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"THE JOURNAL OF THE TRUCKING INDUSTRY"

1st Annual Crossroad Truck Meet Is A Huge Success



Over 150 trucks attended The 1st Annual Crossroads Truck Meet, held at the Crossroads Shopping Plaza in California, Missouri in April. - photo by Dan Pollock - Turn to pages 10 & 11 for story and more photos.

Area Transportation - A Steel Solid Company



Driver Joe Bigg's set of Michigan Trains.

Chesterton, IN... Since 1978, Area Transportation has employed the Midwest's most elite steel haulers. Area Transportation is the trucking arm of the ADS Logistics, Co LLC a full-service metals logistics provider offering both trucking and warehousing throughout the Midwest and South.

Area Transportation was purchased by Odyssey Logistics and Technology Corpora-

tion in 2014, to partner with a growing international logistics provider expanding our services. Recruiting and Relations Manager Amanda Ritter stated, "Area Transportation is a fun place to work. With 175 trucks in our fleet, when you are one of our drivers, you are part of the family. Everyone here is accessible to our drivers."

Area Transportation's President Bill Ritter has been with the company for over 30 years

and started as a dispatcher. He prides himself on the growth of Area and is committed to the company's mission of safety, service, and professionalism. He believes the drivers are the core of the company and always has his door open to listen to driver concerns and is personally involved in the development and success of Area drivers.

The Area Transportation continued on page 12

JK Hackl Celebrates 30 Years In Business



By Steve Pollock
SUN PRAIRIE, WI.... Jerry Hackl started his trucking career in 1975 as an owner-operator and in 1985, he began operating a freight brokerage. In 1991, Jerry decided to found JK Hackl Transportation Services to provide more comprehensive service to his brokerage customers (many of whom are still with the company today).
JK Hackl remains a family

operated and oriented business. Jerry is still the Owner/President, his son Derek is Vice President and his son-in-law Jesse Westby also works at the company. Some of the office employees have been working for the company for 30 years and there are many drivers and office personnel who have been at JK Hackl for 15-20 years. Vice President Derek Hackl remarked, "Even though we have grown to 75 trucks, JK

Hackl still has the small family mentality and environment. We all work as a team, creating a better working environment for everyone."
JK Hackl Transportation Services are experts in handling specialized (omit "flat-bed") freight. Whether it is over-height, over-width, over-length or over-weight, JK Hackl excels in delivering time-sensitive, weather-continued on page 15

39th Annual Shell Rotella® SuperRigs® to be held at Love's Truck Stop in Hampshire, IL



Shell Rotella is excited to announce that the 39th Annual Shell Rotella SuperRigs will be held July 29-31 at Love's Truck Stop in Hampshire, Ill. (located right off Route I-90 and US 20). It will be "A Time to Shine" as truck drivers come together to enjoy the competition and community. The three-day event will continue the tradition of honoring truck drivers for their hard work.

Safety of attendees is the top priority at Shell, and COVID-19 protocols will be in place. More details about Shell Rotella SuperRigs are being finalized and will be available soon. As always, there is no fee to enter SuperRigs and each entrant will be judged by a team of experienced judges from trucking media outlets.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks. Hardworking owner/operator truck drivers from across the United States and Canada compete annually for more than \$25,000 in cash and prizes. Eleven drivers will be selected to have their trucks featured in the 2022 Shell Rotella SuperRigs calendar. The 12th truck will be the 2016 Peterbilt 389 of Brian Dreher who won Best of Show at the virtual contest held in 2020.

Details for Shell Rotella SuperRigs are subject to change as they are finalized. More information about Shell Rotella SuperRigs and advance registration will be available soon at Rotella.com. Event registration is recommended, but not required. Follow Shell Rotella on [Facebook](https://www.facebook.com/shellrotella), [Twitter](https://twitter.com/shellrotella), and [Instagram](https://www.instagram.com/shellrotella) for updates on SuperRigs and Shell Rotella products.

National Traffic Study Shows Driving and Accidents Plummeted In 2020

San Francisco, CA ... Go Safe Labs released its inaugural quarterly traffic safety report revealing that driving miles and frequency dropped in 2020 after shelter in place orders were enacted nationwide. The non-profit transportation safety group's report also found that small drops in travel have generated large decreases in total accident occurrences (~15-55%), a trend that may continue as a larger percentage of the workforce continues to work from home than in the pre-pandemic economy.

Three states - Vermont, Utah and Ohio - diverged from the national trend, with accidents outpacing the drop in vehicle miles traveled (VMT). In Vermont, accidents were up 5.8% year over year in December as VMT declined by 19.1%. In Utah, accidents rose 1.7% as VMT dropped by 7.2%. And in Ohio, accidents decreased by 11.5% while VMT decreased by 13.4%.

"We released this report to enhance transparency and standardize data about America's transportation

infrastructure," said Kevin Pomplun, Chairman of Go Safe Labs. "We hope this analysis gives policymakers additional insight into how driving behavior has changed during the pandemic and encourage regulators at the local, state, and federal level to prioritize public safety."

Safe Labs' research found that decreased driving correlated with decreased accidents leading to overall improvements in driving safety.

Major findings from Go Safe Labs' report include:

*2020 Vehicle Miles Traveled (VMT) dropped 400B miles to 2.8T, lowest since 2002

*Americans drove an average of 348M less trips a day, year-over-year

*Stay at home surged to 25% of the population

*Monthly VMT plummeted in April, VMT remains ~10-15% lower through winter

*Plummeting accident volumes remain depressed below VMT recovery

*Traffic pattern changes have generated vast drops in property-damage and minor

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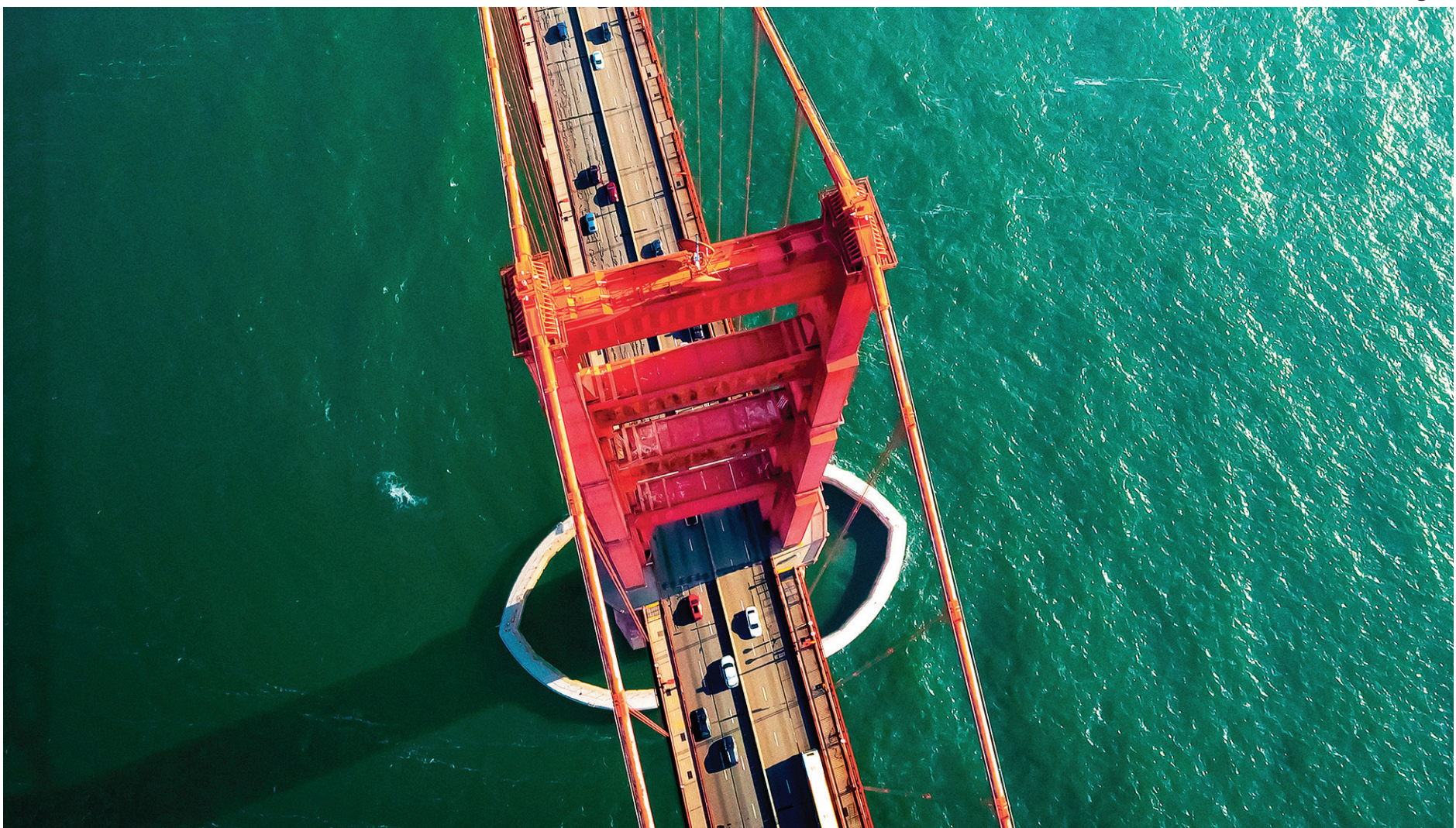
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Off The Beaten Path

Oldie But Goodie



by Pam Pollock

Don't Mind Me, I'm Just A Ramblin' On...

I received an email last week from Kevin. He wrote, "What does Pam Pollock's ramblings have to do with trucking? The rest of the print is great."

Ouch. No, I really mean OUCH! Kevin's words stung. Seven days later and they are still stinging me. My kneejerk reaction was to type up a very lengthy and wordy response which said, in a nutshell, that my column, Off The Beaten Path, that I have been writing for the past 32 years really doesn't have anything to do with trucking - hence the name of the column.... My boss/husband suggested that I just cool down and not send the email. So - I didn't, and I decided to write about it this month. Kevin - this column is kinda, sorta about trucking this month...

I'd like to address the latter part of Kevin's email first. He stated that he thought the rest of the print [Movin' Out] was great. Well, Kevin, thanks for the compliment, I really appreciate it and I have to give myself a little pat on the back because I do have a hand in putting together every issue of Movin' Out - been doing so for the past 38.5 years. Movin' Out is a small family business and we've worked hard to grow the publication that began 46 years ago and was, at that time, circulated in about 4 states. Today, we are distributed in over 1,200 locations in ALL 50 states. Over the years we would stop at truckstops whilst traveling and get permission to distribute the newspaper. Not only do I write my rambling column every month, but I typeset Steve's feature stories, edit every piece of copy and build the newspaper by placing the stories and photos around the ads. I occasionally go to truck shows and photograph the big rigs. I handle the shipping manifest and perform a lot of the office work. I take great pride in my work and in Movin' Out, it's our 3rd child and Steve and I have nurtured it with much love and care all of these years.

Back to my ramblings - I started to work at a local truckstop when I was seventeen years old and fresh out of high school - that was 42 years ago, in case you are wondering how old I am. I worked at the truckstop for almost 3.5 years. A cute, slightly hippish looking young man would bring in bundles of Movin' Out every month while he was doing his sales calls - spoiler alert - after 3 years of casual flirting, he finally asked



Yep - it's another photo with the grandkids...

me out on May 18, 1982 and we got married that same year on December 10th. The newspapers would literally be scooped up by the drivers as soon as they were delivered. I became good friends with many of the drivers and I would stick some copies of Movin' Out behind the counter for them. We would spread the newspaper out and read it together. We would discuss the trucking news and then we would talk about our personal lives. One night, one of the regular drivers came through the fuel desk (I was working midnight shift at the time), he started talking about his little girl and Tom, one of the fuel jocks, pulled out photos of his newborn daughter and I proudly displayed photos of my new nephew. We laughed and compared baby notes. And that was the last time we ever saw

that driver - months later his Dad, who was also a trucker, stopped in to say that his son had an accident that same night and died. My good friend Tom, the fuel jock, started a family trucking company many years later and sadly died of a heart attack this past February.

I started writing my ramblings 32 years ago because I wanted Movin' Out to not only be informative but entertaining as well. I wanted to recreate those 3.5 years that I shared with so many Professional Truck Drivers, talking about our families, our hobbies, our hopes, our dreams, our fears. I have received so many compliments about Off The Beaten Path over the years via letters, phone calls, emails and in person at truck shows and events. To be honest, Kevin's email was really the first negative

feedback that I have received in 32 years. It's made me question if what I am doing is just rambling? Are people hating on me behind my back? Should I



Newport News, VA... This beautiful 1996 Ford 150 XLT is owned by Jerry McIntire of Newport News, Virginia. Jerry bought this Ford pick-up from a fellow on the same street where he lives.

The Ford has a 302 V8, 5.0 litre engine, alumn driveshaft and all terrain tires. Jerry's truck has 105,000 original miles.

Jerry and Movin' Out Publisher Steve Pollock have been friends for over 45 years, having hung out together in high school. They usually touch base every May around Jerry's birthday (May 4th) or Steve's (May 6th).

just hang up my column? I have so many self-doubts running through my head right now. My self-esteem and pride have taken a hit.

But what I will never doubt is that I love what I do - whether

it is working on Movin' Out, chasing birds in the early morning or spending time with my family. And with just a little over 2 months to go until I turn 60 years old, I think I've earned the right to ramble on.

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Renewable Diesel Production Expanding Thanks To Love's And Cargill Joint Venture - First-Of-Its-Kind Entity Will Produce And Market High-Performance Fuel While Adding Jobs In Local Community



HASTINGS, NE... The Love's Family of Companies, Cargill and their affiliates have entered into a unique 50/50 joint venture to produce and market renewable diesel—a green fuel experiencing strong, rising demand. The joint venture is called Heartwell Renewables and will result in the construction of a new production plant and more than 50 jobs in Hastings, Nebraska. The plant will have the ability to produce approximately 80 million gallons annually of renewable diesel.

As part of the joint venture, Cargill will provide feedstock in the form of tallow, a rendered animal fat co-product following protein processing. Once the diesel is produced, Musket, the commodity trading and logistics arm of the Love's Family of Companies, will transport and market the product in the United States. Heartwell Renewables will be the only entity of its kind to both produce and market

renewable diesel all the way to the retail pump.

"Renewables expands the commitment from the Love's Family of Companies to reduce carbon emissions," said JP Fjeld-Hansen, vice president of Musket and Trillium, two Houston-based members of the Love's Family of Companies. "When considering the environmental benefits and performance enhancements of renewable diesel, the creation of Heartwell Renewables is a long-term win for not only the companies involved, but also for consumers and the environment."

The production process makes renewable diesel chemically identical to petroleum diesel with significant improvements in environmental performance due to its drop in carbon intensity and emissions. Renewable diesel also has a faster combustion speed, which brings more power to an engine and has been shown to lead to lower vehicle maintenance.

"At Cargill, we believe agriculture can be part of the solution to some of the world's toughest challenges," said John Niemann, Cargill's North American lead for protein ingredients and international. "Through the partnership with Love's, both companies can leverage their unique expertise and resources to address the growing demand for biofuels while making an impact in the communities where we operate."

Heartwell Renewables will employ at least 50 full-time positions in Hastings. Construction is scheduled to begin in the following weeks, and operations should start in the spring of 2023. Once the plant opens, it will be one of only a handful of renewable diesel plants in the United States, according to the U.S. Energy Department.

"The Heartwell Renewables facility presents an exciting combination of agriculture and renewable energy that will create new jobs and continue to grow our state's economy," said Nebraska Gov. Pete Ricketts. "Nebraska is the ideal location for this venture, leveraging our expertise in production agriculture and renewable fuels. I look forward to watching Cargill and Love's grow this endeavor in Hastings."

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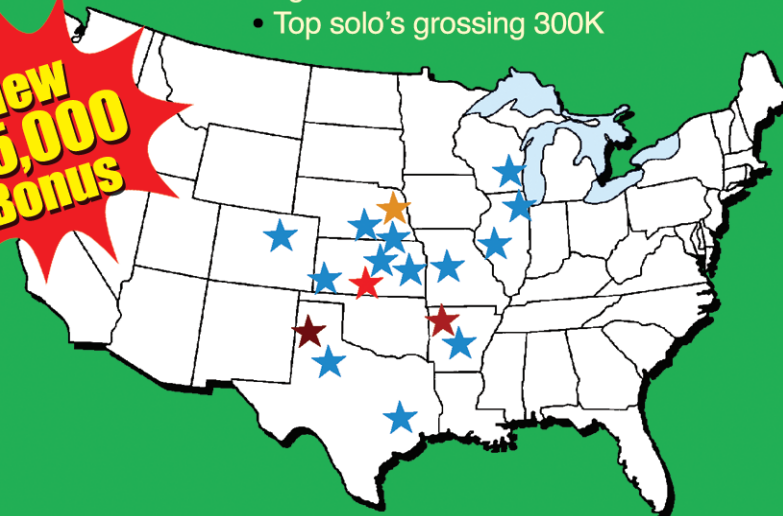
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Please take 5 minutes today to learn what engine you have. There should be a tag or a plate on the engine that will give you some information about the engine like the model number and it's factory specifications including horsepower, torque, and RPM. In order to better serve you when you call us for technical help, it helps to know what engine you have including the factory horsepower rating. If you are looking for a tune, we need to know what your horsepower is now and how much power and torque you

would like to have. If you have an engine rated at 450 HP, it may not be able to take the same amount of power as a factory 550 HP engine. I realize you may not know what torque your engine produces, however if you know the horsepower, we will know about what the torque is. These tags are often missing so you may also find the engine serial number or call the truck dealer with the last 6 numbers of your vin and they will tell you the engine serial number. If it is a Caterpillar, we need to know the first 3 letters

or numbers of the serial number such as 5EK, 6NZ, and MXS. Detroit's are DDEC3, DDEC4, DD15, DD13. Cummins have a CPL number such as 625, 1844, 2392, and the ISX goes by CM570, 870, 871, 2250, 2350, 2450, the latter numbers are the X-15 engine.

In addition to knowing the specs on your engine. It also helps to know more about the truck you're driving. The best tool for the job is a VIN decoder website. The one we like to use is (<https://vpic.nhtsa.dot.gov/decoder/>). It's very easy, just



clamps to or from the charge air cooler, or the hoses going to the air compressor. If the turbo boost decreases and the exhaust gas temperature decreases, then it's a fuel problem. First item to change is the fuel filter, then check the fuel pressure, fuel restriction, and then the ECM settings. Keep in mind, it takes fuel to make turbo boost. If the fuel is restricted, power will decrease, and the turbo boost will decrease. Fuel makes heat, turbo boost controls the heat. If there is a boost leak, the heat will climb.

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

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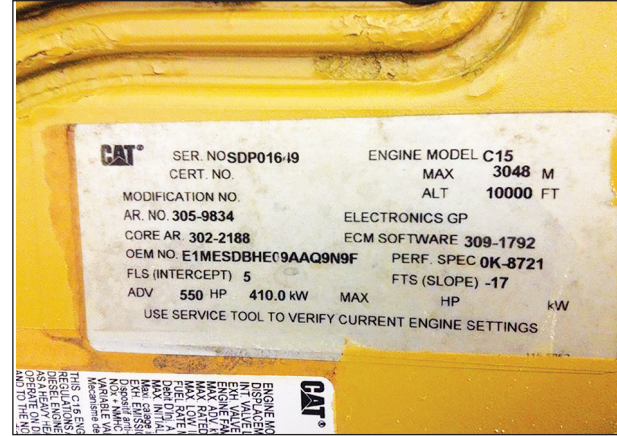
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type in your VIN and you'll get good information back like some basic specifications on the truck as well as recall information. There is sometimes information on the engine and how the truck was equipped when it was new as well. It's always a good idea to know your VIN and have it ready when calling to schedule a service appointment.

Something to think about, horsepower accelerates on the level, race cars need horsepower, semi-trucks need torque, torque is what pulls the truck and trailer up the hill. Our goal when performing a tune is to increase the torque by about 300-foot pounds. On average, a diesel engine will produce 3-foot pounds of torque per horsepower. The 14, 15, and 16-liter engines can be as high as 4-foot pounds of torque per horsepower. On the 12.7 DD3 and 4 engines, sometimes we need to increase the horsepower higher than requested by the owner operator to obtain the additional 300-foot pounds of torque. Remember, it's not the horsepower, it's the torque a semi-truck needs to run like a thoroughbred on the mountains.

Let talk about fuel mileage. With the 14-hour rule and electronic logs truckers are

driving faster to meet their delivery schedules. Just in time freight also requires higher speeds. However, speeds of 70 to 80 miles per hour are hard on fuel mileage. With rear gears of 2:17, 2:21, or 2:47, and running in direct gear, along with low rolling resistance tires, it can be possible to run at 70 miles per hour and still get decent mileage. You will need to drive by the turbo boost gauge and keep the boost under 8 psi.

Most new trucks do not come equipped with a turbo boost or exhaust gas temperature gauge. However, it's imperative to have them and know what they mean to be able to operate the truck efficiently. For troubleshooting, these gauges are a must. If the turbo boost decreases and the exhaust gas temperature increases then there is a boost leak, problem with the air filters, turbocharger, hoses, and



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God Decides How Long Oil Shall Burn

An elderly person confined to a rest home had become very depressed. It seems he had lost all sense of joy and victory.

On one occasion when the festivities were high, a little girl asked, "What does all this mean?"

He said, "This is what the holiday represents. At one point in history, there was found in the temple only enough oil to keep the Holy Ark's lamp burning for barely a day. God performed a miracle. The oil went on burning for eight days and nights. After that, Judah said the temple had been purified and he declared an eight-day holiday to rededicate it."

Then the man said to the little girl, "God decides how long the oil will burn."

This revived the old gentleman, brought him out of his dependency and placed him back on a note of victory.

We should always remember that God decides how long the oil will burn. You and I cannot control that. When it seems that things are impossible, God specializes in things though impossible. That which seems to be impossible with man, indeed is possible with God.

The Lord is able to take our miseries and make of them miracles, and out of the miracles, He is able to produce masterpieces! We must learn to yield ourselves to Him.

Recently, in a time of test, the Lord said unto me, "Trust me." There's peace when one learns how to trust God, for he learns anew this tremendous lesson, "God decides how long the oil shall burn."

The World's Largest Truckstop Installs EV Charging Stations

WALCOTT, IA... Iowa 80 Truckstop, the World's Largest Truckstop has installed 2 DC fast ChargePoint EV charging stations. The installation is now up and running and positioned just north of the gas islands on the property. These are universal chargers that can charge any brand of electric vehicle to 80% in 20-30 minutes.

The EV charging stations are self-service and easy to operate. Guests will be able to pull in, plug in and be free to eat and shop while their vehicle charges. Find out more on the ChargePoint App and website.

"We have been working on this project for quite some time and are excited to now be able to offer this convenience to our customers," says Delia Moon Meier, Senior Vice President. "For those traveling across Interstate 80, our charging stations are located in the perfect spot between Chicago and Des Moines."

Iowa 80 began this project over a year ago by first installing a substation that can provide 760kw of charging power to EV chargers; providing the option to add more charging stations in the future. "At Iowa 80 Truckstop, we are committed to serving customers to help them on their journey, whether it's a hot meal, snacks, gifts, gas or an EV charge. They can count on us to keep up with the times and adapt to their needs," says Meier.

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TravelCenters of America Announces Dan Porter and Don Talley as the 2021 Citizen Driver Award Honorees



WESTLAKE, OH... TravelCenters of America has announced its eighth annual Citizen Driver Award honorees: Dan Porter of Acton, Ontario, Canada and Don Talley of Muncie, Indiana.

As a Citizen Driver Award recipient, drivers may choose a TA, Petro or TA Express location to be dedicated in their honor. To celebrate their career and contributions, a bronze historical marker with the driver's image and story is installed on front of the building, and a dedication ceremony is held.

Don Porter, also known as Dusty, is a professional driver for Werner Enterprises and lives in Acton, Ontario, Canada. His 52-year career includes a pristine 3.8 million miles of accident-free driving. Throughout his several decades on the road, Dan's authentic approach

to driving has stayed constant—treat people with respect, help when you can and always have a positive attitude. His empathic nature, calm demeanor and unbiased support allows him to connect with other drivers emotionally, and he even once saved someone from taking their own life.

Driving a truck is Dan's full-time job but taking pictures has always been his full-time passion. He has spent countless hours snapping shots for trucking non-profits free of charge, donating the photos back to the organizations as a way of paying it back to the industry.

Dan has served on the Driver Advisory Committee and regularly attended safety meetings during his time driving for Hyndman Transport. He is well-known at the Mid-American Trucking Show and the Great

American Trucking Show for freely photographing different non-profit groups like Women In Trucking, Trucker Buddy International, Truckers United for Charities, St. Christopher Truckers Relief Fund and Truckers Against Trafficking. Dan has volunteered his services to the Special Olympics Truck Convoy, Convoy for a Cure, OOIDA and Trucking for a Cure. In addition to his photography skills, for six years Dan managed the Trucker Buddy Rodeo Challenge at GATS, a bull riding event whose proceeds went to Trucker Buddy International. Dan is a lifetime member of the International Freelance Photographer Organization, a lifetime OOIDA member and a member of Women In Trucking.

Dan has chosen the Petro in Glendale Kentucky to be dedicated in his name and is

going to split his \$2,500 donation between St. Christopher Fund and Truckers United for Charities.

Don Talley is a U.S. Army veteran and resident of Muncie, Indiana, who drives for Carter Express. Don has dedicated the last 21 years to professional driving, logging 1.95 million accident-free miles.

He first learned to drive a big rig while serving in Saudi Arabia and was active in both the Vietnam War and Operation Desert Storm in the 20 years he proudly served our country. He has earned many decorations for his integrity and unwavering commitment to service, including The Soldier's Medal for risking his life to save a woman pinned to the side of a cliff, the highest honor a soldier can receive for an act of heroism not related to combat. Don has received Army Achievement Medals for positive and exemplary leadership and two Certificates of Achievement for his professionalism, Safety First mentality and for his personal contribution to Operations Desert Shield and Desert Storm, the most successful logistical deployment in support of a combat victory in military history. Don was also issued a Bronze Star and a Purple Heart for sustaining injuries while saving lives in a combat setting, after an Army truck full of ammunition caught fire

and Don rescued the soldiers trapped inside.

After returning home from the military, Don brought his leadership skills and dedication to safety to the trucking industry. He received a Master Truck Driver Award from the Indiana Motor Truck Association and was named the association's Driver of the Month for May 2018 by their Safety and Maintenance Council. Carter Express has also recognized Don's safety achievements over the years, including being named Carter Express Driver of the Month for June 2018 and receiving the Carter's 1 Million Mile Safe Driver Award.

Last year, Don formed the

Road Dog Crew to promote funding and representation of the St. Christopher Truckers Relief Fund and Truckers Against Trafficking. Don also volunteers with Feed My Sheep, a Muncie non-profit with a mission to ensure all families in the area have a meal to share at Thanksgiving. He is an active member of his church and its food pantry with his wife.

Don has chosen the Petro in Gaston, Indiana to be dedicated in his name. The St. Christopher Truckers Relief Fund will receive his \$2,500 donation.

To learn more about the Citizen Driver program and to view past winners, visit ta-petro.com/citizen-driver.

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1st Annual Crossroad Truck Meet Is A Huge Success



The Rissler Family

By Steve Pollock
 CALIFORNIA, MO... The 1st Annual Crossroads Truck Meet was held on Saturday, April 17th at The Crossroads Shopping Plaza, 31716 Old Eighty-Seven in California, Missouri. The truck meet was a huge success with over 150 trucks showing up for the non-judged event and packing the Crossroads Shopping Plaza to near capacity. Over 500 people were fed at the evening meal.

The entire day was one of fun and fellowship for friends and family, with a special emphasis on events especially for the kids, including mini-tractor rides, a jumping tent and playground and a coloring contest. An ice cream parlor scooped up delicious treats and then there were the many beautiful Missouri Big Rigs to look at. Over \$10,000 in prizes were awarded to the truck show registrants. A number of vendors were on hand. A Light Show lighted up the night after the evening meal. Pastors were on site to bless the trucks, drivers and their families and the following day, on Sunday the 18th, everyone was invited to Sunday Worship Services at 10 am followed by a free lunch. The entire Rissler family was on hand to keep things running smoothly and a special thank-you is owed to John and Delton Rissler, owners of the Crossroads Shopping Plaza for hosting the event. Sponsors included: Horse and Buggy Accessories; Diesel Power Plus; Edge Signs and Graphics; Red Cloud; ATA; Dynaflex Products; Trux; Hogebuilt; Minimizer; Brunner Industries; Valley



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- Photos by Dan Pollock -



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continued from page 1

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A Likely Story - Shadows In The Night

By Roger Clark

It was the pre-dawn hours in Charleston, South Carolina, and a wrong turn led to a deserted parking lot. Carefully working my 53-foot trailer around concrete curbs and lamp posts, I suddenly felt a giant shadow envelop the truck. Stopping the truck and stepping outside, while holding my breath, I looked all around, and then up.

At first scared, then confused, and suddenly thrilled, I realized the shadow was from the 800-foot long aircraft carrier Yorktown. An iconic and key player in American naval history, the Yorktown, (CVA 57), was awarded 16 battle stars. And there I stood, shortly after 4:00 AM, staring straight up at her flight deck, not knowing whether to kneel or salute.

Some months later, leaving the great state of Georgia shortly after 9:00 PM, I saw the Ringgold Union 76 lit up more than usual. Turning in just out of curiosity, I saw right away there was a gospel group out front, with an appreciative audience of around a hundred people. Why not join in, I thought, so I headed for a parking spot out back.

The darkness of the parking lot contrasted so sharply with lights up front that I had the momentary sense of going from Heaven to Hello. But then I noticed something funny as it was disturbing. Music embraced the front lot, and whispers gripped the darkness out back.

Out front, people swayed and clapped and raised their arms. Out back, folks were selling happiness by the ounce, or sniff,

and touch. As the gospel group encouraged the light, people in the back were scurrying like rats through the darkness. I stayed for the music, as you might guess, and left with a gospel trac, two joints, and a ten-dollar Rolex watch.

One of my earliest escapades in trucking was my first trip to Las Vegas, Nevada. Hauling a trade show exhibit from Minneapolis to the Comdex Electronics Show, I turned north from I-40 onto U.S. 93. Right away, it seems, I started seeing signs for the Hoover Dam.

Hoover Dam, 20 miles. Hoover Dam, 15 miles. Hoover Dam, 5 miles. Too bad I'm going to miss it, I remember thinking, just as the truck rounded a curve and drove across the

top of the dam. By the time I got my wits about me, I rounded another curve and got my first glimpse of the Las Vegas Strip. Believe me, they left a light on!

In another memorable late-night event, I was northbound on I-65 near Sonora, Kentucky, and doing a little snoring of my own. Realizing I was falling asleep at the wheel, I headed for an exit to nowhere, easing to a stop just before the top of the ramp. Without leaving the seat, I was instantly in dreamland.

When I awoke, an hour or so later, it was imperative that I re-position the truck. That's when I noticed it was leaning against a guardrail on my left. There was no damage, no mechanical issues, and no way I was moving without a wrecker.

Two hours later, wide awake with a wallet \$400 lighter, I was once again on my way.

And who could forget the night I pulled into Houston's Rankin Road Union 76. Well, okay, you could, but I never have! Turning in the driveway late one night, I saw it was blocked by a couple Harris County PO-leece cruisers. A sawed off deputy told me to get out of my truck and, when I did, the door somehow knocked him backwards. Instantly jumped by him and his partner, I was cuffed and back seated until a watch commander couldn't discern a reason for my arrest. Then I was released with a request to never return, and believe me, I never turn down a PO-lite request!

Truckers tell Buttigieg: Prioritize truck parking

Washington DC... The Owner-Operator Independent Drivers Association sent a letter to U.S. Department of Transportation Secretary Pete Buttigieg imploring the Biden Administration to include dedicated funding for truck parking in the American Jobs Plan infrastructure package. The Association has worked for years to gain bipartisan support in Congress on the issue, but

sees the infrastructure bill as a unique opportunity to make sure the needs of truck drivers, who have worked tirelessly throughout the COVID-19 pandemic, are met. OOIDA has encouraged the Administration to include the bipartisan and industry-supported Truck Parking Safety Improvement Act, H.R. 2187, in the American Jobs Plan proposal.

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Postponement of the 2021 NACV Show



CHICAGO, IL... Organizers of the North American Commercial Vehicle (NACV) Show announced that they are postponing their 2021 event, originally scheduled for September 28-30 at Atlanta's Georgia World Congress Center.

Registered exhibitors were informed of the postponement earlier through a letter from the joint owners of the biennial event – Newcom Media and Hannover Fairs USA.

The decision was made after discussion with both manufacturers and fleets, who cited the lingering effects of COVID-19 on willingness to travel and attend large gatherings. Additionally, the growing number of events competing with one another in the fall of 2021 also factored into the decision.

"Each organization and individual attendee has made choices over the past months based on a variety of factors, health and safety being the most pressing. While many exhibitors demonstrate commitment to the show and vaccination rates continue to rise, our research shows that the trucking industry will not be ready to attend large events like they traditionally have this fall," said Ed Nichols, Vice President of Hannover Fairs USA.

"While we are disappointed that we cannot produce the NACV show this year, we are eager to start working on the future event, focusing on reconnecting the trucking industry and delivering value to our customers," stated Joe Glionna, President of Newcom Media Inc.

The NACV Show will be rescheduled. Organizers plan to share more information regard-

continued from page 1

er-sensitive, high cargo value freight throughout the lower 48 states and Canada. Commodities including generators, compressors, turbines, CNC machines and all types of power generation equipment are hauled by JK Hackl drivers, who are con-

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long haul trucking, JK Hackl will pay you \$5,000 to sign-on. You must have 3 years of flatbed, OTR experience, and no major moving violations in the past 5 years. For information, call 800-669-2625 or log onto www.jkhackl.com

The staff of JK Hackl Transportation Services would like to wish all Professional Truck Drivers a very Happy Mother's Day and Father's Day. As Jerry Hackl likes to say, "Everyone here is like family."

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Latest Trucking Industry News

OOIDA Disappointed In Withdrawal Of Independent Contractor Rule

Washington DC... The Owner-Operator Independent Drivers Association expressed disappointment that the Department of Labor (DOL) will withdraw a rule that would have provided owner-operators additional certainty about their worker classification status.

The "Independent Contractor Rule" previously issued on January 7, 2021, would have clarified existing standards for worker classification under the Fair Labor Standards Act. This rule would have worked within existing criteria, instead of making radical changes to employee and independent contractor classification.

Under the new rule, OOIDA believes that owner-operators could have generally continued working under their existing arrangements with carriers without fear of being reclassified as an employee.

"The Department's final rule, for the most part, would have helped provide new certainty and clarity to owner-operators. While there were certainly some provisions that needed to be fixed, this could have been done without the wholesale withdrawal of the rule," said Lewie Pugh, executive vice president.

Because the rule never took effect, OOIDA says nothing should change for truckers as a result of this action. The Association will be watching DOL and Congress closely as there is continued interest in the laws and regulations affecting worker classification.

"As we've seen with the disastrous roll out of the ABC Test in California, the implementation of one-size-fits-all rules for worker classification just won't work in the trucking industry," Pugh added. "The Independent Contractor Rule issued by the Trump administration would have provided some protection against this from happening on a national scale, and we're disappointed that the rule is being withdrawn."

OOIDA previously submitted comments to DOL on April 12, urging them to address specific problems in the final rule without fully repealing it.

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. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

Autocar, LLC Launches the E-ACTT, an Emissions-Free, All-Electric Terminal Tractor



HAGERSTOWN, IN... Autocar, LLC, manufacturer of North America's oldest brand of specialized severe-duty vocational trucks, has introduced an emissions-free, all-electric version of its Autocar ACTT terminal tractor, the E-ACTT. The E-ACTT will be available in late 2021.

The purpose-built E-ACTT terminal tractor makes a great work truck even better by

helping meet regulatory mandates for the vocational truck industry to reduce fuel consumption by 24% by model year 2027 and, in California, to transition diesel trucks to zero-emission trucks.

"The E-ACTT is the same reman of Autocar Truck.

The Autocar E-ACTT electric powertrain with telemetry/diagnostic systems were designed specifically for

severe-duty application by Vorza. Vorza's electric fleet vehicle development team worked directly with Autocar Truck to create a 24/7 powertrain capable of handling the rigorous demands of semi-trailer yard spotting and container handling.

Autocar's leading-edge temperature-controlled lithium-ion battery technology and onboard charging system in the

E-ACTT terminal tractor are designed to meet demanding duty cycles with minimal operational disruptions, similar operationally to their current diesel counterparts. With the Autocar E-ACTT, operators now have a much quieter and lower vibration zero-emissions option from a trusted and proven terminal tractor manufacturer, reliable and powerful enough to do the job.

With advanced monitoring systems and innovative telematics in every environmentally friendly unit, the E-ACTT terminal tractor provides cost savings for both predictive and preventive maintenance. It is designed to improve a fleet's productivity and efficiency by maximizing uptime. Autocar's telematics allows each tractor to predict when maintenance is needed, allowing the fleet owner to reduce or eliminate downtime and generate cost savings.

For more information on Autocar or its all-electric terminal tractor, the E-ACTT, please visit AutocarTruck.com or call 765-489-5499.

ATA Truck Tonnage Index Decreased 5.1% in March

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index decreased 5.1% in March after falling 2.3% in February. In March, the index equaled 106.8 (2015=100) compared with 112.5 in February.

"March's drop comes as somewhat of a surprise," said ATA Chief Economist Bob Costello. "I certainly heard from many fleets that the end-of-quarter rush was good, but early March was soft. Truck freight volumes were also negatively impacted by supply chain issues from the lack of microchips and other inputs. That said, this surprise to the downside does not change my positive outlook going forward."

"Household spending power is strong and I believe there is plenty of pent-up demand for consumer spending," he said. "Single-family home construction and stronger manufacturing output, even with the supply chain issues, will help support tonnage through this year and beyond."

February's gain was revised up to -2.3% from our March 23 press release.

Compared with March 2020, the SA index fell 9.5%, which was preceded by a 3.8% year-over-year decline in February.

During the first quarter, seasonally adjusted tonnage fell 0.4% from the final quarter of 2020 and declined 5% 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 110.6 in March, 8.9% above the February level (101.6). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.84 billion tons of freight in 2019. Motor carriers collected \$791.7 billion, or 80.4% of total revenue earned by all transport modes.

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

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MOVIN' OUT Calendar of Events

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June 3-6 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com

June 3-5 - American Truck Historical Society National Convention & Truck Show - Rockingham County Fairgrounds, Harrisonburg, VA. For more info, visit <https://aths.org/convention/>

June 4-5 - Joplin 44 Petro Truckers Jamboree - Joplin 44 Petro, Joplin, MO. For more details, visit www.joplin44.com/truckers-jamboree

June 5 - Paul Riggle and Sons Truck Show - Paul Riggle and Sons Trucking, 601 Marco Rd, Apollo, PA 15613. For more info, contact Pat Riggle, 724-448-7809.

June 11-12 - Oak Grove 70 Truckers Jamboree - Oak Grove Plaza, I-70 Exit 28, Oak Grove, MO. For more info, visit www.oakgrovepetro.com/trucker-jamboree

June 18-19 - 42nd Annual ATCA National Meet - Macungie Memorial Park, 50 N Poplar St., Macungie, PA. For more info visit www.antiquetruckclub.org

June 19-20 - 9th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Door Prizes, Raffles, Jake Brake Competition, Country Convoy Dinner Cruise, and much more. For info, visit www.ohvintkr.eu.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

June 27 - American Truck Historical Society ATHS Nutmeg Chapter Truck Show - Brooklyn Fairground, Route 169, Brooklyn, CT. 8 am - 3 pm. For more info, call Don @ 860-274-4758.

July 8-10 - 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 16-17 - 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 16-17 - Expedite Expo - Allen County War Memorial Coliseum, 4000 Parnell Ave., Fort Wayne, IN. 46805. For more info visit www.expediteexpo.com

July 17 - Class 8 On The Lake Truck Show - Indian Creek Camping Resort, 4710 Lake Rd. E, Geneva-on-the-Lake, Ohio. Presented by ATCA Penn-Ohio. Benefits the Ashtabula County Animal Protective League and the VFW Riders Post 6846. Chinese Auction, Food, Miniature Golf, Music, Parade of Lights Saturday Night. For more info call Scott @ 814-460-2506 or Brian @ 440-339-1871.

July 23-25 - 14th Annual Working Class Truck Show - Rantoul National Aviation Center, Rantoul, IL. Live Music, Food, Beer Garden, Vendors on site. For more info, www.topgunlargearshootout.com, Email: topgunshootout@yahoo.com

July 24 - Keystone Chapter Truck Cruise-In - 139 Municipal St., East Freedom, PA. Trucks, Tractors, and Pick-ups welcome. No cars or street rods. Dash plaques while supplies last. No Judging. Food and drinks on Sat. For more info, visit www.keystonetrucks.org or call 814-224-2084

July 29-31 - 39th Annual Shell Rotella SuperRigs - Love's Truck Stop, I-90 & US 20, Hampshire, IL.

July 30-31 - 4th Annual Gear Jammer Magazine Truck Show - The Monadnock Speedway, 840 Keene Rd., Winchester, NH on July 30-31, 2021. All proceeds donated to The Doug Flutie Jr. Foundation for Children with Autism. Over 100 trophies, Vendor midway, Beer Pavilion, Tony Justice in Concert - Friday evening, Light Show - Friday evening, NEW FOR 2021 - TRUCK PULLS Big Raffle - Saturday, Kids activities & more! Questions: Call Bob @ 508-212-9998 or email to: mttconrad7@aol.com

July 31 - "Burning Diesel For A Cause" Truck Show - Indiana Mall, 2334 Oakland Ave., Indiana, PA. All proceeds to be donated to the Ox Hill Fairgrounds. Food Truck. For more info, call Brad Fisher @ 724-422-5255 or Devin Dalessio @ 412-289-7990.

August 6-8 - 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 7 - 16th Annual ATHS Iowa-Nebraska Classic Truck Show - Sapp Bros. Truck Stop, Omaha, NE. Northwest parking lot. I-80 and Exit #440. 9 am till 3 pm. FREE to public & entries. For more information, contact Russell Spawn Jr. @ 402-680-6121.

August 13-14 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 20-22 - Big Rig Truck Show - Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids

August 21-22 - Old National Pike Truck Show, Antique Truck Club of America - Washington County Ag Center, 7313 Sharpsburg Pike, Boonsboro, MD 21713. Museums and events for the whole family. Pre Registration Fee \$5.00. Day of show registration fee \$10.00. All Trucks Welcome. More details 301-582-2304.

September 10-11 - Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or email: info@bigironclassic.com

September 11 - Bedford County Convoy of Diesel Dreams - Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 24-25 - Truckers 4 Hope Truck Show - Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 23-25 - 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.chromeshop-mafia.com/guilty-by-association-truck-show>

October 2 - Victory Road Truck Show - hosted by Pittsburgh Power and Long Haul Custom Detailing, held at the Victory Road Business Park, 3600 S. Noah Dr., Saxonburg, PA 16056. Activities include: Show 'N Shine, Live Dyno Runs on the Pittsburgh Power Chassis Dyno, Food Trucks, Kids Activities, Raffle Prizes, Giveaways and much more! For more information, call Pittsburgh Power at 724-360-4080

October 16 - 12th Annual LargeCarMag Southern Classic Truck Show - Whites Travel Center, Raphine, VA. For more info www.largecarmag.com

March 24-26, 2022 - 50th Anniversary Mid-America Trucking Show - Kentucky Exposition Center, Louisville, KY. www.truckingshow.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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D.M. Bowman, Inc.'s Jim Ward Named 2021-22 Chairman of the Truckload Carriers Association

Alexandria, VA... The Truckload Carriers Association's 2021-22 Chairman will be D.M. Bowman, Inc.'s President James Ward. He gave his acceptance speech Tuesday afternoon during TCA's virtual Board of Directors Meeting that was held in conjunction with the

association's Spring Business Meetings. Ward, who resides in Hagerstown, Maryland with his wife, Starla, has been in the transportation industry for 43 years. Prior to joining D.M. Bowman in 1986, he started his career with the

Western Maryland Railroad. Jim served as Managing Director of the Transportation Industry Division for Willis of Nashville, Tennessee starting in 1992 before returning to D.M. Bowman, Inc. in 1999.

In addition to Ward's responsibilities as TCA Chairman, he also serves on TCA's Board of Directors, Financial Oversight Committee, Highway Policy Committee, Regulatory Policy Committee, and Recruitment & Retention Human Resources Committee.

Jim has a variety of interests, including outdoor activities, travel, reading, and most importantly, spending time with his family. Jim and Starla, who will be celebrating 40 years of marriage this year, have two sons, Jason (spouse Kim) and Keith (spouse Sara), a grandson, Aden, and a granddaughter, Mila.

D.M. Bowman, Inc., a TCA member company for 55 years, began in 1959 when Don Bowman climbed into his used B 61 Mack tractor and trailer to haul coal. Don operated the tractor and trailer as an owner-operator with the dream of one day having 10 trucks. Don Bowman founded D.M. Bowman, Inc. which obtained its first ICC Authority in 1966, adding several trucks to transport bricks from Williamsport, Maryland to locations outside of the state. Throughout the years, the company has added short haul truckload and warehousing services. D.M. Bowman, Inc. currently has a fleet of 382 power units and eight terminals on the east coast.

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Keystone Transport – Faith, Family, Team



evening through Sunday.

The Martin family has owned and operated Keystone Designer Furniture for the past 34 years. The company builds high-end custom crafted hardwood furniture. In 2014, James Martin started Keystone Transport to transport their own furniture. The company quickly expanded to serve other customers as well. Keystone Designer Furniture was recently sold to Wyrwood, Inc. but James Martin remains CFO of the company.

Keystone Transport has a very unique business model. All of the dispatchers and managers are required to have their own CDL and experience driving truck, which gives them a perspective of what Professional Truck Drivers experience every day. President James Martin said, "I got my CDL so I could be a better leader and to know what my drivers deal with on the job."

That is also why Keystone Transport offers a compre-

hensive benefit package that includes, for all drivers: hourly wages, 2 weeks paid vacation, 7 paid holidays and health coverage. While many companies claim to have a family atmosphere, Keystone Transport is all about family. James knows each driver by name and family passengers are not only allowed but encouraged. When a driver's birthday rolls around, James' wife Geneva Martin bakes them their choice of homemade bread, buns, sticky buns, shoefly pie or apple pie. The Martins also host a barbecue and a New Year's meal for employees, drivers and their families.

If you are interested in a career at Keystone Transport, call 866-435-1181. The company is hiring Professional Truck Drivers for tractor trailer and straight truck work as well as leasing owner-operators. Living within 50 miles of Myerstown, Pennsylvania or Dundee, Ohio is preferred.



By Steve Pollock

MYERSTOWN, PA.... Keystone Transport has been changing the way furniture is delivered. The company routinely blanket wraps each piece of furniture for damage-free delivery and maintains consistent delivery routes and dates. Each Monday, drivers load at Myerstown, Pennsylvania or at Amish furniture factories in Lancaster, PA, Holmes County, Ohio and Shipshewana, IN and then delivery to furniture retailers on Tuesday through Friday. The consistency of the work week allows Keystone Transport drivers to be home Friday

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Pacifico Reflections - Work

by: Mike McGough

As an OTR trucker, she spent a good deal of time on the road. From her vantage point behind the wheel, she had a unique view of the world. Because she covered a rather wide area that included five states, that view was pretty broad. She once said that from her seat she got to see the good, the not so good, and the downright confusing. One of the downright confusing happened recently.

For a number of months, she noticed two things that made no sense to her. They were kind of opposite, and for her they were confusing. The first thing she noticed, was a marked increase in the number of folks standing along the road or at busy intersections holding signs indicating that they were out of work, and in some cases homeless as well.

As an empathetic person, she saw a need, and she wanted to help fill it. She was by no means rich by any standard, but she had work, she made good money, and she was able to financially care for herself. She was thankful for what she had, and that awareness added a good measure of generosity to her empathy. When she could, she always offer a buck or two to folks in need.

The second trend she noticed was a marked increase in the number of business that had posted notices on wall banners, lot signs, billboards, and electronic message boards that carried messages like, HELP WANTED, JOBS AVAILABLE, and IMMEDIATE OPENINGS FOR. ... Some signs went so far as to post hourly rates and

benefits, and some actually offered signing bonuses. As the number of those signs increased, she did not notice a corresponding decrease in the number of folks looking for donations just to get by. That puzzled her, and even though she later felt bad for even entertaining the thought, it angered her a bit too. It was like someone was on the verge of drowning and someone else was offering life jackets, but they didn't seem to notice each other. That realization moved her to act.

On that particular day, she spotted a man standing at a busy intersection holding a small sign. The sign he held read, HELP—NO JOB. As cars passed through the intersection where he was standing, those so inclined stopped and offered something. In the moment, they had indeed helped. He welcomed the bit of aid they provided, and they had the opportunity to show some empathy and compassion for someone in need.

When she passed through that same intersection, she saw something else. When she looked at his face, she saw hopelessness and despair. If a person's expression could speak, his said, "I just don't know what to do." From the cab of her truck, she handed him a five, but she felt like she had patronized him instead of helping him. She was making a delivery to a distribution center less than a mile from where she saw him. When she arrived to unload, she was informed that there would be a delay of at least four hours, because they were

shorthanded. They needed loading dock help desperately.

She decided to go for a walk. She also had a thought that ultimately gave her walk a little more purpose than just some exercise. She walked back to the guy standing in the intersection. He recognized her and immediately thanked her again for the money she had given him. "I may be able to offer you more than a five, if you're interested." He was, and they walked back toward the distribution center together. By the time it was her turn to unload, he was standing on the dock, wearing a new pair of gloves and a smile.

When her truck was unloaded, he came up beside her rig and tapped on her door. Holding up the five that she had given him earlier in the day he said, "Here, this is yours; I don't need it anymore. Thank you very much!" She told him to keep it and pass it on to someone who needed it. He smiled and said he would.

She took a chance that day, and it paid off well. She saw not one but two people in need, she took the time to bring them together, and she changed both of their life situations for the better. Clearly, not everyone needs or wants others to mind their business. Conversely, there are now and there always will be those among us who do need our help, and they are open to receiving it.

Empowering others with a hand up can be an act of kindness, compassion, and charity that keeps on giving long after the benefits of a handout are gone!



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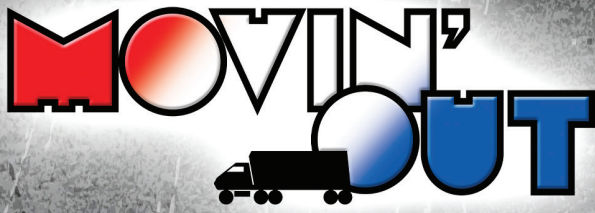


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Working Show Truck Of The Month

Hill Constructions Services Dan Hill & Kyle Pelletier, Truck Builders of CT



Dan. It's painted to match the cab and helps give the truck its smooth lines. Truck Builders of CT up fitted the body on the truck, and it features an internal high lift tailgate along with a Vulcan on board scale system. Other unique features on the body include custom radius flaps as well as the custom cab shield. Custom controls, lighting, and stainless accents round out this incredible truck.

To protect the body, Dan & Kyle decided on a liner inside the dump, which was done by Linex in Fall River, MA. The truck has plenty of power thanks to the 565 X-15 Cummins engine that's paired up with an 18 speed. Blue LED accents were added to light the way on those early morning and late evening loads. This is one dump that turns heads no matter where it goes!

By Robert Conrad
This stunning blue 2020 Peterbilt 389 tri-axle dump is owned by Hill Construction Services based in Thomaston, CT. Company owner Dan Hill worked closely with Kyle Pelletier and Truck Builders of CT on this truck, and the end results were nothing short of amazing!

Dan made a list of changes

that he wanted this truck to have that his 2018 389 didn't. He had Kyle increase the fuel capacity by mounting the hydraulic tank in the doghouse. This allowed more room for fuel on both sides of the frame, and the fuel tanks were painted by Bosco's Automotive in Enfield, CT. They were then wrapped in stainless by Randy Kaylor & his crew at Pro-Fab

Associates in Manheim, PA. Other custom features on this decked-out dump include stainless wrapped battery boxes, a stainless wrapped DPF tank, painted headlights, and a painted 12 Gauge Customs' visor.

The body on the truck is a Brandon Mfg. smooth side dump that was custom built for



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