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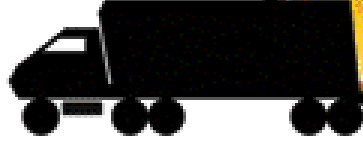
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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Peterbilt Pride & Class Truck Show



The 2023 Peterbilt Pride & Class Truck Show was held on May 8-10 at the Texas Motor Speedway in conjunction with the reveal of Peterbilt Model 589. Over 200 Peterbilts competed in the show. Turn to pages 14 & 15 for the story and more photos. Story about the new Peterbilt Model 589 is on page 10. - photo by Pam Pollock -

Gina Vargo – Truckismo



Gina Vargo

By Steve Pollock

BURNS HARBOR, IN.... Gina Vargo started right into heavy haul when she began her trucking career twenty-nine years ago.

She has pulled multi-axle, stretch trailers, RGNs, as well as general deck open trailers. She has also run walking floors, dump buckets, and roll-offs. Gina has

been an owner-operator for the past 27 years, and in that time has owned 8 trucks. Her favorite, and hopefully last truck is her continued on page 17

Opportunities Abound At McClymonds Supply and Transit



By Steve Pollock

PORTERSVILLE, PA... If you love trucking but are tired of being gone from home all the time, McClymonds Supply and Transit has a job for you. The McClymonds fleet services primarily Western Pennsylvania and other

points throughout Pennsylvania, Ohio, and New York. There are jobs for both Class A and B CDL holders and you can choose to be home every night or run OTR.

There is a variety of equipment at McClymonds that includes triaxles, end

dumps, roll-offs, steel trailers, pneumatic dry bulk, and plastic tanks or heavy haul. If you currently pull dry van or flatbed, McClymonds will be glad to train you to do dump or pneumatic work as long as

continued on page 5

Debunked: 5 Common Myths About Synthetic Diesel Oil



By Karin Haumann

Synthetic oil allows all parts of your engine to work together and protect it from damage and failure. There are several preconceived notions about engine oil that are not correct, Shell Rotella is here to help you separate fact from fiction.

1. You can't switch back to mineral oil after using a synthetic oil

Switching back to conventional oil from synthetic is absolutely safe. You can change from the 5W-40 synthetic oil you used in the winter to a 15W-40 conventional oil in the spring. We offer Shell Rotella T4 15W-40 conventional oil and Shell Rotella T6 15W-40 full synthetic if you want the added benefits of syn-

thetic oil technology.

"During colder months, it's a good idea to switch to a lower viscosity oil – in this case, synthetic oil – to provide improvements in engine stability," explains Karin Haumann, OEM Technical Manager for Shell Lubricants.

Haumann adds: "Because a synthetic oil can meet the same OEM specification as a conventional oil, the question is, are you willing to relinquish the inherent benefits a full synthetic product can give you?" With the proven benefits of synthetic, you can use it in your engine all the time.

2. Synthetic oil is too expensive

While synthetic blend

and full synthetic oils may cost more upfront, the benefits they provide make them worth the investment. "The benefits Shell Rotella® synthetic motor oil provides in terms of engine protection, longer oil drain intervals, and equipment durability over the lifetime of the engine easily outweigh the cost," said Haumann.

Shell Rotella® T6 Full Synthetic engine oils provide protection that can save money with enhanced fuel economy capability, without compromising engine protection or durability.

Key performance and fuel economy benefits of synthetic include:

* Lower oil consumption

to help reduce maintenance costs

* Increased protection against oxidation for increased fuel economy

* Excellent corrosion control to help protect key engine parts

* Low Ash formulation for emissions system compatibility

3. Only newer engines need synthetic oils

Synthetic engine oils are designed to provide improved protection for a range of extreme working conditions in new and older engines. Whether you're stop-and-go driving or working in freezing cold or desert heat, synthetic engine oils are designed to:

* Improved engine protection

* Promote engine cleanliness

* Keep operating temperatures cooler

* Lubricate the engine quickly when starting in cold weather

If your engine is designed for higher performance that will put higher stress on the engine and the oil. It's best to have a synthetic oil that's better at withstanding that stress.

"It's well known that synthetic products can protect engines better than conventional oils," says Haumann. "Most new vehicles require a XW-40 or lower synthetic blend type oil because it improves startability in heavy-duty engines and offers real advantages in fuel economy."

4. You can't change brands of engine oil

As long as the specifications and approvals of the new oil meet what is required by your engine's manufacturer, you can switch between brands with no issues. Though several brands of oil may meet the same industry and OEM specifications, they often have different performance levels.

Shell Rotella® offers a complete portfolio of synthetic and synthetic blend heavy duty engine oils that are suitable for virtually all modern low-emission heavy duty engines and older hard working diesel engines. With its wide range of specifications, and approvals from many of the world's leading engine

makers, the oils are an excellent choice for on-highway fleets, general haul, construction, agriculture, public-transport operators and diesel pick-up trucks.

Drain the oil and you can change brands. Shell Rotella meets or exceeds current CK-4 and other standards

5. High viscosity oil is best

With Shell Rotella T5 10W-30 synthetic blend, you get the strong wear protection of a 15W-40 with the added benefit of fuel savings.¹

In addition, Shell Lubricants has introduced Shell Rotella® T6 10W-30 full synthetic heavy duty engine oil, which provides the benefits of a full synthetic engine oil in the fastest growing viscosity grade for diesel-powered vehicles. The versatile oil offers fuel economy benefits and excellent engine protection for hard working trucks.

Shell Rotella® T6 full synthetic engine oils provide protection that can save money with enhanced fuel economy capability, without compromising engine protection or durability. The oils also perform extremely well in heavy duty diesel engines even in extreme temperatures, meeting and exceeding industry performance standards.

Shell Rotella® T6 15W-40 Full Synthetic is for diesel engine drivers that prefer the higher-viscosity but still want the benefits of synthetic technology.

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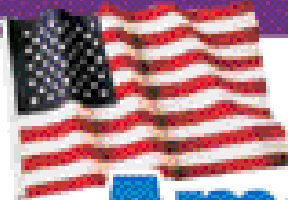
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OFF THE BEATEN PATH

BY PAM POLLOCK

Look At Me Now!



Our yard heading up to the woods - splendid in the early morn's light.

Oh hey there – it's me, still playing Laura Ingalls Wilder over here on the Homestead when I am not playing Editor and Photographer and about 4 other roles at Movin' Out...

I've been on a roll lately putting around the Homestead. It all started when I kept walking by the wooden bench and little side table on the back porch. They've been there in the 41 years that I have been coming up here to the house. I have such fond memories of my father-in-law Strick sitting on the bench with my kids when they were very small. The bench was painted white, and the metal arms were red – but the paint was very faded and in rough shape. I kept telling my husband, "That needs painted." Finally he told me, "Then go paint it." And so it began...

Yep, my Homestead Frenzy was officially underway. I went to the local hardware store and bought buckets and cans of paint and assorted paint brushes. I tackled the bench and side table first – they are now sporting a brilliant blue color with black metal arm accents. Just like Paw Patrol, I was on a roll! I decided to tackle the big old dinner bell that hangs on the back deck. I had some red paint left over and decided to venture way up in the yard and spray paint the antique hay rake that had definitely seen better days. I will confess that I am an amateur at pretty much everything. I painted not only the hay rake, but a portion of the grass, 2 of my shirts, a pair of shorts, and my favorite casual boots.

I moved onto to painting 2 bicycle planters, some kind of antique plow thing, some horseshoes, and then another bench and side table.

I was running out of things to paint, so I turned my eye to our lawn. All of the April showers brought a lot of long May grass. Another confession, I only tried to mow grass three times in my almost 62 years of age – all three times was with a push mower and every time, I had an asthma attack. I told my husband that I was ready to learn how to drive the John Deere lawn tractor and af-

band and I have been raking and sowing grass seed like crazy. I even got a lesson on the weedwhacker tonight.

Two weeks ago, after a solid week of rain, I foolishly jumped on the mower because I am not content with my yard "looking like a park" – I want it to look like the freakin' South Lawn of the White House. (Hey, a girl can dream BIG!)"

I was singing to myself, "They see me rollin', they hatin'..." I was going to town on that lawn, in my usual drunk granny fashion and then disaster struck. I strayed down too close to the ditch, where the grass was doggy and waterlogged and I got the tractor stuck. Nay, I pretty much tore up the turf and buried the wheels in mud. I had to wait two hours for my spouse to come home. He was exasperated because he had warned me that the yard was too wet. Sighing, he got the Mule out of the garage, and pulled me out. He sternly told me, "Stay out of this section."

I stuck my tongue out at him, sneakily flipped him the bird and headed up the hill to the very back of the yard, where I promptly got the dang mower stuck again – not even four minutes after being rescued. I had to call my guy on my cellphone and tell him to get the Mule back out of the garage and rescue me, yet again. "Why the 'H' did you go back here," he exclaimed. "I was mowing the path into the woods," was my reply. "Well stay out of there!" he retorted.

I really felt bad at this point, so I didn't do anything obnoxious, instead I

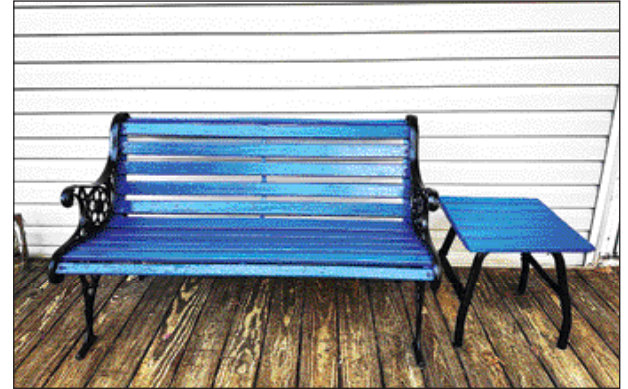
saluted him and said, "Aye, Aye Captain!" He went inside the house, and I headed to a different area of the yard – and things went well for about twenty minutes until I got that \$%*&! mower stuck again. I made some big tracks and ruts in the yard but thankfully I did the old back and forth maneuver and got it out on my own. I finished my mowing (it took me four hours) and as I was putting the tractor back in the garage, the man came out to inspect the yard. "It's a mess," I said. "But if you want me to continue mowing, you will tell me that I did a great job." I could see the wheels turning in his head. After 40.5 years of marriage and him doing ALL of the mowing, did he really want to have to start mowing again?? He looked me in the eye and said, "You are doing a great job."

All's well that ends well, the lawn looked good again after a week – not South Lawn of the White House good and probably not Park good – but then again, it never looked like a Park before. There's new grass growing and that hasn't happened for years. We're planting flowers and sowing wildflower seeds. The woods offers relaxing walks in the early morning light.

And I found three benches up in the woods that need painting... the work is never ending for this Laura Ingalls Wilder chick. Oh Mom, Strick, and Audrey, I so wish that you could look at me now – but I suspect that you really can. I hope you like what you see!



Steve spent his 65th birthday pulling me out of the yard...



The bench and side table that started my whole Homestead Frenzy domestic diva kick.



Hey! I never said that I was a professional painter!

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Opportunities Abound At McClymonds Supply and Transit

continued from page 1

you are at least 23 years of age, have a good driving record, and 2 years of work experience with either a Class A or B CDL license. You must also live within 50 miles of Kennerdell, Monaca, Portersville, Saxonburg, or Somerset, Pennsylvania.

In 1945 George R. McClymonds bought a tandem axle dump truck to start George R. McClymonds Trucking. George's youngest son Mark W. McClymonds incorporated the company in 1983 as McClymonds Sup-

ply and Transit Co. Under Mark's leadership, the McClymond Supply and Transit fleet has grown to over 400 trucks.

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Vibrations can be the death of your truck and wear out your body 2 hours faster per day. Torsional Dampers are many times referred to as Harmonic Balancers; that is NOT the correct term, it's a Torsional Damper. This damper is a critical part of the engine and eliminates many parts from being broken. Parts such as crankshafts, camshafts, accessory drive shafts, alternator brackets,

air conditioning compressor brackets, the springs in the clutch disc, the flywheel bolts that hold the flywheel to the crankshaft, and the bolts that hold the flywheel housing to the block all will last longer with a working Torsional Damper. Also, a worn out torsional damper will vibrate the shifter, the door locks, and the steering wheel. These vibrations can make your hands numb and travel up through the

seat into your body and make you tired. A new torsional damper will give you 2 more hours of energy per day while driving.

Torsional dampers are worn out at 500,000 miles or less and should be replaced. The torsional damper has a large steel ring inside the case, it rides on Teflon pads and is cushioned by a very thick silicone that is under 30 psi of pressure. As the Teflon

wears out it impregnates the silicone, the chemical reaction makes the silicone hard, and the large steel ring can no longer move free. That ring at 1400 RPM moves 700 times per mile to remove the shock when the injector fires and slams the piston to the bottom of the stroke.

Several years ago we invented a mercury filled engine balancer to compensate for the pistons, connecting rods and crankshaft being slightly out of balance. We also recommend this balancer to be mounted to the crankshaft along with the new torsional damper. The Mercury filled balancer is a one-time purchase, it does NOT wear out.

Driveshafts are another wear item on the truck and should be rebuilt between 500,000 and 800,000 miles. Driveshafts do bend and go out of balance, the carrier bearing wears out, and the universal and slip joints wear out. A good driveshaft shop can straighten, balance and replace the worn components. This is another item that will vibrate a truck.

Using a vibration analysis tool, you can deter-

mine the vibration's origin based on its frequency. In a previous article, we introduced this topic, and in this article, we will dive more into engine-related vibrations. When you have a vibration that is the same speed as the crankshaft, this is known as a first-order vibration. This can include things like the damper, crankshaft, or clutch assembly. These vibrations can be felt with the truck sitting still and are repeatable at the same RPM. Since the camshaft turns at half the speed of the crankshaft, vibrations will show up on the analyzer as half-order vibrations or half the frequency of the engine speed. Within these frequency ranges, it is easy to tell if you have a faulty injector or cylinder. This can also be quickly done with a cutout test; the vibration analyzer is overkill. High torque vibrations are seen within the four to four-and-a-half-order vibrations. They are found with the use of our dynamometer. Finding these types of vibrations would be easier and safer with the dyno.

I could give more examples of orders of vibrations and their sources, but it is

best to sum up this idea with the idea that everything has its own frequency based on its rotating speed. These speeds can be calculated based on what they are attached to or the size of the rotating object. The best example of this is tires. Smaller tires spin faster or have a higher frequency than larger tires. Think skateboard wheels and car tires going at the same speed. The smaller wheels have to turn more quickly. As a side note, one quick tip to calculate your tire revolutions per mile is to place a straight 2x4 on top of both drive tires and measure the distance from the bottom of the 2x4 to the ground. Then on a calculator, type in 20168 / height of drive tires. This will give you your revs per mile. If someone is setting up your ECM, they will ask for this number. Another way this number applies is if you need to calculate your truck's rear axle ratio. You can figure that out with this method. First, put your truck in direct drive and write down the engine rpm and speed. Then take the engine speed and multiply it by 60. Write that number down. Multiply the vehicle speed in mph by the revs per mile of the tire. Write that number down. Finally, divide the first number by the second, and you will have the axle ratio. For example, you have a truck that does 50 mph at 1500 rpm in 11th gear on a 13-speed transmission. First, you take 1500 X 60, and you get 90,000. In this example, the tire revs per mile is 507. Take 496 X 50mph, and you get 24,800. Finally, divide 90,000 / 24,800, and your axle ratio would be 3.55.

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

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Something to Think About - Mac & Cheese

by: Mike McGough

His was a dysfunctional, single-parent family. That was only until his mother was jailed for drug trafficking. His Great-Grandmother took him in. Although she loved this four-year-old and her heart was clearly in the right place, her sparse financial resources, her age, and a number of health problems, limited what she could do. Nevertheless, she did all she could, until she fell and broke a hip. The spring before he was to start kindergarten, he was placed in a group home.

That summer he was registered for kindergarten. He was a bit reluctant. His routine and his life were about to change again. During the registration process, he was less than cooperative. Anyone who knew his background could easily see that this was yet another change that life threw at this little guy, demanding that he adapt to situations he couldn't begin to understand. Even so, he got off to a good start.

The hours that he was in school were good for him. There was a routine, there were things he could depend on. He began to enjoy the predictability of school; he counted on it. Within a few weeks, there was a change in him, a good change, a change that could be seen. He appreciated little things that many other children took for granted. Lunch was one of those things. By late fall, he was flourishing and about as happy as he had ever been. That was until a day when they were serving mac and

cheese for lunch.

He was at the very back of the line. By the time he got to the serving counter, the mac and cheese was gone, and they were serving tater tots. The other kids who got tots rather than mac and cheese were fine with it; he wasn't. He took his lunch tray, sat down by himself, and cross his arms on the table, put his head on his arms, and began to cry.

Just as he did, the principal came in to get his lunch. He too loved mac and cheese, and he had a standing order for a bowl every time it was served. When he saw this little guy with his head down, he went to him and asked why he was crying. Through tears this kindergartener said, "There's no mac and cheese for me." It was all the principal could do not to tear up.

"Wait here, let me go check; I know the cook." When he returned, he had two small bowls of mac and cheese. He asked this young man if he could join him. They sat and ate together. It's doubtful if two guys, each in their own way, ever enjoyed mac and cheese any more than they did that day.

When the principal asked why he liked mac and cheese so much, the little boy said, "My Grandma, used to make it for me when I lived with her. We would sit together and eat it. I liked that so much!"

In November the school got word that he was being adopted by a young couple. Few things that happened during that principal's career warmed his heart any more than that. During the

meeting when this student's transfer to his new school was being completed, it was obvious that this kid finally caught a break. He'd now be on a new life path!

After high school he went to culinary arts school, to become a chef. Over the next several years he became a master chef and opened a restaurant. It was a success. He franchised it to form a small regional chain. Over the next fifty-plus years, that franchise grew to 136 restaurants. They all had the same name, Grandma's House.

The first menu item listed in all his restaurants was "Grandma's Mac and Cheese." It was corporate policy that anyone needing a meal could come to one of his restaurants and get a plate of mac and cheese and a drink—on the house, no questions asked. At 83 he turned the restaurants over to his Grandchildren. The attorney who finalized the transfer, asked this generous restaurateur if he knew how much money he had lost over the years giving away his mac and cheese.

"I don't know; I've never thought about it. When I was down on my luck, mac and cheese and the people who provided it were bright spots in some dark days. If my mac and cheese has provided one bright spot for one person having a dark day, it's all been worth it."

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Latest Trucking Industry News

ATA Truck Tonnage Index Decreased 5.4% in March

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index fell 5.4% in March after increasing 0.9% in February. In March, the index equaled 111.6 (2015=100) compared with 118 in February.

"After increasing a total of 2.6% during the three previous months, March's sequential decline was the largest monthly drop since April 2020 during the start of the pandemic," said ATA Chief Economist Bob Costello. "Falling home construction, decreasing factory output and soft retail sales all hurt contract freight tonnage – which dominates ATA's tonnage index – during the month. Despite the largest year-over-year drop since October 2020, contract freight remains more robust than the spot market, which continues to see prolonged weakness."

Compared with March 2022, the SA index decreased 5%, which was the first year-over-year decrease since August 2021. In February, the index was up 1.9% from a year earlier. During the first quarter, tonnage was 0.6% below the same three month period in 2022.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 117.2 in March, 9.3% above the February level (107.2). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.2% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.93 billion tons of freight in 2021. Motor carriers collected \$875.5 billion, or 80.8% 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.

Coalition Asks for Bilateral Cooperation to Address Misaligning Border Policies & Barriers for Trucking Operators

TORONTO... The Canadian Trucking Alliance (CTA) – as a part of a coalition of Canada-U.S. trucking industry associations, including the American Trucking Associations (ATA), National Tank Trucking Carriers, Inc. (NTTC), and Truckload Carriers Association (TCA) – is requesting the Canadian Ambassador to the U.S., Kirsten Hillman, and U.S. Ambassador to Canada, David L. Cohen, work bilaterally to ensure reciprocal treatment, and remove unnecessary trade barriers for cross-border operators and truck drivers, considering the importance of Canada-U.S. trade and the enormous amount of freight moving between our two countries.

In its correspondence, the coalition highlighted misaligning trade policies such as the need to

establish a permanent U.S. in-transit program for Canadian carriers, which has remained in a pilot with U.S. Customs and Border Protection (CBP) since 2016. Prior to 9/11, the use of in-transit movements remained common for Canadian fleets, allowing for access to suitable infrastructure, reduced transit times and operational flexibility. The ability to move in-transit continues to remain in place for all U.S. fleets and is instrumental to deliveries into Alaska, and to the supply chains in the U.S. mid-west, eastern Michigan, and Northeastern U.S.

The importance of a permanent in-transit program was underscored during the B.C. floods situation in 2021, where both countries came together to quickly implement

a temporary in-transit process to assist with goods delivery and recovery efforts in the province. This crisis further reinforced the importance of implementing a permanent bilateral solution.

The coalition also reiterated its multiple requests to have U.S. border vaccine restrictions removed, emphasizing the importance of increased truck capacity to support supply chains and U.S. based businesses, and that unifying border rules for all truck drivers crossing the border was a simple and long-overdue change considering the current state and perception of the pandemic in both countries.

Other issues that were highlighted included the need to address the bilateral dispute around the Free and

Secure Trade (FAST) enrolment process; addressing pandemic related backlogs for obtaining B1/B2 visas, which continue to hinder the ability of some truck drivers to cross the border for work purposes; and other historical supply chain inefficiencies that continue to exist between both countries.

"Alignment on these bilateral policies will serve to increase the usable capacity of Canadian-based trucking fleets and all cross-border operators supporting our integrated economies. They will also act as a potential hedge against further supply chain disruptions and driver shortages being experienced in both countries," says Lak Shoan, Director of Policy and Industry Awareness Programs for the CTA.

The Lewis And Clark Bridge Between Rainier And Longview, WA Will Close For Up To Eight Days Starting July 16th

The Lewis and Clark Bridge between Rainier and Longview, Washington will close for up to eight days beginning at 8 p.m. Sunday, July 16 for bridge deck repairs.

During the closure, crews from Combined Construction, Inc. will replace two bridge expansion joints and a fractured floor beam. Pedestrians, bicyclists and emergency responders will be able to cross the bridge during the closure except during a small window when the floor beam is being replaced.

Closure of the only bridge across the Columbia River between Astoria and Portland may create hardships for communities along the Columbia River and require residents to reschedule medical and other important appointments.

The bridge must be closed to ensure a long-lasting repair and for the safety of travelers and construction crews in the work zone. To set the new expansion joints in place, crews will pour concrete which needs four days to cure and strengthen, without movement and disturbance from moving traffic. The replacement of the floor beam also requires no traffic on the bridge.

Construction work taking place before and after the closure will be done at night using single-lane closures and alternating traffic across the bridge. The five-week construction schedule of nighttime lane closures and a bridge closure of up to eight days shortens the construction timeline for this \$1 million preservation project. It also avoids months of daytime single lane closures that would create congestion throughout Southwest Washington and Northwest Oregon.

On April 12, bridge inspectors discovered a fractured floor beam resulting in an emergency 12-hour closure.

Construction is estimated to begin the week of June 12 and travelers should expect traffic delays or detours for approximately five weeks.

The full closure of the Lewis and Clark Bridge for up to eight days begins at 8 p.m. on Sunday, July 16.

* Emergency vehicles – including only ambulances with active critical medical needs or law enforcement emergency response – can use the bridge during the closure except when crews install the new floor beam. The timing of this work will be communicated in advance.

* Due to safety, no park zone.

* There will be no single lane closures during the Fourth of July holiday weekend - Friday, June 30 – Tuesday, July 4.

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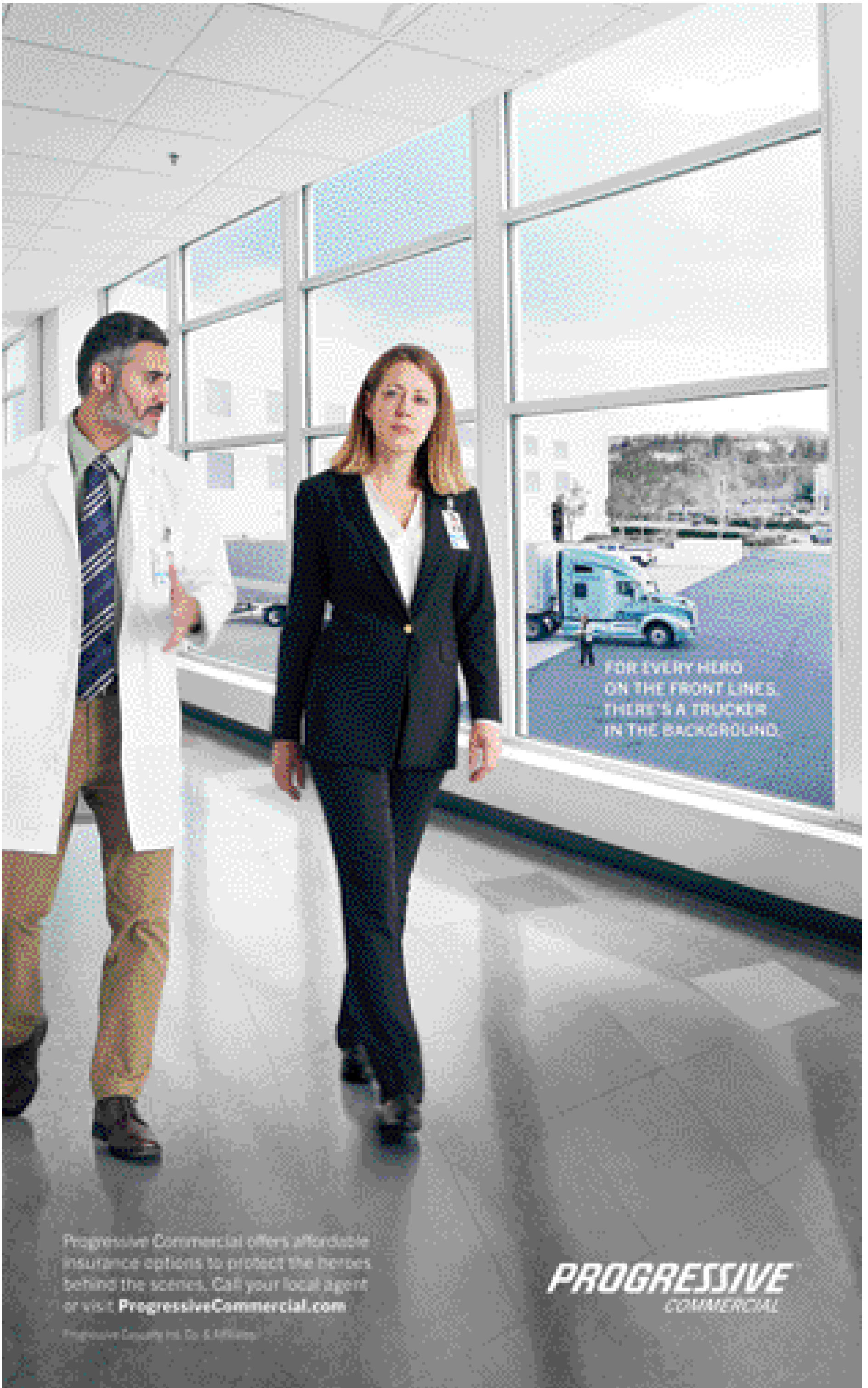
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Peterbilt Launches New Model 589, Hailed for Its Legendary Features



The new Peterbilt Model 589



Peterbilt 589 with the Legendary Package - photos by Pam Pollock

Denton, TX... Peterbilt Motors Company unveiled its new Model 589, a traditional on-highway vehicle with renowned Peterbilt design and craftsmanship on Tuesday, May 9th. Acclaimed for its legendary features and complemented by advanced technologies and modern interior appointments, the 589 is built for high performance and maximum uptime with a road presence that is unmistakably Peterbilt.

Peterbilt revealed the 589 for the first time during its exclusive launch event at the Texas Motor Speedway in Fort Worth, Texas. Additional commemorative activities included a

Ride & Drive featuring the 589, along with other Peterbilt trucks, showcasing the breadth of vehicles that support the company's iconic image; manufacturing facility tours; special customer VIP events; Peterbilt's own Pride & Class Truck Show; and entertainment by American Country and Southern Rock band Whiskey Myers.

"We have built the most iconic and aspirational trucks throughout Peterbilt's history. The Model 589 takes cues from our heritage designs and incorporates essential customer feedback to bring it to life," said Jason Skoog, PACCAR vice president and Peterbilt

general manager. "It is an exceptional looking truck that is distinctly Peterbilt in its bold style and superior workmanship, supported by best-in-class technologies to delight drivers time on the road."

The 589 personifies the legendary Peterbilt Class with its bold, distinctive style and iconic exterior features. It includes a robotically assembled cab, an aluminum hood, multiple sleeper configurations, wrap-around grille crown with triple bars, rectangular grille mesh, and the signature bird ornament — all features that are reminiscent of classic Peterbilt trucks. Other exterior

features include bold 15-inch air cleaners, 7-inch exhaust stacks and exhaust shield, and Peterbilt's distinguished exterior lighting package, with LED daytime fender-brace running lights for a stunning front-end look.

The styling of the 589 is supported by advanced engineering and innovative technologies that provide maximum performance and uptime, including features such as an air-assisted hydraulic clutch on manual transmissions, which reduces driver fatigue and maintenance, and the latest collision mitigation for improved driver safety. It also features advanced driver

technology, and other features like predictive cruise control to lessen the environmental impact of a traditional truck.

Valuable feedback from our drivers helped shape the interior design, which starts at the entry with larger tread steps for easier ingress/egress. A new, more contemporary instrument panel offers reduced glare and better visibility. Numerous trim packages allow for a custom interior look, and the latest creature comforts, such as high-performance automatic climate control, abundant storage space and larger dual cup holders create an inviting

environment. The interior of the first five hundred and eighty-nine Model 589s will be enhanced with an individually numbered special plate installed on the passenger side dash. "The Model 589 is truly built for the quintessential Peterbilt customer with its legacy characteristics and work-horse powertrain," said Skoog. "It's incredible and we are pleased to share the new Model 589 with our customers as they are unequivocally the design and development inspiration for this legendary truck." The Model 589 will be available for customer orders in August for 2024 delivery.



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OOIDA Supports Bill To Prevent Dangerous FMCSA Mandate - Restricted Truck Speeds Mean Rolling Roadblocks, Road Rage



Jill Myer, Lewie Pugh, and Mike Schermoly

By Steve Pollock

LOUISVILLE, KY... In a recent interview at the Mid-America Trucking Show, OOIDA Executive Vice President Lewie Pugh had this to say about the future of trucking, "No matter what changes happen in the trucking industry, there is always going to be truck drivers."

When asked about OOIDA's vision for the future, Lewie stated, "Jim Johnston always used to say, 'Do what you are good at.' OOIDA was started by truckers for truckers. The organization has always been to serve as the owner-operators and independent drivers voice before our government, representing the independents

drivers' interests. We plan to stay the course and continue doing what we are good at - representing the interests of owner-operators and our members. We hope to continue growing our membership, maybe even double it. Owner-operators need to join OOIDA because when we all work together, we can move mountains!"

During the interview I asked Lewie the following questions:

1) What changes do you see coming for the trucking industry?

Lewie Pugh: "Autonomous and EV vehicles and new safety technologies."

Diesel engines?

Lewie Pugh: "They are not going away any time

soon.

2) EV vehicles?

Lewie Pugh: "There will be a place for them, albeit limited."

3) Autonomous vehicles?

Lewie Pugh: "There will also be a place for them, but there will still have to be a lot of drivers out there. It will definitely take some people's jobs."

4) What do you see happening with drivers and owner-operators?

Lewie Pugh: "Drivers and the industry will change, but Professional Drivers will always be here and some of these drivers will want to own their truck and run their own business."

5) What changes would you like to see?

Lewie Pugh: "I would like to see broker reform, the government address the parking issue, and the elimination of overtime extensions for truckers. I would also like to see the FMCSA, DOT, and Congress to start listening to the people who actually drive trucks. I think poorly trained drivers, foreign drivers, and government over-regulation are all major problems in the trucking industry. I believe drivers should be well compensated for their time. We should invest in the person behind the wheel because safety starts there."

Lewie Pugh is Executive Vice President of OOIDA and a Professional Truck Driver for 26 years, 22 years as an Owner-Operator. Lewie has been an OOIDA member for two decades. He quit trucking in 2017 and moved to Missouri to begin working at OOIDA as a Regulatory Specialist. He became manager of OOIDA's Business Service Department in March of 2018, and was elected Executive Vice President in April of 2018.

OOIDA (The Owner Operator Independent Driver Association) has been fighting for the rights of small business truckers since 1973, meeting with lawmakers, regulators, and industry shareholders. The organization has grown to

Washington, DC - The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE) Act (H.R. 3039). The legislation was introduced by Congressman Josh Brecheen (OK-2) to prohibit the Federal Motor Carrier Safety Administration (FMCSA) from promulgating any rule or regulation mandating speed limiters on large commercial motor vehicles (CMVs).

Speed limiting devices on large trucks have been proven to create unnecessary congestion and dangerous speed differentials among vehicles. This results in higher rates of vehicle interaction and higher crash rates.

"The physics is straightforward - limiting trucks to speeds below the flow of traffic increases interactions between vehicles and leads to more crashes," said OOIDA President Todd Spencer. "OOIDA and our 150,000 members in small business trucking across America thank Congressman Brecheen for his leadership in keeping our roadways safe for truckers and for all road users."

"This overreach by the Biden Administration has the potential to negatively impact all facets of the

agricultural and trucking industries. I know from experience driving a semi while hauling equipment, and years spent hauling livestock, that the flow of traffic set by state law is critical for safety instead of an arbitrary one-size-fits-all speed limit imposed by some bureaucrat sitting at his desk in Washington, D.C.," said Congressman Josh Brecheen. "This rule will add one more needless burden and Congress must stop it. For example, if a rancher is transporting cattle in a trailer across state lines, under this rule, the federal government would require a speed limiter device when above 26,000 lbs. Out-of-control bureaucrats are trying to impose ridiculous regulations on Americans who are trying to make ends meet."

"The National Association of Small Trucking Companies strongly supports the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE Act), said David Owen, President, National Association of Small Trucking Companies.

The DRIVE Act was introduced in response to an FMCSA rulemaking process announced in April 2022. The agency has received more than 15,000 comments on the proposal, the majority from truck drivers expressing opposition.






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* The special \$50 membership dues offer is only applicable to a two-year membership. Purchase of a single year membership remains the regular annual price of \$45. Spouse members and additional driver members are \$10/year. Life membership is calculated as \$25 x number of years until 65, minimum \$125.



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Shell Rotella® SuperRigs® Registration and People's Choice Award is Officially Open

The stage is set for a wild ride in Wyoming! Online registration for the 41st Annual Shell Rotella® SuperRigs®, which rolls into Gillette, WY June 8-10, is officially open. SuperRigs will take place at CAM-PLEX, the Cowboy State's premier multi-use facility. CAM-PLEX encompasses over 1,000 acres of land and features a fine arts theatre, a convention/exhibit hall, two multi-purpose pavilions, a racetrack, rodeo grounds, more than 1,700 RV sites and a 21-acre park and picnic area.

Pre-registration for Shell Rotella SuperRigs is recommended. Those pre-registering will receive a designated parking spot and an option to select their preferred time for when they would like their truck judged. Final judging times will be determined by Shell Rotella representatives.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks. Hard working owner/operator truckers from across the United States and Canada compete annually for more than \$25,000 in cash and prizes. There is no fee to enter SuperRigs and the weekend is designed to be fun for the whole family.

People's Choice Award For those who want to compete in the show, but can't make it in person,

the People's Choice Award allows drivers to submit their trucks to a virtual category that will be voted on by fans during the contest. [1] Registration and voting will take place at MyMiles-Matter. Online registration is open until Friday, June 2 at 12 p.m. ET. Daniel and Phyllis Snow won the 2022 People's Choice Award with their 1996 Freightliner Classic XL.

Votes for the People's Choice Award will be collected online starting June 3, and \$1 for every vote will be donated to the St. Christopher Truckers Relief Fund. Please stay tuned to the Shell Rotella social media channels for updates on the voting process.

SuperRigs Event Highlights:

There are numerous activities throughout the SuperRigs event including:

- * Truck Parade
- * Contestant dinner
- * Truck lights competition
- * Musical entertainment
- * More than \$25,000 in prizes and awards

Follow Shell Rotella on Facebook, Twitter, and Instagram for updates on SuperRigs and Shell Rotella products and programs. For exclusive updates, join the Shell Rotella SuperRigs event page on Facebook at: <https://fb.me/e/21B0v9UPW>. To stay involved in the conversation on social media, use #SuperRigs.

ATHS National Convention & Truck Show Rolling into Reno, Nevada June 8-10

The American Truck Historical Society will host its National Convention & Truck Show in Reno, Nevada from June 8-10, 2023.

Spectators can expect to see hundreds of historic trucks of all shapes and sizes on display at the Grand Resort Hotel & Casino, 2500 E 2nd St., Reno, Nevada.

Register as a convention attendee or to display a truck(s) at the show at ATHS.org/Convention or by calling 816-891-9900. Registrants can choose from packages that include admission to the Kickoff Casino Party and Awards Dinner, truck show passes, and more. ATHS will begin taking onsite registrations on Tuesday, June 6.

The ATHS National Convention & Truck Show is open to the public, June 8-10. Daily gate admittance is \$15/adult (kids 12 and under are free) and includes the Truck Show, Vendor Expo, and Learning Sessions.

For more information, visit ATHS.org/Convention or email events@ATHS.org or call 816-891-9900. The 2023 ATHS sponsors include: Cummins, Daimler Truck North America, Vander Haag's, Iowa 80, Truckomat, Cat Scale, Hagerty Insurance, The Sercombe Family, Reisel's Machine Works, Owner-Operator Independent Drivers Association, Old Iron, and Carlisle Truck Nationals Big Rig & Shine.

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Cummins Clean Fuel Technologies Announces New Back Of Cab 135N And 175N DGE CNG And RNG Fuel Systems



date all truck OEMs. Further, the overall weights of the 135N and 175N systems have been reduced by more than 400 pounds, due to an advanced lightweight structure and simplified plumbing arrangement, without sacrificing the quality and durability of the system. With fewer fittings and an easier-to-remove cover assembly, the new back of cab systems are designed to improve serviceability, helping to reduce annual inspection time and ease troubleshooting for technicians.

To add even more value for customers, the BOC 135N and 175N systems paired with a Cummins X15N™ engine receive the same base warranty coverage as the engine, two years/250,000 miles.

All Cummins Clean Fuel Technologies systems come with GreenLync® 3.0 electronics communication system as standard equipment. GreenLync 3.0 was recently enhanced with industry-leading safety

features, including heat detection in the CNG cabinet, onboard diagnostics with multiple screen settings and a robust electronic control unit housed inside the integrated fuel management module, which broadcasts an alert to the driver via in-dash screens. The system has triple the processing power and uses the most advanced proprietary technologies to provide valuable real-time information to drivers, fleet managers and technicians to effectively manage, diagnose and service CNG vehicles, focusing on driver confidence and providing a more diesel-like experience. The system is designed to reduce false occurrences of engine fault codes and can integrate with telematics platforms to enable fleet managers to understand their vehicle performance and optimize fuel management.

“Our new back of cab configurations reflect our advanced engineering expertise and con-

tinued commitment to enhancing our products and adding value to our customers, including drivers and fleet managers, and technicians,” said Mike Zimmerman, General Manager, Cummins Clean Fuel Technologies. “The enhancements we’ve made to our BOC 135N and 175N, help make our systems lighter and more fuel efficient as well as more compatible with all OEMs. Further, continued integration with Cummins’ technologies, including the Cummins X15N engine, and GreenLync 3.0, makes it easier for technicians to troubleshoot, while offering enhanced safety features and providing real-time information to drivers and fleet managers to help maintain vehicle safety and optimize performance,” Zimmerman added.

The BOC 135N and 175N are now in production.

For more information, please visit www.cummins-cleanfuel.com/



Cummins Clean Fuel Technologies introduces its new series of back of cab (BOC) fuel systems, available in 135 diesel gallon equivalent (DGE) and 175 DGE capacities.

The designs of the new BOC systems have been enhanced with a redesigned roof, for improved aerodynamics, and an all-new extruded aluminum frame and smaller overall dimensions, to accommo-

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Peterbilt Pride & Class Truck Show

By Pam Pollock

TEXAS MOTOR SPEEDWAY, FORT WORTH, TX.... Peterbilt rolled out the red carpet for the 2023 Peterbilt Pride & Class Truck Show held at the Texas Motor Speedway on May 8-10. The event was held in conjunction with the Reveal of the Peterbilt Model 589 on May 9th.

The event was, to quote Peterbilt, "Legendary." The parking lot in front of the Texas Motor Speedway was host to over 200 chromed out, shiny, and spectacular Peterbilt Trucks. An estimated 3,000 attendees came through the gates during the 3 days, including Professional Truck Drivers, Media, Peterbilt Truck Dealers, Employees of the nearby Peterbilt factory in Denton, and curious local residents.

Trophies were presented to the Truck Show winners on Tuesday night before the Peterbilt Model 589 Reveal. Best of Show was won by Zach Strayer of Strayer Sow Farms. Best Combo was presented by Troy Massey of Massey Motor Freight. Best Bobtail was won by Josh Burch, East Texas Truck Center. People's Choice was presented to Conrad Shada and his 2020 Peterbilt 389 and livestock trailer. There was a tie for Best Antique: Rick McClerkin, Roadway Antique Trucks and Jake and Rosie Wheeler.

The Peterbilt 589 Reveal was immediately after the awards ceremony and the air was electric from the crowd gathered on the lawn adjacent to the raceway's track. The curtains finally rose, and the cellphones were busy capturing every angle of the Peterbilt 589 and the 589 with the Legendary Package. Addressing the crowd, Peterbilt's General Manager Jason Skoog proclaimed, "In a word, it is Legendary!"

The next day, I was invited back to the race track



Best of Show was won by Zach Strayer of Strayer Sow Farms.



Best Combo - Troy Massey of Massey Motor Freight.

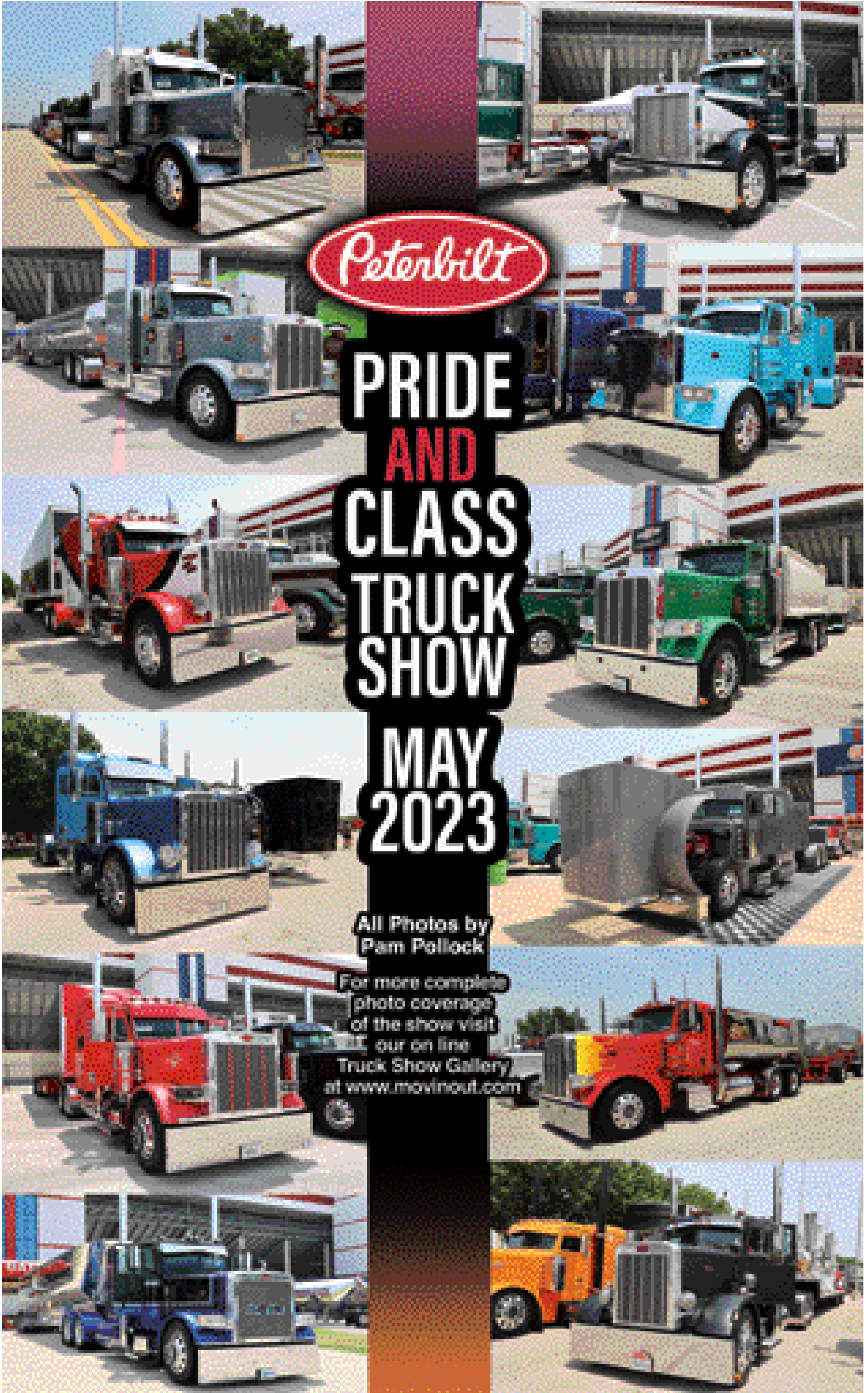
to test drive the 589, which was the first for me for being behind the wheel of a Big Rig! The interior is absolutely gorgeous and spacious. It was a very smooth and quiet ride.

Check out my extensive gallery of photos from the 3 day event on our Online Truck Show Gallery of photos at www.movinout.com



A frenzy of cheers and cellphones taking photos and videos during the Reveal of the Peterbilt 589 model trucks.

- All Photos by Pam Pollock - For more photos, visit our Online Truck Show Gallery at www.movinout.com -



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Ascent Ranks 28th on the Transport Topics 2023 Top 100 Logistics Companies List



Bellefonte, PA... Ascent, a leading global logistics company, announced the company ranked 28th on the Transport Topics 2023 Top 100 Logistics Companies list, propelling from last year's ranking of 40th, among all third-party logistics providers competing in this market. The list features the industry's top freight brokerage firms, air and ocean freight forwarders, dry storage and refrigerated warehouse operators and dedicated contract carriers. Additionally, the company was ranked 13th on the Transport Topics 2023 Top Freight Brokerage Firms list, growing from last year's ranking of 19th.

"With the historic supply chain disruptions of the last few years receding into the past, third-party logistics providers have been adjusting to normalizing freight market conditions while working to build more efficient and resilient supply chains for the future," said Seth Clevenger, Transport Topics' managing editor of

features. "The Transport Topics Top 100 Logistics Companies list offers an updated look at how the industry's largest 3PLs are adapting to this shifting business landscape."

"We are immensely proud to once again be named a Top 100 Logistics Company and Top 100 Freight Brokerage by Transport Topics," stated Chris Jamroz, Ascent's Executive Chairman of the Board. "It's heartening to make such strides year-over-year, and when you look at just the privately held companies on the lists, Ascent ranks 15th in Logistics and 8th in Brokerage. Our advancements are reflective of a year of record performance at Ascent, highlighting the capabilities and the potential of our people and organization to deliver high-quality logistics solutions for our customers, even in the most challenging environment."

This recognition marks the third consecutive year Ascent has been named

to both lists. To learn who made the list and read more about the issues facing transport topics, visit Transport Topics at <https://www.ttnews.com/logistics/rankings/2023>.

Ascent solves supply chain challenges for thousands of customers worldwide. Ascent is a recognized supplier of the year for multiple Fortune 500 companies as well as a partner to thousands of small and medium-sized businesses. Ranked among the Top 100 Global 3PLs by Inbound Logistics as well as the Top 30 3PLs and Top 15 Freight Brokerages in North America by Transport Topics, Ascent's #1 market share in the North American ground and air expedite market has provided it the foundation to become the preferred logistics provider to a marquee portfolio of the world's largest and most sophisticated corporations. Ascent's offerings include truckload, less-than-truckload, global forwarding, air charter, specialized, brokerage, managed transportation and expedite solutions. The company moves over 430,000 shipments annually through its competitive PEAK freight marketplace. For more information about the company, please visit Ascent's website: www.ascentlogistics.com.

ATA Statement on DRIVE Act Introduction

Washington, DC... American Trucking Associations issued the following statement on the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers, or DRIVE Act:

"The easiest position anyone in Washington can take is 'No.' It requires little effort, zero facts and an unwillingness to compromise. ATA isn't the association of 'No.' We put safety first. We deploy the best technology to help save lives. In short, we care about the motoring public, and we feel our position on a speed limiter rule is based on data, not baseless rhetoric," said ATA President and CEO Chris Spear. "Driving as fast as you can as long as you like kicks safety to the curb. It's irresponsible. Safety is a winning issue and ATA enjoys winning. This issue is no exception."

ATA policy on speed limiters supports electronically governing "Class 7 and 8 trucks manufactured after 1992 used in commerce should be governed by tamperproof devices either limiting the vehicle to a fixed maximum of 65 mph; or limiting the vehicle to 70 mph with the use of adaptive cruise control and automatic emergency braking. The Department of Transportation should conduct a recurring five-year review of speed governing regulations to ensure that the regulations are appropriate and consistent with currently deployed technologies."



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Gina Vargo – Truckismo



Gina and Miss Dixie Lee

continued from page 1

current rig – a two-tone 2004 Kenworth W900 4-axle with a custom built 850 horsepower CAT, which of course is also purple. The 335-inch wheelbase includes a 20,000 pound lift axle, 2-speed 3.90/5.32 46,000 pound Eaton rears with a Weller 18-speed transmission. Being “ole school”, Gina added modified and of course polished tool boxes and a huge headache rack. Showing that night shine, she has over 200 clear LED chicken lights, and the latest LED headlight assemblies. Her favorite “dress ups” are the purple powder coated fuel tanks, air clean-

er straps and valve covers, and her bullhorn themed, specially made purple and black bug screen and tank end covers.

Gina named her company GMR Heavy haul, LLC, which stands for Gina, Matthew and Rachel, her two children. She feels that they have a vested interest in her company and her success. They have spent their entire lives “putting up” with her job. As young children, they spent too many long days and nights in the shop chasing tools, riding shotgun with her, or having their “nontypical” Mom pull up to school functions in her rig covered in dirt and grease. They were always supportive. Now as they are grown, they are still very involved and always jump when Mom needs help loading or tarping, delivering parts, or giving her a ride home when the old Kenworth decides to break down. Gina now has her first grandbaby, Peyton Lee, who is 9 months old. Grandma can't wait to take her granddaughter for her first semi-truck ride!

Miss Dixie Bell, Gina's almost 10-year old Blue Brindle Pit Pull, has been in the purple Kenworth since she was 6 weeks old. Gina says that Miss Dixie Bell is her “protector and companion.”

Gina was introduced to the owner of a very small,

newly founded “heavy haul” company shortly out of high school. He saw something in her, and against everything truck was about in the 1990s, he gave her a shot. She fell in love with the challenge and “heavy haul” became her passion.

Over the years, Gina became acquainted with Tim Norfleet, another heavy-haul trucker. Tim always spoke highly of Burns Harbor, Indiana based Trans-United, so when things changed at the company she was leased to, Gina decided to lease on to Trans-United. She has been with Trans-United for a year now and is loving it.

“I have always liked small companies and at Trans-United, I am a name and not a number. They are family-oriented, and I feel like I am part of the team. I was looking for a home and now I have found one at Trans-United. It is a good place for me.” She still sees Tim occasionally as he now runs the maintenance shop for Trans-United in Burns Harbor.

“I love heavy haul,” states Gina. “It is a totally different way of trucking. I enjoy the challenge and the people that I meet. I started doing super loads before women were involved in specialized trucking and it made me who I am!” Gina runs from the Dakotas and Texas East primarily

but will go anywhere the big loads take her. She is making a very good living while logging 50,000 to 60,000 miles per year. The home time changes with the loads, but she gets to go home anytime she wants, and she doesn't mind load securement and tarping. Gina has always been proud to be a woman working in what used to be a man's world and she had this advice to other lady truckers: “If I can do super loads, anyone can do it. Don't let anyone tell you that you can't.”

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PGT Trucking Breaks Ground on New Laredo Terminal Facility



(L-R): Chad Marsilio, PGT Trucking, Chief Operating Officer, Gary Chatham, Park Avenue Construction, Principal, Luis Guzman, PGT Trucking, Chief Financial Officer, Gregg Troian, PGT Trucking, President, Chris Valle, Park Avenue Construction, Partner, Pat Gallagher, PGT Trucking, CEO

Laredo, TX... PGT Trucking Inc., a multi-service transportation firm offering flatbed, dedicated, international and specialized services, broke ground this week to mark the start of the construction for their new state of the art logistics center in Laredo, Texas.

Leading the ground-breaking ceremony at the 7.73-acre site within the Pinnacle Industry Center was Gloria Solis, Laredo Chamber of Commerce Board Member. PGT Trucking company representatives, local government officials and business leaders were in attendance. "On behalf of PGT

Trucking, and our partnerships with Park Avenue Construction, Kraus Development and the Laredo Chamber of Commerce, we are excited for our expansion in Laredo, and support the continued development of this city and the surrounding areas," said Pat Gallagher, PGT Trucking CEO.

With an expected completion date of Q1 2024, the custom facility will include a full-service operations center, modern driver amenities and a truck maintenance shop, providing a regional base for over 70 local drivers.

PGT Trucking has suc-

cessfully operated in the Southwest region for more than 25 years, opening their first terminal in Laredo in 1995. The company moves more than 4,000 cross-border loads annually.

PGT Trucking, Inc., a multi-service transportation firm offers flatbed, dedicated, international and specialized services. PGT is the leader in progressive freight transportation, focused on the Future of Flatbed®. PGT was recognized as a 2023 Best Fleets to Drive For®. At PGT Trucking, "Safety is Everyone's Job - All the Time." www.pgtruck.com

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From The Chaplain's Desk



by Ron Fraser, Transport For Christ President

Want to make a difference in the world?

God can make a difference in our lives by changing our hearts. And as God changes our hearts, He begins to work powerfully in our lives. Notice that in both steps, God is the One who does the heavy lifting. He has been making a difference throughout history. He desires to change the world more than you ever will. The good news is that He uses us to make a difference.

God uses His people to bring His will "on earth as it is in heaven" (Matt. 6:10). We're here to tell others about Jesus and to lead the people around us to see the incalculable worth of our God. That

task seems huge! How do we do it? It happens as we connect with God and live according to His purpose.

As we move into the world to make a difference, how do we stay connected to this history-shaping, world-changing God? The answer is so simple that it may surprise you: read the Bible. The God who changed our hearts from the old man we were without Christ to the new creation we are in Him, continues to change our hearts through His Word.

God has given His Scriptures to His people so that they can know Him. The Bible is a perfect testimony of who God is and what He's like. It "is inspired by God and is profitable for teaching, for rebuking, for correcting, for training in righteousness" (2 Tim. 3:16). Through His Word, God has given us "everything required for life and godliness" (2 Pet. 1:3).

We don't read the Bible as merely a religious exercise. We read the Bible because we believe it will change our lives.

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

U.S. Government Removes Border Vaccine Requirements

TORONTO... U.S. Department of Homeland Security (DHS) announced it will be removing border vaccine requirements impacting all non-U.S. citizens entering the country as of May 12, 2023. A statement from the DHS confirmed the removal of the mandate stating the following:

"Beginning May 12, 2023, DHS will no longer require non-U.S. travelers entering the United States via land ports of entry and ferry terminals to be fully vaccinated against COVID-19 and provide related proof of vaccination upon request. DHS intends to rescind these Title 19 travel restrictions in alignment with the end of the Public Health Emergency and the termination of the Presidential Proclamation on air travel."

The White House also confirmed the removal of the mandate along with a number of additional COVID related emergency measures, and further stating that additional details relating to the ending of these requirements would be available in the coming days.

The Canadian Trucking Alliance (CTA) continues to work on several additional border barriers and areas where border policies remain misaligned with a coalition of trucking groups, including the American Trucking Associations (ATA), National Tank Truck Carriers (NTTC) and Truckload Carriers Association (TCA).

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Kenworth Chillicothe Plant Delivers Milestone 750,000th Truck to Heartland Express



Kevin Baney, Kenworth general manager and PACCAR vice president (left) presents a special plaque and Kenworth T680 Signature Edition keys to Mike Gerdin, Heartland Express CEO. Photo credit: Dan Ramey, Litter Media

CHILLICOTHE, OH... A Kenworth T680 Signature Edition with a 76-inch high roof sleeper was delivered to Heartland Express during a special ceremony at Kenworth's Chillicothe plant. The truck represented the 750,000th truck produced by the plant, which opened in 1974.

On hand for the ceremony was Heartland Express' CEO Mike Gerdin, who received the keys to the historic truck from Kevin Baney, Kenworth general manager and PACCAR vice president. Also participating were Jim Walenczak, Kenworth assistant general manager for sales and marketing, Doug VanZuiden, Kenworth Chillicothe plant manager, and Preston Hinkle, MHC Kenworth regional vice president and general manager.

"This is a special year for Kenworth. We're celebrating our 100th anniversary, and our Chillicothe plant met yet another milestone with the production of its 750,000th truck," said Baney. "It's a tribute to all that have worked at this plant over the years since it opened nearly 50 years ago. We couldn't be happier this historic truck is going to a long-time customer like Heartland Express. It's a fleet that began operation just after the Chillicothe plant opened, and it's in its sec-

ond generation as a family-run business – growing to more than 6,000 trucks."

Heartland Express, a public company based in North Liberty, Iowa, has four trucking companies under its umbrella: Heartland Express, CFI, Millis Transfer, and Smith Transport. The T680 Signature Edition is one of more than 500 T680s Heartland has on order with Kenworth in 2023, through its dealer MHC Kenworth – Cedar Rapids. It's equipped with

a PACCAR MX-13 engine rated at 455 horsepower, and PACCAR TX-12 automated transmission.

"We're so excited to receive this Signature Edition Kenworth T680 anniversary truck. The Century Platinum paint job will really stand out from our traditional white Heartland fleet trucks," said Gerdin. "This truck is going to be presented to a special driver shortly and will mean as much to that driver as it does to us. We are so very proud and honored to drive

the 750,000th truck out of the Chillicothe plant. The employees here do a great job – they have pride in the quality of the trucks they're building, and you can see their passion."

Gerdin said after a plant tour several years ago, it reinforced his decision to purchase Kenworths. "The first thing I noticed was the people," he said. "I talked with many of those working on the line and you could tell they cared deeply for what they were doing and had pride in the quality of trucks they were producing. When trucks are delivered to us by MHC, drivers are almost fighting to get in them. We love the fuel economy and reliability we get from these trucks, and the drivers love the look and the ride."

"It's great that Mike understands and appreciates what happens behind the scenes building trucks at our Kenworth plant," said VanZuiden, Kenworth's Chillicothe plant manager. "We delivered our 500,000th truck back in 2016, which doesn't seem that long ago. We take our World's Best slogan to heart."

In 2016, Gerdin said his company expanded its relationship with Kenworth – ordering more than 500 trucks annually – thanks to a great relationship established with MHC Kenworth. "They are a fantastic operation," he said. "They've always gone the distance for us and have proven their worth to me over and over. It's why we purchase so many trucks from Kenworth. But my relationship with Kenworth goes back decades. I have a picture of my grandpa, dad and myself standing in front of a Kenworth cabover when I was three years old. That was in 1972. Back then, my first job was washing wheels, since that's all I could reach. Trucks have always been in my family's blood, and it continues to this day."

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Progressive Insurance®, Hello Alice Now Accepting Applications for \$250,000 Grant Program for Black Small Business Owners

MAYFIELD VILLAGE, OH... Progressive Insurance®, the leading commercial auto insurer in the United States, today announced they are taking applications for the brand's Driving Business Forward grant program in support of Black entrepreneurs. Each of the 10 small business owners selected will be awarded a \$25,000 grant to use toward the purchase of a commercial vehicle for their business.

While 20 percent of Black Americans start businesses, only four percent of these businesses survive the startup stage due in large part to the difficulty Black business owners have in accessing financing, according to McKinsey & Company. With the Driving Business Forward grant program, Progressive is extending support to help close these gaps for Black entrepreneurs and elevate their businesses.

To administer the grant program, Progressive is working with Hello Alice, the financial technology organization helping over one million small businesses access capital.

"At Progressive we recognize the challenges that small business owners are faced with each and every day," said Karen Bailo, Commercial Lines President at Progressive Insurance. "Our hope is this program will provide some assistance to Black entrepreneurs as they navigate their small business journey and help them combat any barriers."

Progressive and Hello Alice remain committed to investing in inclusive entrepreneurship, so all Americans with an entrepreneurial spirit can access the funding, tools, and resources they need to succeed.

"We are so excited to work with Progressive again this year and host the Driving Small Business Forward Grant Program," said Elizabeth Gore, Co-founder and President of

Hello Alice. "Recipients will be able to drive their business forward with the capital needed to purchase a commercial vehicle."

Applications are now open for one of 10, \$25,000 grants to be used toward the purchase of a commercial vehicle. Those eligible will need to sign up for a free Hello Alice account and complete their application. The deadline for applications is June 2, 2023, at 6 p.m. ET. Applications will be reviewed by a committee according to the criteria outlined in the terms and conditions. Recipients will be notified via email and publicly announced in August. For full eligibility requirements, including restricted businesses, see the Terms & Conditions.

To apply and learn more about the program, visit <https://helloalice.com/grants/progressive>.

Progressive originally launched this program in 2022, aiming to support diverse small business owners across the country, and awarded 10 Hispanic business owners each with a \$25,000 grant to help propel their small business. The brand is continuing to expand opportunities for small businesses through the support of the Hello Alice Small Business Growth Fund, which awards grants to small business owners of all backgrounds and ethnicities. Inclusive of the 2023 program, Progressive has committed a total of \$600,000 towards small businesses in partnership with Hello Alice.

Massachusetts Trucking Executive Andrew Boyle Urges Congress To Set Achievable Emissions Standards

Washington, DC... Andrew Boyle, co-president of Massachusetts-based Boyle Transportation and first vice chairman of the American Trucking Associations, told Congress the trucking industry was committed to further reducing emissions but that regulations must be technically achievable, national in scope, and set on a realistic timeline.

Testifying before the Senate Environment and Public Works Committee's Clean Air, Climate and Nuclear Safety Subcommittee, Boyle touted the industry's incredible strides in reducing emissions, citing that today's clean diesel trucks produce 99% lower emissions than those from the 1980s. Attributing those gains to innovation and achievable national standards, Boyle warned against the U.S. Environmental Protection Agency's creation of a state regulatory patchwork in granting a waiver for California's 'Advanced Clean Trucks' rule, which is heavily predicated on the adoption of electric trucks.

"While we share the passion for EVs in cars and light duty vehicles, projecting an automotive construct onto trucking industry dynamics is a massive mistake," Boyle said. "Let me be clear: if battery electric trucks had adequate range, there was adequate charging infrastructure, and utilities brought online necessary electricity, we truckers would be delighted. But let me explain our reality."

Today's clean diesel trucks can spend 15 minutes fueling anywhere in the country and then travel about 1,200 miles before fueling again. In contrast, today's battery electric trucks have a range of about 150-330 miles and

then take up to ten hours to charge.

"And this is assuming there are chargers where you need them," Boyle said. "We would need far more trucks to haul the same amount of freight, and each of those trucks would cost 2-3x a comparable diesel truck. Converting the US fleet of Class 8 trucks to Battery Electric would require a \$1 trillion investment, which ultimately would flow to consumers."

"We recognize that most people don't understand how the trucking industry works behind the scenes to supply the American public," Boyle said. "But we can't allow unrealistic timelines, a state patchwork, and technically unachievable regulations to set trucking up for failure."

"Remember, we deliver food, medicine, and baby formula. Failure is not inconvenient; it's catastrophic," he said.

In his written testimony, Boyle identified several key areas where Congress can realize immediate and significant environmental gains, including:

- * Investing Bipartisan Infrastructure Law funds to reduce traffic bottlenecks on the National Highway System, which wastes 6.87 billion gallons of fuel and pumps 67.3 million metric tons of CO2 into our environment annually; and

- * Repealing the Federal Excise Tax, which adds 12% to the cost of a new, clean truck.

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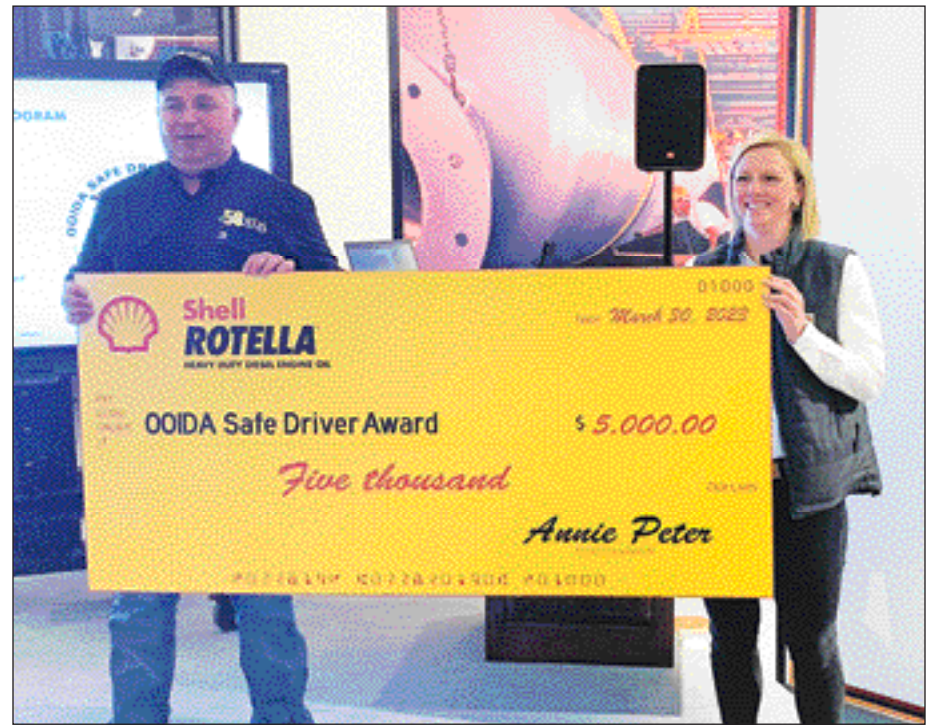
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Lewie Pugh, Executive Vice President of OOIDA accepts a check from Annie Peter, North American Brand Manager for Shell Rotella.

By Steve Pollock

LOUISVILLE, KY... Shell recently donated \$5,000 to help fund OOIDA's Safe Driving Awards Program during a presentation event at the Mid-America Trucking Show in Louisville, Kentucky.

The program recognizes Owner-Operators for safe driving and is open to all OOIDA members. The award includes a certificate, hat pin, and a Safe Driver Award decal. The award can also be embroidered on any OOIDA apparel.

The nomination process is a 1 page application that can be found on the OOIDA website (www.OOIDA.com) or by calling 800-444-5791 or 816-229-5791, ask for membership or Sylvia Dobson. Applications can be made by family members, friends, or the motor carrier the owner-operator is leased to. Nominate a deserving Trucker today!

Mike Crawford Named Vice President of Ohio Peterbilt

BROADVIEW HEIGHTS, OH... Ohio Machinery Co. is pleased to announce that Mike Crawford has been named Vice President of Ohio Peterbilt. Mike joined Ohio Peterbilt as Sales Manager through the acquisition of Allstate Peterbilt in 2018 and has a lifetime's worth of experience in the on-highway truck industry.

Prior to joining Ohio Peterbilt, Mike's career began as a Sales Representative at the local Volvo/GMC/Mack truck dealership in Maumee, Ohio where he specialized in new and used truck sales and deepened his knowledge of all aspects of the on-highway truck distribution business. In 2011, Mike went to work for Peterbilt as the Medium Duty District Sales Manager for the Great Lakes Region where he was promoted to Senior District Sales Manager and then National Accounts Manager. Allstate Peterbilt, a multistate Peterbilt dealer based in Minneapolis, Minnesota, then hired Mike to be the Regional Sales Manager for northern Ohio in 2015.

During his five-year tenure as Sales Manager

for Ohio Peterbilt, Mike's responsibilities included leadership of Ohio Peterbilt's sales team, managing a \$50 million truck inventory, and the maximization of both new truck market share and profits for the company.

Ken Taylor, President of Ohio Machinery Co., said, "I am thrilled to have Mike lead Ohio Peterbilt into the future. We have the privilege and opportunity to become the top on-highway truck dealer in the state of Ohio by taking care of the customer better than anyone else. I see us ultimately performing at a very high level in sales, parts, and service as one of Peterbilt's premiere dealers in North America."

Mike Crawford said, "I am excited to assume greater responsibility as Vice President of Ohio Peterbilt. I am confident that, with my leadership and our veteran management team, we will fulfill the company's goal for Ohio Peterbilt to be the top performing on-highway truck dealership not only in the state of Ohio but the entire Midwest."

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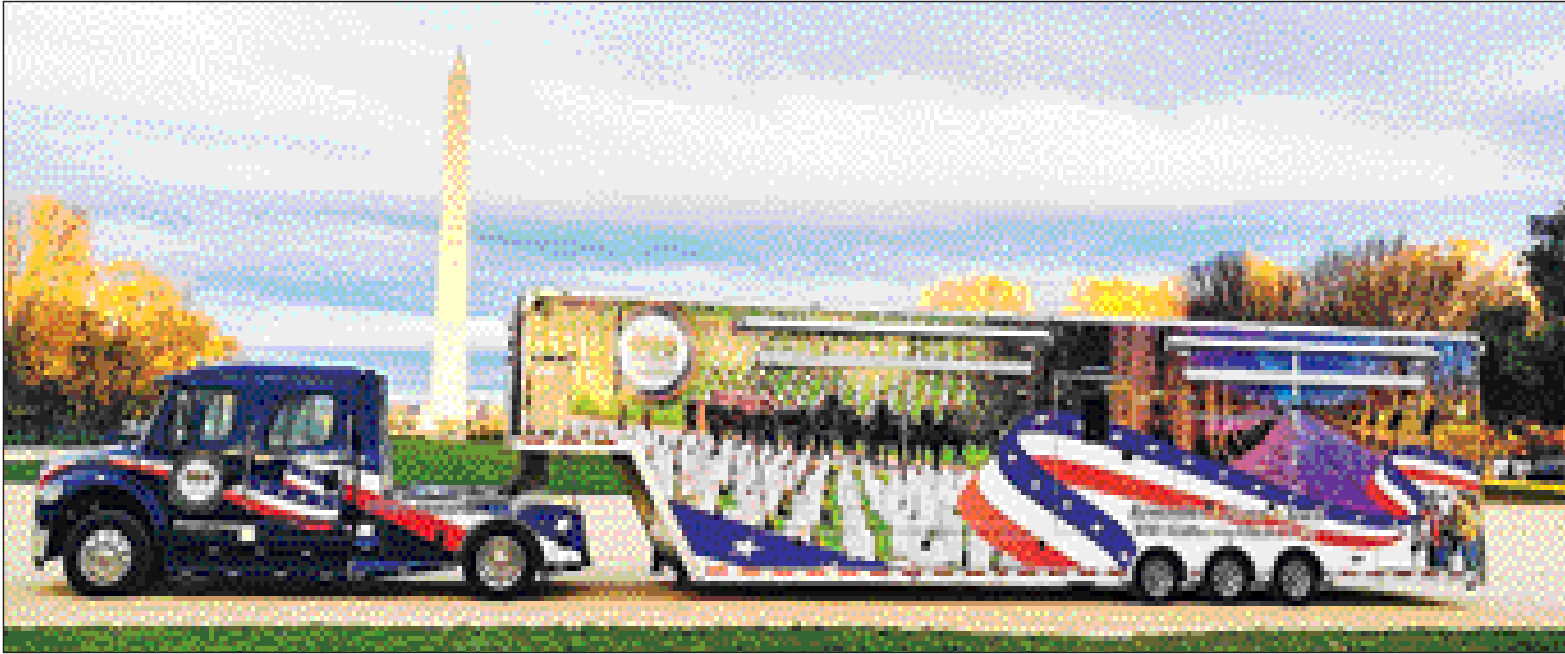
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Wreaths Across America's Mobile Education Exhibit to Alter National Tour Route for a Special Appearance at the American Gold Star Mothers, Inc., National Convention



children.”

As part of the organization's partnership with the United States of America Vietnam War Veterans Commemoration, last year the MEE officially welcomed home over 1,500 Vietnam Veterans with a pinning ceremony that includes a signed proclamation from the President of the United States.

When the MEE pulls into your area, all veterans, active-duty military, their families, and the local community members are invited and encouraged to visit, take a tour, and speak with WAA Ambassadors and volunteers. The public tour stops for the MEE are free and open to the public.

— In January 2023, the Wreaths Across America Mobile Education Exhibit (MEE) left Maine and began its national cross-country tour on the West Coast. Since that time, the MEE has traveled from California to Arizona, New Mexico, Texas, Oklahoma, Indiana, and Washington D.C., to honor and welcome home our nation's veterans. This month, the MEE will suspend its present plans, and head to Louisville, Ky., to join in honoring American Gold Star families at the American Gold Star Mothers, Inc., 86th Annual National Convention being held at the Crowne Plaza, June 15th through the 18th. The MEE will be on

display open to the public to tour along with other vendors, exhibitors, and food trucks. This free event will take place at Churchill Downs.

Wreaths Across America Radio will be broadcasting live throughout the four-day event and speaking with Gold Star families, veterans, and their families to share their stories of service and sacrifice. Wreaths Across America Radio, a 24/7 internet stream that can be heard anytime and anywhere on the iHeart Radio app, Audacy app, TuneIn app, or at www.wreathsassamerica.org/radio.

“The goal of the Wreaths Across America

Mobile Education Exhibit is to bring communities together and teach about the organization's mission while remembering the service and sacrifice of our nation's heroes,” said Trish Gardner, Manager of WAA's Mobile Education Exhibit. “The exhibit serves as a mobile museum, educating visitors about the service and sacrifice of our nation's heroes as well as serving as an official ‘welcome home’ station for our nation's Vietnam Veterans. We are always overwhelmed with the outpouring of support from communities and honored to be joining the American Gold Star Mothers, Inc., as they remember and honor their



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June 1-4 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 481 18th St, SD, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 8-10 - Shell Superliga® Competition - Cam-Plex Community Events Center, Gillette, Wyoming. Drivers to compete for \$20,000 in prize money and a spot in the 2024 Shell Rotella Calendar. Highlights include Continental driver, Truck Lights competition, Fireworks, Truck parade, Musical entertainment. Pre-registration is recommended. Follow 'Shell Rotella' on Facebook, Twitter, and Instagram for updates on Superliga and Shell Rotella products and programs.

June 8-10 - AFHS National Convention & Truck Show - Grand Sierra Resort & Casino, 2500 E. 2nd St., Reno, NV. For more info visit www.afhs.org/convention

June 24-25 - 117th Annual Ohio Vintage Truck Reunion - (Weekend after Father's Day) - Ashland County Fairgrounds. Sponsored by Ohio Chapters of the American Truck Historical Society. Hours 9 am to 4 pm. Hundreds of Vintage Trucks, Truck Model Contest, Trucking Memorabilia Display, Swap Meet, Camping, Food Trucks, 50-60 Activities, Country Convey. Donations to Show-Charities appreciated. For more info: 614-333-8332; www.ohiohistory.com

June 26 - American Truck Historical Society (ATHS) Rutledge Chapter Show - Brooklyn Fair Grounds, Route 100 Brooklyn, CT. 8:00am-3pm. For more information, call Tom Richard at 774-230-1313

July 8 - 11th Annual International Motor Truck Gathering - 10 Industrial Park Rd, Manly, PA. 17758 All model international trucks - big or small, early or modern, from 1957 to present. No registration fee. Auction at 100pm. All makes of trucks welcome. For more info, email imtg@comcast.net or call 212-352-8273 or 570-772-8773.

July 13-15 - Annual Walcott Truckers Jamboree - Iowa 80 Trucking, 140 East 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Truckers Olympics Games, Exhibits, Fireworks, Live Music and much more! For more information go to <http://walcotttruckers.com/truckers-jamboree/>

July 14-15 - 9th Annual Jewellie Trucking Truck Show - Webster County Fairgrounds, Fort Dodge, IA. Top prizes awarded for Top 1 (Biggest), Top 2 (Combs), Furthest Travelled, Top 3 (Lights), Top 4 (Light/Combs). Food vendors, Crafts, Webster County Fair events (including Carnival), Light Show at Dark, Tuff Truck Races, Truck Pulls. For more info contact Kyle at 712-270-4087.

July 21-22 - Gulf Coast Big Rig Truck Show - MS Coast Coliseum & Convention Center, 2350 Beach Blvd, Biloxi, MS 39031. Showcases the working truck, supports the military and first responders, as well as raising money for the Wounded Warriors Project. The two-day event ends with an extended concert along the beach displaying the trucks from the Chrome on the Coast Contest. For more info, call 985-630-9171. Email pattimccleney@gmail.com

July 22 - Keystone Chapter APCA Truck, Tractor and Machinery Show - 11th Municipal St, East Freedom, PA. Cash prizes while supplies last. No judging. For more info, visit www.keystonetruckshow.org or call 814-224-2284.

July 29-30 - 6th Annual Gear Jamboree Magazine Truck Show - NEW LOCATION! Franklin County Fairgrounds, 89 Western Way, Greenfield, MA. 01301. All proceeds donated to The Drug Abuse, A Foundation for Children with Autism. Over 100 trophies, vendor midway, Light Shows, kids activities and more. For more info call Bob @ 508-212-9998 or email mtshow@psn.com

August 4-6 - Carlisle Truck Nationals - Carlisle, PA. Big Rig Show and Show, Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-240-7800 or email www.carlisleevents.com

August 10 - Central Black Truck Carney - Lakeland College, South Route 45, Matteson, IL 60450. Benefits Make-A-Wish® Illinois. For details, call 815-217-2012.

August 18 - Tallahassee Motor Show - Cam Motors, 3751 Cam Rd, Youngstown, OH 44376. People's Choice Awards, Fun for the whole family, Food. Anything with a motor welcome! Proceeds to benefit charity. Call Ray for details - 440-370-9850.

August 26 - Bedford County Carney of Diesel Dreams - Bedford County Fairgrounds, Rt. 20 S+19000 South Bedford rd, Bedford, PA. Benefiting those in our community. Truck Carney, Food, Baker Raffle, 50/50 Drawing, Trophies, Music, Show open to all trucks. Commercial Trucks only participate in the Truck Carney. Rain or Shine. For more info call Lisa Ray @ 814-237-9200 or Lucy Ocker @ 814-933-4454

September 23-24 - Quality By Association Truck Show - 4 State Trucks, 4075 Highway 40 South, Joplin, MO. Truck & Tractor Pull, Demolition Derby, Monster Trucks, Truck Carney for Special Olympics, Food/Vendors, Music Concerts. For more info visit www.qualitybyassociation.com

September 29-October 1 - 2nd Annual Lisa Memorial Truck Show - Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Lisa. For more info call Anthony Sosa @ 209-247-8729 or email sosamemorialtruckshow@psn.com

If you would like to list an upcoming show or event, send all the details including a telephone contact number to **email: movinout@zoominternet.net**
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A Likely Story - Adjust In Motion



By Roger Clark

I like to think there's no rig I can't handle. My second cabover, after all, was a 1978 IHC powered by a six-banger Detroit, backed up by a 13-speed Roadranger. You know, one with a splitter over the plunger, which was harder to learn than a Mozart Sonata.

At one time or another, these past forty years, I've straddled Cummins, Cats, Detroit, and Macks, double-clutching, skip-shifting, and floating the gears until automatics finally found their way to the highway. And of course, they have their own set of hang ups, but nothing I couldn't adjust to.

Then along came the autonomous trucks, with radar-controlled cruise control, lane departure warnings, automatic braking, and even a voice-activated, pop-up middle finger right above the dashboard. But don't worry. Driving seats, sleeper bunks, sun visors, and stereo controls are still bad as ever, because OEM design engineers are still more interested in what could be, not what is be.

This became readily apparent a few weeks ago, when I made eight consecutive runs with seven differ-

ent trucks. By the time it was over, I was a blubbering, stuttering mess, with a nervous tic and a shock of gray hair. He's not my best friend, but Jack Daniels is a great therapist!

There were ProStars, Cascadias, KWs, and Volvos. Some were automatics. Some weren't. Some were fairly new, with all the bells and whistles, and some were so old that all I heard were bells and whistles.

One had the cruise control on the steering wheel. Another had it on the dashboard. Still another was on the wiper switch, so every throttle setting also washed the windshield.

Some units had functional dome lights. Some didn't. Five showed fault codes, during the warm up, and one had a flat tire on the front drives. Six had Jake brakes, and two did not. I can't describe to you how this affected the mountains of eastern Kansas. Instead I will leave it up to your imagination, which would also describe our Pretrip Inspection at 2:00 in the morning.

Two of the trucks were models of excellent house-keeping, thanks to driver Wes Yocum, and six were slip-seat loaners that hadn't seen a whisk broom since 2016. Odometers ranged from 100,000 to a million miles, and some service intervals were up to thirty thousand miles late. Driver seats were very different from each other, and so were the controls that make you comfortable, or make you wish you were dead.

Recent conversations with management indicate all trucks are the same. So are the people driving them, according to those

who inhabit corporate cubicles. Anyone can drive a truck, including them, they think, and it reminds me of a policy etched in stone at CFI.

CFI in the 1990's was a trailblazing carrier, led by dynamic leadership, during a period of unparalleled growth. And fun. One of their policies required all managers to spend one week per year on the road. They were required to drive, if they held a CDL, or ride along if they didn't. There was no choice, and no one was exempt, including the suits & ties.

Now a ghost of its former self, CFI has been bought and sold more times than the queen of the Silver Dollar, but lo, did that light shine bright in the nineties. A big reason why was being held accountable. Not just us, the drivers, but them who signed our paychecks.

Today, nobody is held accountable for anything. So brand-new, battle-scarred power units look like they came straight from the oilpatch, and million-mile beaters are parked on the ready line. They're easy to find, even in the dark. Just look for the glow of Check Engine lights!

CAT Scale Weigh My Truck® App Updates Now Live!

WALCOTT, IA... CAT Scale has released updates for both the iOS and Android versions of the popular Weigh My Truck® app.

The new Driver Dashboard now allows drivers to control their account within the app instead of the website. New features include being able to update payment method, view weigh history, edit driver profile and more.

Other new app features include the ability for new Weigh My Truck® accounts to be created directly in the app. The Weigh My Truck® app now also stores tractor and trailer license fields for Arizona and New Mexico compliance.

The Weigh My Truck® app allows drivers to weigh, pay and see their weights on their device without leaving the cab, saving significant time. Fleets have the option to set up a profile to get back-end data, manage driver access and more.

More information about the Weigh My Truck® app can be found online at www.weighmytruck.com



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Elite Truck Accessories Announces Merger With 4 State Trucks

Dallas, TX... Elite Truck Accessories has joined the 4 State Trucks family of companies. The official announcement was made May 9th, 2023.

"This joint effort is the first of many exciting growth initiatives we have planned over the next few years," says Bryan Martin, President of 4 State Trucks. "We have worked very well with John in years past, and I can't tell you how truly excited we are to have him 'sign on' with us to grow our customer base in the Lone Star State! At the end of the day, we just want to have the opportunity to reach more customers, each and every day."

John White, Owner of Elite Truck Accessories stated, "Elite Truck Accessories is 'fired up' to unite with 4 State Trucks in our mutual efforts to expand providing parts beyond the DFW Metro, and throughout the entire region..." White also conveyed, "The addition of crash repair parts, as well as general repair parts to our already extensive offering of chrome and accessories is going to be monumental, as it pertains to taking care of Texas truckers."

Brice Martin, VP of 4 State Trucks, continued with, "We are delighted to partner with Elite Truck Accessories. They share our core values and vision for accelerating the growth of the truck parts distribution in Texas and surrounding states, while maintaining the strong relationships with our customers, suppliers, and employees."

4 State Trucks, founded in 1979, is one of the recognized leaders in the heavy-duty truck parts aftermarket industry. They offer a wide range of Accessories, Collision Repair Parts, Maintenance Parts, as well as offer 4 regional warehouses throughout the USA. Chrome Shop Mafia, a division of 4 State Trucks, is noted as delivering the best in truck designs, customization, and providing unique parts and accessories for big rigs.

Elite Truck Accessories was founded by John White in 2010, and has built a solid reputation in the Dallas area for being the 'Go-To' for truckers, dealerships, up-fitters and repair shops to obtain their chrome and accessories for semi-trucks.

Volvo Group Applauds Maryland Clean Trucks Act

The Volvo Group congratulated the Maryland legislature and Governor Wes Moore on the signing of the state's Clean Trucks Act of 2023, which represents a holistic and thoughtful approach to transitioning the state's medium- and heavy-duty transportation sector to zero emissions vehicles.

The Volvo Group was pleased to work with lawmakers and other interested stakeholders to provide input that was reflected in the Act. Consultation with multiple state agencies including the Department of Transportation, the Energy Administration, the Department of General Services and the Public Service Commission will ensure that economic, energy and environmental considerations will be factored into an overarching plan.

"Maryland's decision to assess the impact of accelerating the integration of heavy-duty zero-emission vehicles in the marketplace and identify actions needed to meet the goals of the Advanced Clean Truck regulation's goals will foster the greatest chance for success," said Dawn Fenton, Volvo Group vice president – government relations and public affairs. "This legislation, together with the creation of an incentive program to help offset the early higher costs of these electric vehicles,

will help ease the pain for fleets trying to manage the paradigm shift the transportation industry is facing."

The Volvo Group shares Maryland's commitment to the environment, and to the goal of accelerating adoption of zero-emission vehicles in the marketplace. In 2020, the Volvo Group made a global commitment to having 100% of its product sales be fossil-free by 2040, including a nearer term goal of 35% of product sales being zero-emission by 2030.

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MOVIN' OUT Working Show Truck Of The Month

Jeffrey Henry/J&D Henry



By Robert Conrad

For Jeffrey Henry, trucking & potato hauling run hand in hand and he's the 3rd generation potato hauler in the Henry family, proudly following in the footsteps of his father and his grandfather. His grandfather celebrated his 82nd birthday but he still gets behind the wheel and hauls potatoes when he's looking

for something to do!

Jeff's truck is this red hot 1989 Peterbilt 379 that has over 1.5 million miles on it but looks as good as new thanks to the work he & his father put into it. They installed a newer CAT C-15 Acert motor with twin turbo that boosted both the performance and the fuel mileage. In fact, Jeff and his dad completely restored

this polished potato hauler over a 2 year span, replacing almost everything on the truck. The body, frame, and interior were the only original things left on this '89 and they decided to tackle painting it after the mechanical upgrades were completed. Jeff says that they removed everything from the truck, started sanding, and even did their

own bodywork - embarking on a job that neither of them had ever done before. Jeff and his dad worked 12+ hour days for almost 3 weeks, painting and then reassembling the truck one piece at a time. The end results are amazing for a couple of guys that didn't have much body work experience, showing that teamwork & determination

are sometimes all that you need to get the job done!

Jeff says that once they had the truck back together, he took it on its maiden voyage to Florida to load potatoes, and he been hauling them ever since with this fine 379! With its bright red paint and just enough

chrome & chicken lights, this is one sharp combination that gets Jeffrey Henry plenty of second looks out on the highway. Movin' Out salutes Jeffrey & his father for all of their hard work on the truck, as they take us into Summer with this red hot 379!

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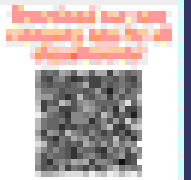
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 Available in Red & Black



Qty 8 - 2023/2024 Eagle Boxer
 52'x102"x112", Inside Width 82",
 Inside Height 102", Air Chock, Aluminum
 Fuel Tank



Qty 8 - 2023 Red and Black
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Qty 18 - New 2023, 20' Tall, 17' Deck
 1st Floor, 5 Wheel Flange, 2 Hydraulic
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Qty 18 - New 2023, 20' Tall (20' 6" - with
 Hydraulic Flanges Both Red and Black

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 Rear L&R Aids, Some with Wheel Covers, Both Red and Black



Qty 10 - 2023/2024 Trail Blade 55LCC 5
 Floor View, 52'x102"x112", Inside Width 82",
 Inside Height 112", Air Chock, Steel Features



Qty 40 - 42' Wheel On Vets
 42'x102"x112" 2-10' 6" Deck, Floor at 2' 6"
 52' Height, Two Inflation System, Maximum
 Cross Member in Box Area, 2023/2024
 Steel & Floor, 20'x102" and 102"



Qty 8 - New Eagle Boxer Flange
 55 Gals, 4PT Hydraulic Detachable
 Luggage, 20' Tall, 20' Deck, Air Ride,
Qty 8 - New 2023, 20', 20' Tall,
 20' Deck, Boxer Tag

NEW VANGUARD REEFERS



Qty 20 - 52'x102"x112", Carrier Kit 1000,
 50 Rate Galvanized Stainless Steel Doors




Qty 20 - 2023 Frieauf 52'x102"
 40'x102" Main Deck Length 20' Width
 Tread on Roadside, Tie Bars on Curb
 Side, Some with Dump Valves



Qty 8 - XL 55LCC 52x102", 40' Tall
 Steel Deck, Hydraulic Cross-Member, 50'P
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 Accepts Both Flip Box and Flip Axle
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2024 Eagle Boxer 55 Ton Capacity
 52'x102", 20' Deck Flip Axle Connections
 4-Rate Hydraulic Detachable Cross-Member,
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20' Deck Box - Equipped 55-Ton Module
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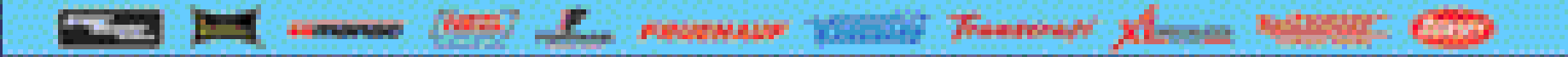
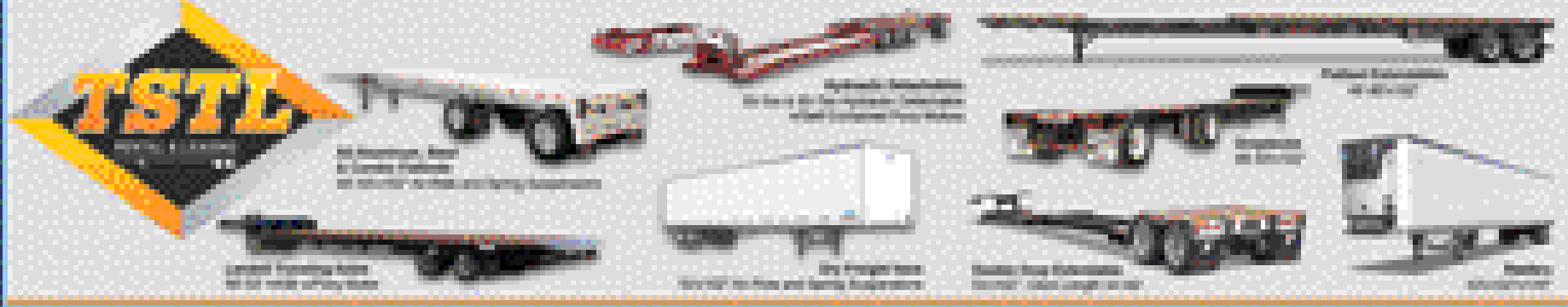


2024 Eagle Boxer 55 Ton Capacity
 52'x102" Main Deck Length 20' Width
 Qty 2 - 52'x102" with Full Width 20' Deck
 Qty 2 - 52'x102" with Intermediate 20' Deck
 Qty 2 - 52'x102" with Full Width 20' Deck
 Qty 2 - 52'x102" with Full Width 20' Deck

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