute a minimal risk maneuver in case one system is not operating properly.

The same logic applies to the steering system that has been enhanced by having two servo motors. In case of an electronic or hydraulic failure, the backup servo motor also receives the requested steering angle from the autonomous driving system and can react accordingly.

Constant communication between these key systems ensures that there is no loss of critical information flow among the controllers. Daimler Truck has included a secondary communication network to key devices, which is also protected by cyber security requirements. As for the demanding power consumption by all the ECUs and sensors in an autonomous truck, a robust low voltage power net is required. Exclusively developed at DTNA, the power net system ensures constant energy flow to critical systems.

In combination with a third party autonomous driving software, this redundant chassis offers customers full SAE Level 4 autonomous driving capabilities. As part of Daimler Truck's dual track strategy, the truck manufacturer is working together with two strong autonomous technology partners, Waymo Via and Torc Robotics, offering multiple routes to commercialization. Daimler Truck has the capability to tailor and scale the Level 4 truck chassis to the autonomous driving specifications of both technology partners.

According to the U.S. Bureau of Transportation Statistics, the U.S. has seen the tonnage of goods shipped by trucks increase by 56 percent in the past decade. This number is

expected to nearly double in the next two and a half decades. At the same time, the trucking industry faces a shortage of drivers. These developments contribute to a growing need for safe, reliable, cost-effective trucking solutions. DTNA's role as the U.S. market leader and as the innovation leader for the industry provides a unique position to safely develop and test automated truck technologies. Based in Portland, the team of experienced engineers at DTNA is responsible for developing, building and releasing the Level 4 vehicle platform with redundant systems in close collaboration with their partners. DTNA already reached a critical milestone towards series production and delivered a first version of the redundant Freightliner Cascadia built for L4 readiness to Waymo for integration of the Waymo Driver.

Following the investment announcement in automated driving at the beginning of 2019, Daimler Truck established the Autonomous Technology Group. Daimler Truck's global organization for automated truck driving brings together its worldwide experience and expertise. The Group takes responsibility for the overall strategy and implementation of the automated driving roadmap, including research and development, testing and validation and setting up the required operations infrastructure and network with the ultimate vision of series production of autonomous trucks (SAE level 4) within the decade.

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More Than 5,000 Amazon Drivers And Transportation Employees Are Trained To Identify And Respond To Instances Of Human Trafficking

Amazon transportation employee Mark Stephens immediately felt concerned when he pulled into one of his familiar truck stops outside of Atlanta, Georgia.

Stephens, a field leader who teaches defensive driving and safety courses to Amazon drivers and transportation associates, saw two young women walking in between the lines of tractor-trailer trucks parked at the rest stop. The young women seemed lost and out of place. An SUV suddenly pulled up alongside the women. A male passenger stepped out and pushed both women into the vehicle.

Stephens said he realized he might be witnessing human trafficking, based on the red flags he'd been taught to recognize by Truckers Against Trafficking (TAT), a nonprofit organization that trains trucking industry professionals to help identify, report, and fight sex trafficking. The TAT training educates truck drivers to recognize possible signs of human trafficking on the road and ways to safely report it to law enforcement, which can ultimately help authorities identify and support victims, prosecute traffickers, and save lives.

Amazon currently offers the TAT training to its Transportation Operations Management (TOM) truck drivers and employees. Less than a year after Amazon launched the partnership with TAT, 100% of Amazon drivers and employees—more than 5,000 people—have been

trained, including Stephens. Stephens said he quickly called the National Human Trafficking Hotline to report what he'd seen at the truck stop. Moments later, a police officer in a cruiser with flashing lights intercepted the SUV and began talking to the driver.

"I teach our drivers that when you're out on the road, you need to take a 360 view. See what's out there. Be aware of your surroundings. It's part of the Amazon culture," said Stephens, a Marine Corps veteran and father of three daughters. "The TAT training provides an additional layer of situational awareness. It's up to everybody to pay attention and get involved, plain and simple. That could be your daughter, your son, someone close to you."

Over the past decade, Amazon has taken numerous steps to strengthen its efforts to identify and prevent the risk of modern slavery and forced labor, including enhancing partnerships with industry associations and nonprofits like TAT. In 2019, Amazon became an official corporate sponsor of TAT and began incorporating the nonprofit's training into the company's freight driver training program, with the goal of raising awareness about human trafficking. The effort is also a reflection of Amazon's ongoing commitment to its employees, which are embodied in the company's two newest Leadership Principles: "Strive to be Earth's Best Employer" and "Success and Scale Bring

Broad Responsibility." Amazon believes that leaders work daily to create a safer work environment, and strive to do better for the communities we serve.

Nearly 25 million people are estimated to be victims of human trafficking worldwide, with reports of trafficking in all 50 states in the U.S. Victims are often exploited by traffickers in the sex industry and forced to engage in commercial sex on the streets or at restaurants, truck stops, and motels—places where truckers often stop. That means truckers can be key helpers in spotting human trafficking.

With more than 3.5 million long-haul and heavy-trailer truck drivers traveling across the U.S., trucking professionals can play an important role in helping law enforcement and other government agencies fight sex trafficking, according to TAT. The nonprofit estimates that in the last five years alone, 41% of calls from professional drivers have been made on behalf of minors.

"Trucking professionals like Mark Stephens have helped identify more than 1,000 victims through their calls into the National Human Trafficking Hotline," said Kendis Paris, executive director and co-founder of TAT. "We need corporations that employ and leverage truckers to join the fight and help more drivers become TAT-trained. We're very encouraged to see Amazon do just that."



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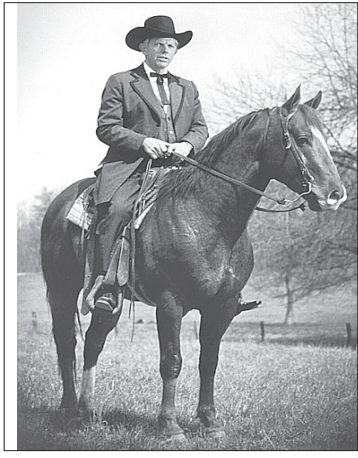
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A Truth To Realize When Watching The Moon Of Abraham

Frequently in conversation with others, they say to me, "In times like these it is difficult." Or "I've never seen it just as it is right now."

Well, there is a little marvelous truth right here that I need to pass onto you. In times like these, it helps to recall that there have always been times like these. When we get out of where are, there is more of the same waiting for us. Times and tides wait upon no man. The writer of Ecclesiastes says, "There is nothing new under the sun." The only new thing under the sun is the people who are coming to the experience.

The principles and practices have always been there, as we life in life, and life is – as you know, a road and you are traveling down it – you'll meet the same experiences others have met. The only difference is we have different instruments with which to play and different toys in our day and time. The principles have always been the same.

The one who says the same in the spiritual sense is our Lord and Saviour, Jesus Christ. He is the same yesterday, today and forever. If you do not believe this is the truth, when the moon comes out on the next night, and you stand there and look at it, remember that Abraham looked at the same moon. The next time a storm passes, and a rainbow appears in view, remember that God is looking on the rainbow at the same time. Things work out well, for God is in them.

Love's Announces New Speedco Locations

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers at three new Speedco locations that are open 24/7. The locations offer tire, lube and light mechanical services, as well as DOT inspections, for professional drivers and fleets at affordable prices. Commercial drivers can stop at over 420 locations across the country for their needs.

"As we continue into the holiday season, and one of the busiest times of the year for professional drivers, we'll continue to deliver fast and convenient service at Speedco and Love's Truck Care locations across the country," said Gary Price, executive vice president of Truck Care. "Love's has over 420 locations in 41 states that are ready to serve drivers and help get them back on the road quickly and safely."

Love's Truck Care and Speedco is the nation's largest over-the-road preventive maintenance and total truck care network, with more than 1,500 maintenance bays and the most comprehensive roadside coverage in the country.

Here are the newest Speedco locations:

- * 10465 Lonesome Pine Trail, Mosheim, TN 37818.
- * 335 Highway 594, Monroe, LA 71203.
- * 4440 Highway 46, Mims, FL 32754.

DOT Misses Opportunity with RAISE Grants

The American Trucking Associations expressed disappointment as the Department of Transportation directed millions of dollars in federal funding toward localized and low-value projects, rather than focusing on critical freight infrastructure of national priority.

"At a time when the entire nation is focused on supply chain challenges, the Department of Transportation missed a real opportunity with this tranche of RAISE grants," said ATA President and CEO Chris Spear. "Bike paths and greenspaces might be nice things to have, but they pale in comparison to the importance and urgency of unlogging our ports and highways."

The DOT's Rebuilding American Infrastructure with Sustainability and Equity, or RAISE, grants directed nearly \$200 million of this year's \$1 billion funding pool to bicycle and pedestrian projects. Only 16 of the 63 capital projects are for actual road safety and mobility improvements.

"With the RAISE program now set to receive a significant boost in funding following the passage of Bipartisan Infrastructure Bill, it's critical these funds go to projects of national impact, such as intermodal connectors and freight bottlenecks along the National Highway System," Spear said. "Projects with primarily local

benefits should be funded locally – not with federal dollars. "Furthermore, we urge Congress to provide the over-

sight necessary to ensure that future awards are not similarly squandered," he said.

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A Likely Story - "Wait For It"

by Roger Clark

As you may have noticed recently since 1950, we wait for a lot of things in this business. We wait for showers, permits, pickup numbers, and cash advances. We wait in line for fuel, then wait to pay for it. We wait in line to scale, then wait in line to pay for that, too. And if you have to reweigh, because there's 36,000 on the drives.... well, you know how that goes.

But before you even got there, you had to wait on the recruiters. You had to wait for orientation. You had to wait for your DOT physical, then wait 48 hours for the drug scan. I never worried about that part, because of knowing the results before they even handed me the cup. Yet waiting can be a troublesome thing, some days.

We wait to load, then wait to unload, even though the appointment was made in 1983. You don't have to wait for a blowout, cave in, burnt bulb, or wiper fray, but you do stand in line for repairs. It can be 15 minutes at the TA in Lebo, Kansas, or 15 hours at the same place in Denver. Been there, done that.

Another form of waiting is on hold for dispatch, or maintenance, or safety, or payroll. Get caught with the phone in your hand and be fired before you can say WTF. Yet your dispatcher can let their phone ring till researchers raise the Titanic.

My Compliance department in Chicago knows within moments when I roll a stop sign in Oklahoma, leave a seatbelt unbuckled in Missouri, or hit a pothole in Kansas. But if I have an issue that requires stitches, extinguishers, or a badge with

a gun, I'm lucky if I hear from anyone by Friday. They'll say they were busy. Apparently, I wasn't.

But waiting isn't all bad. It allows us to catch up on housework, paperwork, and minor repairs like engine overhauls. Downtime is a great time for taking a nap, doing a crossword, or convincing my wife to grease the flatbed. I've even completed three books this month, and that's a lot of coloring!

Some things ARE worth waiting for. Graduation, grandchildren, and of course, the two most important days in a Harley owner's life. (The day you bought it, and the day you sold it!). Marriage is worth waiting for, too. Just ask anyone who's ever paid for a divorce.

Some things are worth waiting a lifetime for. Your whole life. Things like drug addiction, alcoholism, cancer, and macular degeneration. Homelessness, estrangement, and Covid19 are all things we could live without, including the latest viral scare. It's called the mid-term variant,

in honor of the next election cycle.

Another thing you could wait your whole life for is another YouTube video about trucking. Last time I checked, there were thirty-eight, and every single one started with the same, "What up, Dude?". Every single one competed for the same dizzying weird camera angles. Every single one assured me that I could live like a king, eat like a horse, travel like a sultan, and shift gears like a pro. Many of these same Tube dudes unwittingly show you and me their unmade beds, creepy, sleepy co-drivers, and cluttered cab interiors.

I have news for every single one. I work like a horse, shift an autonomous automatic, come home to a castle, get served by a queen, and sleep like a baby. (And no, it's not because I wake up every two hours crying for a bottle!)

Learning to do this job is simple. Work hard, go slow, pray often and—wait for it—keep a low profile!

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With A New State-Of-The-Art Dealership, Hill International Trucks Continues Growth in the Ohio Valley Region

St. Clairsville, OH... On Monday, November 15th, 2021, Hill International Trucks opened a brand-new dealership in St. Clairsville, OH. After more than a year of construction, the company was thrilled to open its doors at 7:00am to begin serving their customers.

With a building footprint of about 34,000 sq. ft., sitting on a piece of property just over 16 acres, this dealership is truly a marvel. Sitting just off

I-70, this new facility is sure to quickly become a counted-on destination for all truckers traveling through the Ohio Valley. Operating as a full-service dealership, customers can count on Hill International Trucks for all of their medium and heavy duty transportation needs. Their 12-bay Service Department carries Navistar's "Five Diamond" distinction which awarded only to dealerships that meet the highest tier of their rigorous service, quality, and customer care standards. In the front of the building, you'll find their Parts Department which consistently carries over \$1M of parts fit for all medium and heavy duty makes and models. You'll also find their three Truck and Trailer Sales Consultants ready to help customers find and get into their next truck or trailer. In addition to all these services, Hill International Trucks also offers mobile on-site maintenance, roadside assistance, and commercial truck and trailer rental and leasing services.

As an authorized MAC Trailer retailer, those passing by will often see several MAC Trailers on their lot ready for retail sale. In addition to the large number of trailers available, something else on the lot may catch your eye. In a time when it seems that dealerships nationwide are struggling to maintain inventory to sell, Hill International Trucks has managed to maintain an inventory of over 100 pre-owned trucks and trailers.

This new dealership couldn't have come at a more fitting time. Hill International Trucks will be celebrating their 125th



anniversary in 2022 and this dealership is a testament to the company's ongoing excellence. Today, the company is under the direction of fourth generation owner, Steve Hill. Mr. Hill is dedicated to the continual growth of his family's company and looks forward to the success they are bound to see in St. Clairsville, OH. Next time you're in the area, be sure to stop by and check out the newest and best in commercial truck dealerships.

Hill International Trucks has been serving the trucking industry of the Tri-State area for the past 124 years. Founded in Lisbon, Ohio in 1897 by Oswin Spencer Hill, the company had its beginnings as a farm hardware and equipment store. Os-

win's son, Donald, then added the International Truck Franchise in 1939 and dropped the farm equipment lines in 1956. Don's son, Jack, opened the East Liverpool location in 1961 and operated both facilities until 1965 when the Lisbon store was closed. The company was moved to its present location on 8 acres on the Y & O Road at State Route 170 and State Route 11 in East Liverpool, Ohio in 1971. Today, the company is under the direction of fourth generation owner, Steve Hill. In 1997, Hill International Trucks joined Idealease, Navistar's Truck Rental and Leasing operation with the opening of Hill Idealease in Martins Ferry, Ohio. The Wheeling store at #1-27th Street was added in 1979.

In 2003, Hill International Trucks opened their third store in Washington, PA. In 2007, Hill International Trucks built a new facility in Eighty Four, PA to replace the Washington, PA location. In early 2021, Hill International Trucks moved into the Pittsburgh market opening a location in nearby Aliquippa, PA. The company grew again in late 2021 when they built and opened a new state-of-the-art facility in St. Clairsville, OH. As one of the oldest families of heavy truck dealerships in the country, Hill International Trucks continually pursues excellence in all areas of their business and takes pride in the role they play supporting the transportation industry.

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continued from page 1

Wethington, who was a Professional Truck Driver for 30 years, as well as the excellent drivers who work for Kole Trucking.

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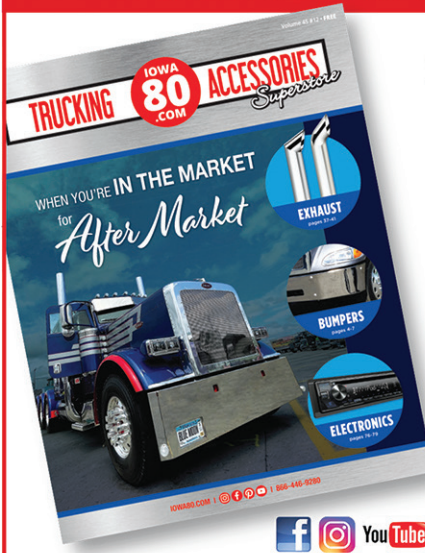
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Pacifico Reflections - Everybody

by: Mike McGough

The Roaring Twenties was a grand time. The war to end all wars was over, flappers were flapping, the economy was booming, major motor companies couldn't make cars fast enough, and speakeasies were selling contraband alcohol by the barrel. Then it happened. The stock market crashed in October of 1929. In a virtual freefall, the economy collapsed. President Hoover believed a rugged individualism, where everyone was to be more responsible for themselves, would eventually right the economic calamity. He was wrong; it got worse.

On the promise of a New Deal, Franklin Roosevelt was elected in 1932. Within hours of his inauguration in March of 1933, he set to work. His was anything but an individualized plan for recovery. This was an

everybody-problem, and it was going to take an everybody-solution to recover and rebuild.

The list of initiatives, plans, and projects put in motion was staggering. Some worked, some didn't. Congress supported some, and Congress balked at others. Political parties differed widely over what might work and what was a total waste of time. Critics criticized, humorists poked fun, and politicians on either side of the political spectrum argued endlessly. The public was also divided.

The Great Depression was an unprecedented set of circumstances, the likes of which had never before been seen in the United States. Sure, there had been panics and economic downturns in the past, but this was a real doozy. The experts were puzzled, the pundits were

stymied, and too many elected officials muddied the waters by politicizing anything they thought they could turn to their political advantage. As a result, the public grew frustrated. Projections and forecasts were often flawed to a striking degree. They gave little direction, and more often than not, they offer little hope of better times in the near future.

In the midst of this economic and social calamity, President Roosevelt began offering his Fireside Chats. Make no mistake, his chats had their political twists and their party purposes. However, through the relatively new media of radio, Roosevelt became a common voice and a shared source of information.

Historians, sociologists, and political scientists have debated and argued the virtue, value, and legacy of

the Fireside Chats. Roosevelt's most extreme critics contend that the President politicized everything. His most ardent supporters countered that he gave a weary nation hope, while continually updating a confused and often frightened people. But whether friend or foe even a casual look at the chats that began in 1933 and ran through 1944 in the midst of World War II, points to one recurring theme. This was an everybody-problem and it needed everybody's attention, if it was to be overcome.

The ebb and flow of both the Great Depression and World War II can easily be traced through the economic and wartime messages Roosevelt shared, the guidance he offered, and support he sought. He understood, anticipated, and reacted to change, one of life's most predictable and irrepressible constants, and he kept everybody informed.

In his Fireside Chat on April 28, 1935, he spoke directly to the changes the country had made in the first three years of his first administration. Specifically, he made it clear that the Great Depression was a problem of the masses, and solutions to it must be addressed by the masses.

"The objective of the Nation has greatly changed in three years. Before that time individual self-interest and group selfishness were paramount in public thinking. More and more people, because of clearer thinking and a better under-

standing, are considering the whole rather than a mere part relating to one section, or to one crop, or to one industry, or to an individual private occupation. The overwhelming majority of people in this country know how to sift the wheat from the chaff in what they hear and what they read. They know that the process of the constructive rebuilding of America cannot be done in a day or a year, but that it is being done in spite of the few who seek to confuse them and to profit by their confusion."

Regardless of the times, and irrespective of the circumstances, self-government depends on an informed populace. Efforts to inform must be built around the best available information, the most current data, and the most reliable research. For this to happen, changes to the information provided, recommendations offered, and directives put forward must change as the circumstances change. When everyone is informed with the best available information, the potential to achieve actionable solutions is enhanced significantly.

Those who unwittingly spread misinformation often confuse and slow progress toward meaningful solutions in difficult times. Those who purposefully weaponize disinformation for personal gains, weaken and suppress mass initiatives to confront and overcome the worst of times. Shame on them!

ATA Freight Forecast Shows Freight Recovering from Pandemic-Induced Dip in 2021

Arlington, VA... The American Trucking Associations released its annual look at the future of the freight economy - U.S. Freight Transportation Forecast 2021 to 2032 - showing a strong rebound and continued growth for freight demand this year and into the future.

"With a focus on the supply chain this year, it is key we understand that among the many stressors on the system, the simple growth in freight demand and the economy is a significant factor," said ATA Chief Economist Bob Costello. "After falling 6.8% in 2020, freight volumes are set to surge 7.4% this year - and we will see continued growth in freight demand across all modes for the foreseeable future."

Some key findings of this year's Forecast:

- * Total freight tonnage will grow from an estimated 15.1 billion tons in 2021 to 19.3 billion tons in 2032 - a 28% increase.

- * While truck's share of the freight tonnage will slowly decline from 72.2% in 2021 to 71% in 2032 - overall volumes will grow across all segments of the industry: truckload, less-than-truckload and private carrier. Truck tonnage should grow from 10.23 billion tons this year to 13.7 billion tons in 2032.

- * The total revenue derived from primary freight shipments in the U.S. will increase from an estimated \$1.083 trillion in 2021 to \$1.627 trillion in 2032.

MOVING OUT Calendar of Events

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February 17-19, 2022 - Vintage Trucks of Florida 9th Annual Truck Show 2022 Winter Nationals - Paquette's IH Museum, 615 S Whitney Rd., Leesburg, FL 34748. For more info visit www.vintagetrucksfl.com

March 24-26, 2022 - 50th Anniversary Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.trucking-show.com

April 22-24, 2022 - 75 Chrome Truck Show - 75 Chrome Shop, located off Exit 329 I-75; 419 E State Road 44 Wildwood, FL 34785. For more info, call 866-255-6206 or visit them on the web at www.75chromeshop.com

May 8, 2022 - Annual Make-A-Wish Mother's Day Convoy - For more info, visit www.wishconvoy.org or phone 717-283-4868.

June 2-5, 2022 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 9-11, 2022 - ATHS National Convention & Truck Show - Springfield, IL. For more info visit www.aths.org/convention

July 14-16, 2022 - Annual 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 29-30, 2022 - 5th Annual Gear Jammer Magazine Truck Show - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Tony Justice in Concert - Friday evening, Light Show - Friday evening, Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

August 5-7, 2022 - 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 23-25, 2022 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 24, 2022 - Victory Road Truck Show - New Location: Butler County Farm Show Grounds, 625 Evans City Road, Butler, PA. 16001. Presented by Long Haul Custom Detailing. Gates open at 7 am - show hours 9 am-6 pm. Semi-Truck Swap Meet, Pick-up and Semi-Truck Pulls, Kids Corner, Petting Zoo, Vendors, Food Trucks, Auction Items, Door Prizes. For more info, phone 724-524-1933 or 724-814-4395. All proceeds benefit Veteran X, Team Fish Guy, and Lighthouse Foundation.

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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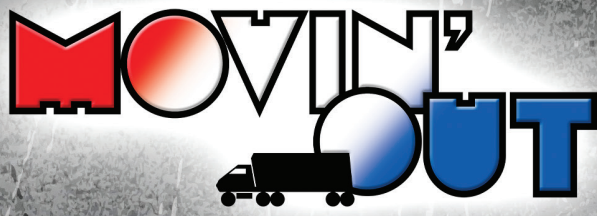
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Working Show Truck Of The Month

Dave Pellegrino



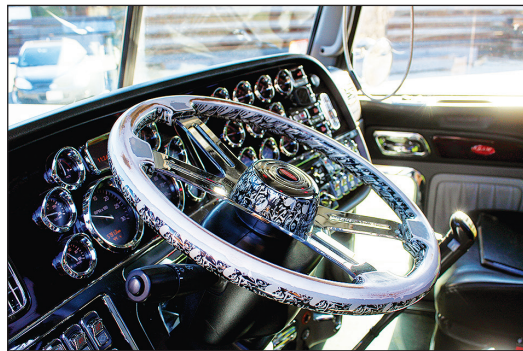
exhaust, and Durabrite wheels that help Dave get thru the tough New England Winters. A double frame helps with those heavy loads and power comes from a Paccar 505 HP engine that's paired up with an 18 speed, and 46K rears.

This silver beauty is equally as nice on the inside thanks to a burlwood dash, all chrome gauges, a custom steering wheel, heated seats, and a Stryker CB radio that Dave says he never uses since he's not a "CB radio guy". The roof is trimmed with 9 lights and there are LED's all around, as well as under glow lighting that is just plain cool! Dave even ordered the truck with a Data Link system that allows for roadside diagnostic testing just in case a problem arises.

This polished Peterbilt has been to several shows in New England, taking 1st place at the GEAR JAMMER Magazine Truck Show! Dave Pellegrino takes a great deal of pride in his



equipment and the entire fleet shines all year round despite working under some harsh conditions. This is one working show truck that's always stands out on the highway, in the landfill, or at the truck shows it goes to! Movin' Out salutes Dave Pellegrino and all of his hard work by starting 2022 off in style, with his fine 389 as our Working Show Truck of the Month.



By Robert Conrad

This 2019 Peterbilt 389 is a true working show truck, hauling every day as Dave Pellegrino takes it wherever the loads need to go. Whether he's pulling a dump trailer going in and out of landfills and gravel pits, or a flatbed hauling steel, granite, rebar, or lumber, this is one truck that is definitely not a garage queen!

The truck was purchased from NH Peterbilt and then owner, Bob Gentry, worked closely with Dave to spec the truck exactly how he wanted it, right down to

the nuts & bolts on the frame rails. Dave wanted a clean, simple look and he succeeded with this decked out day cab that's painted with Imron 5000 Quicksilver metallic. The roof, front fenders, and full rear fenders were painted gun metal grey and the fuel tanks were as well.

Just the right amount of bling was added including a 13" drop visor, dual lighted air cleaners, old school dual



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