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Vol. 45 No. 7
July 2020

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“THE JOURNAL OF THE TRUCKING INDUSTRY”

2020 PKY Truck Beauty Championship Show Truck Bracket Challenge



The winner of this year's PKY People's Choice award is Jamie Walker and his 2001 Peterbilt 379. Turn to pages 10 and 11 for more photos.

American Bulk Commodities Recognizes and Rewards Safe Drivers



By Steve Pollock

BOARDMAN, OH.... So many events in the trucking industry have had to be cancelled this year due to the COVID-19 virus, from truck shows to unfortunately even safety and awards banquets. This was the case with American Bulk Commodities subsidiary R&J Trucking had to cancel their May Safety and Awards Banquet.

It is still important, however, to recognize the many safe conscientious drivers at R&J Trucking who have worked so

hard to establish a good driving record and keep our highways safe as well as maintain their loyalty and longevity in the employ of R&J Trucking.

Below is a list of drivers who have maintained a Safe Driving record for another year, as well as another year in the employ of R&J Trucking:

- 1 Year - Jackets: Jurgen David Starr
- Leonard J. Platt
- Reginald E Jenkins
- Timothy Clay Zunac
- John Edward Rock Sr
- Erik Richard Self

- Albert Eugene Hill Jr
- Joshua David Robinson
- Randall Richard Noseworthy
- Darren Lee Gillott
- Anthony Scott Fleming
- Matthew Craig Smith
- Mike Anthony Martin
- Lacey Anne Riffey
- Brian Alan Franklin
- 2 Years - \$50.00: Ceannonie L Jones
- Robert E Vaughn
- Joseph Earl Schaeffer
- Stephen Wayne Riffe
- Robert Lee Headley
- Richard Allen Mayes

continued on page 2

LCS “Windmaster” – LOOKS GREAT While Saving You Fuel



By Steve Pollock

BUFFALO, NY.... In the old days, Aerodynamics for flatbed trailers was something that truckers rarely considered. There just wasn't a way for flatbeds to be Aerodynamic with tarp loads of all different shapes & sizes. In the 70's when Side Kits came into existence it did help some, but protruding posts and fitted tarps would still grab wind and cause drag. Today, everything has changed! The 1st most important thing to understand is Aerodynamic

software has become so sophisticated in today's world of technology Wind Drag Reduction & Fuel Economy can be Controlled & Engineered into each Truck, Trailer & Tarping System to provide the “Best Aerodynamics” before the product even hits the pavement. Load Covering Solutions Inc. of Buffalo, New York made a bold investment in 2014 to launch a series of “Patented” Aerodynamic Rolling Tarp Systems which is gaining widespread recognition, trademarked and sold as LCS -

“Windmaster”. LCS has (3) prominent designs that North America is seeing emerge over USA Interstates. The “Windmaster” Slide Kit with its distinguishing front Bullet-like nose fairing is the only CFD tested Round (Dome) Roof Rolling Tarp System in existence, designed mostly for 6ft or larger coils and provides 11.8% reduction in wind drag of which 50% or 5.9% increase in fuel efficiency.

continued on page 7

American Bulk Commodities Recognizes and Rewards Safe Drivers



continued from page 1

Randy Lee Fryar
 Marc Alan Kersey
 Richard Lee Fridley
 Petalaiga Joe Olo
 Rick Laskowski
 Stephen Harsar
 Bryan Michael Rust
 Ronald Sivits
 Kevin J Walker
 Eric James Smith Jr
 Bryan Mathew Stainbrook
 Lester Williams
 Alvin Chapell Bacote
3 Years - \$60.00:
 Paul E Smith
 Donald Lynn Kimble
 Daniel E Hipple
 John Edward Just
 Robert Vernon Boney
 Michael Larry Gear
 William D Shafer
 Jesse Guy Malson
 Jeffery B Mundy
 Gary Lee Fillingier
 Randall L Kiggans
 John J Puka
 Jerry Randolph Spears
 Gregory L Kennedy
 Carlos Andrey Ellerbe
 Michael P Simcic
 Henry Malcolm Mclaurin
4 Years - \$70.00:
 Ronald A. Naugle
 Jon Chris Rombough
 Patrick T Kincaid
 Mark Ronald Walker
 Daniel J Walker
 Mario Dominic Salizzoni
 Jeffrey David Vandevort
 Daniel J Kirby
 Matthew O'keefe
 Sidney James Johnson

Reginald Lenard Hartwell
5 Years - \$80.00:
 Timothy A Sears
 Michael Allen Manse
 Richard Alan Eubanks
 Mark D Kincaid
 Lawrence Arthur Smith Davis
 William Paul Fleshman
 Gary Rhodes
 Terri L Sanders
 Nathan Kurt Elfring
 Joseph R Hambly
 Carlos O Mitchell
 Levie Anthony Moorer
6 Years - \$100.00:
 James R Hutch
 Jarrett Quarles
 John P Miller
 Bryan D Hicks
 Ricky E Robinson
 Willard Yoak
 Todd Matlock
 Anthony Roub
7 Years - \$150.00:
 Steven E. Sturges
 Scott D Hart
 Paul E. Softich
 Shawn Arlen Byers
 Henry Rutschow
 Thomas J Haines
8 Years - \$200.00:
 James E. Trube
 Todd E Allen
 Martin Smith
 Joseph Johnson
 Bobby Davis Jr
9 Years - \$250.00:
 Roy H Weamer
 Mitchell G Williams
 Loid J Boney
 Curtis Harris II
 continued on page 3

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American Bulk Commodities Recognizes and Rewards Safe Drivers

CAT Scale and QuikQ Fuel Cards Announce Mobile Payments Through the Weigh My Truck™ App



continued from page 2

- 10 Years - \$300.00:
Luis Burch
Kenneth W Farley
Jeffery W Zornes
- 11 Years - \$350.00:
John Mcmillion
Terry L Foster
Jonathan R Pifer
John H. Allen
Russell J Wade Jr
Scott D Smith
Todd C Burton
Ivan L Comer
Michael Lee Watson
Robert J White
- 12 Years - \$400.00:
Matthew Desellem
Greg Brammer
- 13 Years - \$450.00:
David E Carder
Gregory E Buchanan
- 14 Years - \$500.00:
Spencer Vowls
Brad N. Voshel
- 15 Years - \$550.00:
John Fazio
Heath L Guerin
Donald R Miller
Terry Gregory
Roy Ohlinger
- 16 Years - \$600.00:
David Packard
Stephen Petchtle
- 17 Years - \$650.00:
Dale Zink
Brad Druschel
Milton W Kimble
Raymond Schenkenberger
Earl E Smith
- 18 Years - \$700.00:
Michael D Powell
Timothy Thomas
- 19 Years - \$750.00:
James Tulip
David York Jr
Daniel J Koenig
- 20 Years - \$800.00:
Scot Wayne Zimmerman
- 22 Years - \$900.00:
Kenneth Cappitti
Robert Young
- 23 Years - \$950.00:
Robert C Weikart
- 24 Years - \$1000.00:
Reed Hart
James Niddel
- 25 Years - \$1050.00:
Leonard Brewer Jr
Stanley Patten
- 26 Years - \$1,100:
Michael Kuron
- 27 Years \$1150.00:
Christopher W Crousser
- 25 Years Of Service - \$1000.00:
Ken Cappitti
Len Brewer

1 Million Miles - Belt Buckle, Plaque, Certificate, Patch:
Matt Desellem
Greg Brammer
David Carder
David Packard
Congratulations to all of the

Professional Men and Women Drivers who work for R&J Trucking and American Bulk Commodities. Keep up the good work and hopefully next year the company will be able to celebrate your achievements

with a banquet. American Bulk Commodities is the parent company of R&J Trucking, Boardman, Ohio; John Brown Trucking, Portersville, PA; and Southern Haulers, Calera, AL.

CAT Scale is pleased to announce that it has partnered with QuikQ to provide drivers with another convenient way to pay for their weigh trans-

actions directly from the cab of their truck using the Weigh My Truck™ mobile app.

The Weigh My Truck app allows drivers to weigh and then get the weights displayed on their mobile device without ever leaving the cab. The app will also email a locked PDF copy of the scale ticket to email addresses specified by the driver. The driver simply creates an online account with Weigh My Truck™, which will store QuikQ billing information, truck number, email preferences and historical weigh transactions. Fleets can also set up accounts that allow driver management and provide back end data files.

"Drivers and fleets alike have been able to realize significant time savings using the Weigh My Truck app," said Delia Meier, senior vice president of CAT Scale. We are pleased to now be able to offer QuikQ card users the opportunity to use and benefit from Weigh My Truck."

"QuikQ's philosophy of improving efficiencies for fleets is enhanced by our partnership with CAT Scale" said Dean Troester, CEO of QuikQ LLC. "Our customers have seen improved hours-of-service utilization when fueling with our SmartQ RFID card-less process. The addition of mobile scale payments will give our customers more time on the road and improve the driver experience."

CAT Scale Company is the world's leading truck scale network providing guaranteed, accurate weights at over 1,960 locations in the U.S. and Canada. More information about the Weigh My Truck™ app can be found online at www.weighmytruck.com. Weigh My Truck™ is available in the Google Play and the Apple App Store.

Based in Franklin, Tennessee, QuikQ is a full-service fuel payment solutions provider that executes payment transactions through a streamlined approach that can reduce fees and create a more direct, transparent relationship among merchants, carriers and their payment solutions provider. stops. For more information, please visit www.quikq.com.



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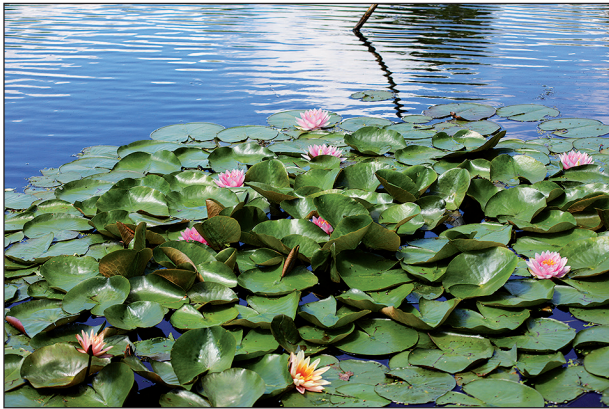


Off The Beaten Path



by Pam Pollock

Soul Soothers...



Three months of living in a world turned upside down, with something new occurring almost daily has my heart sinking to the pits of despair. I get flustered and yes, angry very easily. I bottle my emotions inside of me until they finally bubble to the surface and then I explode, much like a volcano.

Earlier this week, I decided I needed a break. The constant bickering on social media and the "he said, she said" reporting from the major television news stations had my heart racing and the panic threatening to overwhelm me. I embarked on a mission to seek some much needed peace and tranquility.

My first stop in my journey to happiness was at my daughter and son-in-law's house. Of course, time spent with the grandkids always brings me contentment and joy. I put on my galoshes and wandered down to the pond, toting my camera. I cautiously looked for snakes and was very relieved to not spy any. A bullfrog was croaking, perhaps he was warning other pond inhabitants that I was encroaching in their domain. Behind me, I heard the splash of fish leaping into the air and then crashing back into the water. A little frog was practicing his diving techniques. And then I saw the lotuses, a colorful rainbow of flowers blooming in the water. I could feel the wave of peacefulness transcending upon my soul.

Back home, I arose one morning before anyone else, I attached my giant telephoto lens on my camera and set up a chair on my front porch. I filled up my assortment of bird feeders and threw lots of peanuts on the ground feeders for my Blue Jay friends. I sat down and tuned the world out. I could feel some of the stress that has been invading my body shift. I breathed the air; the summer breeze was blowing my American Flag. My



Chip indulging in the all-you-can-eat buffet at his very own picnic table.



Baltimore Oriole having a tranquil moment.

ris wheel feeder. My Blue Jays battled with the Robins and the Starlings for VIP seating.

Every day for the past week, I have been spending a quiet hour both in the morning and in the early evening with my friends. We don't discuss politics or practice social distancing—well, I practice it, but only because they have not permitted me to join their inner circle just yet. Red-Winged Blackbirds, Cardinals, Catbirds, Brown Headed Cowbirds, Crows, Mourning Doves, Goldfinches and Purple Finches, Grackles, Rose-breasted Grosbeaks, a Ruby-throated Hummingbird, Blue Jays, Nuthatches, Baltimore and Orchard

Orioles, Robins, Sparrows, Brown Thrashers, Downy and Red-bellied woodpeckers and even a Scarlet Tanager mingle and dine together, coexisting in harmony (with a few territorial spats). A pair of Bushy-tailed squirrels are joined by Mr. and Mrs. Piney Squirrel. A family of 6-7 chipmunks dart back and forth across my lawn, hoarding peanuts.

As I sit in my chair, I listen to the songs the birds are singing. I tune out the roar of the traffic. My new friends have indeed calmed and soothed my weary soul.



Goldfinches not adhering to Social Distancing.



Abe Vigoda and Ian having a "friendly" discussion about who has first dibs on the peanuts. For more photos of my friends, go to www.movinout.com and search for my column, "Off The Beaten Path."

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ISSN 1524-2684 www.movinout.com
E-Mail: movinout@zoominternet.net
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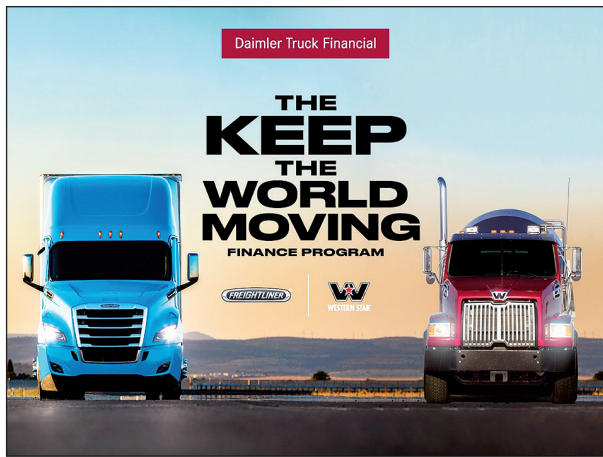
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Daimler Truck Financial Launches Keep the World Moving Finance Program for New Freightliner and Western Star Trucks



PORTLAND, OR... Daimler Truck Financial (DTF) and Daimler Trucks North America (DTNA) are making it easier than ever to purchase the trucks on which the world depends with the introduction of the Keep the World Moving finance program.

Named to pay homage to Daimler Truck's global purpose and designed for the drivers and commercial vehicle operators supporting critical infrastructure, the Keep the World Moving program offers Freightliner and Western Star Trucks customers the flexibility to upgrade or add to their fleets with the toughest, most efficient trucks on the road. The program offers the ability to delay first payments for 120 days on eligible, new Freightliner or Western Star trucks together with down payment allowances of up to

\$5,000 USD/\$7,000 CAD, based on brand, year and model.*

"The world has never needed trucks and their operators more than it does right now," said Tobias Waldeck, Head of Daimler Truck Financial. "Our customers depend on Freightliner and Western Star trucks to help them perform their essential and crucial work. The Keep the World Moving program ensures that even during uncertain times, customers can still have the tools they need to stay on the job and help our economy and society."

The Keep the World Moving finance program will run through July 31, 2020. Program details include:

- Customers who purchase eligible, new MY 2020 and older units can defer the first payment for 120 days combined with a down pay-

ment allowance incentive from \$3,000 to \$5,000 USD or \$4,200 to \$7,000 CAD based on make and model.

- Customers who purchase eligible MY 2021 trucks have the option to delay the first payment for 90 days.

- Customers who purchase used trucks may be eligible for a 90-day to first payment option.

- Eligible models include the Freightliner Cascadia, M2 and SD models; and Western Star 4700, 4900 and 5700 models.

For more information, please contact a Freightliner Trucks or Western Star dealer.

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Daimler Trucks North America Resumes Production in Mexico, Restarting All Manufacturing Operations

PORTLAND, OR... Nearly three months after the first effects of the COVID-19 pandemic suspended manufacturing operations, Daimler Trucks North America (DTNA) has reopened all nine of its manufacturing locations in North America.

The reopening of Saltillo and Santiago Truck Manufacturing Plants in Mexico on June 1 marks the beginning of a full restart of operations and the start of resupply for commercial vehicle operators across the world. The Saltillo and Santiago plants are strong nodes in DTNA's production network, and help support

the trucks manufactured for export to the 35 countries in which DTNA sells commercial vehicles. Daimler's supply chain relies heavily on both the U.S. and Mexico for all new truck manufacturing in North America, with components and subassemblies crossing the border in both directions.

FOR THOSE WHO KEEP THE WORLD MOVING

In North America, anonymized data collected from 130,000 telematics-enabled Freightliner Cascadias provide a real-time picture of the effects of stay-at-home orders and depressed economic activity

across the continent. As the COVID-19 pandemic advanced, the weekly mileage accumulated by the connected, collective Cascadia fleet began to drop markedly, decreasing approximately 15 percent by the end of April. Through May, DTNA has observed a reversal in the trend, with the weekly mileage increasing every week and projected to return to pre-crisis levels by the end of June. In answer, the pace of manufacturing at DTNA continues to advance with over 500 trucks, buses and specialty chassis produced per day in the past few days.

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BEHIND EVERYTHING GREAT IN AMERICA, THERE'S A TRUCK.

High Performance Diesels with Bruce Mallinson

Vibrations can break anything. This is a carrier bearing bracket out of Steve Kron's 10 miles per gallon DD4 Detroit powered truck. His rear drive shaft was out of alignment and was causing a vibration. As you can see in the picture, the U-shaped bracket that holds the carrier bearing broke and he was lucky he was going slow or a catastrophic accident would have happened. He was one mile from a truckstop, so he took a 2" ratchet strap and crisscrossed

it from each side of the frame under the drive shaft to support the shaft to drive 1 mile. He had to drive very slowly, but he made the mile without calling a tow truck. The next day he had the driveshaft rebuilt and was on his way, only missing one day.

Honed turbocharger compressor wheels, look at the shiny honed and polished wheel compared to the stock wheel. The honing process changes the molecular properties of the



Steve Kron's broken driveshaft bracket.



Polished vs. stock turbo wheel

aluminum wheel and makes it stronger. We discovered this process back in 1992 when we built a Big Cam Cummins engine for Ken Howard of Burton on Trent, England for truck road racing in Europe. I think they call it a Rally. Ken wanted 1,000 horsepower and we built it to produce 1200 hp. That resulted in 2 problems, first of all the cabovers they race in Europe are single axles and the tires would spin and go up in smoke even on the straight-aways. The second problem was the compressor wheel of the turbocharger would explode at higher RPM such as 2800RPM's. After the 3rd turbo we discovered a company that could hone the wheel and then we no longer had turbo failures. To this day we still get some of the compressor wheels honed if they are not billet wheels. The cost to have a compressor wheel honed is \$175.00. Not necessary if your turbo has a billet wheel or the turbo is producing 40 psi of boost or under. This is something to keep in mind if you do experience blown compressor wheels.

This is a difficult time financially for many owner-operators and small fleets. Many are having to figure out where they can cut costs and or bring in extra revenue. One place where you never want to cut corners is maintaining your truck. We recently talked to Artie Chase, the fleet manager for SST Oil, on what they are doing to keep their trucks running reliably. SST Oil is a small company located in Northern California.

They store and transport gasoline, diesel, heating oil, and Diesel Exhaust Fluid. They have about 19 trucks in their fleet. Because they're in California, all of them have to be newer emissions equipped trucks. A few years ago, Artie was tired of dealing with emissions system problems. He would routinely have to go on service calls to do manual regens on their trucks. These service calls took up much of his time. Once you include shop time to clean and repair various parts of the emissions system, it was costing the company an awful lot of time and expense. Thankfully, Artie heard about the Fuel Borne Catalyst and decided to give it a try. Artie says the best way he can describe the product is, "It works." He doesn't worry about spending the money on a five gallon pail because it's far less expensive than one trip to the shop. He also said the catalyst has changed his mind about emissions systems in general, and that it's totally possible to have a new emissions

equipped truck to run like a pre-emissions truck without any modifications. Since using the catalyst, Artie estimates that shop time for the fleet is down by roughly 70%, he no longer needs to go on service calls for the trucks, and he's never had one of his trucks fail a DPF opacity test. In addition, the exhaust coming out of the stacks is noticeably cleaner. If you are in northern California and are interested in buying fuel or DPF fluid in bulk give them a call at (530) 241-1167.

"For those of you who are customers of our service shop, we've been having a lot of "no shows" on the schedule. If you are delayed, please give us a call so we can start working on other projects and keep the schedule moving forward, thanks."

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

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LCS "Windmaster" – LOOKS GREAT While Saving You Fuel

continued from page 1



"Windmaster" GR8LOOK

"Windmaster" GR8LOOK is our Aerodynamic version of a typical flat aluminum bulkhead (also available from LCS) but was designed to be three piece for easy replacement. Its upper nose and rounded side fairings provide a 5.17% reduction in wind drag and a 2.59% increase in fuel efficiency. The metal insert front panel with man

door is standard in mill finish aluminum but can be upgraded to polish aluminum, quilted or mirror stainless.

The "Windmaster" SMARTLOOK Aerodynamic Rolling Tarp System is our Signature Flat Top system that is most commonly seen at 98"-102" Ht. and now our latest "High Hauler" is available from

103"-106" Ht. This full cavity fiberglass front was designed to optimize Aerodynamics by sitting ahead of the trailer front sill 20" narrowing the gap between truck and trailer. It provides 11.6% wind drag reduction or 5.73% better fuel efficiency over a standard aluminum Bulkhead at 100" Ht. The

High Hauler at 106" ht. is 3.19% more efficient than a 100" Ht flat aluminum which is simply incredible. If the Aerodynamics don't impress you, maybe having your Cargo Control Equipment stored in the "Windmaster" and off the deck of the trailer will. All LCS "Windmaster" Products are tested at 65 MPH in comparison to a flat aluminum bulkhead at 100" Ht.

In all, Load Covering Solutions offers 8 different models of rolling tarp systems, most of which are patented in the USA and Canada. LCS has

a large network of certified install centers to service the US Trucking Industry available in Buffalo, NY; Mantua, OH; Seymour, IN; Aurora, IL; Saginaw, MI; Winchester, TN; Houston TX, Portland, OR; Denver, CO; Joplin, MO; Stuart, FL; as well as many other locations. LCS is BIG on training fleets on how to install their own systems allowing them to be totally independent on aftermarket parts replacement, service and maintenance.

For forty-one years Load Covering Solutions has been manufacturing custom tarps.

Today, the company is a one-stop shop for all of your tarping needs. Load Covering Solutions also offers custom graphics for their rolling tarp systems, tarp systems for open top trailers, as well as Cargo Control & Load Securement Accessories. Did you know LCS is the only USA manufacturer of Rolling Tarp Systems that designs and sells a full line of Hard Top / Soft Side European style Side Curtain Systems, popular in the building materials & construction industries?

If you are a lifetime flat-bedder, don't let the physical demands of tarping make you switch to pulling a van. Save time and avoid handling heavy tarps with a "Windmaster" Rolling Tarp System. The majority of work related injuries in the trucking industry occur while tarping or climbing (or falling) from the trailers. Rotator cuff injuries are commonly associated with throwing tarps.

For additional information about the Windmaster Aerodynamic Rolling Tarp Solutions, contact Load Covering Solutions at 716-514-6419 or visit www.loadcovering.com You can also email BrianP@loadcovering.com and check out our expanding line of Non-Semi Load Covers for 10'-44ft Utility & Gooseneck Trailers at www.loadcoveringtrailers.com

Rolling tarp systems by Load Covering Solutions are available in the USA and Canada.



Windmaster SMARTLOOK



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Latest Trucking Industry News

ATA Truck Tonnage Index Plunged 12.2% in April Index 11.3% below April 2019

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index contracted 12.2% in April after increasing 0.4% in March. In April, the index equaled 104.9 (2015=100) compared with 119.5 in March.

"April's monthly decline was the largest in 26 years when there was a labor strike in April 1994," said ATA Chief Economist Bob Costello. "Considering that April factory output and retail sales plummeted, the large drop in truck freight is not surprising. However, not all fleets saw large declines in April. Those hauling food for grocery stores and those involved in the on-line retail supply chain outperformed most other fleets. Some fleets witnessed very large declines in freight last month."

March's gain was revised down to 0.4% from the 1.2% increase reported in our April 21 press release.

"These historic declines show just how much trucking was impacted by our national response to the COVID-19 pandemic" Costello said. "As the nation starts taking small steps toward reopening, we should see some modest improvements in the freight market, but the size of April's decline gives us an idea of how long the road back may be."

Compared with April 2019, the SA index contracted 11.3%, the largest year-over-year decline since early 2009. This drop was preceded by a 3.5% year-over-year gain in March. Year-to-date, compared with the same period in 2019, tonnage is down 1.3%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 104.6 in April, 12.8% below the March level (120). In calculating the index, 100 represents 2015.

Trucking serves as a barometer of the U.S. economy, representing 71.4% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.49 billion tons of freight in 2018. Motor carriers collected \$796.7 billion, or 80.3% 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.

OOIDA Optimistic By Release Of House Highway Bill - Proposal Features Much For Truckers To Like

Washington, DC... Committee on Transportation & Infrastructure Chairman Peter DeFazio (D-OR) released his much-anticipated highway bill proposal, starting the House's long process of developing its version of the next surface transportation reauthorization.

The Owner-Operator Independent Drivers Association supports provisions in the bill including increased funding for highway construction, \$250 million for truck parking projects, provisions that will help limit excessive detention time and predatory lease-to-own schemes, new restrictions on tolling, and further analysis of questionable H-1B Visa use within the trucking industry.

OOIDA says that truckers will also like what didn't find its way into the bill, including speed limiter and side underride

guard mandates, an increase in minimum insurance requirements or truck size and weight limits, and the lowering of minimum age requirements for interstate drivers.

"Our efforts to shape trucking policies in this proposal have been largely successful," explained Todd Spencer, President and CEO of OOIDA. "We've worked very closely with the Chairman to ensure this bill addresses some of the top priorities of truckers, while making certain it doesn't include several policies that would hurt small trucking businesses. I think there's a lot to like about this bill if you're an OOIDA member, but some aspects will need to be improved."

Specifically, the Association has concerns about provisions that would return CSA scores to public view before the system

has been perfected, further legitimize oral fluids testing, and delay implementation of FMCSA's hours-of-service final rule.

The Association emphasizes that while the initial bill text released by Chairman DeFazio is promising in several areas, it's important to remember the bill could change drastically as it moves through the legislative process. OOIDA is prepared to protect the meaningful provisions already included in the bill, work to improve some problematic elements, and aggressively oppose the addition of any harmful amendments that might be offered when it is considered by the Committee later this month.

"We're still very early in the development of this bill, but all things considered, we're in pretty good shape especially

compared to previous reauthorization proposals," continued Spencer. "We'll continue to work closely with Chairman DeFazio and members of the Committee to make this the best bill possible for truckers. We'll also fight to make sure any poison pills – like a speed limiter mandate or increase to minimum insurance requirements – don't find their way into this bill during Committee consideration or on the House floor."

With the bill text now available to the public, OOIDA will be calling on its members to provide more feedback about its contents.

"Tell us what you like, what you don't like and where the bill needs to be improved," Spencer continued.

Online Survey Reveals Challenges for Professional Drivers During COVID-19

Brentwood, TN... A new online survey from Professional Driver Agency (PDA) is shedding light on many of the issues and challenges that America's professional truck drivers are facing during the COVID-19 pandemic. The survey of over 1,600 professional drivers reveals that while drivers feel safe overall driving during COVID-19, they are concerned for their personal health and bringing home the virus to family/friends.

The survey reveals that while a wide majority of America's professional drivers are considered 'essential,' the global pandemic is creating new personal and economic challenges for them. The personal challenge is evident in the survey results showing 72% of drivers said they were most concerned about bringing home the virus to family and friends.

"For us, this was really the key takeaway from the survey," said Scott Dismuke, director of operations at PDA. "While risking personal exposure to COVID-19, this is an overwhelming majority of drivers that are even more concerned about coming home and exposing family and friends."

Of the drivers concerned about exposing their family to COVID-19, 42% said they were staying out on the road longer instead of taking home time.

Over 60% of drivers stated they feel safe driving during the COVID-19 pandemic, but nearly 45% said they were concerned about their personal health.

"It's important to note that while drivers feel safe driving during these uncertain times, a significant number of drivers are still concerned about their personal health," said Dismuke. "Personal exposure to COVID-19 is a concern for drivers at every stop they make. Almost the same number of the drivers surveyed said they were concerned about going into COVID-19 hotspots to deliver goods."

When asked what could be done differently to make drivers feel safer on the road, nearly 54% of drivers wanted more access to personal protective equipment (PPE). Additionally, half of the drivers felt they needed safer accessibility to food/drink on the road.

As a result, when drivers were asked about what concerns them the most from a job-related standpoint, 49% of respondents said that access to amenities (food, showers, parking) on the road was one of their biggest concerns.

Carriers or others interested in gaining insight into truck drivers' concerns and opinions regarding operating during COVID-19 can download the full report of the survey results at <https://joinpdateam.com/data-download>

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Big G Express More Than Doubles Fundraising Goal With Motorcycle Ride Benefiting St. Jude's



Shelbyville, TN... The fifth annual Big G Motorcycle Ride benefiting St. Jude Children's Research Hospital was a roaring success with the Shelbyville-based carrier's riders and supporters raising \$25,000, which was \$15,000 more than their goal this year.

Starting in Mt. Juliet, Tenn., kickstands went up at 9:00 a.m. Saturday, May 30, sending the 148 registered motorcycle

riders approximately 75 miles to Monteagle, Tenn. where the fundraiser auction was held at Jim Oliver's Smokehouse Restaurant.

The weather and atmosphere were ideal according to Big G Manager of Driver Recruiting and Driver Services Karla Butler who said, "Everyone should do this! Put it on your bucket list! It was very powerful – the roar of the motorcycles. Every-

one came together as a family."

Big G's Vice President Deanna Phelps stated, "It was like a big family reunion. Everyone was relaxed and happy to support the kids at St. Jude's... absolutely wonderful day!"

All proceeds go to St. Jude Children's Research Hospital to help it continue to lead the way in how the world understands, treats, and defeats childhood cancer and other life-threat-

ening diseases.

Big G professional driver and fundraiser organizer Tim Chelette, was overwhelmed by the turnout and donations. "If you were there, you know you really enjoyed your ride! We had a blast. It was awesome to see you all coming in, showing up and showing out... Last year we raised \$14,628, this year it was \$25,000! Can you believe that?"

said Chelette. "You brought your money, you brought your time, and donated to a great cause. St. Jude Children's Hospital really does appreciate it, I do and Big G really does appreciate it. We can't do this without you."

Chelette stated via Facebook that the date for next year's ride will be announced in October or November.

Founded in 1995, the Big G

Express Family of Companies include Big G Express, Big G Logistics, Big G Warehousing and Ike Transportation. The company is headquartered in Shelbyville, Tenn., and is 100% employee owned. The companies provide general commodity, irregular route, dry van truck load, flatbed, logistics and warehousing services to customers nationwide.

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First 200 receive a 31st Anniversary Dash Plaque!
- » Milk Truck Registration • 8 a.m. to 6 p.m.
- » **WE'VE LOWERED REGISTRATION PRICES!**
- » Exhibitor Displays • Noon to 9 p.m.
- » Fish Fry • 4 p.m. to 8 p.m. by Fox Lake Snowmobile Club & Leroy Meats
- » Milk Truck Competition • 6 to 7 p.m. (Awards 7 p.m.)
- » Special Olympics Program & Parade Auction Starting at 7 p.m.
- » Lights of the Night Convoy • Starting at 9 p.m.
- » **FREE MUSIC:** Riding Shotgun • 8 p.m. to 12 a.m.



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SATURDAY, AUGUST 15

- » Waupun Lions Club Pancake Breakfast • 7 to 11 a.m.
- » Truck Registration • 7 to 11 a.m.
- » Parade Only Registration • 7 a.m. to 1 p.m.
- » **WE'VE LOWERED REGISTRATION PRICES!**
- » Exhibitor Displays • 9 a.m. to 3 p.m.
- » Truck Judging • 11 a.m. to 2:30 p.m.
- » VFW/American Legion Color Guard & National Anthem Starting at 12 Noon
- » Make-A-Wish Program & Parade Auction
- » Rides of Pride Parade • Starting at 3 p.m.
- » Trophies Awarded • After the parade
- » **FREE MUSIC:** Riding Shotgun • 7:30 p.m. to 12:30 a.m.
- » **FREE MUSIC:** Royal South • 7:30 p.m. to 12:30 a.m.



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2020 PKY Truck Beauty Championship Show Truck Bracket Challenge



Terry Alsinger is the proud owner of this sleek beauty.

The COVID-19 Pandemic forced the cancellation of the 2020 Mid-America Trucking Show in March but the PKY Truck Beauty Championship carried on via an Online Show Truck Bracket Challenge! The competition began with 107 trucks from across the USA, Canada, The Neverlands, Columbia and Japan. After 110 Head-To-Head Matchups and more than 150,000 votes cast, a PKY People's Choice Award was presented to Jamie Walker and his 001 Peterbilt 379 - see photo on the front page of Movin' Out.



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2020 Show Truck Challenge

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Cooper Tire Unveils Two Roadmaster Tires for Van and Local Delivery Trucks



groove helps with traction and stone rejection, while sipes on the outer tread help with wet weather grip.

It comes in size 225/70R with load range F and G, and 245/70R with load range G and H. The tire will also be available to fit 265/70R, 285/70R and 10R22.5 sizes.

Both the Roadmaster RM170+ tire and Roadmaster RM257 tire, in most sizes, meet the 'N' (87 mph) speed rating—the industry's highest. "These are Roadmaster's first tires to carry that rating," said Schroeder. "It allows us to meet the tire needs of ambulance and EMT operations running in high-speed situations."

To aid in durability, both tires feature an extra strip of rubber on the sidewall—a curb bar—which helps ensure the integrity of the sidewall. The tires also feature high tensile steel-belt construction to ensure long casing lives and multiple retreads.

For more information on Cooper, visit www.coopertire.com, www.facebook.com/coopertire or www.twitter.com/coopertire.

FINDLAY, OH... Cooper Tire's Roadmaster brand has bolstered its presence in the "final mile," pick-up and delivery, and emergency vehicle tire segment with the introduction of two new tires. The Roadmaster RM257™ drive and Roadmaster RM170+™ steer, both 19.5-inch tires, will soon be available for order through Roadmaster dealers.

"We continue to enhance our products by bringing new technology to our Roadmaster brand," said Gary Schroeder, Executive Director of Cooper's Global Truck and Bus Tire Business. "Small fleets and owner operators—in a variety of applications requiring 19.5-inch tires—can move into these tires and receive excellent performance at a price that will help keep operating costs low. They're designed for improved handling and longer wear over their predecessors, and built tough to meet the demands of intracity deliveries."

Roadmaster RM257

The Roadmaster RM257 tire, with 18/32nds of tread depth on the 225 size, and 19/32nds on the 245 size, is an entirely new drive tire that features aggressive tread and a Three-Peak Mountain Snowflake certification. To receive the certification, the tire must have 25 percent better acceleration over the reference tire in winter conditions. The Roadmaster RM257 tire doubled that, showcasing its grip and performance attributes.

The Roadmaster RM257 tire is an open-shoulder tire with three tread blocks in the center. The tire's 3D siping allows for better grip in wet weather conditions, while staggered shoulder pockets and chevron grooves provide excellent bite and performance in snow and mud conditions. Lateral tie bars help stabilize the tread blocks to enhance even wear and promote better handling. A new compound formula helps the tire resist cutting and chipping.

The Roadmaster RM257 tire comes in size 225/70R with load range F and G, and 245/70R with load range G and H.

Roadmaster RM170+

The Roadmaster RM170+ tire builds upon the proven tread design of its predecessor, the RM170 steer tire. The 'plus' designation means an even more durable tire that offers improved handling and wear through enhanced

compounding. It will give those operating smaller trucks, vans and emergency vehicles more miles to removal while providing a softer ride.

While the Roadmaster RM170+ tire is primarily used as a steer tire, it also has use as an all-position tire in applications where deep-biting traction isn't required. Featuring 15/32nds of tread depth on the 225 size, and 16/32nds on the 245 size, the tire has a wide footprint that allows for a longer, more even treadwear. Its V-shaped tread

Pacifico Reflections - Hyper-Communicating

by: Mike McGough

She had been a campaign staffer for several previous political candidates, but only the most recent was successful in his bid for office. The experience she had gained in the less-than-successful campaigns helped her to develop a keen and savvy sense of politics. Along the way she had also built a strong communications skill set that made her a very valuable member of her most recent candidate's campaign team. He asked her to stay on as an aide in his office at the state capital.

Her initial position on the Representative's team was that of Scheduler. In short order she excelled at that and demonstrated without question that she was ready for and capable of so much more. She was advanced to Director of Communications. It was in this position that she demonstrated an indispensable talent that quickly sharpened both the effectiveness and efficiency of the representative's staff. By nature she was a detail-oriented person. She could see intricacies and particulars in virtually any situation, and at the same time she was able to maintain a clear 30,000-foot perspective.

As a new member of the

legislature, the Representative was on a steep learning curve, and so was his staff. In their effort to be thorough and keep everyone in the loop, there were countless emails, voluminous detailed memos, an infinite number of texts, and phone calls all hours of the day and night. Although well intended, the level of useless communicating, endless repetition, and misdirected communications was alarming and growing. As a result, the team was slowing but surely drowning itself.

Sensing the growing burden of each unnecessary piece of communications the new Communications Director acted. She called a meeting for a Friday morning. As each staffer entered the conference room she handed them a memo. She opened the meeting thanking everyone for their diligence, hard work, and commitment to the office, the Representative, and the constituents they all served. She then said, "In our best efforts to keep each other informed, we've created an internal communication model that is on the verge of drowning us, and we've got to do something about it." She then explained four essential steps offered in the memo each person had been handed.

TO: ALL
FROM: Communications Director
SUBJECT: Hyper-Communicating

DATE: Today - Friday

1. Stop using the word ALL when you hit SEND or PRINT, unless it's absolutely necessary. (I know I used it, but I determined it was absolutely necessary.) Direct your communications to those with a need to know. If you are included in a communication that does not apply to you or affect your role in this office, send it back to the sender with a simple notation—NO THANK YOU! Senders, keep track of these returns. That will help you fine tune who you include when you send or print something.

2. Before you hit SEND or PRINT make sure you have chosen your words wisely. Be thorough and complete in sending your intended message, and at the same time, avoid:

- stating the already known and/or obvious,
- unnecessary repetition,
- and useless details.

3. When possible, go old school. Face-to-face chats still work. They can be a quick, easy, and effective alternative to computers and cell phones.

4. Do not confuse professional and social communications. Each has a place and each has a purpose. Failure to respect the difference diminishes the potential impact of both.

Thank you!

She closed the meeting with a simple comment. "Folks we seem to be doing well, and with these simple steps to streamline our communications, we can do even better!"

Over communicating, or hyper-communicating, generally comes in three forms. The first is blanket communicating, which is including people with no need, purpose, or interest in what you are sending. Such messages are often ignored due to a lack of personalization. The second form is the sheer length of calls, memos, emails, and texts. Getting through them can be a burden, which often results in diminished attention to the intended message or even being ignored.

The third form, whether intended or unintended, is a digital depersonalization. The result is a lack feeling, emotion, immediacy, and the potential for in-the-moment connections. The fourth and final is comingling professional and social communicating. Knowing, appreciating, and respecting the difference between formal and social communicating is essential, if either is to fulfill its purpose.

Regardless of which form of communicating, useless words are wasted words, and wasted words generally result in wasted time. If left to go unchecked, hyper-communicating can frustrate any organization, it can complicate the work of any team, and it can reduce or even destroy the best efforts of those who are potentially buried under it.

Are you a contributor to the ever-increasing trend toward hyper-communicating?

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Webasto Teams Up With Expedition Overland TA/Petro Employee Makes Over 200 Masks



Richard and Ashley Giordano

Overland vehicles are built to venture far off the grid into places where self-sufficiency in any weather is key. When the Expedition Overland (XO) team needed a mission-critical solution for their winter journey to the Arctic Circle, a Webasto Air Top Evo 40 12V heater was the logical choice. Efficiently using diesel fuel, it produces the life-saving heat needed when nights dip into sub-zero temperatures.

XO founders Clay and Rachelle Croft had a propane heater in their highly modified 2016 Toyota Tacoma. After testing, they determined a critical need for more heat output and efficiency for the March 1-April 1, 2020, Arctic expedition.

In the overlanding world, diesel heaters are rapidly gaining popularity. Team XO understood the importance of this critical piece of equipment and chose the proven reliability of the Webasto Air Top Evo 40. It features automatic altitude adjustment and low fuel consumption, producing 13,650 BTU/h of heat to the habitat. It was an important decision because the SOLO adventure team of Richard and Ashley Giordano would soon travel in the Team XO Tacoma to Tuktoyaktuk, on the shores of the Arctic Ocean in the Canadian Northwest Territories. Founded in 2010 by Clay and Rachelle Croft, Expedition Overland is a team of adventurers who explore the most remote corners of the planet using purpose-built adventure vehicles. Their Overlanding series is available on Amazon Prime and YouTube. The company's website is www.xoverland.com.



LODI, OH... When Elise Buterbaugh, Associate Category Manager for Retail Services, found herself with extra free time on her hands during the furlough, she knew that she could use her talents to help her fellow employees. Her mother, Lori, was on furlough from Kohl's, and they came together to sew masks to help those still working on the front lines during COVID-19.

"I just wanted to do my part in helping our sites and other local businesses," Elise said. "My mom loves to sew, so doing this together was an added perk of having bonding time while we were both off work."

A native of Wadsworth, Elise started out working at the Country Pride in Lodi in 2010 at the age of 18. In 2014, she participated in the Manager in Training (MIT) program when she transferred to the store. Ten years later, she is working at the corporate office in Westlake.

"I am still very close with many people who work at Lodi and helping them meant a lot. I grew up watching my mom make baby blankets and other items for people, so it was a no-brainer that we would do this. I picked up the material and we got to work."

They delivered the masks in two large batches to Lodi and the other businesses on Friday, May 8 and again on May 18.

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Three-Month Waiver in Response to the Economic Consequences of the COVID-19 Public Health Emergency – To Relieve Employers of Commercial Motor Vehicle Drivers Subject to 49 CFR Part 382 from Certain Pre-Employment Testing Requirements

[Waiver - Preemployment testing - FINAL - June 5.pdf](#)

AGENCY: Federal Motor Carrier Safety Administration (FMCSA), DOT.

ACTION: Grant of waiver.
SUMMARY: FMCSA grants a three-month waiver from certain pre-employment testing requirements applicable to employers of drivers subject to 49 CFR part 382. This action responds to the President's Executive Order No. 13924, Regulatory Relief to Support Economic Recovery, issued on May 19, 2020, related to the economic consequences of the Coronavirus Disease 2019 (COVID-19) public health

emergency.

DATES: This waiver is effective June 5, 2020, and ends on September 30, 2020.

FOR FURTHER INFORMATION CONTACT: Mr. David J. Yessen, Chief of the Compliance Division, Office of Enforcement and Compliance, 202-366-1812, Federal Motor Carrier Safety Administration, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

L e g a l B a s i s
The Transportation Equity Act for the 21st Century (TEA-21) (Pub.L. 105-178, 112 Stat. 107, June 9, 1998) provides the Secretary of Transportation (the Secretary) authority to grant

waivers from any of the Federal Motor Carrier Safety Regulations issued under Chapter 313 of Title 49 of the United States Code or 49 U.S.C. § 31136, to a person(s) seeking regulatory relief (49 U.S.C. §§ 31136(e), 31315(a)). The Secretary must make a determination that the waiver is in the public interest and that it is likely to achieve a level of safety equivalent to, or greater than, the level of safety that would be obtained in the absence of the waiver. Individual waivers may be granted for a specific unique event for a period up to three months. TEA-21 authorizes the Secretary to grant waivers without

requesting public comment, and without providing public notice.

On May 19, 2020, the President issued Executive Order No. 13924 setting forth "the policy of the United States to combat the economic consequences of COVID-19 with the same vigor and resourcefulness with which the fight against COVID-19 itself has been waged."

FMCSA's Determination and Regulatory Provisions Waived Consistent with the statutory requirements for waivers, FMCSA has determined that it is in the public interest to issue a waiver, until September

30, 2020, limited in scope and circumstances, that is likely to achieve a level of safety equivalent to, or greater than, the level of safety that would be obtained in the absence of the waiver.

This waiver would extend, from 30 days to 90 days, the period under which drivers would qualify for the pre-employment testing exception under 49 CFR 382.301(b). This relief would allow employers to forego pre-employment testing for drivers who have participated in a controlled substances testing program that meets the requirements of 49 CFR part 382 within

the previous 90 days of hire or rehire. Allowing employers to forego pre-employment testing for drivers who were in a testing program within the previous 90 days will provide relief from the administrative burdens and costs associated with administering tests and allow them to return drivers to the workforce in a more efficient manner, thus promoting job creation and economic growth.

FMCSA reserves the right to revoke this waiver due to drivers' involvement in accidents or employers' failure to comply with the terms of this waiver.

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PA Turnpike Commission Converts to Operate All-Electronic Tolling System Permanently

The PA Turnpike Commission announced that the cashless, All-Electronic Tolling (AET) system instituted March 16 to minimize the spread of COVID-19 will become permanent, a decision that will result in the layoff of approximately 500 employees, primarily toll collectors and fare-collection personnel.

There will be no return to cash collections on our system. Customers will move through the lanes at posted speeds without stopping. Their tolls will be assessed via E-ZPass, or a PA Turnpike TOLL BY PLATE invoice will be sent in the mail.

The personnel action was approved unanimously by Turnpike Commissioners at

the bimonthly public meeting. The decision to operate AET permanently was driven by three factors: the impact that the pandemic has had on the Commission's traffic and revenue; the health and safety of customers and employees; and operational challenges.

"Ceasing cash collections in March to protect employees and customers was the right decision," CEO Mark Compton explained. "But we did not know then how severe the impact would be. With the associated dangers, we cannot risk returning to cash collections. AET continues to be the best choice for our customers and this organization's future." Compton noted that the

Commission continues to take measures to mitigate the impacts of the COVID-19 pandemic, including:

- * Cutting capital spending by 25%

- * Reducing operating expenses

- * Instituting a hiring freeze
- * Offering a voluntary-retirement program

- * Delaying its July transit payment to the commonwealth

"This is a painful day for all of us at the Commission," Compton said. "I want to thank these men and women for their dedication and hard work over the years. I assure them we will continue to assist them during this transition."

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BUFFALO, NY... Since 1975 FPPF Chemical Company has been producing premium fuel additives available internationally. In Celebration of their 45th Anniversary, FPPF is rolling out several changes including New Packaging, New Pricing, New Programs and New Promotions.

Look for the FPPF line up in Truck Stops across the nation and through our Distribution network. FPPF promises new content on its website (www.fppf.com) and on Facebook. They are promoting the "BIG 5" that addresses many of the issue's drivers face today. The Big 5 are Fuel Power – The best year 'round additive money can buy, Total Power – The Ultimate year 'round additive with lubricity, injector detergent, water eliminator, cetane booster, stabilizer and anti-gel, Meltdown SOS – Emergency road treatment for gelled fuel, ABC - Air Brake Conditioner and Liquid Muscle – for engine and tank maintenance.

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800-735-3773. New Distributor inquiries are welcome.

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Oregon Grace Period Extended For Expired Licenses Through At Least Oct. 1

SALEM, OR... The Oregon law enforcement citation moratorium for expired driver licenses, permits, ID cards, and vehicle registration has been extended through Oct. 1.

Read the memo here. The grace period is intended to allow Oregon residents to continue driving while they are waiting for an appointment and DMV works through the backlog due to COVID-19 restrictions. Law enforcement can verify the status of a driver or vehicle electronically during a traffic stop.

Thirty-eight DMV offices started conducting in-person services on June 3. Services currently offered by appointment include:

- * Driver license, permit and ID card issuance
- * Driver knowledge tests
- * Disabled parking permits
- * Farm endorsements
- * VIN inspections

At this time, drive tests are available only through DMV-authorized class C or CDL skills testing businesses. With a few limited exceptions, all other DMV services such as vehicle titles and registration are available online or by mail.

How to request an appointment

DMV is accepting appointment requests online through the agency's website and not by phone. To see if your service is available by appointment and request an appointment, go to www.OregonDMV.com.

Check DMV2U.Oregon.gov to see what DMV services can be done online.

The Circuit Rider



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

Mankind Should Respect The Seasons

The Bible teaches that we should respect the seasons. For instance, in the First Psalms, it is said that the righteous man "shall bring forth his fruit in his season and whatsoever he doeth shall prosper."

But the mistake many of us make is trying to do things out of season. In the New Testament, we are told to "be instant in season and out of season."

I once heard of a lady who saw a beautiful rosebud. She was charmed by the depth of its color and fragrance. She lifted it in her hand and thought, "someday this rosebud will be a beautiful flower." But she could not wait. She pulled petal by petal and took the rose apart. If she would have only waited until the season was right and allowed the rosebud to open on its own, then the shift of beauty would have emerged from the bud to the blossom and she would have been pleased.

Often in spiritual life we do the same thing. We run ahead of God on many occasions, while at other times we wait until it is too late. Simply put, we miss the season. The secret of success is to be instant in season and out of season.

What do you do out of season? You prepare for the season that is upcoming. You prepare the ground, you plant the seed, you wait for the harvest and when the harvest season comes you reap. So, it is in spiritual life.

Truckers Push FMCSA To End Evasion Of Broker Transparency Regs

Washington DC... The Owner-Operator Independent Drivers Association has long pushed for greater transparency and better enforcement of existing regulations. Today, OOIDA filed a petition with the Federal Motor Carrier Safety Administration urging immediate action on key issues to improve broker transparency.

Small-business truckers who have helped keep the nation safe, healthy and supplied through the COVID-19 pandemic are now struggling and worried that their businesses will not survive. One long-time problem that has been exacerbated by the current crisis is the evasion of federal transparency regulations by unscrupulous brokers.

"Brokers have been deliberately skirting federal transparency regulations for decades," said Todd Spencer, President and CEO of OOIDA. "We certainly don't think exempting yourself from federal regulations is legal, but this is precisely what is happening. It has to stop."

Brokers are third-party entities that contract with shippers, commonly known as broker-carrier agreements. Federal regulations require brokers to maintain detailed records of their transactions with motor carriers. Motor carriers have the right to view

this information, which includes how much a shipper is paying a broker and how much the broker is then paying the motor carrier.

OOIDA's petition explains that brokers often find ways of circumventing federal regulations (49 CFR §371.3) that require them to keep records of transactions and make them available to carriers upon request.

OOIDA petitioned FMCSA to strengthen the regulations in 49 CFR §371.3 by doing the following:

1. Require brokers to automatically provide an electronic copy of each transaction record within 48 hours after the contractual service has been completed.

2. Explicitly prohibit brokers from including any provision in their contracts that requires a carrier to waive their rights to access the transaction records as required by 49 CFR §371.3.

"We realize some brokers might not like the regulations, but that doesn't give them the right to blatantly skirt them without any recourse," said Spencer. "Brokers must no longer be given a free pass to avoid compliance with federal transparency requirements and those who continue to evade the regulations must be held accountable. That is what our petition is trying to accomplish."

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

Harbor Freight Tools Jack Stands Recall

Harbor Freight Tools has announced a recall of more than 1.7 million Pittsburgh Automotive 3-Ton and 6-Ton Heavy Duty Steel Jack Stands for a defect that poses a significant risk to your safety.

Owners of these jack stands are asked to immediately discontinue use due to safety concerns. Injuries have been reported due to this issue.

There are two separate recalls for the jack stands. NHTSA recall [20E016](#) involves an estimated 454,000 units that were produced from June 13, 2013, to November 22, 2019. NHTSA recall [20E027](#) involves an estimated 1,254,000 units that were produced from December 1, 2012, to March 31, 2020.

3-Ton jack stands with item number 61196 and 56371, and 6-Ton jack stands with item number 61197 are subject to this recall.

The 61196 and 61197 jack stands can be identified by checking the item number found on the yellow part of the label on the base of each jack stand.

The 56371 jack stands can be identified by checking the item number found on the label on the top of each jack stand.

NHTSA encourages all consumers to report any safety concerns to the [agency](#) online or by calling our Vehicle Safety Hotline (Toll-Free: 1-888-327-4236/Hearing Impaired (TTY): 1-800-424-9153).



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A Likely Story - When It All Started



by Roger Clark

I started my trucking career in 1978 the way we all did back then. The agency manager of a Minneapolis moving company casually tossed me a set of keys.

"These belong to a Ford cabover out back," he said, "hooked up to a 40-foot furniture van loaded for Dallas. Be there Monday morning!"

Hardly a thing of beauty, the cab was a square steel box with a faded blue paint job. Powered by 220 Cummins and shifted with a 5/2 tranny, it doubtless would have covered at the sight of a mountain grade. But then, I would have too!

It had no power anything, no air conditioning, no chrome, and no carpet. It did have a sit-down sleeper, wedged behind the seats, with a mattress stolen from the county jail. But it also had my name on the door, and so I was sitting tall in its non-air ride driver's seat.

There was no orientation class back then, and not even CDLs. There were no DOT physicals, no drug tests, and no serious background checks. If you could work, then you would drive. And there was no

ten-year record of employment. If there had been, they would have learned I was a teenager in reform school.

Now days, of course, professional drivers are inspected, injected, rejected, and dejected at record rates, but that's a good thing. There is still rampant job-hopping, drug abuse, and alcohol-fueled domestic violence within our fraternal brotherhood, but now we're universally regarded, respected, arrested, and detentioned.

Once a year or so, like the rest of you, I've been on the scene of some kind of trauma. It's usually a crash, often with injuries, and occasionally with road rage. It's why I carry a trauma kit and keep a defensive uh, tool close by at all times.

Like you, I've been a witness—and victim—of domestic abuse, truckstop scams, and rookies who don't know which end of the truck is the front. We've all waded through snowdrifts, mudslides, and road trash to render aid, comfort, anger, or advice. It's the human condition, and often we don't know if we're the statue, or the birds.

By 1990 the winds of change included NAFTA, Jake Brakes, Deregulation, and the World Wide Web. Cabovers were out, satellite tracking was in, and Rush Limbaugh was on. But none of us knew the world would end until the arrival of Y2K.

When Y2K came and went, without computers crashing and airplanes falling out of the sky, the federal government knew it was time to find

creative ways to mess with our lives. Thus, was born the TSA, something called gaming, and reality TV, which is as far from real as the news is from honest. Then came the emergence of real world leaders, like Gabriel Iglesias, AKA Fluffy, and Jeff Dunham, AKA Achmed The Dead Terrorist.

Yet the more things change, the more they stay the same. Fellow travelers on America's highways glance wistfully at our rigs, when they look up from their cellphones in terror, and beggars standing on get-on ramps still check theirs for text messages. Smokey Bear is still a good friend to most truckers, but who of us doesn't look back in the mirrors till we're over the hill.

Speaking of being over the hill, I'm old enough now to tell you how to drive, but young enough to make the same mistakes myself all over again. I know, because I get a friendly dash-cam reminder from the Safety Department about once a month or so. "Just because you're not paranoid", my father used to say, "doesn't mean you ain't being followed!"

You can find Roger Clark on Twitter, or at ALikelyStoryBlog.com

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CVSA Supports the Motor Carrier Safety Grant Relief Act of 2020

Greenbelt, MD... On May 13, 2020, in response to the Commercial Vehicle Safety Alliance's (CVSA) advocacy efforts, Senators Roger Wicker (R-MS), Maria Cantwell (D-WA), John Thune (R-SD), Deb Fischer (R-NE) and Tammy Duckworth (D-IL) introduced S. 3729, the Motor Carrier Safety Grant Relief Act of 2020.

The bill extends the periods of performance for the Motor Carrier Safety Assistance Program (MCSAP) formula funding, High Priority Grant and Commercial Driver's License Program Implementation Grant for funding awarded in fiscal 2019 and 2020, giving states additional time to spend grant funding from those years. Additionally, the legislation would give the Federal Motor Carrier Safety Administration (FMCSA) the authority to reallocate any unspent grant

funds at the end of the period of performance for fiscal 2019 and 2020, keeping critical safety funds within MCSAP.

The bill was approved by the U.S. Senate Committee on Commerce, Science, and Transportation on May 20, 2020, and will likely need to be included in a larger COVID-19 relief package to pass the full Senate. If passed, the bill would provide much needed relief to the state agencies responsible for enforcing commercial motor vehicle safety regulations.

CVSA has been advocating for relief for these commercial motor vehicle safety programs to provide states and territories with needed flexibility as a result of the ongoing impacts of COVID-19. The Alliance applauds Senators Wicker, Cantwell, Thune, Fischer and Duckworth, as well as the Commerce Committee, for their support of this legislation and urges passage by the full Senate.

MCSAP provides financial assistance to help states and territories reduce the number and severity of crashes and hazardous material incidents involving commercial motor vehicles. The High Priority Grant program provides financial assistance to carry out high-priority activities and projects that augment motor carrier safety activities, advance technological capabilities and promote the deployment of intelligent transportation system applications for commercial motor vehicle operations. And the Commercial Driver's License Program Implementation Grant provides financial assistance to states to achieve compliance with the requirements of 49 CFR Parts 383 and 384 by ensuring only qualified drivers are eligible to receive and retain a commercial driver's license.

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June 27 - 7th Annual Southern Idaho Truck Show - Hazelton, Idaho. For more info phone 208-731-6459 or visit them at <https://www.facebook.com/Southern-Idaho-Truck-Show...>

June 28 - American Truck Historical Society ATHS Nutmeg Chapter Truck Show - Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8:00 am to 3:00 pm. For more info call Don @ 860-274-4758.

June 27-28- Transport For Christ Truck Rally - Lebanon Valley Expo Center, 80 Rocherty Rd., Lebanon, PA. For more info phone 717-665-6347 or visit www.transportforchrist.org

July 11 - 8th Annual International Motor Truck Gathering - Sones Farm and Home Museum, 92 Industrial Park Rd., Muncy, PA. 17756. All Trucks Welcome, No Registration Fee, Auction. For more info, call Lenny/Lanni Ohnmeiss @ 570-435-0647 or Robert Myers @ 570-772-3773.

July 17-18 - Gulf Coast Big Rig Truck Show - Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pattimccleney@gmail.com

July 24-25 - Keystone Truckin' Nationals - Maple Grove Raceway, 30 Stauffer Park Ln., Mohnton, PA. 19540. For more info call 610-856-9200 or visit www.maplegroveraceway.com

July 24-26 - Top Gun Large Car Shootout - Rantoul National Aviation Center, Rantoul, IL. Phone 217-304-3332 or visit www.topgunlargecarshootout.com

July 31-August 1 - 3rd Annual Gear Jammer Magazine Truck Show - Brimfield Winery & Cidery, 35 Main St., Brimfield, MA. Proceeds to benefit children with Autism. Competition Truck Show, Lights at Night Show, Raffle, Vendors, and More! For more info call 508-212-9998, email: mttconrad7@aol.com

August 8 - Jane Harting Cancer Benefit, Truck Show & Picnic - Elite Service, 905 Stone Hill Rd., Denver, PA. 17517. 10 am - 2 pm. For more info call Ron and Rebecca Yoder at 717-475-4630 or 717-419-5737 or visit <http://www.eliteattitude.com/cancerbenefit.html>

August 7-9 - 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 14-15 - Waupun Truck-n-Show - Waupun Community Center & Tanner Park, 510 E. Spring St., Waupun, WI. Truck Show, Friday Night Light Parade, Saturday Day Parade, Exhibits, live Music, Food, Kids Area. For more info, phone 920-324-9985 or visit www.waupuntruck-n-show.com

August 14-16 - Big Rig Truck Show - Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

August 14-15 - Great Salt Lake Truck Show - Thanksgiving Point, Lehi, Utah (just south of Salt Lake City). For more info go to www.saltlaketruckshow.com or phone 800-877-1320.

August 14-15 - ATSC/Dynaflex Shootout - Arrowhead Stadium, Kansas City, MO. For more info visit www.atsc.world/mo or phone 333-724-1555

August 29 - Bedford County Convoy of Diesel Dreams - Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 5-6 - No Coast Large Cars Truck Show - Hancock County Fairgrounds, Britt, IA. Phone 641-860-0837 for more info or find them online at <https://www.facebook.com/groups/164862380373955/>

September 11-12 - Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or call Jim at 507-208-0222 for info.

September 12 - 9th Annual Eastern Shore Large Cars - Caroline County 4-H Grounds, Denton, MD For more info email: eslc@comcast.net or visit <https://www.facebook.com/ESLargeCars/>

September 12 - Cable Truck Show - 2876 Route 286, Saltsburg, PA. For more info, call 724-639-9043.

September 18-19 - Busted Knuckle Truck Show - Wilkins Oklahoma Truck Supply, Tonkawa, OK. For more info visit www.wilkinstruckchrome.com or phone 800-299-5308

September 18-20 - Richard Crane Memorial Truck Show - St. Ignace, MI. Phone 800-338-6660 or visit <https://stignace.com/event/annual-richard-crane-memorial-truck-show/>

September 19 - 7th Annual Lanita Specialized Truck Show - 7630 Lancaster Ave., Mt. Aetna, PA. For more info phone 717-933-5100

September 19 - Snow Shoe Fall Festival of Trucks - Snow Shoe Park, I-8- Exit 147, turn left, Snow Show, PA. Proceeds to benefit U.S. Veterans in Snow Show, PA. Bob Tail Trucks Only, Car Show, Fall Festival, Food and Vendors. For more info call JR at 814-321-1170. Facebook: www.Facebook.com/snowshoefallfestival

September 24-26 - CSM'S Guilty By Association Truck Show (GBATS) - 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

September 25-27 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. 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

October 3 - Trucks For Smiles - 6th Annual Somerset Area Make-A-Wish® Truck Convoy - Somerset County Fairgrounds, Meyersdale, PA. Hosted by W.W. Friedline, Inc. All proceeds benefit Make-A-Wish®. For more info or to preregister, contact Mark or Keri Friedline at 814-445-2193, email: Keri@wwwwf101.com or visit www.TrucksForSmiles.com

October 17 - 11th Annual LargeCarMag Southern Classic Truck Show - LeeHi Travel Plaza, Lexington, VA. For more info email: michele@largecarmag.com or phone 717-806-8907

October 23-24 - Expedite Expo - Allen County War Memorial Coliseum, 4000 Parnell Ave, Fort Wayne, Indiana 46805. For more info go to www.expediteexpo.com

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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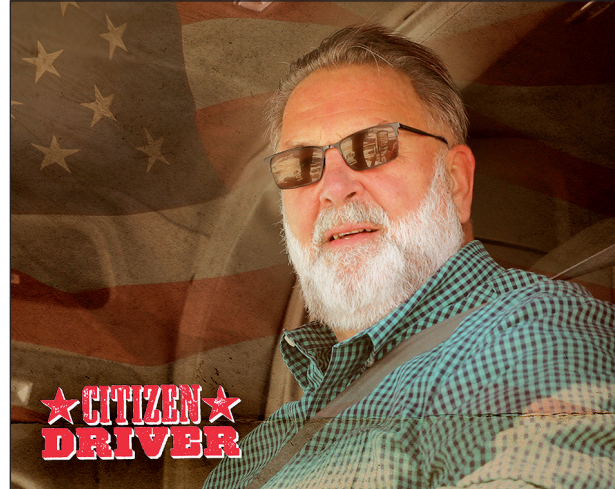
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Travelcenters Of America Announces 2020 Citizen Driver Award Winners Herschel Evans And Jerry Seaman



Herschel Evans



Jerry Seaman

WESTLAKE, OH... TravelCenters of America (TA) announced its seventh annual Citizen Driver Award winners: Herschel Evans of Bremen, Georgia and Jerry Seaman of Huron, South Dakota. The travel center network created the award to recognize professional drivers who demonstrate traits that bring a high level of respect to the truck driving profession, including good citizenship, safety, health and wellness, community involvement and leadership. The winners were announced live on the Dave Nemo Radio Show on Sirius XM 146- Road Dog Trucking Radio.

As part of the honor, Citizen Driver Award winners may select a TA, Petro Stopping Center or TA Express location to be dedicated in their name, allowing their story to be continuously displayed for all travelers that pass through. In addition, TA makes a \$2,500 donation to each winner's charity of choice.

"The goal of the Citizen Driver Program is to put a spotlight on some of the most extraordinary drivers today and illustrate the fine examples of professionalism embedded in the truck driving profession," said Barry Richards, president of TA. "These drivers dedicate their lives to their career and we're pleased to honor them and highlight their life-long commitment and sacrifices."

Details about the honorable lives of Mr. Evans and Mr. Seaman are listed below:

Herschel Evans- Bremen, Georgia Herschel has a 32-year driving career and is currently employed by Holland, Inc. He has logged 3.1 million miles, all accident-free. He is a strong advocate for safety, evidenced by his volunteer work on numerous safety committees and boards. Herschel has been interviewed by commercial and industry media for his expertise and input regarding safety regulations

and is a well-known speaker and presenter on the topic within the industry.

Herschel received the 2018 Commercial Vehicle Safety Alliance International Driver Excellence Award. In 2013, he was selected as an American Trucking Association's American's Road Team Captain. In 2017, he was presented with the Mark Russell Trucking Image Award for representing the industry through his role as an America's Road Team Captain. Herschel is also a trainer for Holland, and ensures that all new hires begin their career with a solid driving foundation and a strong priority on safety.

Herschel has devoted countless hours to Convoy of Care. For the past 33 years, he has been involved with Atlanta Ride for Kids, a nationwide motorcycle charity ride that benefits the Pediatric Brain Tumor Foundation. In 2011, Herschel took over an intercompany truck driving championship and turned it into the Safety Drive for a Cure benefitting the Pediatric Brain Tumor Foundation.

Herschel has chosen the Pediatric Brain Tumor Foundation, Safety Drive for a Cure as his charity to receive the \$2,500 donation. The Petro in Atlanta, Georgia will soon be dedicated in his name.

Jerry Seaman- Huron, South Dakota

Jerry has a 48-year driving career and is currently employed by NTA Trucking, LTD. He has logged more than 5 million miles in his career, all accident-free. In 2010, Jerry was chosen as the NAS-TC Driver of the Year and as a member of their 2010 America's Safe Driver Team. In 2011, Jerry began competing in the South Dakota Truck Driving Championships. He received a first place finish in the 5-axle van class, received Rookie of the Year, the Larry Thury award and was named Grand

Champion. He also competed in the American Trucking Association's National Truck Driving Championships.

Jerry is a dedicated Sunday school teacher, Sunday school director, worship leader and music director. He is devoted to working with the Special Olympics and has been involved with the South Dakota Convoy for Special Olympics since its inception in 2002. Jerry has worked this event every year since, and has been an instrumental part of its growth and success.

Jerry is a lifetime OOIDA member and a member of the Truck Historical Society.

Jerry has chosen the St. Christopher Trucker's Relief Fund as his charity to receive the \$2,500 donation from TA. The Vermillion, South Dakota TA Express will soon be dedicated in his name.

Over 75 nominations for the Citizen Driver award were received this year, from fleet owners and executives, professional drivers, family members, trucking organization members and trucking industry suppliers.

The following distinguished members of the trucking industry served as this year's judges:

- . David Cullen, Executive Editor of Heavy Duty Trucking;
- . Eric Harley, On-Air Host of Red Eye Radio/Cumulus Media;
- . Dave Nemo, On-Air Host, Road Dog Media/Dave Nemo Entertainment
- . Chris Spear, President & CEO of American Trucking Association (ATA)
- . Todd Spencer, President, Owner Operator Independent Driver Association (OOIDA)
- . Ellen Voie, President & CEO of Women In Trucking

TA launched the program in 2013 with the intention of recognizing the professional drivers who keep America moving. To date, 35 Citizen Drivers have been awarded with this prestigious honor. Information about the 2021 Citizen Driver nominations will be posted soon. For more information, visit ta-petro.com/citizen-driver

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MOVIN' OUT

Working Show Truck Of The Month

Richard Stone



By Robert Conrad

Many of us get to a point in life where change is needed and it's time to rethink the path, we our walking and start over. As far as trucks are concerned, when they

get old enough or are involved in an accident, most owners will move another to another one. This sharp looking 1996 Peterbilt 379 is owned by Richard Stone and its

nicknamed "Twice Over" for a good reason. Richard bought the truck from a friend of his who had managed to roll it over twice in the 10 years that he owned it, and that's

where the name comes from. In 2006 when Richard purchased the truck it was in pretty rough shape, but he knew it had potential. He basically rebuilt the entire truck, including

putting brand new frame rails on it while stretching the wheelbase to 315". In fact, the only original piece of this '96 is the cab, which has made it thru 2.3 million miles! Custom features include a set of 6" flat top straight exhaust, a painted grille shell, painted drop visor, extra roof lights with the air horns removed, and single headlights. Power comes from

a 550 CAT engine that's paired up with an 18 speed transmission and a set of 3:91 rears. The interior features a custom floor, all chrome gauges on the dash, and a custom

shifter. Richard used to run the truck coast to coast doing heavy haul work, but he's switched over to local work by buying a daycab & a dump trailer, and using "Twice Over" for

overnight flatbed runs in the Spring months. Plans are for a full face lift in the coming year, so "Twice Over" might change its name to "Triple Play". Whatever name the truck gets,

it's sure to be a showstopper! We'll have to wait and see what Richard comes up with. Movin Out thought this old girl deserved some recognition, along with her owner Richard

Stone, so "Twice Over" is our choice for the July 2020 Working Show Truck of the Month!



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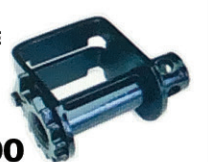


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Horizontal

- 2. Mechanism for venting gases from an internal combustion engine.
- 3. Filters that typically remove 85% or more of the soot.
- 4. Unit, a better term is force couple.
- 5. Adjustment or modification of the internal combustion engine or Engine Control Unit (ECU).
- 6. Turbine-driven forced induction device that increases an internal combustion engine's efficiency and power.
- 8. Works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.

Vertical

- 1. Unit of measurement of power.
- 2. Machine designed to convert one form of energy into mechanical energy.
- 3. Combustible or energy-generating molecules that can be harnessed to create mechanical energy.
- 7. Used to reduce the NOx pollutants in exhaust gases.