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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 21<sup>st</sup> Annual Wheel Jam Truck Show – "The Show MUST Go On!"



"This One's For Scot!" Professional Truck Drivers, Vendors, Industry Members, and the Community came out in full force to show their love and appreciation for Scot Marone, Owner of 18 Wheel Productions, LLC who produces the annual Wheel Jam Truck Show in Huron, South Dakota. Turn to pages 10 & 11 for story and photos. - Photo by Pam Pollock -

### R&J Trucking Honors Safe Drivers



R&J Trucking Million Milers, L to R: Roy Weamer, 1 Million Safe Miles, Dave York, 3 Million Safe Miles, and Jim Trube, 1 Million Safe Miles. - photo by Pam Pollock -

By Pam Pollock

BOARDMAN, OHIO... A gathering of celebration and recognition was recently held On May 4<sup>th</sup>. at the Holiday Inn in Board-

man, Ohio in honor of the Safe Drivers of R&J Trucking, a subsidiary of American Bulk Commodities.

Highlights included videos of safety cams installed

on R&J trucks as well as a safety talk. Management gave remarks as well.

Jim Trube and Roy Weamer were recognized continued on page 2

### PGT Trucking's Million Mile & Safe Driver Celebration



Left to right: William Redding and his wife Pat Redding accept the keys to his new Ford F-10 pick-up truck from Pat Gallagher, PGT Trucking Chief Executive Officer.

Aliquippa, PA... PGT Trucking Inc., a multi-service transportation firm offering flatbed, dedicated, international and special-

ized services, recognized 46 Million Mile Drivers, 104 Safe Drivers and 24 Premier Professionals at their annual awards event,

held at Acrisure Stadium in Pittsburgh, PA, on May 18, 2024. These Proud Professional Drivers are continued on page 14

# R&J Trucking Honors Safe Drivers



The Safe Drivers and Management Team at R&J Trucking. - photo by Pam Pollock -

continued from page 1

for 1 Million Safe Driving Miles and Dave York was commended for 3 Million Safe Driving Miles.

The following Safe Drivers were presented with plaques and cash awards:

Ricketson

2 Years – Travis Barr, Pedro Salinas, Richard Ricketts, Terry Robinson

3 Years – Joshua Dominick, Travis Stewart, Robert Heslop

4 Years – Richard Johnson, Nicholas Osborne,

Paul Hilbig

5 Years – Gary Chick, Jurgen Starr

6 Years – James Morrow, Ceannonie Jones

7 Years – James Burney, Sr., Donald Kimble, James Hutch

8 Years – Robert Ash-

man, Michael Manse, Timothy Sears

9 Years – Jarrett Quarles, John Miller

10 Years – Shawn Byers, Bryan Hicks

11 Years – Charles Jones

12 Years – William Fial-

kowski, James Trube

13 Years - Roy Weamer

15 Years – John McMillion, Matthew Desellem

20 Years – David Packard

23 Years – James Tulip, David York, Jr., Leonard Pieri

25 Years – Chad Krenn

26 Years – Kenneth Cappitti

28 Years – James Niddel



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Kaleb H.

## **1st RUNNER UP**

JR S.

## **2nd RUNNER UP**

Ernie A.

## **TRACTOR/TRAILER DIVISION**

1st - Tarik A. II

2nd - Clayton H.

3rd - Kevin B.

4th - Kaleb H.

5th - Tarik A.

## **TRACTOR DIVISION**

1st - Gary J.

2nd - Kaleb H.

3rd - Derek B.

4th - Mike A.

5th - Devery J.

## **CLASSIC DIVISION**

1st - Alex S.

2nd - Cody L.

3rd - Jay H.

4th - Jesse C.

5th - Cody H.

## **SPECIALIZED WORKING TRUCK**

1st - Jaden L.

2nd - Jerry C.

3rd - Andrew W.

4th - Jaden L.

5th - Teo Q.

## **WORKING SHOW TRUCK**

1st - Theresa D.

2nd - Matt S.

3rd - Dakota P.

## **NON-WORKING SHOW TRUCK**

Jeff H.

## **BEST INTERIOR**

Kaleb H.

## **BEST CHROME**

Alex S.

## **BEST THEME**

Theresa D.

## **BEST ENGINE**

Jaden L.

## **BEST LIGHTS**

Kaleb H.

## **VIRTUAL PEOPLE'S CHOICE AWARD**

Jeff H.

## **STEVE STURGESS AWARD**

Braden M.

# OFF THE BEATEN PATH

BY PAM POLLOCK



Apparently our yard and woods is considered a trash dump for many, many jagoffs.

## Ten Things I Dislike About You... (Aka Pam's Airing Of The Grievances...)

Disclaimer: The "You" in the above title is just a vague "You", it's really not about "You" unless of course "You" do the things I dislike...

So, yeah - it's been a couple of weeks of bad traveling and life experiences and to be frank, this little old Gaga is feeling pretty darn frustrated, tired, and very cranky. When I get irritable (and yes, this occurs more often than I care to admit), my temper fuse gets shortened dramatically. I am not the type of person to "hold it all in" - oh no, I just let 'er rip and air my grievances and let EVERYONE know how I am feeling.

In no particular order are the Top Ten Things That Are Presently Annoying Pam.

#1 Updates to anything electronic. I'm talking cellphone updates, computer updates - oh UPS, I am looking at you because you always shut down my system and insist on doing at least 5 software updates just as I am about to click that End of Day processing button. I am still bitter over losing the first ever Mac Word Document program from the 1990s. That software was so easy to use and navigate. And then poof! It's gone and I have been pulling my hair out ever since whenever there's a new update.

Just recently there's been a stupid update whenever I go to name my story and photo files. I always name the files and images in all caps, because I like it that way. And now I have to jump through hoops to continue to name the files this way. And earlier this week, my printer refused to print any PDFs for two days and then suddenly had a change of heart and started spewing them out the tray. Jagoff...

#2 People who are, pardon my French, dicks. You know who I am talking about - the people who take two or three spaces for their car in the parking lot. The ones who leave their shopping cart sideways in the grocery store and they are 5 aisles away grabbing something else. The person who tries to cut in front of you at the store, the airport, the movie theater. The unfriendly, surly people who won't make eye contact with you when you

are sitting beside them on the airplane for hours.

#3 The Yee-haw good old boys who rip up and down my little country road all hours of the day or night - some in cars, some in loud pick-ups, others in motorcycles and ATVs and probably even a stick pony, who knows.

#4 Politicians and News Channel and Talk Show Hosts- 'nuff said...

#5 Ungrateful people who just want more, more, more and give back nothing, nothing, nothing.

#6 Air Travel - I don't even know where to start with this one. Let's just say that I am still traumatized 2 weeks later from sitting on the same airplane for 13 HOURS on 3 different tarmacs for a flight that was supposed to be less than 2.5 hours. 13 HOURS, folks and we only got a pack of pretzels and were



At one point there were between 30-40 airplanes all sitting out on the tarmac at Austin, Texas because we had all been diverted because of bad weather at Dallas.

offered 1/4 cup of water after 10 hours of being stuck on the plane.

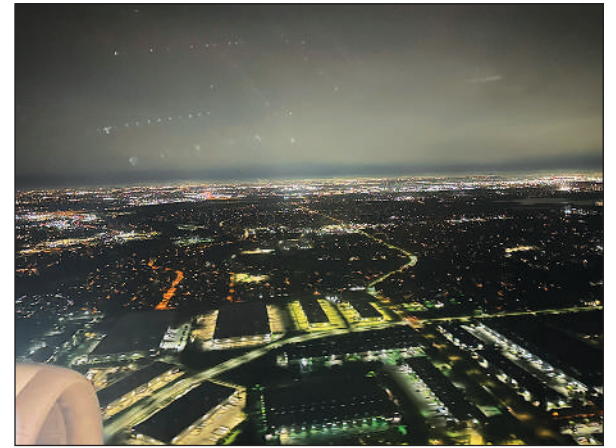
#7 Hotels that put huge mirrors everywhere. Yinz triggered me when I caught a glimpse of myself. But I still ate that piece of pecan pie from the Texas Barbecue Restaurant. Dang you, dang you all!

#8 Scam telemarketers. May you all rot in you-know-where.

#9 Shrinkflation - the bags and tubes and packaging keeps getting smaller and smaller (and inflated with air) but the prices keep rising and rising.

#10 The pigs that throw out litter and garbage and beer bottles and cans in our ditch and woods. The thing that truly set me over the edge? My husband and I spent hours back in April cleaning up other people's filth. We picked up and disposed of 35 gallons of trash just from our land. And we live on a little country road that is 1 mile long. Some

yokels really, really, really like Twisted Tea and Miller Light beer. And also like to pee in pop bottles and toss those out as well. It's not



When we finally landed - almost 13 hours after we were supposed to!

son to air their grievances publicly. So tell me, what chaps your hiney? Jerks!

I can't be the only per-

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LISTED  
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PUBLISHER  
Steven M. Pollock

EDITOR  
Pam Pollock

NATIONAL SALES  
Autumn Kellogg  
Dan Pollock  
George Miller

CONTRIBUTING WRITERS  
Dr. Michael McGough  
Bruce Mallinson  
Roger Clark

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# High Performance Diesels with Bruce Mallinson

## Fixing the Unfixable

About a month ago, we fixed an "unfixable" Paccar MX-13 here in ten minutes. This truck was a single-cab Kenworth off the road for about two years. The truck initially started running poorly, and the owners did what many clueless owners do: they deleted it. Thousands of dollars later, the truck still ran poorly, and they ultimately gave it up for

auction. The truck was sold and taken to a Paccar dealer to be fixed. Since it was deleted, the dealer wouldn't work on it unless they put it back in stock. The dealer was still unsuccessful at fixing the truck, so it returned to the auction. That is how it ended up at Pittsburgh Power. The new owners were again told to delete the truck to fix the issues.

We don't typically work on Paccar engines, but I am always up for a challenge. In this case, I was hesitant. There were so many hands on this truck I thought it would be best to avoid this nightmare altogether.

After weeks of bugging me, I relented and told them to bring the truck in on a Wednesday afternoon. The owner wanted help



CAT 7.1

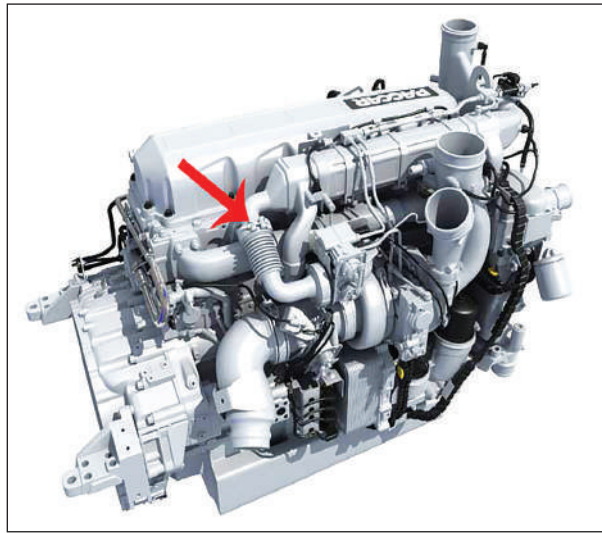
still blocked from the original delete. In this pipe was the tube that connected the exhaust manifold pressure sensor to the manifold. Since the pipe was blocked, no pressure could reach the sensor, and the ECM was sent into a derate. I sent the owner home to take the plug out and told him everything would run fine after you removed it. The unfixable truck was finally fixed after two years. I'm not sure what would have initially caused it to run poorly, but I'm sure something in the \$37,000 in parts they installed probably fixed it.

Nickles and Dimes

Friday late afternoon I had a distress call from a gentleman with a 2013 Cat excavator powered by a 7.1 liter emissions Cat engine. Friday afternoon the engine goes into a derate because of emission problems, and one of the owners needed the excavator for a weekend job. There are 2 brothers that own the machine, the brother that was operating the machine is a user of the Max Mileage Catalyst in all of his equipment, however the other brother is very thrifty and will not spend the money for the catalyst. The local Caterpillar dealer charges \$2,000 to travel to the location of the machine and repair the emissions problems if it can be performed in the field. The brother, who loves the catalyst, who needed the excavator, put the Max Mileage in the fuel tank, topped the tank off with fuel, started the engine and in about 3 minutes could feel the engine was running better. He continued to work the machine Friday night and 11 hours on Saturday. Moral of this story, the nickel you squeeze today, may come back to bite you in the future!

Written by: Leroy Pershing and Bruce Mallinson, Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056

Phone (724) 360-4080  
Email: [Information@PittsburghPower.com](mailto:Information@PittsburghPower.com)  
Website: [www.PittsburghPower.com](http://www.PittsburghPower.com)



MX13 EGR Hot Side Plate Location

so badly that he offered to get his laptop with officially licensed Paccar engine software and data link so I could look at this truck. We didn't have this software then, so it was a pretty telling gesture. We put the truck on the dyno, connected the software, and made initial pulls. We found the engine would only make 110hp! I can understand why no one wanted this truck. I started by doing what I always do, checking the easy stuff. Are there codes? No. Do the sensors read correctly with a key on and the engine off? Yeah. What does the data tell me while we are running the engine?

In this case, the data shouted at me what was wrong. The fueling state was in a turbocharger derate. That is why it is derated, but I wondered what is causing the derate. I sifted through the sensors

individually, seeing if the readings made sense. They all did until I got to the exhaust manifold pressure sensor. Under full load, it only reads 9 psi. I knew this was impossible with a VGT-equipped engine. So, it had to be either the sensor itself, the wiring, or the ECM. My first test is my go-to for situations like this, unplug the sensor. This puts the ECM in a state where it uses a default value instead of using the reading it is seeing. Most of the time, this causes the ECM to use different tables for combustion decisions. After unplugging the sensor, we reran the truck. I immediately could tell it was different. I could also see the owner's reaction; he knew it was fixed. The truck made 425 hp to the wheels, just as it was supposed to. A quick inspection revealed that the pipe from the exhaust manifold to the EGR was

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# CVSA's Brake Safety Week Scheduled for Aug. 25-31

Washington, DC... The Commercial Vehicle Safety Alliance (CVSA) has announced Aug. 25-31 as the dates for this year's Brake Safety Week.

Brake Safety Week is a commercial motor vehicle and driver inspection and regulatory compliance enforcement initiative, a brake-safety awareness and outreach opportunity, and a brake-related inspection and violation Inspection and Enforcement CVSA-certified inspectors will conduct routine commercial motor vehicle inspections throughout the week, focusing on brake systems and components. Commercial motor vehicles found to have brake-related out-of-service violations will be removed from roadways until those violations are corrected.

For this year's Brake Safety Week, inspectors will focus on the condition of brake linings and pads. Brake lining and pad issues may result in vehicle violations and could affect a motor carrier's safety rating.

Some jurisdictions have performance-based brake testers (PBBT) and will be using them during Brake Safety Week. A PBBT is a machine that assesses the braking performance of a vehicle.

Awareness and Outreach Educational efforts by inspectors, motor carriers

and others in the industry take place during Brake Safety Week and are integral to the success of the campaign.

In addition to educational outreach by law enforcement agencies, transportation safety organizations and individual officers, CVSA also aims to help prepare drivers, motor carriers, owner-operators and mechanics for this year's Brake Safety Week.

\* View the inspector's inspection procedure.

\* Download a checklist that outlines the tools needed to inspect S-cam brakes, what to look for and how to measure push-rod stroke.

\* Learn about the components of the vehicle that the inspector will check.

\* Download a flyer with 10 brake lining and pad tips.

Brake Safety Week also serves as a reminder to drivers and motor carriers of the importance of a proactive vehicle maintenance program and provides an opportunity for law enforcement to highlight the importance of brake safety.

### Data Collection

Throughout Brake Safety Week, inspectors will capture data about brake inspections and violations and report that data directly to CVSA. In addition to general inspection and violation data, CVSA will also be collecting data about brake linings/pads, the fo-

cus area for this year's Operation Safe Driver Week. PBBT jurisdictions will also submit PBBT-specific data. CVSA will collect and analyze all data submissions and report the results publicly later this year.

### Why Conduct Brake Safety Week?

Brake-related violations comprise the largest percentage of all out-of-service vehicle violations cited during roadside inspections. According to the Federal Motor Carrier Safety Administration's 2023 vehicle violation data, six out of the top 20 vehicle violations were brake related. And last year's CVSA International Roadcheck results showed that brake-system violations was the top vehicle violation, comprising 25.2% of all vehicle out-of-service violations during that three-day data snapshot of roadside inspections.

Brake Safety Week aims to improve commercial motor vehicle brake safety throughout North America. The goal is to eliminate roadway crashes caused by braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, large- and small-fleet motor carriers, owner-operators and others on the importance of proper brake inspection, maintenance and operation.

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# Latest Trucking Industry News

## Marijuana Reclassification Must Account for Highway Safety Risks Says Trucking Industry

Washington, DC... The American Trucking Associations is calling attention to the negative consequences for highway safety and safety-sensitive industries that could result from the U.S. Drug Enforcement Administration's proposal to re-schedule marijuana from a Schedule I to a Schedule III drug. In anticipation of the proposed rule that was announced today, ATA sent a letter to Attorney General Merrick Garland, Health and Human Services Secretary Xavier Becerra and Transportation Secretary Pete Buttigieg.

ATA is alarmed by the possibility that this reclassification could prohibit certain industries from screening for marijuana use by workers performing safety-sensitive roles. The absence of a reliable standard for marijuana impairment makes it all the more critical for motor carriers to have visibility into marijuana usage. If the trucking and broader transportation industries' ability to conduct drug testing for marijuana use is restricted, the risk of impaired drivers operating on our nation's roadways undetected would increase, endangering all who share the road.

"ATA believes that it is vitally important that your agencies ensure an ongoing allowance for marijuana testing of safety-sensitive workers to avoid deterioration of highway safety," wrote American Trucking Associations Senior Vice President of Regulatory Affairs and Safety Policy Dan Horvath. "If this rulemaking is permitted to move forward without appropriate regulatory review, oversight and deliberation, ATA is concerned that it will severely curtail the ability of motor carriers and other employers of safety-sensitive positions to maintain a safe working environment, threatening the safety of all road users."

These threats to safety are not merely hypothetical. Marijuana and alcohol remain the most detected drugs in impaired driving incidents leading to serious or fatal injuries. State-level marijuana legalization has been linked to an uptick in

crashes.

Current DOT drug and alcohol testing requirements are governed – and therefore limited in their testing authority – by HHS' Mandatory Guidelines for Federal Workplace Drug Testing Programs, which allow regulated employers to test only for those drugs listed in Schedule I or II of the CSA. Therefore, without additional action, deregulation or rescheduling of marijuana would have the likely consequence of precluding testing for all professional drivers and transportation workers as part of the DOT testing program.

## Trucking Industry Applauds Enactment of Predatory Towing Reform in Tennessee

Washington, DC... The American Trucking Associations commended Tennessee on enacting comprehensive reforms to crack down on predatory towing that target heavy-duty trucks. The bill, SB1692/HB1731, was signed into law by Governor Bill Lee after passing the Tennessee Senate unanimously and the House overwhelmingly without a single dissenting vote.

Predatory towing entails any incident in which a towing operator severely overcharges; illegally seizes assets; damages assets by use of improper equipment; or illegitimately withholds release of a truck, trailer and/or cargo. Memphis has been a hotspot for illegal towing. Last fall, one trucker was prevented from paying a \$275 booting fee, and her company was forced to pay thousands of dollars for the return of the vehicle. In a separate incident, a trucker was booted and blocked in while he was in the process

of paying for parking. He waited in his truck for over 33 hours to prevent it from being towed.

Tennessee's new law, which was drafted by Senate Majority Leader Jack Johnson (R-Franklin) and Representative Jake McCalmon (R-Franklin) with recommendations from the Tennessee Trucking Association, will protect truckers by prohibiting unlicensed individuals from booting vehicles anywhere in Tennessee. The law limits booting to commercial lots only. In order to boot a vehicle in a commercial parking lot, a licensed parking attendant must be present, easily identifiable as an employee of the commercial lot and available to remove the boot within 45 minutes from point of contact. The law caps the fee to remove a boot at \$75. Notice provisions will ensure drivers are aware that parking in a lot without pay could result in the vehicle

being booted or towed.

Most noteworthy for the trucking and transportation industry, this legislation will make it illegal to boot or use a device to immobilize any truck and trailer in Tennessee that is clearly identified as a commercial vehicle with a USDOT number or with a commercial license plate issued for all classes of trucks and trailers described and registered pursuant to T.C.A. 55-4-113(a)(2) and T.C.A. 55-4-113(a)(5). The legislation also ensures that vehicle owners are properly notified if their vehicle is towed, sold or demolished by a towing company and directs the Department of Revenue to create a motor vehicle portal. The portal may be accessible by law enforcement, towing companies, vehicle owners and lien holders. The portal, to be active by July 2025, will be used for all public notifications of the sale of unclaimed vehicles.

There is an essential

partnership between trucking companies and towing companies, and truckers depend on towers when there is a mechanical breakdown. Unfortunately, when a truck is towed without the owner's consent, rogue towing companies can exploit the situation. Truck drivers and trucking companies have little choice other than to pay the exorbitant bill since the truck is their livelihood and deliveries may be time sensitive. Legislation to reign in predatory towing creates guardrails that levels the playing field to ensure that both parties are treated fairly.

According to a recent study by the American Transportation Research Institute, the most common types of predatory towing are excessive rates, experienced by 82.7% of motor carriers, and unwarranted extra service charges, experienced by 81.8% of carriers. A majority of carriers encountered additional issues such as truck release or access delays, cargo release delays, truck seizure without cause and tows misreported as consensual.

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## ATA Truck Tonnage Index Decreased 1.2% in April

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index declined 1.2% in April after decreasing 2.2% in March. In April, the index equaled 111.7 (2015=100) compared with 113.1 in March.

"The truck freight market remained soft in April as seasonally adjusted volumes fell for the second straight month," said American Trucking Associations Chief Economist Bob Costello. "With a rebound in freight remaining elusive, it is likely that additional capacity will leave the industry in the face of continued softness in the market."

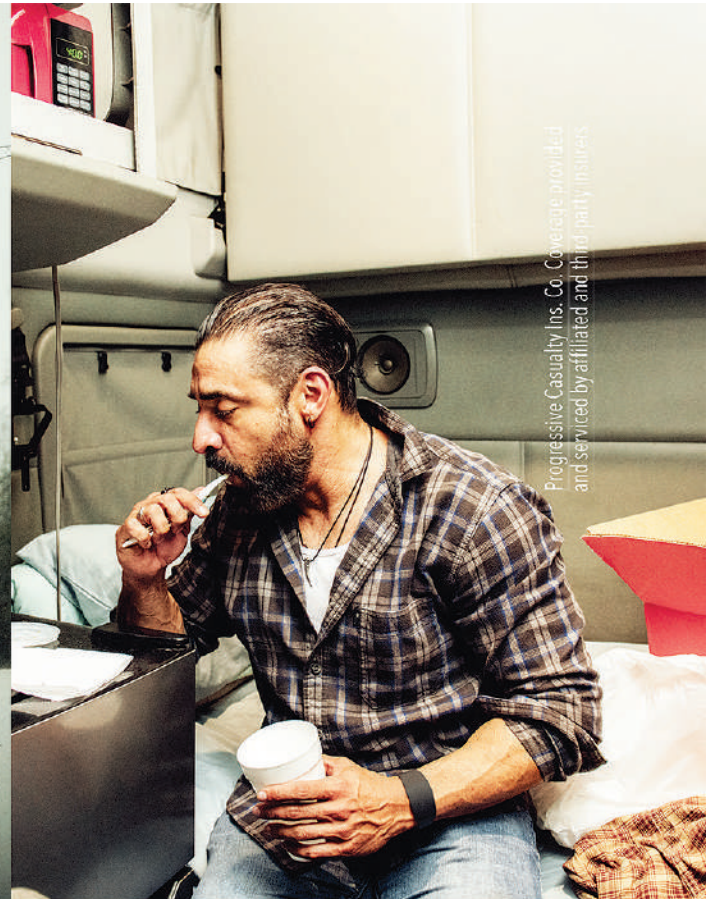
March's decrease was revised down slightly from our April 23 press release.

Compared with April 2023, the index fell 1.5%, which was the fourteenth straight year-over-year decline. In March, the index was down 1.3% from a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 112.2 in April, 1.7% below March. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.







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# 21<sup>st</sup> Annual Wheel Jam – “The Show MUST Go On!”

By Pam Pollock

HURON, SD... The 21<sup>st</sup> Annual Wheel Jam Truck Show was held this past June 6-9 at the South Dakota State Fairgrounds in Huron, South Dakota. 150 Big Rigs were registered and the competition was fierce for the coveted trophies. There was no Parade, which has always been a popular and favorite even with both the Professional Truck Drivers and the residents, down the streets in Huron this year as many streets are shut down for repaving and repairs. However, there was musical entertainment as well as the Lights at Night Show and a Truckers Meal.

18 Wheel Truck Promotions, LLC and the Wheel Jam Truck Show selected Mike Habeck, Habeck Trucking, Belle Fouche, South Dakota, as the 2024 recipient of the Wheel Jam Truck Show Lifetime Achievement Award. This award is presented by 18 Wheel Truck Promotions LLC every year, to someone who has had amazing success in the Trucking Industry.

The Legacy Award was presented to Dawn Lorang and the Rick Marone Memorial Award was given to Kane Fiedler.

Scot Marone, owner of 18 Wheel Productions, LLC has poured his heart and soul into making the Wheel Jam Truck Show one of the premier truck shows in the USA. One week before this year's Wheel Jam Truck Show, it was announced that Scot had been recently diagnosed with pancreatic cancer, which has spread to his liver. Additionally, Scot suffered a stroke and a brain bleed. Scot was adamant that “the truck show MUST go on!” Although he was in the hospital, his presence was very much felt throughout the weekend. The 18 Wheel Truck Promotions crew and the Marone family worked tirelessly to make sure the show went on without a hitch. Vendors organized benefit raffles and designed decal stickers with all of the proceeds donated to Scot to help with his medical expenses.

One of their best attractions at the Wheel Jam Truck Show has been a staple since the 1<sup>st</sup> show, the World's Loudest Dynamic Engine Brake Competition. Scot told me last year that they had purchased a Decibel reader for the competition after the 3<sup>rd</sup> Wheel Jam Truck Show and that's when it became a true competition. Prior to this year's competition, Scot's personal tractor/trailer combo was driven down the street at the Fairground with an escort of motorcycles and an emergency response vehicle. Two crop duster airplanes performed a flyover as the National Anthem was played.

During our interview last year, Scot was adamant



that the Drivers come first. He stated, “Wheel Jam Truck Show is all about the North American Truck drivers and the truck owners. We are honored to have Drivers come back to Huron year after year and to also welcome new Drivers. Wheel Jam Truck Show has the best truck drivers in the nation in attendance. They are very professional.”

He also had high praise for the 18-Wheel Production, LLC crew for all of their hard work in making Wheel Jam Truck Show the huge success that it is. “We can't do this without everyone,” he said. He also thanked all of the Truck Drivers, Sponsors, and Vendors for their support year after year.

I had asked Scot what his future goals for the Wheel Jam Truck Show were. His reply was simple, “Keep growing and make the Wheel Jam Truck Show the premier Truck Show in all of North America! We had a lot of post-show comments from our contestants and sponsors/vendors that this is the best show in the country hands down. So this feat should be sustainable with continued growth in the years to come.”

The Winners List from the 21<sup>st</sup> Annual Wheel Jam Truck Show:

Bobtail – 1973 & older:

1<sup>st</sup>: Roger Kirschmann

Bobtail – 1974-1984: 1<sup>st</sup>: David Voss; 2<sup>nd</sup>: Wayne and Pearl Holt

Bobtail 1985-1996: 1<sup>st</sup>: Ralko Graverson; 2<sup>nd</sup>: Ward Denning

Bobtail – 1997-2007: 1<sup>st</sup>: Jeff Lambrecht; 2<sup>nd</sup>: Matt Kunkle

Bobtail – 2008-2015: 1<sup>st</sup>: Tye VanHorn; 2<sup>nd</sup>: L&D Peterson Trucking

Bobtail – 2016-2020: 1<sup>st</sup>: Scott Feller; 2<sup>nd</sup>: James Kellogg

Bobtail – 2021-2024: 1<sup>st</sup>: Scott Feller; 2<sup>nd</sup>: All-Ways Transit

New Truck 2025: 1<sup>st</sup>: JD Concrete

Bobtail – Show Truck/Limited Mileage: 1<sup>st</sup>: PJ Brink Trucking; 2<sup>nd</sup>: Darryl Beger

Tractor/Trailer – 1973-Older: 1<sup>st</sup>: Diane Eschen; 2<sup>nd</sup>: Dennis Eschen

Tractor/Trailer – 1974-1984: 1<sup>st</sup>: Western Provisions; 2<sup>nd</sup>: Roger Kirschmann Trucking

Tractor/Trailer – 1985-1996: 1<sup>st</sup>: DelaBarre Trucking; 2<sup>nd</sup>: DelaBarre Trucking

Tractor/Trailer – 1997-2007: 1<sup>st</sup>: DelaBarre Trucking; 2<sup>nd</sup>: DelaBarre Trucking

Tractor/Trailer – 2008-2015: 1<sup>st</sup>: Kane Fiedler; 2<sup>nd</sup>: DelaBarre Trucking

Tractor/Trailer – 2016-2020: 1<sup>st</sup>: Jade Transport; 2<sup>nd</sup>: C. Larson Trucking

Tractor/Trailer – 2021-2024: 1<sup>st</sup>: Mike Hofer; 2<sup>nd</sup>: Kane Fiedler

Tractor/Trailer – Show Truck Limited Mileage: 1<sup>st</sup>: PJ Brink Trucking; 2<sup>nd</sup>: PJ Brink Trucking

Tractor/Trailer – New Truck 2025: 1<sup>st</sup>: Stan's Inc.

Best Cabover: 1<sup>st</sup>: David Voss

Specialty Class Bobtail: 1<sup>st</sup>: JD Concrete

Specialty Class Tractor/Trailer: 1<sup>st</sup>: DelaBarre Trucking; 2<sup>nd</sup>: Danny Oswald

Best Interior – Driver's Choice: PJ Brink Trucking

Light Show Bobtail – Driver's Choice: PJ Brink Trucking

Light Show Tractor/Trailer – Driver's Choice – Jesse Lambrecht

Best Fleet Bobtail: PJ Brink Trucking

Best Fleet Tractor/Trailer: Jade Transport

Best Bull Rack Tractor/Trailer: Jesse Lambrecht

Best of Aerodynamics Cab: K&J Trucking

Best Gran Hopper Tractor/Trailer: C. Larson Trucking

Best Van Reefer Tractor/Trailer: DelaBarre Trucking

Best Tanker Tractor/Trailer: Locken Oil

Best Flat Bed Tractor/Trailer: DelaBarre Trucking

Show 'N' Shine: 1<sup>st</sup>: David Voss; 2<sup>nd</sup>: Kennedy Olse; 3<sup>rd</sup>: Mark & Teri Lancaster; 4<sup>th</sup>: Darryl Beger; 5<sup>th</sup>: Mike Habeck; 6<sup>th</sup>: Jade Transport; 7<sup>th</sup>: James Kellogg; 8<sup>th</sup>: PJ Brink Trucking; 9<sup>th</sup>: Elton Wek; 10<sup>th</sup>: Ralko Graverson

Dynamic Engine Brake: 1<sup>st</sup>: Dallas Laube; 2<sup>nd</sup>: Jason Steele; 3<sup>rd</sup>: Todd Dovico; 4<sup>th</sup>: Jennifer Waage

Scot has built a first class truck show in the Wheel Jam Truck Show and the show will continue to grow in the years to come. This was very evident at this year's Wheel Jam Truck Show. The Show went on and it was a spectacular affair. The sentiment from everyone at the show was simple, “This one's for Scot.” His legacy of selfless dedication and service and giving to so many others came full circle when everyone had the opportunity to give a little back to him.

If you would like to make a donation to help with Scot's massive medical



Scot Marone

bill, an account has been made at the American Bank & Trust in Huron, South Dakota. You can send a check or money order, made payable to “The Scot Marone Benefit” and mail it to: American Bank & Trust, 1820 Dakota Ave S, Huron, SD 57350.



Mike Habeck, of Habeck Trucking, Belle Fouche, South Dakota, was honored as the 2024 recipient of the Wheel Jam Truck Show Lifetime Achievement Award.

- Truck Photos By Pam Pollock -

For our complete photo coverage of the show, visit our Online Truck Show Gallery @ [www.movinout.com](http://www.movinout.com)



# 21st Annual Wheel Jam Truck Show

All Photos by Pam Pollock

See our complete photo coverage of the show in our online Truck Show Gallery @ [www.movinout.com](http://www.movinout.com)



# Hunter Truck – Your Zero Emissions Solution



**By Steve Pollock**

“We are running out of time on operators waiting for commercial EV’s to become the perfect alternative to diesel vehicles before beginning to adopt the technology. New emissions regulations, such as the Advanced Clean Truck Rule, will begin to have a broad impact on new diesel truck availability as soon as next year,” stated Paul Fehn, Director of Electric Vehicle Sales at Hunter Truck. “Companies should begin to find applications where the EV can simply be a good alternative. OEMs are continuing to invest heavily in zero-emissions product development, and it has become clear that the industry is headed in that direction. At Hunter Truck, we are educating our team to provide answers about EVs to our customers, no matter where they are located. Part of our job is identifying the right application for EV trucks in our customer’s fleet.”

“Power is not the problem with electric trucks,” continued Fehn. “They will beat a diesel up a hill every time. These trucks can do the work, it just has to be the right job. We currently have customers in New York using Peterbilt EV’s. Drivers love EV’s after they have driven them for a while. They report a better driving experience,

very quiet performance, instant torque, and regenerative braking that help not only to recharge the battery but acts as a Jake brake with no noise. Plus there is the “cool” factor of driving something entirely different. Operationally, the key is to have the truck back at the end of the day to recharge overnight. While this application is not practical for many companies, in certain instances it is a good fit.”

Peterbilt offers three EV models:

The Class 8 Peterbilt Model 579 EV is used for regional hauls and drayage. It has a max horsepower output of 670 hp and a range of 150 miles. Minimum charging time is 3 hours. It comes with a front axle available in 12,000–14,600 lbs. and a 40,000 lb. rear axle. The GCWR is 82,000 lbs.

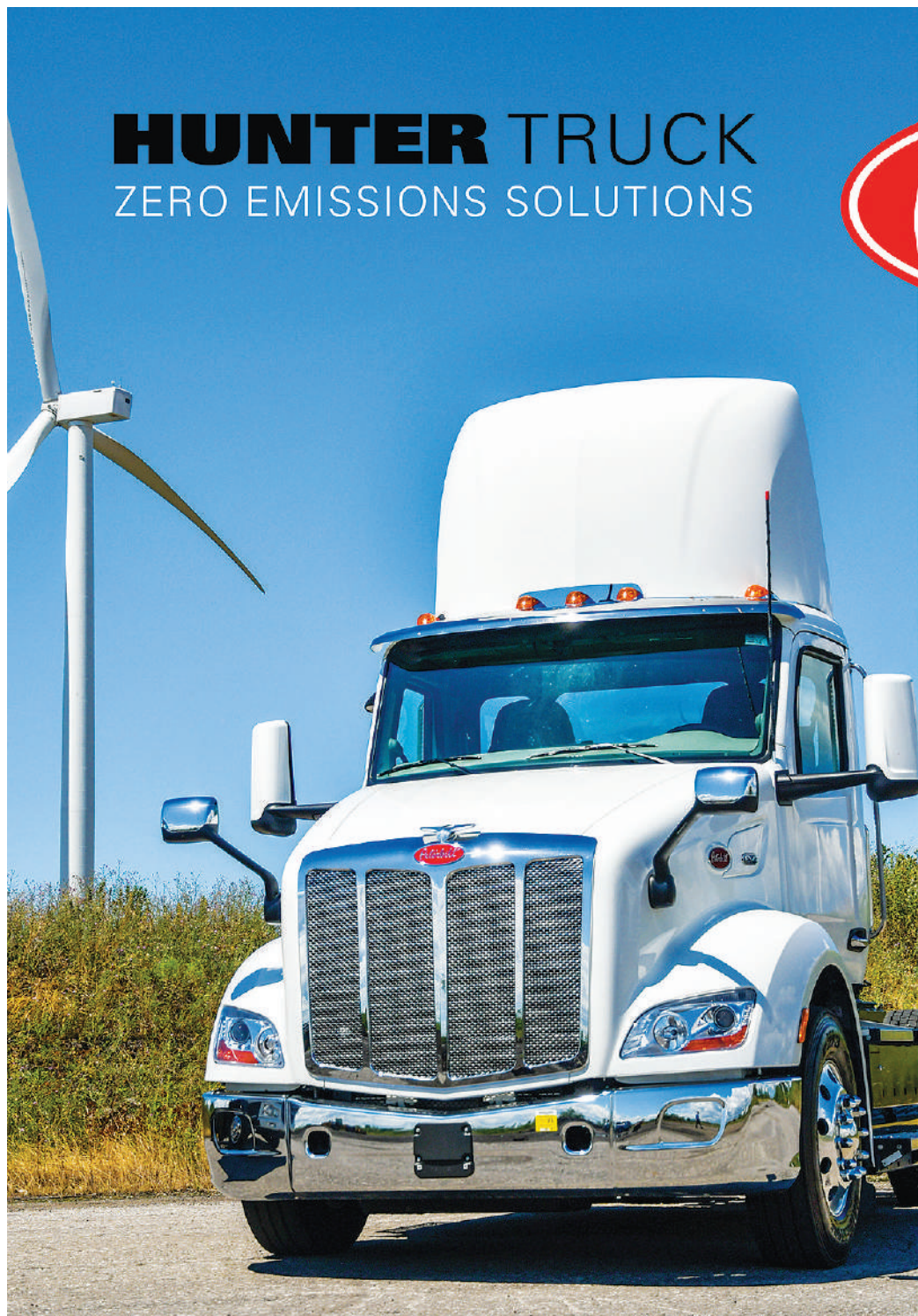
The Class 8 Peterbilt Model 520 EV used for refuse packers. The max hp output is 670, with a range of 80-120 miles with body function. The minimum charging time is 3 hours. It is available with a 20,000-23,000 lb. front axle and 46,000 lb. rear axles with a GCWR of 66,000 lbs.

The Peterbilt Model 220 EV is a Class 6 & 7 straight truck with a pickup and delivery application. It has a range of 100, 150 to 200 miles, depending on use.

The minimum charging time is 1 hour. It is available with a 10,000-12,000 lb. front axle and a 17,000-21,000 lb. rear axle.

Peterbilt’s LFP battery chemistry provides 4,000 empty to full charge cycles. The batteries should last the life of the chassis. Other technologies can only provide half of that. EVs provide a total cost of ownership benefit by substantially reducing fuel cost and maintenance. EV maintenance is substantially reduced – no more oil changes, only normal greasing and checking coolant levels. Tires become the truck’s biggest expense. PACCAR, Cummins, and Daimler have partnered on a joint venture to build EV truck batteries at a plant in Mississippi. Peterbilt will begin production of hydrogen fuel cell trucks at the end of 2025.

Hunter Truck is ready to help your fleet navigate the EV world with complete sales, service, and parts support. Hunter Truck also sells EV charging stations. EV trained and certified technicians are ready to serve you at all Hunter Truck locations. Reach out to a Hunter Truck sales team near you for more information about EVs and if they are right for your fleet, visit <https://huntertruck.com/zero-emissions>



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-Jim Blaylock, Founder

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# PGT Trucking's Million Mile & Safe Driver Celebration Recognizes More than 150 Elite Drivers

continued from page 1

the prime example of excellence at PGT Trucking and throughout the transportation industry.

"Every year, we honor the numerous Proud Professional Million Mile and Safe Drivers who play a significant role in the overall success of PGT," said Pat Gallagher, PGT Trucking Chief Executive Officer. "No matter the circumstances, these drivers remain committed to delivering each load in a safe and timely manner. It is their hard work and dedication that gives PGT the reputation we have today."

PGT's Million Mile Drivers have accomplished this immaculate status by driving one million miles or more without a safety incident. Safe Drivers have driven for the company for more than five years, but less than one million miles, without a safety incident. PGT's Premier Professionals are the safest and most reliable drivers in the company's fleet, consistently maintaining superior performance levels.

For more than 20 years, PGT has recognized its Million Mile and Safe Drivers, and the Million Mile and Safe Driver Celebration is the premier event for PGT drivers, office staff and their guests.

The top award winners for the evening include Bob Cowart, Terminal Manager of the Year; Sam Thompson-Graves, recipient of the Bill Wright Award for Team Player of the Year; David Legendre and Cole Welham, PGT MVPs of the Year; Paul Vargo, recipient of the President's Award; Angelo Villavicencio, Safety Professional of the Year; Ross Tindall, recipient of the David Levin Award for Company Driver of the Year; Bogdan Yakimiv, recipient of the Harry "Buster" Barnes Award for Independent Contractor of the Year; Josh Myers, Rookie Driver of the Year; Dustin Show, Certified PRO Trainer of the Year; and Steve Corfee, recipient of the Terry "Kuz" Kusniar Award for Premier Professional Driver of the Year.

PGT also inducted three new Million Mile Drivers, including Keith Ackerman, Raymundo Barboza, and Ken McKinney. Million Mile Driver William Redding won the grand prize: a brand new Ford F-150.

"Our Million Mile and Safe Drivers show an unwavering commitment to safety, setting the standard for excellence across the PGT fleet," said Gregg Troian, PGT Trucking President. "These Proud Professionals stand above the rest at PGT, and I am immensely proud of their accomplishments."

PGT Trucking, Inc., a multi-service transportation firm offers flatbed, ded-

icated, international and specialized services. PGT is the leader in progressive freight transportation, focused on the Future of Flatbed®. PGT was recognized as a 2024 Best Fleets to Drive For®. At PGT Trucking, "Safety is Everyone's Job - All the Time." www.pgtrucking.com.

## 2023 New Million Mile Drivers

Keith Ackerman; Raymundo Barboza; Ken McKinney

## 2023 Drivers With Over One Million Miles Driven Without A Safety Incident

### Over One Million Miles Driven:

Mark Amezcua; Susan Bailing; Mark Barr; Ralph Benson; David Bilbo; Terry Blankenship; Bobby Burlile; Stephen Corfee; Timothy Cubbon; Lawrence Dworek, Jr.; Rodney Freeman; James Gallatin; Kevin Gaut; Baron Goche-nour; Gary Hall; James Harr, Jr.; Tim Hearn; Clifford Heaton; Gerald Henry; John Jenkins; Eric Kirkland; Gary Littlepage, Jr.; Craig Marple; Jerry Mathes; Frankie Medina, Sr.; David Moore; Javier Pulido; William Redding; Marcelino Rivera, Jr.; Anthony Sheehan; Michael Silvis; Daniel Sullivan; Ross Tindall; Earl Williams

### Over Two Million Miles Driven:

Clifford Bobian; Patrick Foley; Ricky Franklin; David Gross; Kenneth Montgomery

### Over Three Million Miles Driven:

Randy Kelly

### Over Four Million Miles Driven:

William Dickerson; Glenn Gray; James Haas

### 2023 New Safe Drivers

Adrian Alvarado Mireles; Bobby Arnold; Charles Booth; Billy Bowden; Ricky Brewer; Matthew Cowger; Steven Deberry; Phillip Dillard, Jr.; Robert Granack; Robert Graves; James Hamilton; Mark Koszowski; George Lilly; Walter Scott Neill; Jeremy Reitmeyer; Alberto Rivero Diaz; Jason Robinson; Cesar Ruiz; Stracey Smith; Jesus Valdez; Gregory Walters; Larry Ware, Jr.; Bogdan Yakimiv

### 2023 Drivers With Over Five Years Of Service And Under One Million Miles Driven Without A Safety Incident

#### Six Years:

Wendell Beatty; Jabari Charley; Curtis Hollins, Jr.; David Kerr; David Kinder; Melvin Lehman; Seth Lockwood; Darrell Roberson; Dustin Show; James Steeves; William Thomas, III; Roberto Vil-lagomes Hernandez; Don-te Wilson

#### Seven Years:

Dwayne Braxton; William

Eicher; Gerald Gilliam; Clarence Hall, Jr.; Oscar Martinez; Mansur Miah; David Miller; Marcos Morales-Sanchez; Thomas Streater; Henry Tait; Dawayne Turley;

#### Eight Years:

Almir Basic; Colin Bivens; Christopher Chupp; Jozef Jasielec; Terry Keyes; Kent Miller; Amado Perez; David Ponchak; Azrudin Sukanovic; Lucio Tolayo; Jessie Willis

#### Nine Years:

Paul Brown; Michael Bukovac; Gerald Campbell; Michael Carreon; Christian Garcia; Anthony Giles; Suvad Livadic; Tamera Morran; Frank Nathanson; Jarrod Waugh

#### Ten Years:

George Bowling; Mirko Culic; Russell James; Santos Merino; John Nussbaum; Mirsad Okanovic; Juan Velasquez

#### Eleven Years:

Chad Boettner; Daniel Broadwater; Ricky Cardwell; Johnny Claros-Herrera; Kevin Graves; Therman Phillips, III; Michael Rainier; Farrell Roberts; Richard Sherrick; Rene Tello

#### Twelve Years:

Donald Cunningham, Jr.; Oral Jones; Steven Michener; Alan Skroski; Kevin Sykes; Robert Tudor; Andrew Utz; Ruben Villatoro; Michael Williams; Haddis Yemaneab

#### Thirteen Years:

Enes Alagic; Richard Bailey; Russell Boggs; George Braun; Paul Delgado; Michael Vevers

#### Fourteen Years:

Timothy Austen

#### Sixteen Years:

George Smith

#### PGT's Premier Professional Fleet

Terry Blankenship; Michael Carreon; Stephen Corfee; Don Cunningham, Jr.; William Dickerson; Lawrence Dworek, Jr.; Patrick Foley; Ricky Franklin; Rodney Freeman; James Gallatin; Anthony Giles; David Gross; Clarence Hall, Jr.; Clifford Heaton; Gerald Henry; Gary Littlepage, Jr.; Craig Marple; Ken McKinney; Ralph Metz, Jr.; Steven Michener; Marcelino Rivera, Jr.; Robert Tudor; Gregory Walters; Jarrod Waugh



Cole Welham



Paul Vargo



Raymundo Barboxa



David Legendre



Ross Tindall



Sam Thompson-Graves



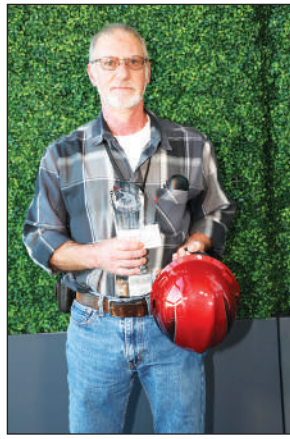
Joshua Myers



Stephen Corfee



Bogdan Yakimiv



Keith Ackerman



Ken McKinney



Bob Cowart



Angelo Villavice



The PGT Trucking Million Mile & Safe Driver Celebration was held at Acrisure Stadium, home of the Pittsburgh Steelers.

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# Sneak Peek Of Winners From The 42nd Annual Shell Rotella® SuperRigs® @ The Texas Motor Speedway



Kaleb Hammett of Dodd City, Texas, captured Best of Show honors.

Publisher Steve Pollock and Editor Pam Pollock traveled to Dallas/Fort Worth, Texas for the recent 42nd Annual Shell Rotella® SuperRigs® Competition, held May 30-June 1 at the Texas Motor Speedway. The weather was hot but the competition was even hotter! Over 100 trucks from the USA and Canada were registered and competed for over \$25,000 in cash and prizes. We will be featuring the show in an upcoming issue of Movin' Out!

*Top left photo by Seve Pollock, Movin' Out*

*Top right photo by Pam Pollock, Movin' Out*

*Bottom right photo courtesy of Shell*



JR Schleuger from Britt, Iowa, won Best of Show first runner-up.



Ernie Adams of New Florence, Pa. was awarded Best of Show second runner-up.



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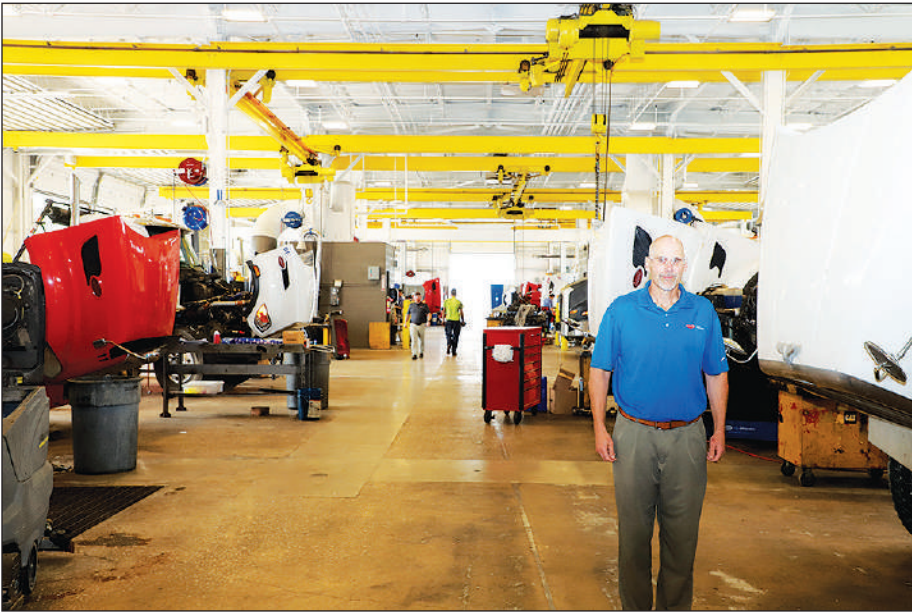
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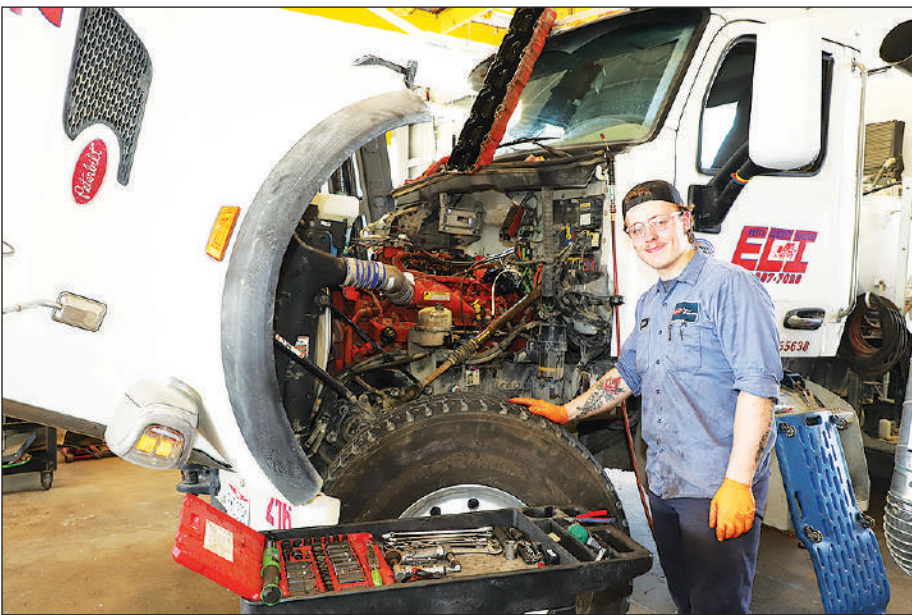
# Ohio Peterbilt Trains Technicians For Today And Tomorrow



Mike Devlin, Regional Service Manager at Ohio Peterbilt.



Tear down engines in the training room at Ohio Peterbilt.



One of the many trained technicians at Ohio Peterbilt.

**By Steve Pollock**

**BROADVIEW HEIGHTS, OH...** Ohio Peterbilt has made a firm commitment to training their technicians to provide the best service possible to their customers. The company is number three for certified trained PAC-CAR MX technicians in the entire Peterbilt network. There are 98 technicians working at Ohio Peterbilt's 10 Ohio dealerships and 58 of them are Paccar MX Engine Certified by Peterbilt, along with 2 certified EV technicians. 25 of their technicians are also certified for Cummins engines.

The company plans to add an additional 10 MX certified technicians by year's end as they understand the critical role skilled technicians play in keeping the transportation industry moving.

Ohio Peterbilt welcomes experienced technicians and recruits from job fairs and technical colleges. They offer internships with on-the-job training, along with paid training at the Peterbilt Training Institute in Denton, Texas and their own in-house training center hosted by Peterbilt factory trainers in Broadview Heights, Ohio.

Trainees are taught electrical, transmission, and engine skills and must have an aptitude for computer skills, reading schematics, and understanding electrical systems. Ohio Peterbilt technicians are trained to provide bumper-to-bumper service for Peterbilt trucks as well as warranty service for Peterbilt trucks that includes Paccar, Cummins, and CAT engines. They can service your Kenworth truck as well.

If you want to have your truck serviced by one of Ohio Peterbilt's highly trained technicians, call (855) 627-3122.



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Driving excellence with every mile.

"Communication between the shop managers, Andy, Jason and Shay, is great with letting us know updates on the service and when it is completed."

**- DAVID H.**



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## Shell Starship 3.0 Taking To The Road Again For A Demonstration Run And Cross-Country Tour



Shell Starship 3.0 was at the recent Shell Rotella SuperRigs at the Texas Motor Speedway in Fort Worth, Texas. Brothers Brian (pictured left) and Eric (pictured right) Rector are the tandem drivers for Shell Starship 3.0. They posed for a photo with Heather Duffey (center), Global Communications Manager at Shell.  
- photo by Steve Pollock -

Houston, TX... Building on the successful fall 2023 U.S. West Coast demonstration run, Shell Starship 3.0 recently took to the road again to show

what is possible for efficiency and carbon reduction in commercial road transport. The truck, equipped with a Cummins X15N™ natural gas engine and powered

by compressed natural gas (CNG), was on the road in May on a driving route throughout North Carolina. During the run, performance data was col-

lected to show the CO2 reduction and freight ton efficiency (FTE) capabilities of Shell Starship 3.0. These results will be third-party monitored and verified by

the North American Council for Freight Efficiency (NACFE), as has been done with all previous Starship demonstration runs.

“The Shell Starship initiative continues to provide guidance on ways that advanced, currently available technologies can offer road transport efficiencies to fleets and drivers,” said Tom Mueller, General Manager of Shell Commercial Road Transport Lubricants. “Gathering added performance data with the natural gas engine-powered Starship will build on the previous run and provide us more information to share with fleets about how they can reduce their energy usage and carbon emissions without losing focus on the cost of their operations.”

### Cross-Country Tour

Shell Starship 3.0 began a nationwide tour starting at the Advanced Clean Transportation (ACT) Expo in Las Vegas, Nev. from May 20 to 23. The truck participated in the vehicle demonstration ride portion of the show, which focuses on advanced clean vehicles and technology. Shell Starship 3.0 then traveled to Shell Rotella SuperRigs at Texas Motor Speedway in Fort Worth, Texas from May 30 to June 1. The following week, the Class 8 truck traveled to Texas for stops at Shell’s Woodcreek Headquarters and the Shell Technology Center in Houston.

Shell Starship 3.0 will then visit key Shell partners and customers throughout the US. The tour will end in early fall with stops at our Shell CNG stations in California.

Shell Starship 3.0 Drivers  
Brothers Brian and Eric

Rector will again be tandem drivers for Shell Starship 3.0. They have been driving Shell Starship since 2020. Both have many years of experience driving Class 8 trucks. Updates from their experiences on the road will be posted on various Shell and Shell Rotella social media channels.

About Shell Starship 3.0  
Shell Starship 3.0 contains components and features that promote lightweighting, low aerodynamic drag, and low rolling resistance Bridgestone tires. Shell Starship 3.0 operates using low-viscosity Shell Rotella natural gas engine oil and Shell Spirax transmission and axle oils. Low-viscosity lubricants require less energy to move throughout the engine while still providing the protection, efficiency, and performance needed in harsh operating environments.

The Cummins X15N™ natural gas engine powered by CNG or RNG where available, emits less CO2 than a diesel engine, confirming the potential for different engine and fuel options to reduce CO2 emissions to fleets. Renewable Natural gas is a transportation fuel that can be derived from organic waste[1] and is interchangeable with CNG and Liquefied Natural Gas (LNG) in transport vehicles.

Shell Starship 3.0 demonstrated available efficient technologies and the spirit of innovation required to meet carbon reduction goals and help power progress. Industry collaboration is vital to help fleets meet their efficiency goals.

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# OOIDA Applauds Bipartisan Bill to Fight Freight Fraud

WASHINGTON, DC... The Owner-Operator Independent Drivers Association (OOIDA) recently announced its strong support for the bipartisan Household Goods Shipping Consumer Protection Act, legislation introduced by Congresswoman Eleanor Holmes Norton (D-DC) and Congressman Mike Ezell (R-MS) to enhance the Federal Motor Carrier Safety Administration's (FMCSA) ability to crack down on freight fraud. Motor carriers are victimized through unpaid claims, unpaid loads, double brokered loads, or load phishing schemes on a daily basis. This costs the trucking industry over \$800 million annually.

"Freight fraud committed by criminals and scam artists has been devastating to many small business truckers simply trying to make a living in a tough freight market," said OOIDA President Todd Spencer. "OOIDA and the 150,000 small-business truckers we represent applaud Representative Holmes Norton and Representative Ezell for their bipartisan leadership to provide FMCSA better tools to root out fraudu-

lent actors, which are also harmful to consumers and highway safety. Because of the broad industry support for these commonsense reforms, we hope this bipartisan legislation will move through the Transportation and Infrastructure Committee without delay."

"FMCSA receives thousands of complaints every year from Americans who are the victims of fraud in the shipment of household goods by licensed entities," said Congresswoman Eleanor Holmes Norton (D-DC). "This bill would provide FMCSA with explicit authority to assess civil penalties for violations of commercial regulations, and crucially, to withhold registration from applicants failing to provide verification details demonstrating they intend to operate legitimate businesses. Americans moving across state lines need to be able to have confidence in FMCSA-licensed companies transporting their physical belongings, and I'm proud to introduce this bill with Rep. Ezell to strengthen protections."

"The Household Goods Shipping Consumer Pro-

tection Act works to address illegal practices in the shipping and moving industry that ultimately undermine consumer trust and harm our nation's supply chain," said Congressman Mike Ezell (R-MS). "Holding these fraudulent actors in the transportation sector accountable will not only protect individuals but also benefit trustworthy companies and their employees. I am glad to co-author this critical initiative to stop fraud and establish greater law and order in our economy."

Problem: Professional truckers have been telling the U.S. Department of Transportation for decades about inadequate broker regulations that are rarely, if ever, enforced. This has resulted in an inequitable economic environment for truckers, especially small-businesses who are victimized by unscrupulous brokers and other fraudulent entities. The current regulatory framework limits fraud enforcement, enables bad actors to operate with impunity, and forces out drivers who want to build sustainable trucking careers.

Solution: The Household Goods Shipping

Consumer Protection Act restores and codifies FMCSA's authority to issue civil penalties against bad actors. The legislation also requires that brokers, freight forwarders, and carriers provide a valid business address to FMCSA in order to register for authority.

The bill has been endorsed by the Transportation Intermediaries Association (TIA), American Trucking Association's Moving & Storage Conference (ATA-MS), Owner-Operator Independent Driver Association (OOIDA), the National Association of Small Trucking Companies (NAS-TC), Commercial Vehicle Safety Alliance (CVSA), Institute for Safer Trucking (IST) and Road Safe America.

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 150,000 members nationwide in all fifty states that collectively own and operate more than 240,000 individual heavy-duty trucks. OOIDA's mission is to

promote and protect the interests of its members on any issues that might impact their economic well-being, working conditions, and the safe operation of commercial motor

vehicles on our nation's highways. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.



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# Secure Your Trailer With SnatchLatch

**By Steve Pollock**

FLOWER MOUND, TX... Musician Jerre Santini from Austin, Texas got tired of his trailer being broken into as he traveled to performances around the country. Fed up with thieves, he came up with the idea for a device that would prevent people from easily cutting his lock or latch hasp to steal his expensive equipment. It worked so well that folks soon started asking to buy them and SnatchLatch was born.

When he retired, Jerre

sold the SnatchLatch rights to the contract manufacturer that had built the device for him for 10 years. Until recently, the patented SnatchLatch was primarily used by landscapers and contractors to secure their utility trailers and shipping containers. SnatchLatch is now available to the trucking industry for semi-trailers. Applications include dry vans and reefers, shipping containers, Conex containers, horse trailers, storage, and sea containers. There are models for

swing doors, container doors and roll-up doors with Whiting latches.

Utilizing a simple design, SnatchLatch installs in seconds, covering your entire lock and latch assembly with a steel casing that is bullet proof against bolt cutters, pry bars, drills and also provides a formidable defense against saws and grinders. SnatchLatch is now commonly used to protect shipping containers loaded on railcars to protect valuable cargo. The roll-up door model

works on Whiting brand roll-up door latches and is ideal for U-Haul trucks and many U-Haul trailers. SnatchLatch accommodates almost all cam bar swing arm trailers. It is the new standard for trailer door security. The SNL 1 model works on semi-trailers, utility trailers and livestock trailers while the SNL 2 model was specifically developed for use on Shipping Containers.

SnatchLatch, LLC has plans in the works to launch additional innovative security products this year. One of the new products slated for release is designed for bumper pull trailers and covers the entire trailer tongue preventing theft of the whole trailer. Another new product coming to market soon is the "Seal Guard" that covers a semi-trailer or container door seal and locks it at the same time. It covers the seal and hasp using a puck style lock to secure the trailer doors. The company also plans to develop trailer coupler guards for fifth wheel and goose neck style trailers in the future.

Don't be victimized! Thieves don't stand a chance with SnatchLatch!

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- Look for our new products launching soon; our trailer coupler guards and our new seal guard.

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azon or the company's website - [www.snatchlatch.com](http://www.snatchlatch.com) or by calling 214-514-1383.



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## Kenworth Unveils SuperTruck 2



LAS VEGAS, NV... Kenworth recently showcased its SuperTruck 2 demonstrator vehicle at the ACT Expo in Las Vegas. The truck was developed over a six-year period as part of a collaboration with the Department of Energy's (DOE) SuperTruck program, designed to challenge truck makers to improve freight efficiency using a diesel engine as the main power source. The project was the result of a joint investment by the DOE and PACCAR.

"The goal was a 100% freight efficiency improvement over our 2009 Kenworth T660, which at the time was arguably the most fuel-efficient truck in the industry. We surpassed the performance of that model to improve efficiency by up to 136%," said Jim Walenczak, general manager of Kenworth and PACCAR vice president. "This was realized through a combination of improving fuel efficiency up to 12.8

mpg while reducing our combination weight by more than 7,000 pounds. The result was the ability to haul more payload with an ultra-fuel-efficient tractor-trailer combination. SuperTruck 2 provided us with the opportunity to investigate new technologies in an early stage. We learned what worked and what didn't. As a result, we

are able to commercialize new technologies much quicker than we would have otherwise."

The unique look of the Kenworth catches most of the attention, but the powertrain and driver amenities are just as impressive. From an engine and transmission standpoint, Kenworth's SuperTruck 2 utilizes a PACCAR MX-11 engine, rated at 440 hp, which is driven through a PACCAR TX-12 automated transmission. In addition, the truck features a 48-volt electric generator. This creates a "mild" hybrid system and leverages next generation lithium-ion batteries. The batteries are re-charged through regenerative braking. This allows Kenworth's SuperTruck 2 to operate electric fans, electric steering, and power for electric

coolant and HVAC pumps, which were previously mechanically driven. The engine fan alone can draw up to 80 horsepower. The hybrid system also provides an overnight engine-off 'hoteling' solution. In addition, the 48V generator powers the exhaust heater in the in-house developed close coupled aftertreatment system which demonstrated CARB 2027 ultra-low NOx compliancy.

The SuperTruck 2 team managed a parallel project for energy efficiency testing by combining a PACCAR MX-11 based engine, the mild hybrid based 48-volt auxiliaries and energy waste recovery to bench test a program record 55.7% engine efficiency, validating the advanced technologies delivered in SuperTruck 2."

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# Something to Think About - "Inrageous"

by: Mike McGough

It started out as a small gas station along the Lincoln Highway located between two large towns. Over the century they've been open for business, Abe's Garage has grown and changed with the times. The original owners, the Nicolay family, called it Abe's place for two reasons. The first and maybe the most obvious was because it sat along the Lincoln Highway. The second reason was the family's deep regard for President Lincoln, not only as a President, but as a man who set a model worthy of admiration.

The first member of the family to emigrate to the United States was Gustavus Nicolay. Arriving in 1857, he settled in Philadelphia and began helping other members of his family come to America. When the Civil War broke out in 1861, he enlisted with a Pennsylvania infantry regiment. He lost a leg at Gettysburg and was mustered out of service in the fall of 1863. Even though he lost a leg, he picked up a level of respect and appreciation for Lincoln, the Commander-in-Chief under whom he served.

When his son opened the garage in 1914, it was just that—a garage. But as automobiles became more and more popular, the

garage changed with the times. The first change was a small general-store type addition. Because of its location, they had a steady clientele that appreciated the convenience and the variety of items offered. Next came a small lunch counter. A five-star restaurant it wasn't, but the menu offered what suited the locals in a friendly setting. In the post-World War II era, when American families took to the road in ever-increasing numbers, they expanded both the store and the restaurant. That's when they changed the name to Abe's Place.

The location of Abe's provided the Nicolay family with a front row seat from which to observe the growth and development of 20th and later 21st century United States. Serving travelers from across the country their view was broad. True to the legacy of Opa (grandpa in German) Gus, they regarded everyone as a welcome guest, and all were treated with respect. Well beyond his Civil War discharge certificate that still hangs over the front door, is his legacy of mutual respect, six generation later. The current "Gus" understands the legacy, appreciates it, and is something less than tolerant of anyone who violates it.

Changes in social norms notwithstanding, there is

an unspoken understanding that if you're going to work at Abe's there are certain expectations. Gus VI has lived long enough to have seen what was once outrageous behavior becoming part of acceptable norms. For example, he sees it in the language that's accepted in public, the lack of toleration for others, and most notably in the increasing disregard for the truth. For him, these are clear indications of a generalized decline in interpersonal respect and social responsibility. He's grown concerned.

Now that he's begun really focusing more on how his staff interacts with the public, he noticed something. The way his family members interacted with customers was noticeably different from how non-family members interacted. He quickly told himself that such a gap was his fault. He had long been a protector and sharer of the family legacy, and maybe he needed to share that legacy with the broader team at Abe's.

Over a two-week period, he did just that. Asking folks to either come a little early or stay a little later after their shift, he shared the important role respect has played in his family and at Abe's. He was clear about his expectations. He told each group, "Changes

in what is acceptable and unacceptable happen over time—I get that. Nevertheless, there must always be certain limits of what is viewed as acceptable, if any level or respect, social decorum, and interpersonal propriety is to survive. Folks, we've got to guard against allowing unacceptable or outrageous behavior to become "inrageous" or acceptable behavior. I can't speak for the rest of the world, but that's long been and will continue to be a priority at Abe's. Thanks for doing your part!"

Even though "inrageous" is not a real word, it demonstrates a genuinely real concept. If the outrageous, the shameful, the offensive, and that which is way outside the norm are tolerated, how long will it take for them to become part of that which is accepted, viewed as usual, and inside the norm? Such a transition generally doesn't occur overnight. Instead, it happens over time, slowly, insidiously, without being seriously questioned or challenged. It creeps into the everyday flow of human interactions almost unnoticed, that is until it has firmly rooted itself.

That which is passively tolerated today may well turn into that which will be considered normal tomorrow!

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# 2024 ATHS National Convention & Truck Show At York, Pennsylvania



Dan Pollock and Victoria Danielczuk from Movin' Out attended the ATHS National Convention and Truck Show held this past June. The show will be featured in an upcoming issue of Movin' Out. For now, here's a few sneak peeks of the many amazing antique trucks at the show - enjoy! 2 photos on the left by Dan Pollock, 2 photos on the right by Victoria Danielczuk.

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The 21st Annual Wheel Jam Truck Show was held on June 6-9 at the South Dakota Fairground in Huron, South Dakota. 150 stunning trucks were on display. You can view Movin' Out's complete photo coverage of Wheel Jam in our FREE Online Truck Show Gallery of photos at [www.movinout.com](http://www.movinout.com).

- Photo by Pam Pollock -



# Calendar of Events

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**July 6 – 2nd Annual J&S Etling Chrome Shop Open House** – 4077 Glades Pike Rd., Somerset, PA 15501. 10 am – 5 pm. Bring your truck (no trailers, please). \$35 donation goes to Make-A-Wish. Giveaways and trophies. Entertainment, DJ, Food. Movie. For more info contact Jeff Etling @ 724-570-1019.

**July 11-13 - 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 13 – 12th Annual International Motor Truck Gathering** – 92 Industrial Park Rd., Muncy, PA. – All model International trucks – big or small, rusty or restored, from 1907 to present. No registration fee. All makes of trucks welcome. Also will be having an auction. For more info email: [billandsuebs4@gmail.com](mailto:billandsuebs4@gmail.com) or call Lenny @ 272-202-8253.

**July 13 – Tri-State Antique Truck Club Show** – Kenworth of PA, 530 N Center Ave., New Stanton, PA. 10 am-3 pm. All Trucks Welcome! No registration fee. Dash plaques to first 50 trucks. For more info, call 724-557-4467 or Facebook @Tri-State Antique Truck Club.

**July 19-20 – 7th Annual Gear Jammer Magazine Truck Show** - New England Dragway, 280 Exeter Rd., Epping, NH. 03042. Show N Shine, Tractor Pulls, Awards, Live Music. Benefits the Doug Flutie, Jr. Autism Foundation. For more info call Bob @ 508-212-9998 or email: [mttconrad7@aol.com](mailto:mttconrad7@aol.com)

**July 26-27 – Gulf Coast Big Rig Truck Show**– MS Coast Coliseum & Convention Center, 2350 Beach Blvd., Biloxi, MS 39531. Showcases the working truck, supports the transportation industry as well as raising money for the Wounded Warriors Project. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest! For more info, call 985-630-9171. Email: [pattimccleney@gmail.com](mailto:pattimccleney@gmail.com)

**July 27 – Keystone Chapter ATCA Truck, Tractor, and Machinery Show** – 139 Municipal St., East Freedom, PA. 8 am-5-m. Dash Plaques while supplies last. No Judging, No Registration Fee. For more info contact Ken Clear at 814-224-2084 or visit [www.keystonetrucks.org](http://www.keystonetrucks.org)

**August 2-4 - 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](http://www.carlisleevents.com)

**August 2-4 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing** – 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**August 16-17 – Big Rig Truck Show** - Rock Falls Raceway, Eau Claire, WI. Show Trucks, Backwoods Truck Drag Racing, Kids Zone Lego contest, Memorial Light Parade. All trucks are welcome. Free Driver Dinner Friday night. For more info call 715-875-4233 or visit [www.bigtruckshows.com](http://www.bigtruckshows.com)

**August 17 – Ascendance Truck Show** - In conjunction with ATHS of Northeast, Ohio. Held at Ascendance Truck Center, formerly known as Trivista Companies, 5751 Cerni Pl, I-80 Exit 223, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All makes of trucks welcome.

**August 23-24 – Semi Casual Truck Show** – Fitzgerald USA, 752 Interstate Lane, Crossville, TN 38571. Participant Judged Show designed to be a laid back and fun event for everyone! Vendors, Fireworks and Truck Light Show. For more info <https://semicasualtruckshow.com>

**September 20-22 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing** – 8233 Sidley Rd., Thompson, Ohio. For more info, go to [www.kuhnlemotorsports.com](http://www.kuhnlemotorsports.com)

**October 3-5 – 7th Annual TenFourDC** – National Mall, Washington DC. One of a kind Truck Driver Appreciation Event to promote Professional Commercial Drivers. Bobtails will convoy to the National Mall and be on display. Entertainment, Awards, Prize Drawings, Auctions. Donations will be accepted for charities. For more info call 937-402-0924, email: [tenfourdc@yahoo.com](mailto:tenfourdc@yahoo.com), or visit [www.tenfourdc.org](http://www.tenfourdc.org)

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## A Likely Story - “Cursed With Good Health”

By Roger Clark

I don't feel old. I don't act old. I don't even look old, when I see that guy in the mirror and don't sound old when I talk about cabovers, pay phones, doo-wop music, or three-in-the-tree transmissions.

I'm very active, climbing the walls, running for cover, and jumping to conclusions, but most of the time I'm right. Or could be right. I ride a bike for exercise and don't laugh just because it's a 900-pound Honda Goldwing.

I do wake up grouchy, even when she'd rather sleep because I lie awake all night memorizing my lines on the teleprompter. It's tougher than you think. Even the most powerful man on earth and leader of the free world—that would be Casey, my guy at the bank on Main Street—has difficulty finishing the flashing words.

The truth is, I am old. I am slowing down. I am growing more impatient by the day with graduation ceremonies, incorrect weather forecasts, and computer programming. Between college kids with no sense of decorum and TV weather guys who can't see the five-minute future, Susan can write my obituary in the time it takes me to type a new password.

Most of my life, I've managed to avoid serious ills, injury, and political strife. Thanks to paved streets, good weather, great friends, and fair winds, my health has been plagued with boredom except for the annual detour to an Emergency Room.

I did give blood recently, but only because a car door slammed on my finger. It wasn't funny when it left the cab of my truck looking like a crime scene, but the nurse did laugh when I showed her which digit it was.

I'll still pass a DOT drug screen, anytime you wanna throw one my way, but now there are more drugs on my nightstand than on the corner of 5th and Broadway. My drugs are legal, of course, but the price of Farxiga should be a crime. But it's probably okay because the pharmacist has yacht payments just like I do.

But now, close to seventy years of age, I have more ologists on the near sideline than your Minnesota Vikings. Cardiologist, Ophthalmologist, Urologist, and now even a Nephrologist, which sounds like my brother's son, but it's not. It has to do with kidneys, but I'm not clear if they're mine or his. Along with my primary physician, who is a Doctor of Osteopathy, (whatever that is), I could

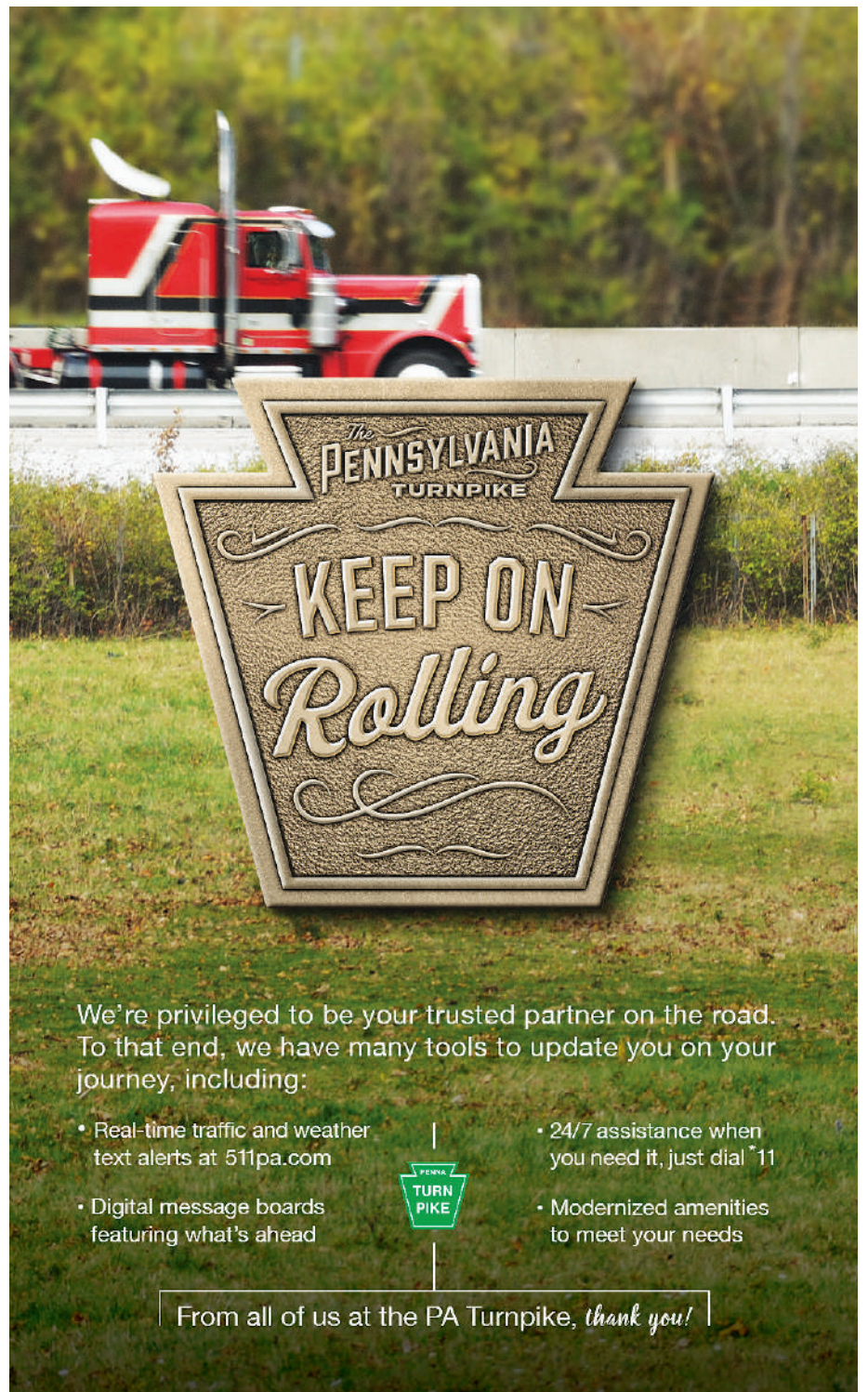
hold a convention for the American Medical Association in my living room.

There's no secret—and no choice—to growing older, but what we can do is make the best of it. My mother was 90 when she rode in my Peterbilt and bragged about it for five more years. My best friend turns 92 this month, has prayed for me a thousand times, and yelled at me only once. I was looking at a Ford that day and, well, we're still laughing about it 25 years later.

Sunday, we went out for lunch with a friend from church, and she's everything not to like. Marilyn loves to argue, hates to drive, tolerates Republicans, and believes truckers should work only at night. She even gets feisty when I threaten to beat her up, and she's not harmless, but she is 97.

But wait. She's also a private pilot with her own planes and flies off a grass runway behind her hanger. And here's the best part. She has a 50-year safety record, documented by the Federal Aviation Administration. We never would have met, had we not relocated to Kansas, and couldn't have come here without the trucks.

Trucking has been good for us, even at night, and especially now in the third half of life!



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From all of us at the PA Turnpike, *thank you!*



# From The Chaplain's Desk



By Ron Fraser, Transport for Christ President

I am about to bridge a topic that is often skirted and seldom discussed for a multitude of reasons. This will be part one on a two-part series on Biblical Manhood and Womanhood. Although applicable to every believer, my challenge is to the Professional Driver who spends most of their time on the road. And who sometimes believes this does not apply to them.

"Man of God" is the description given to a man that follows God in every way, who obeys His commands with joy, who does not live for the things of this life but for the things of eternity, who willingly serves his God in giving

freely of all his resources yet gladly suffers as a consequence of his faith. Perhaps Micah 6:8 sums up the man of God in one neat verse: "He has showed you, O man, what is good. And what does the Lord require of you? To act justly and to love mercy and to walk humbly with your God."

The man of God does not swindle or defraud his employer by turning up late for work or spending an hour on the internet during work hours; he doesn't gossip or slander; he keeps his mind and heart pure by guarding his eyes and ears from the filth of the world; he is the spiritual leader of his family. No matter what your oc-

cupation this holds true of all men. He does everything opposite to what the world does or approves of; he goes "against the grain" of society because he knows these things displease God; he considers those who are "disadvantaged" or those rejected by society, those who are lonely or despairing; he is a listener to other people's problems and does not judge.

Most of all, the man of God understands that when our Lord commanded him to "be perfect, therefore, as your heavenly Father is perfect" (Matthew 5:48), he is only able to accomplish that because God enables him to be "holy and blameless in his sight" (Ephesians 1:4) through His power and the indwelling of His Spirit. On our own, we are incapable of holiness and perfection, but through Christ who strengthens us, we can "do all things" (Philippians 4:13). The man of God knows that his new nature is that of the righteousness of Christ which was exchanged for our sinful nature at the cross (2 Corinthians 5:17; Philippians 3:9). The final result is that he walks humbly with his God, knowing that he must rely solely upon Him to be able to live to the full and persevere to the end.

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

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# 2024 Pennsylvania Truck Driving Championship Winners

Grand Champion: Michael (Mike) Light, FedEx Freight

Best Written Test Score: Ronald Emenheiser, Walmart

Rookie of the Year: Jason Melcher, Old Dominion Freight Line, Inc. - 5 Axle

Best Pre-Trip Inspection: Colt Seltzer, UPS

Top Small Team: RH Crawford, INC.

Top Large Team: Old Dominion Freight Line, Inc.

- 3 AXLE
1. Bernard Wanyo, UPS
  2. Terry Wood, Walmart
  3. Kraig Keller, ABF Freight
  - 4 AXLE

1. William Giles, Old Dominion Freight Line, Inc.

2. Ronald Emenheiser, Walmart

3. Dean Herb, GIANT 5 AXLE

1. Matt Fletcher, Martin Brower

2. Eric Valentine, PITT OHIO

3. Eric Blackwell, Walmart SLEEPER

1. Bryan Krol, Martin Brower

2. Bradley Kiscadden, FedEx Freight

3. Robert Springer, UPS

FLAT

1. Daryl Miller, Cope Company Salt

2. Troy Wolf, Day & Ross

3. Andrew Mutchler, Walmart

TANK

1. Brian Smeltzer, RH Crawford, INC.

2. Paul Waite, A. Duie Pyle

3. Todd Lefever, Cope Company Salt

TWINS

1. Michael Hoover, Old Dominion Freight Line, Inc.

2. Robert (Bob) Walker, FedEx Freight

3. James Emerick, ABF Freight STRAIGHT

1. Michael (Mike) Light, FedEx Freight

2. Harold Komar, Old Dominion Freight Line, Inc.

3. Christopher Yanac, PITT OHIO

STEP VAN

1. Daniel Verbanac, FedEx Ground

2. Chuck Digovanni, FedEx Ground

3. Eric Waybright, Walmart

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# MOVIN' OUT Working Show Truck Of The Month

Durrell Martin – Owner/James Nolt - Driver - Owl Creek Specialized



**By Robert Conrad**  
 “Big Red” is the nickname of this cool ride, that was originally built by Denver Truck Painting in Denver, PA, and Mark Hollen & his crew built a 323” show-stopper!  
 The truck started as a 389 glider that was actually built to resemble a 359.

DTP to a 389 hood and cut it to 359 specs and continued the “old school” look by adding 359 air cleaners, 359 headlights & brackets, and 359 mirrors. A full bus glass package was used on the side windows and the windshield.  
 Power comes from the 6NZ CAT that powers the

18 speed and 3:36 rears. Over 30 gallons of a stunning combination of red, black, chestnut, and gold paint were used and the stripes even continue underneath the hood & on the firewall.  
 Durrell Martin purchased the truck from DTP, following in his father’s &

grandfather’s footsteps in trucking. Durrell has expanded his company and has put James Nolt in the driver’s seat since, with James hauling heavy equipment.  
 James says he used to work with his dad at his truck shop & riding along on heavy wrecker calls got

him “hooked” on trucking. He wanted to thank Durrell for the opportunity to work for such a great company and to drive such a cool truck! The truck looks even cooler today thanks to some changes Durrell made, including a 20” Texas bumper, custom tool boxes, Pickett elbows,

a T-bar, and Legacy low-rider seats. One incredible build that’s 50% 389 & 50% 359, but 100% cool! James always keeps it looking show ready, and it leads us into Summer as our July Working Show Truck of the Month.

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**Qty 25** – New Vanguard 53’ MaxCube (Sheet and Post) Dry Vans- Air Ride, Swing Doors, Plastic Lined.

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**Qty 50** - 2024 Vanguard VXP Plate Vans, 53’x102”x13’6”, 110” Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.

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**Qty 10** – New Vanguard 53’ Reefers, Carrier X4 7300, Air Ride, Swing Doors.

**Qty 300** Reitnauer Maxmiser and Benson 524’s 48’x102” Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.

**Qty (24)** 2015 / 2016 /2018 Reitnauer Dropmiser 48’x102” Rear Axle Slide, Winch Track both sides, Toolboxes, Disc Brakes

**NEW**– Fruehauf Steel Flatbeds with Spring Sliding Tandems 53’ and 48’.

**2024**– BWS 22.5 Ton and 30 Ton Air Tilt Tags in Stock.

**\*35-TON LOWBOYS\***

**Qty 4** – New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24’ Deck, Air Ride. Both Red and Black.  
**Qty 2** – New Eager Beaver 35 GSL-BR, 35-Ton, 24’ Deck, Beaver Tail.

**Fontaine and XL 55 Ton Lowboys in stock**

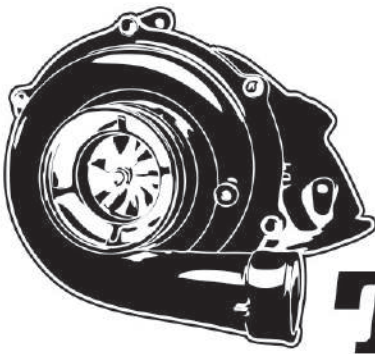
**Qty 10** – New Fontaine Workhorse 55LCC, 18” Deck Height, 26’ Well, o/s Alum Wheels, Rear Lift Axle, Some with Wheel Covers, Both Red and Black.

**EAGER BEAVER TAGS**

**Qty 20** – New 20XPT, 20-Ton, (9-Angle Iron Ramps, 6-Wood Ramps, 5-Hydraulic Ramps) Both Red and Black.

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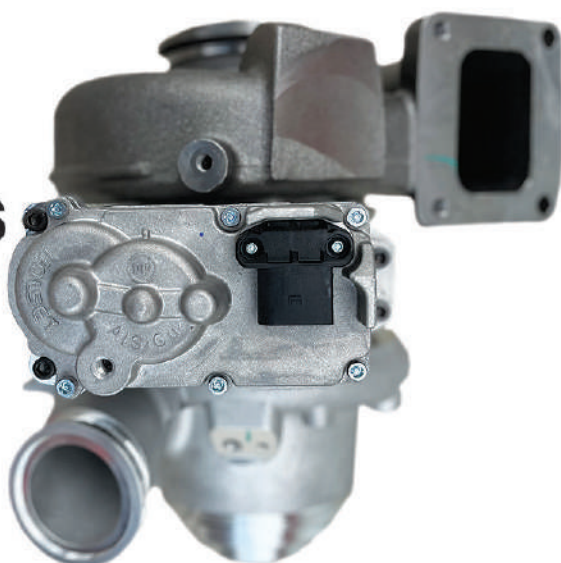
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**Cross reference for CUM2400 OE High HP:**

2843821, 2882015, 2882112, 3769054, 3769055, 3769056, 3769058, 3769059, 3769061, 3773488, 3773489, 3773491, 3773492, 3773493, 3773495, 3792570, 3792571, 3792576, 3792577, 3792583, 3795122, 3795142, 3795143, 3795159, 3796351, 5350404, 5350411, 5350501, 5350501, 5359595, 5359609, 5456845, 5458503, 288211200, 379257600, 2882015NX, 2882015RX, 288211200HX, 288211200NX, 288211200RX, 2882112H, 2882112NX, 2882112RX, 379257600H, 3792576H, 379258300H, 3792583H, 5350411RX, 5350501H, 5359609NX, 5359609RX, 5458503NX, 5458260RX, 5458503RX, 5350499, 5354718, 3781367, 3781362, 3796391

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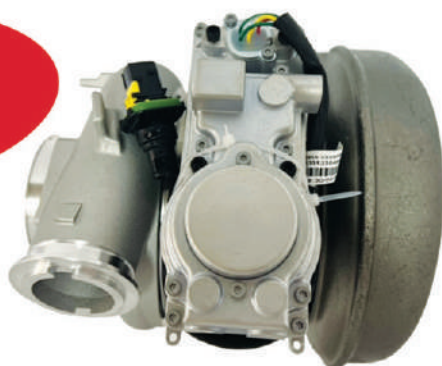
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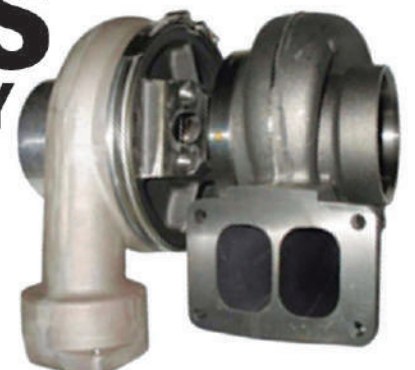
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