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"THE JOURNAL OF THE TRUCKING INDUSTRY"

## 2021 Mayberry Truck Show Dazzled In Its Inaugural Year



Robert Burleson of Jack Hicks Inc. won Best of Show at the 2021 Mayberry Truck Show. Turn to page 16 for the story and more photos. - Photo by Chad Violet -

### Load Covering Solutions Welcomes Truckers To MATS



See this "Show & Shine" Stainless LOOK™ Roll Top System on a fully accessorized Extreme flatdeck trailer owned by O/O Tiger Gregorie of NY at the LCS booth #16060 at MATS.

Louisville, KY...Load Covering Solutions (LCS) enters its 44<sup>th</sup> year of business and is excited to welcome truckers to the 50<sup>th</sup> Anniversary of the Mid America Trucking Show March 24-25-26. The company will have a line-up of innovative Rolling Tarp Systems installed on a Flatbed, Stepdeck, and Tiltdeck Gooseneck Trailer at their booth # 16060 in the North Wing of the Kentucky Fair and Exposition Center. Drivers are invited to stop by their booth to learn more about the Features, Advantages & Benefits of an LCS Rolling Tarp System over other tarp system suppliers.

With 8 models of systems available, LCS will have on display, its "Show & Shine" Stainless LOOK™ Roll Top System on a fully accessorized Extreme flatdeck trailer owned by O/O Tiger Gregorie of NY. Also on display will be its One & Only "Patented" Windmaster™ SMARTLOOK™ Aerodynamic Dual Transition Roll Top on a Transcraft stepdeck trailer owned by the Titanium Group equipped with its ever popular POWAIR™ front locks. See how the LCS system operates with upper and lower decks transitioning from one deck to the other. Check out the large customized interior Cargo Control Storage area within the

trailer's Windmaster™ bulkhead interior cavity. Also on display will be a MAXXD 40ft GN Tilt Trailer with an LCT LOOK™ Rolling Cover. The "Hot Shot" GN trailer business has become a growing market for LCS proving that a rolling tarp system can be adapted to most any Non-Semi style of trailer.

LCS has been engineering rolling tarp systems for over three decades. Take this opportunity to meet their Top Gun Experts and learn more about their component innovations and what separates LCS from all the rest. Its robust heavy duty tracking system with the industry's

continued on page 7

### Diesel Spec – North America's Leader In Truck Tuning



Diesel Spec technicians perform dyno testing.

Diesel Spec is the largest performance shop for heavy-duty trucks in North America with 485 retailers in the USA and Canada that perform over 5,000 truck tunes each year.

Tuning is the process of fine tuning the software in the truck's ECM module, with the end result of creating more power, greater response and less fuel consumption. Diesel Spec offers 4 types of tunes:

- High Performance
- Performance
- Fuel Economy
- Off-Highway

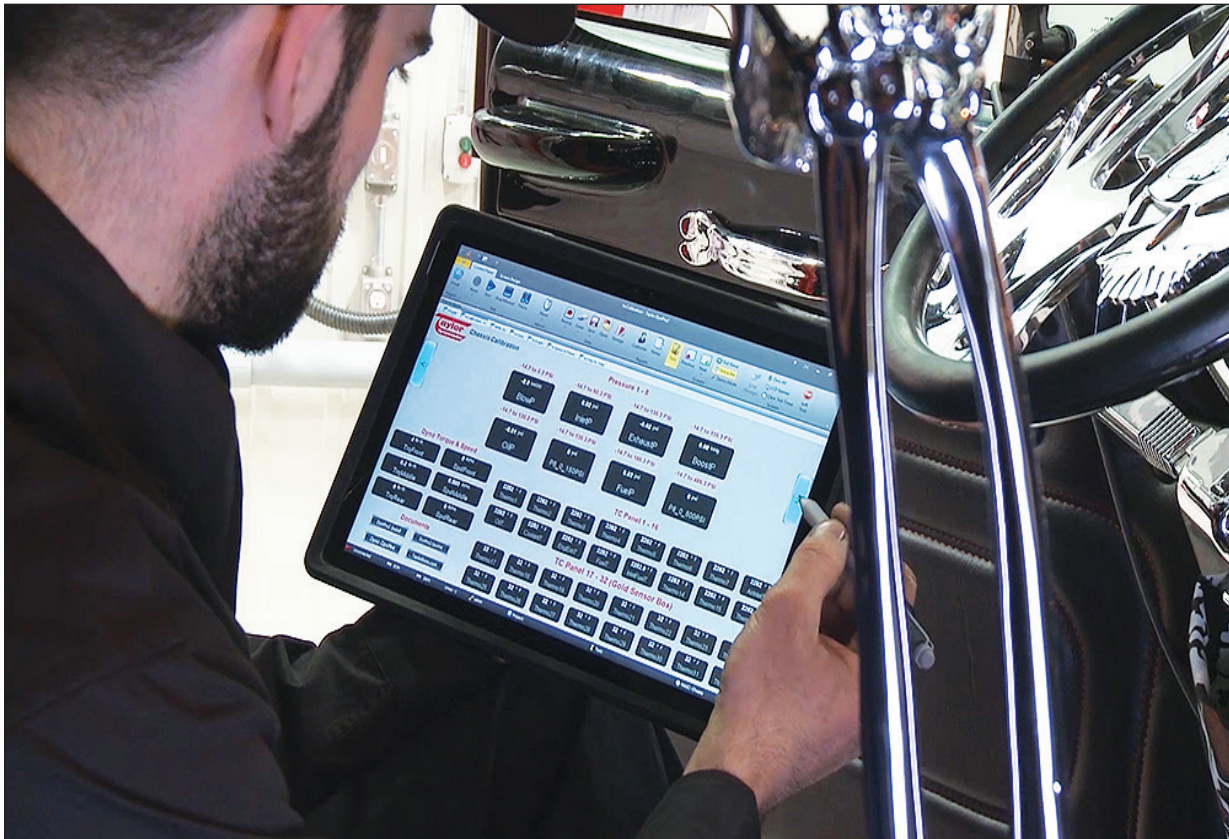
The High Performance tune is the choice for truck

pulls and racing. The Performance Tune provides extra power for heavy loads and pulling mountains. The Fuel Economy tune does exactly what its name implies, and the Off-Highway tune eliminates horsepower robbing add-ons. Truck owners are urged to check their state laws, however before having an off-road tune performed. The tune itself can be done at any of Diesel Spec's 485 retailers in about 2 hours. The customer decides which type of tune they would like performed, then a tuning module is plugged into the truck's ECM and the tune is performed remotely from Die-

sel Spec's Montreal, Canada headquarters. Each tune carries a 30-day satisfaction guaranteed warranty and a one year reflash in case the ECM is reset at a dealer. Both warranties are included in the price of the tune. Most customers experience a 5-20% (about ½ mile per gallon) gain in fuel economy. Tunes are available for nearly every engine, including: CAT, Cummins, Detroit, Isuzu, Mercedes, PACCAR, AND MaxxForce. Updates are available for all modern engine versions. Diesel Spec also does tuning for farm tractors and

continued on page 2

# Diesel Spec – North America’s Leader In Truck Tuning



I recommend all truck owners visit Diesel Spec.”

Luis Gauget, Mexuscan Cargo, “Thanks for bringing my engine back to life! 100 horsepower more and fuel savings of 10%. A tremendous investment.”

John, JNB Heavy Haul, “We at JNB Heavy Haul need all the power we can get without sacrificing fuel economy. More than 30 trucks done and very satisfied. Diesel Spec delivers big in both.”

Tyler, Dingman Trucking: “We did a tune on a Caterpillar bridge engine. Truck now pulls great and is good on fuel. CAT engine was lazy before. Thanks Guys!”

Doug Ruddick, Texas: “2007 Kenworth W900B with Caterpillar C-15 MXS twin turbo. I have the economy tune on my truck and right away you can see the difference. The truck pulls better, uses less fuel and seems to run a little cooler as well. I have had one truck done with Finning and one with Diesel Spec and Diesel Spec is the way to go.”

FedEx Canada: “Thanks to Diesel Spec, my Cummins ISX runs with more power and better fuel economy! Great place to deal with smiling faces.”

If you would like to take your truck from mild to wild, give Diesel Spec a call at 855-932-0060.



continued from page 1 off-road equipment.

Diesel Spec sells high performance parts including turbos, exhaust manifolds, intake manifolds and crank dampers. The company has two dynamometers at their five million dollar facility in Montreal for their customer’s convenience.

The following are what satisfied customers have to say about their Diesel Spec tune:

Menick LeBeau, Quebec: “Thanks to the Diesel Spec team for the professional work! Not only is my truck more fun to ride in since you upped its performance, but I also make fuel savings of 1 mile per gallon.



## Late Model Peterbilt Tractors



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\* Average oil drain interval in the US is 25,000 miles. Source: <https://machinerylubrication.com/Read/29117/oilchangeintervals>. Average OEM recommended oil drain interval for modern engines using an API CK-4 diesel engine oil is 50,000 miles. Always follow OEM recommendations.

# Off The Beaten Path



by Pam Pollock

## Just Breathe...

As I navigate my way through this new life without my Mom, I am at times awash with such grief and anxiety that I struggle to put one foot in front of the other to continue my journey.

When my Mom was in the hospital, and we were unable to see her, my Dad and I would encourage each other with our many daily conversations. "Just breathe," I'd tell him. "Just breathe..." My Dad would often reply, "I am breathing." "I am saying that to myself as well," I replied.

I can be going all along just fine and then I spy a lemon donut in the bakery shelf or see a cardinal in my yard and the tears start. A message from my Mom on my answering machine that says, "Hello, this is your Mother!" The many cards that she sent me for every occasion, including thank-you notes for presents or just calling in her prescriptions. The daily Facebook photo memories of her with her beloved family. All are beautiful memories of a woman well-loved, but they are also a painful reminder that she's no longer living.

One of my daughter's friends came up to me in the grocery store a couple of weeks ago and cheerily asked me, "How are you?!" And I burst into tears and choked out, "My Mom died." And I had to run to the other side of the store and stick my head into a freezer cooler to dry up my tears so I could go to the check-out counter. I kept muttering to myself, "Just breathe, Pollock, just breathe..." (I give myself pep talks out loud and refer to myself as Pollock.)

I was babysitting my grandkids recently and we were reminiscing about Gram and how much we love her. And I didn't want to go all out crazy crying in front of them, so I said that I had to throw something in the compost bin outside. I opened their kitchen door, and I was treated to a beautiful sunset dancing through the trees, the beautiful orange hues were bouncing atop the snow. Just breathe, the sun seemed to be saying to me as it dipped closer and closer to the ground. Just breathe.

This past weekend we had an ice storm, followed by around six inches of new snow. It was a picturesque Winter Wonderland. The tree branches were coated in icy chandeliers that dangled and glistened in the morning light. Everywhere I gazed, I was treated to a frosty display of gleaming white snow. I spent two days walking and taking photos. On Sunday morning, I left the house when it was 1° outside and headed to the local state park. A family of deer greeted me curiously, the snow clinging to their noses



as they had been foraging for food. I foolishly drove down a road that clearly stated No Winter Maintenance, but I never had any trouble in the past and I parked my car and go out and began meandering around. I snapped hundreds of photos of Mother Nature's handiwork for over an hour and decided that it was time to move on. I hopped back into my SUV, put it in reverse and then forward and my front end just sunk into the snow. I was stuck. My hubby tried to pull me out, but that darn car was stubborn and would not budge. After an hour of trying, I called AAA and requested a tow, which they said would be there in about 90 minutes. I told my husband to leave.

The temperature had risen to 16° by then. I decided to keep on birding. I was frustrated at that point. I was trudging through the snow, grumbling to myself. I felt the wind push at my back and then I heard it, "Just breathe, Pammy Sue, just breathe..." my Mom whispered in my ear.

I stopped dead in my tracks. I closed my eyes and did as she said, because, well, Mother usually knows best. I breathed in and then out. I opened my eyes and saw a Yellow-bellied Sapsucker drilling holes in a tree. I had been searching for this bird for over 20 months! He cheekily posed for photos for over an hour.

I realized that my tow truck had never arrived, so I called to see where it was at, only to be informed that it wasn't coming, and that AAA was attempting to find someone else to help me. I had been stuck for 3 hours at that point and my patience was done.

"Breathe," my Mom gently admonished me, "Just breathe."

And so, I breathed and watched White-throated Sparrows and Downy Woodpeckers perform acrobatic maneuvers through the woods. A Red-shouldered Hawk dove directly over my head. Several people on skis began ice parasailing on the frozen lake. Another hour went by when



a Good Samaritan named Jesse pulled in beside him. He was driving a big Dodge Ram pickup with a winch on it. "I can get you out!" Jesse declared and in less than 2 minutes, I was free at last.

Jubilant, I made my way home, telling my Mom on the entire drive back, "I'm breathing, Mom. I'm breathing. I know that you are with me."

I felt her with me the next three days as I searched for an Eastern Screech Owl before work each morning, finally having success in the evening of the third day.

My heart will never be the same, my grief will never completely subside. But that gentle nudge from my Mom on that snow path has reminded me that I need to just breathe and keep moving, for myself and my loved ones that are still here on Earth with me.



Eastern Screech Owl



Yellow-bellied Sapsucker

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# High Performance Diesels with Bruce Mallinson

## The Benefits of Maintenance

It's 2010, and you have finally bought yourself that shiny new 3/4 ton Diesel-powered monster that you have wanted since you can remember. You couldn't be happier. Skip ahead ten years, and your faithful friend is starting to show its age. The Dodge exhaust is rattling, The Chevy's transmission is having trouble shifting, and the Ford bed rusts onto the road (In Pennsylvania, at least). Howev-

er, one thing that all of these trucks will have in common at some point in their lifespan is their emissions system issues.

General maintenance is always the best course of action for any vehicle. Since 2010 the EPA has tightened its grip on the diesel industry by requiring DEF (Diesel Exhaust Fluid) to be installed on most diesel-based cars and trucks. It has since become essential to think about

the long game when thinking about emissions systems.

Here at Pittsburgh Power, we have partnered with DPF alternatives to alleviate some of our customers' emissions-based worries. DPF alternatives is a franchise that offers a unique filter cleaning service that has the potential to save any diesel engine owner thousands of dollars.

This last week, our staff has had the opportunity to step out of their wheelhouse and work

on something we thought was impossible to service until recently—a Ford F-250 with SCR (selective catalyst reduction).

In this case, complete removal of the exhaust system was required, as the filters were welded together. The initial issue that brought this truck into the shop was emissions codes, and when cut open and inspected, it is not hard to see why. With the DPF (Diesel Particulate Filter) being this heavily blocked by ash, this customer's codes were triggered by high exhaust temps, high NOx (Nitrogen Oxide) readings, and almost nonexistent flow.

With the four-stage cleaning system at our disposal, we can test the flow of each filter and establish a baseline to reference. Once we know that number, we use a combination of techniques that range from high pressured air, water flushing, Kiln baking, and a proprietary method developed by DPF alternatives that use ultrasonics. Every technique used has a specific way of breaking down the ash particles in your filters. Once completed, assuming no pre-existing catastrophic failure points existed, filters have the potential to regain up to 90 percent of their OEM flow rate.



In this customer's case, the flow rate of his filter was so blocked that an initial measurement could not be taken. This, in part, is the result of a prior dealer trying to clean out filters by pressure washing. It cannot be stressed enough how bad of a practice this is. The system is in line with the DPF filter sitting at the rear in this instance. When pressure washing in line, all you are doing is pushing the soot from the DOC and SCR into an already ash plugged DPF. This, coupled with water saturation, creates a barrier that exhaust pressure cannot overcome.

Once the first cleaning stages were complete, the flow reading was 8.8 in/hg. This, as stated previously, is almost no flow through the exhaust system. By the end of the process, the



filters flow rate was 6.0 in/hg, and OEM specification was 5.0 to 5.5 in/hg.

Not only is this process effective at extending the life of your emissions system, but it is also cost-effective. This particular pickup truck's complete emissions replacement package is at the higher end of five thousand dollars, not including labor, which means that the cleaning process has the potential to cost one-fifth of that. Considering that this process works very well on class eight vehicles, savings climb far higher.

With oil shortages and unobtainable replacement parts,

emissions systems included, we must help one another how and when we can. This service can and will help keep you on the road, be it in Ford F-250 or a Class 8 vehicle. Now is the time to be cautious with your maintenance. If you suspect that you have issues or need to schedule regular maintenance, we at Pittsburgh Power urge you to do it sooner than later. Derates and breakdowns are something not many can recover from, and we need all the drivers on the road that we can get.

Written by: Jordan Great-house, Pittsburgh Power, 3600 S. Noah Dr., Saxonburg, PA, 16056 Phone (724) 360-4080

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# Load Covering Solutions Welcomes Truckers To MATS



Load Covering Windmaster Smartlook Stepdeck System.



Load Covering Maxx-D Night Light

LCTS-Load Covering Trailer Solutions will set up its Corporate US Headquarters in Cadiz KY in the fall of 2022 making it Home to the "Windmaster" Aerodynamic Rolling Tarp Systems for Open Deck Trailers.



Load Covering Windmaster Smartlook Stepdeck System.

continued from page 1

only "High Impact" Lower Bump Guard protection keeps side loading of forklifts 1-1/4' away from the main rolling track area. Our ROLLEZ™

V-Groove wheels has replaceable bearings vs replacing the entire wheels making the cost of maintaining an LCS system minimal over the life of the

product compared with the competition, not to mention the greatly reduced number of total wheels required. Check out LCS' unique modular low

pro frame system engineered to make the replacement of its sectional panels quick and easy over many other competitors. LCS low pro frame system allows greater inside width at the floor and the roof with its square corner design while other systems take away maximum interior width in some cases dropping load height capacity as much as 6". Beware when buying some systems! Experience the ease of using 2 styles of LCS unique patented Loc'N-Load™ rear lock and tensioning mechanism. Many have tried to duplicate it, but no barrel style lock and tensioning system compares to the LCS engineered and trademarked, Loc'N-Load™.

Load Covering Solutions has

an exciting announcement – the company is on the move and will officially be moving its US Corporate presence to Cadiz, Kentucky in the fall of 2022. Located just off of I-24 and 68 in the Cadiz Industrial Business Park, LCS has purchased property beside one of America's well known flatbed manufacturing plants known for its steel, combo, and aluminum flatdeck, stepdeck and specialized trailers. Construction is under way and the facility will be set up to provide installation, service, parts, and other truck equipment products complementing its

line up of rolling tarp systems as well as side curtain trailer systems. LCS hopes to bring new excitement and product innovation to the local transportation area focusing on expanding the growing popularity of its Aerodynamic Rolling Tarp Systems for all open deck trailers and making it "Hot Shot Central" for US load covering in the specialty Goose Neck transportation market.

If you are in the area, please stop by and meet the TEAM of LCS and learn more about our upcoming advancements and what makes our product stand out as the system of choice for the informed consumer.

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\* Alum. Mirror or Waffle SS Panel

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# Latest Trucking Industry News

## OOIDA Highways and Transit Subcom AV Hearing Letter

The Honorable Eleanor Holmes Norton, Chairman

The Honorable Rodney Davis, Ranking Member

Subcommittee on Highways and Transit Subcommittee on Highways and Transit

2165 Rayburn House Office Building 2165 Rayburn House Office Building

Washington, DC 20515 Washington, DC 20515

Re: Subcommittee on Highways and Transit hearing, "The Road Ahead for Automated Vehicles"

Chairman Holmes Norton and Ranking Member Davis,

Since 1973, the Owner-Operator Independent Drivers Association (OOIDA) has been advancing and protecting the rights of small-business motor carriers and professional drivers. OOIDA is a critical stakeholder for all issues affecting trucking, with a unique focus on those directly impacting small-business truckers. As the Subcommittee on Highways and Transit meets to discuss the future of automated vehicles (AVs), we urge you to consider how these technologies will impact the trucking industry, especially the vital role of professional drivers and independent owner-operators.

Professional truckers have a keen interest in the development of AVs as these technologies have the potential to drastically change the trucking industry, in particular its workforce. While we are still years away from fully automated trucks, decisions made today will have a significant impact on how AV technologies are deployed, and ultimately, on the livelihood of truck drivers and the economy at large. Elected officials, federal regulators, and our industry partners must ensure AV policies are developed in a safe and responsible manner that takes commercial drivers' perspective into account.

We understand the desire to swiftly unleash American ingenuity in multiple transportation sectors and agree the federal government must play an integral role in balancing safety and innovation on our roads. But Congress should not pursue a one-size-fits-all legislative approach that implements the same policies for autonomous passenger and commercial vehicles. The safe operation of an automobile contrasts greatly with that of a heavy vehicle. The introduction of autonomous technology to both classes will present distinct safety challenges that should be addressed and regulated on separate paths. Naturally, the equipment and technology that works well on an automobile weighing 3,000-4,000 pounds is far different from what is needed for trucks weighing 80,000 pounds. As various Committees consider AV legislation, Congress must develop separate policies that better reflect the different safety challenges facing automobiles and heavy vehicles.

OOIDA members and millions more working in other segments of trucking face a particularly uncertain future as technology may first diminish the quality of their jobs and then threaten to displace them completely. Given the economy's reliance on the

trucking industry, Congress must consider the potential displacement of jobs, expected changes to the skills and training necessary for drivers to safely operate autonomous trucks, and how these changes would affect driver compensation. OOIDA also recommends that Congress examine the specific impact AVs would have on small trucking businesses, which account for 96% of all U.S. motor carriers. Lawmakers must also evaluate the costs associated with the introduction of various technologies, how these costs would affect the price of new and used trucks, and how price changes would impact the ability of a small businesses to purchase new vehicles.

OOIDA strongly believes that any process to advance automated technology should be met with mandatory data transparency from manufacturers. This will help educate consumers, the industry, and regulators about the actual reliability of autonomous technology. Despite the various claims that AVs will lead to zero deaths, there have been real-world situations in which

automation has devastatingly failed. While AVs might improve safety under certain conditions, they create new risks with dangerous and often unknown outcomes. Regrettably, U.S. Department of Transportation proposals such as AV 4.0, the AV Comprehensive Plan, and the National Highway Traffic Safety Administration's (NHTSA) AV TEST Initiative have maintained a self-certification approach and promoted voluntary reporting as the way to balance and promote safety and innovation.

We supported NHTSA's 2021 General Standing Order that now requires AV trucking companies to report crashes on public roadways. However, this safety data should be made available throughout the deployment process, not just after a crash occurs. The use of unproven automated technologies on our highways poses a significant threat to small-business truckers, and we urge you to take action to protect all road users with greater transparency and oversight of their development. Without such measures, we will never know

how or why AV technology is causing crashes and fatalities. In fact, some developers have already used the legal system in hopes of keeping safety data from public view.

The potential introduction of AVs on the nation's highways invites more questions than answers. As autonomous technology develops, OOIDA is concerned that federal regulators will push for more technology as the solution to the industry's safety and workforce issues without considering the negative impacts of these technologies. Regardless of their potential, it is important to understand exactly how well these AVs perform. Beyond ensuring that legislation provide appropriate standards for the safe operation of AVs, Congress must consider practices and unintended consequences that might offset the potential safety, mobility, and sustainability benefits from the technology.

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

## ATA Hails Introduction of Legislation to Reduce Red Tape for Professional Drivers

Arlington, VA... The American Trucking Associations hailed the introduction of a pair of bills that will streamline the credentialing process for millions of professional truck drivers, easing a number of onerous and unnecessary burdens.

"With a shortage of roughly 80,000 drivers, we should be making the process of becoming a professional truck driver as user friendly as possible," said ATA President and CEO Chris Spear. "By making common sense changes to the CDL testing process and eliminating redundant background checks, we can cut red tape so these hardworking men and women can get on the road navigating our nation's highways instead of navigating its bureaucracies."

The first of these bills, the Transportation Security Administration Security Threat Assessment Application Modernization Act, introduced by Reps. Adam Smith (D-Washington) and John Katko (R-New York), will allow drivers to use a

single valid background check from a TSA Security Threat Assessment to satisfy the vetting requirements for participation in any TSA program, including the Transportation Worker Identification Credential, Hazardous Materials Endorsement and PreCheck programs.

"Since 9/11, the federal government has created a number of secure credentials for commercial drivers to ensure the safety and security of our country," Spear said. "However, with multiple credentials comes increased bureaucracy and costs that professional drivers must navigate. By simply relieving drivers of duplicative background checks – and the fees associated with them – we can streamline the process and ease the burden on these hard-working, patriotic men and women."

The second bill, the Licensing Individual Commercial Exam-takers Now Safely and Efficiently Act, or LICENSE Act, will make permanent two waivers issued by the Federal Motor Carrier Safety Administration seven times over the course of the COVID-19 pandemic.

Under the LICENSE Act, third-party CDL skills test examiners are permitted to administer a state's CDL knowledge test, in addition to the skills test. This provision gives license seekers additional avenues to take both required tests from a state-certified third-party, thus minimizing potential testing delays. Furthermore, the bill allow states to administer the driving skills test to out-of-state license seekers regardless of where they received their training. Lastly, the LICENSE Act allows commercial learners permit holders who have already passed the required CDL skills test, but who have not yet received their physical credentials, to drive with a CDL holder anywhere in the truck, rather than requiring them to sit in the front seat next to the qualified CLP holder. Making these waivers permanent will reduce regulatory burdens in the CDL testing process without compromising the safety of our roadways.

"From the onset of the pandemic, these waivers have reduced administrative burdens for Americans working towards obtaining their CDLs and pursuing careers in trucking. It makes sense to continue to allow drivers looking to get their CDLs to be able to do so as frictionlessly as possible, while also maintaining the safety standards required of license seekers," said ATA Vice President of Safety Policy Dan Horvath.

The LICENSE Act was introduced in the House by Reps. Darin LaHood (R-Illinois), Troy Balderson (R-Ohio), Josh Harder (D-California) and Henry Cuellar (D-Texas), and in the Senate by Sens. Cynthia Lummis (R-Wyoming) and Mark Kelly (D-Arizona).

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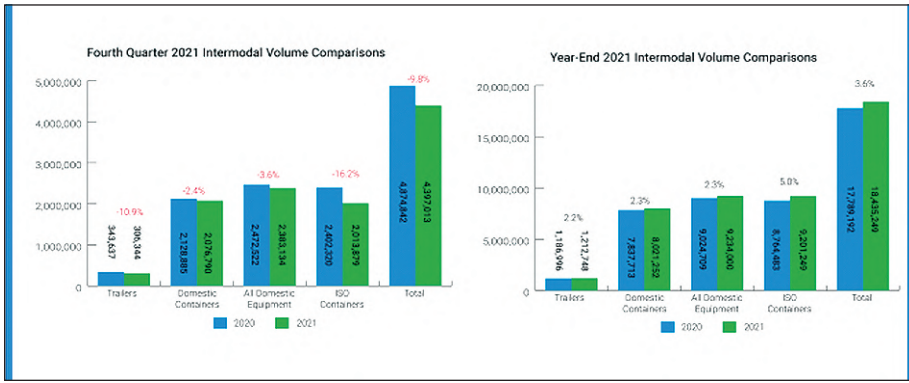
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# Fourth Quarter Intermodal Volumes Tumble - 2021 Still Ends on a Positive Note



CALVERTON, MD... Total intermodal volumes fell 9.8 percent year-over-year in the fourth quarter of 2021, according to the Intermodal Association of North America's Intermodal Quarterly report. All market segments showed declines: international containers at 16.2 percent; trailers, 10.9 percent; and domestic shipments, 2.4 percent. However, intermodal traffic rose, in total, 3.6 percent for the year.

"Although Q4 volumes were down, intermodal loads grew during 2021, albeit at a much slower rate than the previous year," said Joni Casey, president and CEO of IANA. "Performance continues to be affected by the virus, as well as network congestion and the intermittent scarcity of equipment and labor."

The seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were all down in the fourth quarter.

The Trans-Canada corridor, with a 21.0 percent deficit, led the losses, followed by the South Central-Southwest, Midwest-Southwest and Intra-Southeast at 14.7 percent, 13.3 percent and 11.1 percent, respectively. The Southeast-Southwest dropped 9.9 percent; the Northeast-Midwest fell

3.8 percent, and the Midwest-Northwest held losses to 1.4 percent.

Total IMC volume rose 8.1 percent year-over-year in Q4, with intermodal down 7.3 percent and highway loads up 18.1 percent.

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## CVSA Supports the U.S. DOT's National Roadway Safety Strategy

Greenbelt, MD... The U.S. Department of Transportation (DOT) has announced the launch of its National Roadway Safety Strategy (NRSS) to address the crisis on our nation's roadways. Almost 95% of our nation's transportation deaths occur on our roadways and they are on the rise.

"Those lost are our family members, our friends, our colleagues, our neighbors," said Transportation Secretary Pete Buttigieg. "Americans deserve to travel safely in their communities. Humans make mistakes and as good stewards of the transportation system, we should have in place the safeguards to prevent those mistakes from being fatal. Zero is the only acceptable number of deaths and serious injuries on our roadways."

The NRSS incorporates the principles of an integrated Safe System approach with the goal of eliminating fatalities and injuries on our highways, roads and streets. The Safe System approach requires supporting a safety culture that places safety first and foremost in road system investment decisions. There are six principles that form the basis of the Safe System approach: deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

"The membership of the Commercial Vehicle Safety Alliance (CVSA) is comprised

of commercial motor vehicle safety inspectors and officials and motor carrier industry representatives who are dedicated to transportation safety," said CVSA Executive Director Collin Mooney. "Our membership is committed to supporting the U.S. DOT in its commitment to zero fatalities on our roadways through the implementation of identified safety priorities and the Safe System approach."

Some of the priorities identified in the NRSS specific to the commercial motor vehicle enforcement and motor carrier industry communities include:

- \* Implementation of the October 2021 final rule that requires state driver's licensing agencies to access and use information obtained through the Drug and Alcohol Clearinghouse and take licensing actions against commercial motor vehicle drivers who have drug or alcohol violations in the system and are not cleared to return to duty

- \* Improved accuracy of commercial driver's license (CDL) driver records and the identification of additional opportunities to use these more accurate records to take unsafe commercial motor vehicle drivers off the road more expeditiously

- \* Increased highly visible commercial motor vehicle traffic enforcement targeting risky driving behaviors, especially speeding; the department identified speed enforce-

ment, deployed equitably and applied appropriately to roads with the greatest risk of harm due to speeding, as a tactic that may provide significant safety benefits and save lives

- \* The continued commitment to identifying high-risk companies and operators of commercial motor vehicles using a data-driven and performance-based approach, including roadside commercial motor vehicle safety inspections

The department's renewed commitment to roadway safety encompasses priority actions in five categories: safer people, safer roads, safer vehicles, safer speeds and post-crash care. The recent passage of the Bipartisan Infrastructure Law provides substantial resources and tools to improve safety and save lives and is a prime opportunity to leverage the NRSS.

"As we embark on this reinvigorated effort, we are relying on our partners to also identify and commit to near-term actions that will help make our collective efforts to reach zero a reality," added Transportation Secretary Buttigieg.

"On behalf of the Alliance, I'd like to thank Transportation Secretary Buttigieg and the U.S. Department of Transportation for their leadership and action in this undertaking," said Mooney. "We look forward to working together toward our shared vision of zero roadway deaths."

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# Montgomery Entities Gifts The Estate Of Long-Time, Award-Winning Driver Shane Macon



Shane Macon's 2019 Peterbilt 389



Shane Macon



company's first employees and to now assist him in providing for his children. He is sorely missed."

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Birmingham, AL... Montgomery Entities is remembering professional driver Shane Macon's life by providing support to his family through the sale of his Peterbilt truck. Macon, one of the first employees at RM Logistics, one of the Montgomery transportation companies, passed away in September 2021.

In 2018, Macon was named RM Logistics Driver of the Year and as part of that award, he received a brand new 2019 Peterbilt 389, which he described as his "pride and joy". After Macon's death, the Montgomery companies paid tribute to his life with a final ride from their terminal to Forest Crest Cemetery in Birmingham, Ala., where he was laid to rest. Macon's RM Logistics Driver of the Year Peterbilt led the procession, driven by his dear friend and colleague, Jerry Williams, and followed by several of his closest teammates as well as motorcycles, riding having been one of Macon's passions.

RM Logistics sold the Peterbilt last week and donated the earnings to Shane Macon's estate, which will assist his five children.

Macon started his career in 2008 with Rollins Montgomery before joining RM Logistics as one of the company's first employees in 2010. "Shane was a fantastic driver, as well as one of the company's most loyal and hardworking employees and a close friend to many," said Rollins Montgomery of the Montgomery Entities. "I've seen a lot of heartfelt things in my career but the presence of the drivers and riders for Shane's final ride says a lot about Shane. It is a true honor to be able to recognize Shane as one of the

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## ATA Applauds OSHA's Withdrawal of Vax-or-Test Emergency Temporary Standard

Arlington, VA... American Trucking Associations President and CEO Chris Spear issued the following statement after the Occupational Safety and Health Administration announced it is withdrawing its vaccine-or-test emergency temporary standard, which the U.S. Supreme Court stayed on January 13:

"We successfully challenged this misguided mandate all the way to the U.S. Supreme Court, because it was a clear overstep of OSHA's authority, and because it would have had disastrous consequences for an already-overstressed supply chain. The Supreme Court bounced it, and we are pleased to see the agency has now formally withdrawn it, sending this ETS to the dustbin where it belongs.

"The American people depend on us to deliver their essential goods each and every day, and we'll continue to fight any proposals out of Washington that hinder our ability to do so safely and efficiently. That includes any attempt by OSHA to create a similar, permanent standard without going through the legally required process, including an actual risk-based analysis."

ATA led a coalition of state trucking associations and national business groups in challenging the ETS in federal court and filing an emergency application to the U.S. Supreme Court for a stay. Of the 14 emergency applications, the coalition's was one of only two that the Supreme Court chose to hear oral arguments on.



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## DOT Announces Historic Bridge Investment Under Bipartisan Infrastructure Law

WASHINGTON ... The U.S. Department of Transportation has launched the historic Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (Bridge Formula Program), made possible by President Biden's Bipartisan Infrastructure Law. The program, to be administered by the Federal Highway Administration, represents the single largest dedicated bridge investment since the construction of the interstate highway system – providing \$26.5 billion to states, the District of Columbia and Puerto Rico over five years and \$825 million for Tribal transportation facilities. The total amount that will be available to states, D.C. and Puerto Rico in Fiscal Year 2022 is \$5.3 billion along with \$165 million for tribes. The FHWA also published initial guidance on the new program.

“The Biden-Harris Administration is thrilled to launch this program to fix thousands of bridges across the country – the single largest dedicated bridge investment since the construction of the Interstate highway system,” said U.S. Transportation Secretary Pete Buttigieg. “Modernizing America’s bridges will help improve safety, support economic growth, and make people’s lives better in every part of

the country – across rural, suburban, urban, and tribal communities.”

“This record amount of funding, made possible by the Bipartisan Infrastructure Law, will allow states and Tribal governments to fix the bridges most in need of repair,” Deputy Federal Highway Administrator Stephanie Pollack said. “It will also modernize bridges to withstand the effects of climate change and to make them safer for all users, including cyclists and pedestrians. Every state has bridges in poor condition and in need of repair, including bridges with weight restrictions that may force lengthy detours for travelers, school buses, first responders or trucks carrying freight,” she added.

Nationwide, the Bridge Formula Program is expected to help repair approximately 15,000 highway bridges. In addition to providing funds to states to replace, rehabilitate, preserve, protect, and construct highway bridges, the Bridge Formula Program has dedicated funding for Tribal transportation facility bridges as well as “off-system” bridges, which are generally locally-owned facilities not on the federal-aid highway system.

The Bipartisan Infrastructure Law includes an

incentive for states to direct the new Bridge Formula Program funds to off-system bridges owned by a county, city, town or other local agency. While states generally must match federal funding with up to 20 percent state or local funding, the guidance issued today notes that federal funds can be used for 100 percent of the cost of repairing or rehabilitating such locally owned off-system bridges.

The Bipartisan Infrastructure Law is a once-in-a-generation investment in infrastructure, which will grow the economy, enhance U.S. competitiveness in the world, create good jobs, and make our transportation system more sustainable and equitable. Specific to the FHWA, the Bipartisan Infrastructure Law provides more than \$350 billion over five fiscal years for surface transportation programs.

FHWA released the first tranche of Bridge Formula Program funding to states for Fiscal Year 2022 in addition to the program guidance. For a map of bridges, please see <https://infobridge.fhwa.dot.gov/> and USDOT Bridge Formula Program Funding and Condition by State. Here is State-by-state BFP funding Fiscal Years 2022-2026





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## Nacarato Truck Centers Becomes First Volvo Trucks Certified Electric Vehicle Dealer in Virginia



Volvo Trucks North America has expanded its network of Certified Electric Vehicle (EV) Dealers into Virginia, announcing that Nacarato Truck Centers' Roanoke dealership has completed the required training and certification program. Nacarato Truck Centers has been instrumental in introducing Volvo Trucks' VNR Electric model in the state, as it is supporting three trucking carriers that are using the zero-tailpipe emission model to transport inbound parts and components to the Volvo Trucks New River Valley Assembly Operations (NRV) in Dublin, Virginia.

Founded in 1976 in Nashville, Tennessee, Nacarato Truck Centers operates a network of Volvo Trucks dealerships and service centers throughout Tennessee, Virginia, Southern Kentucky, Maryland, and Georgia. Its location in Roanoke, Virginia, is the first to receive the Volvo Trucks Certified EV Dealer designation. The dealership group is also in the process of certifying its Hagerstown, Maryland; and

Nashville, Tennessee, locations with the intent to complete the certification at all eight of its dealerships.

Completing the Volvo Trucks Certified EV Dealer program ensures dealerships have the robust sales and service ecosystem required to support customers with their zero-emission transportation goals. Sales teams are trained to provide professional pre-sales consultancy to secure a commercially and technically viable electromobility solution for fleet customers. On the aftermarket side, the certification ensures technicians have the proper technical training and understanding of all safety procedures when servicing electric drivetrains and components. The certification also includes investments in diagnostics tools and personal protective equipment for technicians working with the high-voltage systems.

Nacarato Truck Centers currently has a total of six technicians fully certified to perform maintenance and repairs on the Volvo VNR Electric model, with two technicians each at

its Roanoke, Hagerstown, and Nashville dealerships. All three locations have also installed charging infrastructure to support the battery-electric trucks.

As part of the Volvo Gold Contract, Volvo Trucks' premier service offering for the VNR Electric, each of the Volvo Trucks Certified EV Dealers maintain a stock of key parts and components for the VNR Electric model to minimize service times and quickly get customers back on the road. To ensure peak vehicle uptime, performance and productivity, the Volvo Gold Contract includes scheduled and preventative maintenance, towing, and vehicle repair, including the vehicle's lithium-ion batteries and the complete electromobility system.

To learn more about Volvo Trucks North America and the recently announced enhanced version of the Volvo VNR Electric, visit the company website: <https://www.volvotrucks.us/trucks/vnr-electric/>

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We are told to be faith-full. That means to be up to the brim and running over.

God wants you to live courageously. He said to one of His people in the olden days, "You have been around this mountain long enough, it's time to move on."

No matter how you look at it, you can't stand still. There is no such thing as being stationary. If you don't move, then everything around you does move and after a while, you are left behind. Of course, we cannot keep up with the world.

It is a sad mistake to try to keep in step with the world, but thanks be unto God, we can stay in step with Him. Enoch walked with God, and he was not, for God took him. The man who walks with God gains ground and he goes places. It is true that he does not know where he is going, but he knows what he is trying to do.

The path of the Lord Jesus may lead us into various places, nevertheless, in the end time we will be with Him. Heaven is wherever Jesus Christ is. He said, "I go to prepare a place for you, and if I go and prepare a place, I will come again." So, don't go creeping through life, God wants you to live courageously!

# ATA Truck Tonnage Index Increased 1% in December Tonnage Rose 0.3% in 2021 over 2020

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 1% in December after rising 0.5% in November. In December, the index equaled 114.7 (2015=100) compared with 113.5 in November.

"December's gain was the fifth straight totaling 4.4%," said ATA Chief Economist Bob Costello. "In December, tonnage reached the highest level since March, but it was still 2.7% below the pre-pandemic high. This is likely due to the fact ATA's data is dominated by contract freight. Contractor truckload carriers operated fewer trucks in 2021 compared with 2020 and it is difficult to haul significantly more tonnage with fewer trucks. But overall, we have seen a nice trend up that is reflective of a still growing goods-economy."

November's reading was revised down from our December 21 press release.

Compared with December 2020, the SA index rose 1.4%, which was the fourth straight year-over-year gain. In November, the index was up 1.6% from a year earlier. In 2021, compared with the average in 2020, tonnage was up 0.3%. In 2020, tonnage was off 4%

compared with 2019.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 113.9 in December, 0.2% above the November level (113.8). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.23 billion tons of freight in 2020. Motor carriers collected \$732.3 billion, or 80.4% of total revenue earned by all transport modes.

ATA calculates the tonnage

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

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# 2021 Mayberry Truck Show Dazzled In Its Inaugural Year



By Chad Violet

Mayberry 2021, the hopes of a nice, family oriented show for a good cause exceeds expectations and sets a benchmark for all other shows to live up to. Mitchell Bottomley assembled a small group to help organize a truck show for charity of a local organization and the turn out comes from all points of the country. With a registration of 302 trucks, Mitchell shows why show organizers across the country are taking note

of what happened in the Blue Ridge Mountains of Mt. Airy North Carolina

The week of the show, trucks began pulling in as Mitchell offered his indoor wash facility and shop bays for pre-show polishing. As the entrants arrived, they were parked systematically to accommodate the layout. By show day, the stage was set, vendors in place, trucks parked, registration complete and gates open to the public. Trucks from across the country near and far

came to Mayberry in support of Mitchell and his goal to raise money for Brenner Children's Hospital of Winston Salem, NC. After the award ceremony on Saturday an auction was held for starting position spots of the convoy to downtown Mayberry. When the final bid was placed, donations counted, a check was presented on stage to Brenner for \$351,466... an absolutely unprecedented amount for any truck show to date.

The awards ceremony had

dozens of awards being handed out by Mitchell on stage. The most anticipated award of Best in Show went to Robert Bureson of Jack Hicks Inc. Chad Violet designed the "Great 8", "Best Of" specialty and "Best in Show" awards that were unlike no other seen at a truck show. Stainless steel with etched Lexan glass aluminated by remote control under glow lighting. The trophies were built in coordination with Dickerson Custom Trucks under

the supervision of Mike Horan. Immediately following the awards, the convoy lined up and pulled out traveling 30 plus miles through the countryside going through the historic downtown Mayberry where the Barney Fife lookalike was on duty watching the parade of chrome. Once back at the show, the concerts by Steven Molanders and Tony Justice played into the night topped off with a huge fireworks display. To say the Mayberry Show

was a success would be an understatement. This show is at a point at year one that many have not reached in ten or more. The support coming from all points of the country is overwhelming. Although it was a great turn out for so many, the winners are the kids, patience and families of the Brenner Hospital. The Mayberry Show will be an ongoing event, so make sure to include this event in your 2022 shows to attend.

**2021 Mayberry Truck Show and Convoy**  
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All Photos by Chad Violet  
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## ATA Names 22 Professional Drivers as Newest America's Road Team Captains

Arlington, VA... American Trucking Associations announced 22 professional truck drivers who will be 2022-2023 America's Road Team Captains. The drivers will serve as trucking industry ambassadors, traveling the country to spread the

message of safe driving, while teaching about the trucking industry and its opportunities. America's Road Team, a group of professional truck drivers with superior safety records, was created in 1986 to represent the trucking

industry and is sponsored by Volvo Trucks. Captains, with support from their companies, dedicate a few days each month to attend industry events, speak at schools, or meet policymakers on behalf of the trucking industry. The new Captains will tour the country in ATA's Interstate One Image Truck, an American flag emblazoned with a brand new 2021 Volvo VNL 760, featuring a state-of-the-art truck driving simulator and mobile classroom.

This year's class includes drivers from 13 companies, 17 states and drivers with more than 564 years of experience and 45,774,455 miles of accident-free driving.

The drivers were judged on their ability to express their knowledge of the industry, their skills in effective communication about safety and transportation, and their overall safe-driving record. The panel of judges included trucking executives and trade press.

After receiving their signature navy blue America's Road Team blazers, the Captains will immediately begin their work.

The new America's Road Team Captains are:

- \* Bob Bramwell, ABF Freight System, Centerview, Missouri
- \* Michael Buck, Yellow, Moore, Oklahoma
- \* Teddy Butler, ABF Freight System, Hampton, Georgia
- \* Kevin Byrnes, United Parcel Service, Sparta, New Jersey
- \* Jesus Davila, Werner Enterprises, San Antonio, Texas

continued on page 19

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# ATA Names 22 Professional Drivers as Newest America's Road Team Captains

continued from page 18

- \* Ken Duncan, Walmart Transportation, Gorham, Maine
  - \* James Ellis, Grammer Logistics, Erwin, North Carolina
  - \* Lalo Fernandez, FedEx Freight, Battle Ground, Oregon
  - \* Richard Frazer, Yellow, Rockford, Illinois
  - \* Charlie Fuller, FedEx Freight, Pembroke Pines, Florida
  - \* Ritch Fundell, FedEx Freight, Tonica, Illinois
  - \* Salvador Gonzalez, TForce Freight, Ocala, Florida
  - \* Darrien Henderson, J&M Tank Lines Inc., Mobile, Alabama
  - \* Gina Jones, Werner Enterprises, Peoria, Arizona
  - \* Dean Key, Ruan Transportation Management Systems, Primghar, Iowa
  - \* Glen Allen Kirk, Old Dominion Freight Line, Franklin, Indiana
  - \* Jeff Rose, Yellow, Creston, Ohio
  - \* Ron Round, Pottle's Transportation LLC, Enfield, Maine
  - \* David Schroeder, FedEx Freight, Bellaire, Ohio
  - \* Eric Stein, Werner Enterprises Inc., Canajoharie, New York
  - \* PJ Singh, Penske Logistics, Stockton, California
  - \* Derrick Thorpe, TForce Freight, Rahway, New Jersey
- To learn more about the America's Road Team and view the team's biographies, visit the official America's Road Team webpage. Follow the America's Road Team's journey on Facebook and Twitter.



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# Kim-Tam Logistics Expands USA Fleet



By Steve Pollock  
BLASDELL, NY.... In 1855 brothers Mark and Lewis Samuel opened M&L Samuel, a hardware and metal import/export company in Toronto, Canada. Now 167 years later, the company has grown to more

than 80 metal processing and distribution centers and manufacturing facilities across the USA, Mexico and Canada. Today, Samuel, Son & Company is still owned by the 5<sup>th</sup> generation of the Samuel family.

As the company grew, the

need for a transportation arm to move their steel to customers became more acute and in 1964 Kim-Tam Logistics was launched. Named after Mr. Samuel's daughters Kimberly and Tammy, Kim-Tam Logistics has been moving steel and met-

al products for the past 58 years.

In January 2022, Kim-Tam Logistics USA ramped up efforts to add owner-operators and hire additional company drivers. General Manager John Korta stated, "We are in growth mode in the USA and have many opportunities for owner-operators and company drivers who would like to partner with us to fuel our growth. Samuel, Son & Company has over 4 billion dollars in annual revenues and need professional drivers to support its operations and its affiliates. Kim-Tam Logistics is one of the safest, most reliable steel haulers on the road today, providing a single source to haul metals and industrial products throughout North America, including cross border services."

Currently the Kim-Tam Logistics fleet consists of 120

owner-operators and 50 company trucks, serving specialty mills, automotive, packaging products, manufacturing, and construction industries. The company has both local and OTR hauls available for drivers. The loads are point-to-point for Samuel, Son & Company's processing and distribution centers. Local hauls are available in Toledo, Ohio; Columbia, Tennessee; as well as Rochester and Buffalo, New York. OTR hauls are available throughout the Midwest, particularly in Pittsburg, Pennsylvania and Youngstown and Cleveland, Ohio.

Kim-Tam plans to expand operations into Alabama; Georgia and Mexico. The majority of the freight moved is exclusively for Samuel, Son & Company.

Drivers are hauling direct for

the shipper, with no brokers or middlemen to cut into revenues. There is a limited amount of brokered freight and trucks are kept loaded and running. The freight is primarily hauled on tandem axle flatbed trailers equipped with Roll Tite Tarping Systems. There are a limited number of multi-axle trailers running the Toledo-Michigan corridor. Owner-operators are welcome with or without their own trailer. Company drivers have all miles paid with premiums for short hauls. A lease purchase program is available for qualified candidates.

Kim-Tam Logistics has been adapting to new technologies with integrity, diversity, and inclusion fueling their growth. The company believes in promotion from within with employees. Keith Lindamer is a testament to that fact. Lindamer began as a driver, then a dispatcher and is currently Safety and Compliance Manager for the USA.

Controller Marianna Cebula says, "Our profitability in the USA mirrors our longstanding Canadian operations success. Our goal is support Samuel, Son & Co. in the USA as they grow and acquire additional locations. This is value added business for us."

To learn more about the opportunities available for owner-operators and company drivers at Kim-Tam Logistics, call 833-473-3733.



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## President Biden, USDOT and USDOE Announce \$5 Billion over Five Years for National EV Charging Network

WASHINGTON, D.C. – The U.S. Departments of Transportation and Energy announced nearly \$5 billion that will be made available under the new National Electric Vehicle Infrastructure (NEVI) Formula Program established by President Biden's Bipartisan Infrastructure Law, to build out a national electric vehicle charging network, an important step towards making electric vehicle (EV) charging accessible to all Americans.

The program will provide nearly \$5 billion over five years to help states create a network of EV charging stations along designated Alternative Fuel Corridors, particularly along the Interstate Highway System. The total amount available to states in Fiscal Year 2022 under the NEVI Formula Program is \$615 million. States must submit an EV Infrastructure Deployment Plan before they can access these funds. A second, competitive grant program designed to further increase EV charging access in locations throughout the country, including in rural and underserved communities, will be announced later this year.

"A century ago, America ushered in the modern automotive era; now America must lead the electric vehicle revolution," said U.S. Transportation Secretary Pete Buttigieg. "The President's Bipartisan Infrastructure Law will help us win the EV race by working with states, labor, and

the private sector to deploy a historic nationwide charging network that will make EV charging accessible for more Americans."

"We are modernizing America's national highway system for drivers in cities large and small, towns and rural communities, to take advantage of the benefits of driving electric," said U.S. Secretary of Energy Jennifer M. Granholm. "The Bipartisan Infrastructure Law is helping states to make electric vehicle charging more accessible by building the necessary infrastructure for drivers across America to save money and go the distance, from coast-to-coast."

The news follows President Biden's announcement earlier in February on EV manufacturing, and the White House Fact Sheet on actions taken to date to prepare for this historic EV investment.

To access these new Bipartisan Infrastructure Law funds – and to help ensure a convenient, reliable, affordable, and equitable charging experience for all users – each state is required to submit an EV Infrastructure Deployment Plan to the new Joint Office of Energy and Transportation that describes how the state intends to use its share of NEVI Formula Program funds consistent with Federal Highway Administration (FHWA) guidance.

These plans are expected

to build on Alternative Fuel Corridors that nearly every state has designated over the past six years of this program. These corridors will be the spine of the new national EV charging network. The Joint Office will play a key role in the implementation of the NEVI Formula Program by providing direct technical assistance and support to help states develop their plans before they are reviewed and approved by the Federal Highway Administration, which administers the funding.

"Americans need to know that they can purchase an electric vehicle and find convenient charging stations when they are using Interstates and other major highways," Deputy Federal Highway Administrator Stephanie Pollack said. "The new EV formula program will provide states with the resources they need to provide their residents with reliable access to an EV charging station as they travel."

The new Joint Office of Energy and Transportation also launched a new website at DriveElectric.gov. There, officials can find links to technical assistance, data and tools for states, and careers. To join the Joint Office and support a future where everyone can ride and drive electric, individuals are encouraged to apply to be an EV charging fellow.

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## Top Company Drivers And Owner Operators To Compete For Prestigious Title In March

The Truckload Carriers Association (TCA), Overdrive, and Truckers News are proud to announce the finalists for its 2021 Driver of the Year Contests which recognize both company drivers and owner operators who provide reliable transportation of North America's goods.

The finalists and grand prize winners are selected based on their ability to operate safely on public highways, their efforts to enhance the public image of the trucking industry, and their positive contributions to the communities in which they live.

Thanks to the program's long-time sponsors, Cummins Inc. and Love's Travel Stops, each overall winner will receive \$25,000, while the two runners-up in each division will win \$2,500.

"TCA is the voice of truckload, and we are committed to educating the public on the collective accomplishments of our industry," said TCA Chairman and Incoming President Jim Ward. "It is imperative that we recognize and positively promote the remarkable achievements of our essential workers—those who set the bar for the rest of our industry."

To be eligible for the contests, company driver nominees were required to meet strict standards, such as driving one million consecutive accident-free miles. Judges examined each driver's operating information, work history, and safety record, as well as reviewed three 300-word essays, or video testimonials,

explaining why each nominee is a "good trucking citizen," "how they stay healthy while on the road," and "why they should be the next Driver of the Year."

For the owner operator candidates, judges also reviewed equipment specifications, lengthy business plans, and robust financial statements.

Without further ado:

2021 Company Driver of the Year Contest finalists:

\* Robert Cole of Spring, Texas, who drives for Ryder Systems based in Miami, Florida;

\* Denny Cravener of Virginia Beach, Virginia, who drives for Givens Transportation based in Chesapeake, Virginia; and

\* Robert Howell of Shelley, Idaho, who drives for Doug Andrus Transportation based in Idaho Falls, Idaho.

2021 Owner Operator of the Year Contest finalists:

\* Glen Horack of Elkland, Missouri who is leased to Prime Inc. based in Springfield, Missouri;

\* Gene Houchin of Shenandoah, Iowa who is leased to Midwest Express, LLC based in Grand Island, Nebraska; and

\* Allen and Sandy Smith of Oak Hill, West Virginia, who is leased to National Carriers, Inc. based in Irving, Texas.

The names of the grand prize winners will be announced at Truckload 2022: Las Vegas at the Wynn Las Vegas, March 19-22, 2022. For more information about the Driver of the Year Contests and their sponsors, visit [www.truckload.org/DOY](http://www.truckload.org/DOY).

## Love's Travel Stops opens new locations in Texas and Illinois

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers in Winona, Texas, and Mount Vernon, Illinois, thanks to two travel stops that recently opened. The stores combined add over 200 truck parking spaces and 120 jobs to the communities they're located in.

The locations are open 24/7 and offer many amenities, including:

Winona, Texas: More than 12,000 square feet; Godfather's Pizza and Subway; 113 truck parking spaces; 86 car parking spaces; 25 RV spaces; Eight diesel bays; Eight showers; Laundry facilities; CAT scale; Speedco. (Opening later); Bean-to-cup gourmet coffee; Brand-name snacks; Fresh Kitchen concept; Mobile to Go Zone with the latest GPS, headsets and smartphone accessories; Dog park.

More than 13,000 square feet; Bojangles. (Opening later); 99 truck parking spaces; 87 car parking spaces; Three RV spaces; Seven diesel bays; Eight showers; Laundry facilities; CAT scale; Bean-to-cup gourmet coffee; Brand-name snacks; Fresh Kitchen concept; Mobile to Go Zone with the latest GPS, headsets and smartphone accessories; Dog park. In honor of the grand openings, Love's will donate \$2,000 to the Winona Volunteer Fire Department in Winona and \$2,000 split between Caritas Family Solutions and Mt. Vernon District 80 Elementary School in Mt. Vernon.

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## PDA Releases 2021 Fourth Quarter Driver Data - Equipment/Compensation Issues Remain Top Driver Concerns

Brentwood, TN... PDA released data compiled from thousands of phone calls with professional truck drivers during the fourth quarter of 2021. The data was gathered as part of PDA's efforts to help trucking companies curb turnover while providing accurate and actionable data to address their drivers' concerns.

As in the three previous quarters of 2021, the two most mentioned concerns were equipment and compensation issues.

"Equipment issues continued to be the biggest source of frustration for drivers at the end of 2021," said Scott Dismuke, PDA's vice president of operations. "Equipment supply chain issues are clearly leading to driver frustration. With orders for new tractors still constrained and labor shortages, new truck orders are delayed. Many OEMs have relatively large, incomplete and unavailable inventories awaiting parts."

Dismuke noted that PDA expects this trend to continue in 2022 and possibly beyond.

"Our data has shown that equipment issues often lead to compensation frustrations for drivers," stated Dismuke.

"When drivers are consistently in the shop, they aren't logging miles, when they

aren't logging miles, they aren't making the money promised. Managing this equipment issue in 2022 is going to be a challenge for both carriers and drivers."

Overall compensation issues remained steady in Q4 at 22%, matching Q3 totals. Miles-related compensation issues in Q4 also matched Q3 totals at 40%. Dismuke noted that in a strong freight market and a very competitive driver market, drivers struggling with miles continue to be a high turnover risk.

"Industry-wide pay raises and aggressive recruiting continue, accounting for the rise in drivers frustrated with their pay rate, up 3% from Q3," said Dismuke. "Drivers see the advertisements and know what other companies are offering. If drivers are not making the pay promised, they have multiple options to go elsewhere in this market."

Operations issues were the third top issue for the sixth straight quarter, remaining steady at 13%, equal to where it was in Q3. Driver feedback about operations continues to center on driver manager communication issues which rose 2% from 47% in Q3 to 49% in Q4.

Dismuke notes that communication issues continue to be issues in 2021 and will be a key to retaining

drivers in 2022.

"Communication and patience with driver frustration, particularly with the tractor and trailer shortage will be key in 2022," said Dismuke. "Drivers view communication and respect as the same thing, so minimizing driver frustration is key for operations issues. Proactive and timely communication and keeping drivers in the loop not only reduces communication issues, but it makes the drivers feel respected while relieving driver frustration."

Finally, in Q4 COVID-19 issues continued to be a concern for drivers. Personal issues were the fourth top issue in Q4 at 10%. Nearly 75% of drivers mentioning personal related issues noted concern for themselves and their family surrounding COVID-19.

"The Omicron variant became an issue in Q4," said Dismuke. "While the Delta variant was starting to subside at the end of Q3, Omicron variant cases quickly spiked in Q4."

"While Omicron continues to spread nationwide, we fully expect COVID related concerns to continue into Q1 of 2022."

## New Requirement For Entry-Level Commercial Drivers Took Effect Feb. 7, 2022

The new Federal Motor Carrier Safety Administration (FMCSA) Entry-Level Driver Training (ELDT) rule:

Beginning February 7, 2022, ELDT is required for anyone who wants to:

- Obtain a Commercial Driver's License (CDL) for the first time.
- Upgrade an existing Class B CDL to a Class A CDL.
- Obtain a passenger, school bus or hazardous materials endorsement for the time.

You must successfully complete ELDT instruction provided by a school or other entity on FMCSA's new Training Provider Registry (TPR) prior to scheduling a CDL skills test or taking a hazardous material endorsement knowledge test.

You are not required to complete applicable ELDT if:

- You are issued an Oregon commercial learners permit (CLP) before February 7, 2022, as long as you get your CDL before your CLP expires. CLPs

are issued for one year.

• You have proof that you have held a Class A or B CDL, passenger or school bus endorsement, or hazardous material endorsement at any time in the past.

• You have received a Military CDL skills test waiver.

For more information please visit:

<https://www.oregon.gov/odot/DMV/Pages/DriverID/CDLget.aspx>

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# What Does It Mean To Be A Best Fleet?

By: Laura Duryea,  
Manager of Recruiting  
and Retention,  
Boyle Transportation

At Boyle Transportation, we have been honored to be recognized as a Best Fleet to

Drive For 7 years in a row and as the Overall Best Fleet in the Small Carrier category for the last 2 years in a row. As we prepare for the Best Fleets competition again in 2022, we asked ourselves "What does it mean to be a Best Fleet?" We asked our associates for their

input on this question and were pleasantly surprised by their responses.

Many of our associates noted that the program helps us to gauge where we stand in relation to other carriers. With this, comes validation that our programs and processes are working and well received by our professional drivers. As a Best Fleet, we need to consistently support our professional driver teams so they can perform their mission to provide for our customers, which in turn creates our virtuous circle. The virtuous circle starts with supporting our associates. Our professional drivers then serve our customers to the best of their ability. As our customers begin to rely upon this high level of service, they in turn want to continue and increase their business with Boyle Transportation. When our customers reinvest in more business, the company then can support our professional drivers with more resources. Thus, the virtuous circle can continue in a perpetual cycle of support and investment.

Our culture of constant improvement is highlighted each year in the program. We recognize that we cannot stop improving if we want to stay competitive in the marketplace. One team, working together towards the same goal promotes high levels of community and culture in the workplace. When we work together, we can take pride in belonging to something that is recognized as Best in Class. When we care for our people, our people then

care about the company and perform at the highest levels.

Our professional drivers also recognize our superior culture and have returned some of the following statements in their bi-annual surveys: "Good team atmosphere and a place to retire", "You'll love working for Boyle Transportation. The ultimate in work/life balance", "Boyle is hands down the best place to work for", and "The company cares for its employees and wants them to succeed". Having a purpose in their careers is another area where the professional driver can show pride. "We are not doing a mind-numbing job, we are helping people with life-saving medicine and also keeping the military supplied with the equipment they need to ensure our country's safety". These quotes are only a few of the comments submitted by the professional drivers in our fleet. Through them, we get a sense of the satisfaction and pride our professional drivers have been part of the Boyle Team.

Through consistent requests for feedback from professional drivers, providing the tools for that feedback, and then following up with solutions to actionable items, we can continue engagement and improvement within the company on a consistent basis that leads to higher retention rates. Happy professional drivers create a work environment that is unrivaled in the industry and has led to our recognition as Best Fleet Overall for 2 consecutive years and a Best Fleet for 7 years in a row.

## Cummins Completes 50 Percent Acquisition of Momentum Fuel Technologies from Rush Enterprises

Cummins Inc. and Rush Enterprises, Inc. announced that they have closed on Cummins' acquisition of 50% equity interest in Momentum Fuel Technologies from Rush Enterprises.

The joint venture between Rush Enterprises and Cummins will seek to enhance production of near-zero emissions natural gas powertrains by manufacturing Cummins-branded natural gas fuel delivery systems for the commercial vehicle market in North America. The new company combines the strengths of Momentum Fuel Technologies' compressed natural gas (CNG) fuel delivery systems and Cummins' powertrain expertise. When powered by renewable natural gas (RNG), using methane collected from organic waste as the primary fuel source, the engines can be credited with a neutral to negative carbon index, resulting in net greenhouse gas (GHG) emissions at or below zero.

"This collaboration shows Cummins' continued commitment to natural gas powertrains and this partnership will expand and improve the service and support for CNG and RNG customers," said Srikanth Padmanabhan, President of the Engine Business at Cummins. "The partnership will help us bring to market the highest quality, clean and efficient natural gas products, including the 15-liter natural gas engine we announced in October."

"Our range of natural gas powertrains, including our 15-liter engine, are important to advancing our path to zero emissions solutions strategy that reduces the greenhouse gas and air quality impacts of

its products in a way that is best for our customers and all stakeholders," Padmanabhan added. "In order to truly achieve a zero-emission economy, we have to help customers transition seamlessly, which requires multiple solutions including natural gas, along with advanced diesel, electrified solutions, hydrogen fuel cell and other technologies."

"Due to upcoming regulatory requirements, corporate ESG goals and the environmental and economic benefits of RNG vehicles, many customers are seeing the value in these vehicles, which we believe will drive growth for the foreseeable future," said W.M. "Rusty" Rush, Chairman, Chief Executive Officer and President, Rush Enterprises, Inc. "With this joint venture, we are able to continue to serve CNG and RNG customers throughout the country with both Cummins' and Rush Truck Centers nationwide network of support locations and portfolio of aftermarket solutions," he added.

The joint venture will offer aftermarket support through Rush Truck Centers dealerships and Cummins distributors which will be able to service both the engine and the fuel delivery system. The partnership between Cummins and Rush Enterprises will benefit customers by providing them with access to an extensive CNG vehicle parts and service network; both Cummins' and Rush Enterprises' respective networks, which together represent over 250 locations in the US and Canada, will be equipped with certified technicians and access to a comprehensive CNG vehicle parts inventory.

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## Pacifico Reflections - The Best Listener

by: Mike McGough

His was one of the earliest units mustered into service during the Civil War. He answered the call to serve in mid-May of 1861, at a group enlistment in what would later be Central Park in Johnstown, Cambria County, Pennsylvania. He enlisted with both of his best friends. Like many young men, they were answering President Lincoln's call for 75,000 volunteers to serve for 90 days. Little did anyone know at the time that the Civil War would involve more than 2.5 million Union soldiers in a war that lasted just days shy of four years.

With his unit, he served in a number of battles during the first two years of the war. In June of 1863, he was one of an estimated 90,000 troops set in motion toward Pennsylvania, to meet an advancing Confederate force headed for his home state. His concerns and fears were elevated, because his family, his parents and his five younger sisters, might become involved in what he called, "this terrible struggle."

On the second day his unit, the 11th Pennsylvania Reserves, also known as the 40th PA Infantry, took part in fighting around the Wheatfield. The thought that the fighting might involve his family terrified him, adding a new sense of panic to the horrors of war. At Gettysburg his one friend was killed, and the other lost both legs from canon fire. Although he made it through the battle without physical injury, that fight took its toll on him. His enlistment was up, so he headed for home.

As a child, he had a lisp that

made speaking difficult and embarrassing. As a young man he had learned to deal with it, but he remained a quiet soul, generally content to listen more than speak. His years in blue, particularly following Gettysburg, had rendered him all but speechless.

Back in his hometown, he rejoined his family and got a job in the local iron and steel works. In time he married and started a family of his own. They lived a modest life in Brownstown, a small community just west of Johnstown. After a few years, the noise and dangers of life in the mills served as a constant reminder of his war years, which further limited his desire to speak. In search of a more peaceful and quiet job, he became a tinkerer, or what later came to be known as a handyman. His patient and kind nature, coupled with his ability to fix and repair most anything, served him well.

His work brought him in contact with people whose homes he visited to work and with folks who came to the shop. His shop was in a portion of a stable behind the house. Although speech came difficult for him, he had no trouble offering a smile, a handshake, a wink, or a somewhat hushed, comment now and again.

As he went about his days, he grew to really enjoy listening to folks. It was peaceful and comforting for him. Little did he know, but it was peaceful and comforting for many of them as well. On occasions when he felt a conversation warranted his full and undivided attention, he would set aside whatever he was working on and focus on the

person speaking to him. Those who knew him didn't expect him to say much of anything in reply. Nevertheless, they just seemed to enjoy sharing with him. Although no one ever labeled him as such, he became the best listener in town. Even people who didn't use his services as a handyman would seek him out to talk. He was trusted as a friend and a sounding board.

At the age of 91 he returned to Gettysburg for the 75th anniversary celebration in 1938. He was able to make his way back to the Wheatfield. He stood silently in front of the monument to his unit. He removed his well-worn hat and bowed his head. He stood that way for some time. It was his time to remember, his time to pay respect, his time to feel some peace, and his time to appreciate the quiet. Not surprisingly, he did it without uttering a word.

In 1951, at the age of 105 he passed peacefully and quietly. His family was overwhelmed by the outpouring from the community. He had positively affected lives in several generations. The line in front of the church stretched for several blocks. There was an above-the-fold, frontpage article in the Tribune, detailing his military service during the Civil War, his years of handyman service to his community, and his devotion to his family. The article was titled, The Best Listener in Town.

A wise, compassionate, and empathetic person once said— not very much at all!

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**TravelCenters of America Outlines Plans Heading into 50th Anniversary Year**

WESTLAKE, OH... TravelCenters of America Inc. is celebrating 50 years of providing a home away from home for professional drivers and providing meals, fuel and merchandise for communities and highway travelers. TA continues to deliver on its transformation plans focused on upgrading the guest experience, growing the company and creating long-term shareholder value. Expanded restaurant options, remodeled sites, new travel center openings, technology upgrades, a growing franchise base and a plan to bring alternative energy resources to the marketplace are key initiatives that have resulted in customers doing more business with TA.

"As we enter our 50th anniversary year, our commitment to transform TA for our guests and shareholders is stronger than ever," said Jon Pertchik, Chief Executive Officer of TA. "We are in the early stages of the transformation and have exciting plans for 2022; we are working hard to ensure we are here to serve all highway travelers for the next 50 years."

Improving the guest experience is a priority and plans include a robust capital investment strategy focused on travel center upgrades, reimagined food concepts and technology improvements. TA plans to upgrade over 100 sites by the end of 2022, with enhancements

that include renovated restrooms, upgraded showers, more comfortable driver lounges, repaved parking lots, improved signage, new store flow and new lighting fixtures, paint and flooring.

TA will focus on food variety and restaurant options in 2022, with plans to open several new full-service and quick-service restaurants, and over 20 "The Kitchen" concepts, providing freshly prepared food, packaged meals and snacks. TA is focused on providing a variety of healthy options that appeal to both professional drivers and motorists.

In addition, TA will implement digital enhancements, including mobile payment options, self-checkout and developments to its TruckSmart mobile app.

Network Growth In 2021, TA opened five new locations, one new TA Truck Service Center and signed 26 franchise agreements. In 2022, TA expects to open 13 franchised travel centers and one company-owned location, hold a grand re-opening of a reconstructed site and grow its TA Truck Service presence.

TA is also refreshing core systems and infrastructure to drive operational efficiencies and improve resiliency. In 2022, the company is focusing on several initiatives including refreshing site technology infrastructure and core business platforms

with cloud-based solutions, and enhancing data security and analytics, including Artificial Intelligence for fuel management.

In 2022, TA expects to expand diesel exhaust fluid (DEF) availability to all diesel lanes across its network, install additional biodiesel blending infrastructure and offer more EV charging stations. TA also plans to launch an innovative test project with the California Energy Commission, which will include designing, developing and deploying a distributed energy resource to power energy storage and EV charging solutions. In addition, TA continues plans to offer hydrogen fueling in California in collaboration with Nikola Corporation for heavy duty trucks.

In honor of its 50th anniversary, TA will hold several 50th anniversary-themed special events for its guests including unique offers such as 1970s pricing on certain products, music concerts at several sites in the Fall and guest contests through its mobile app and on social media.

TA operates over 600 full-service and quick-service restaurants and nine proprietary brands, including Iron Skillet® and Country Pride®. For more information, visit [www.ta-petro.com](http://www.ta-petro.com).

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# A Likely Story - Nowhere To Go But Overboard

by Roger Clark

My father wore a suit & tie to the office. By all accounts he carried it off well. But deep down he was an authentic river rat. He spent every available hour, and a few that weren't, boating on the Minnesota River. From its source on the shores of Big Stone Lake to the Mississippi River below Fort Snelling, my dad was a familiar figure to people fishing off those muddy banks.

His mode of transportation varied throughout the years, from rafts and canoes to workboats and speedboats. Also in great variance were the activities in which he participated, from family campouts and Boy Scout jamborees, to boat regattas and midstream wedding ceremonies. One thing was certain, in those days. If an event involved the river, my father was involved in the event.

A floating encyclopedia of facts and myths surrounding the Minnesota River, Dad

knew the history and stories of a waterway unseen as it was unknown by many Minnesotans. He knew the towns that lined her banks, and barge lines that carried products downstream. It never ceased to amaze him that a river crossed by highways and interstate freeways was hiding in plain sight. It wasn't that people didn't care. They simply didn't notice it.

More than most in those days, my father clearly recognized the environmental, political, and fiscal value of this major state waterway. In newspaper clippings throughout the sixties there were articles showing dad, as he showed the river's potential to government leaders, private individuals, political heavyweights, and fraternal organizations. Shoulder to shoulder with businessmen, governors, senators, and Imperial Potentates, dad would give guided tours without charging a fee.

Not all those tours went according to plan. There was a speedboat driver once, who jammed the throttle forward, just as the steering wheel came off in his hands. Because his hands were full, he later testified, it was impossible to turn the motor off, and he crashed into a concrete spillway. There were no injuries, luckily, but the brand new boat was demolished on its maiden voyage.

In another memorable incident, a regatta of boats carrying beauty queens struck underwater deadheads, swamping three gown-wearing contestants in the silt-laden current. The boats were repairable. The hairstyles, not so much.

I had my own adventures on the river as a riverboat deckhand. Climbing atop the pilothouse one day to change the spotlight carbon, I stood up just as the radar mast came

around behind me. Knocking me down, the wrench I was holding bounced off the roof.

This was the signal for the captain to turn the spotlight on, which was just inches from my face. Luckily it was pointed away from me, and the loud noise it made alerted the pilot to shut the light off. I lived long enough after that to be caught smoking on a barge filled with Benzene, which led to hitch-hiking home from Cairo, Illinois. And yes, Mary's truckstop was still there back then.

Another time, during a night landing at grain elevator, I was working aboard a towboat moving barges. Just upstream, there was a large group of teenagers drinking in the nearby woods. The towboat became a target, momentarily, for some rowdies throwing unopened beer cans. From the pilothouse, suddenly, shots rang out as the captain opened fire with a handgun on the hapless party goers. Just as suddenly, the beer can barrage ceased, and peace again descended on the Minnesota River.

Dad passed away in 1982 and his ashes were scattered over the river from the Highway 41 bridge in Chaska. It was a fitting tribute to a man who was an environmental champion, before it was fashionable, and the guy who never lost sight of the forgotten river.

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**Canadian Truckers Alliance Says: "Blockades Impacting Trucking Industry & Drivers"**

TORONTO, CANADA... All Canadians have the right to peaceful protests. Individuals engaged in preventing vehicles from crossing into Canada and the United States are not "peaceful protestors" as that term should not be applied to activities preventing the flow of essential goods by those who have illegally seized control and impede access to public infrastructure.

The vehicle blockades spreading across border points and highways throughout the country are costing shippers and retailers significant losses while also impairing the hard work of truck drivers who continue to keep our essential goods moving throughout the supply chain during this critical time. Canadians should also keep in mind that many of these vehicles and individuals involved in the blockades are not operating heavy trucks or are associated with the trucking industry.

"The patience of drivers

and the vast majority of the trucking industry regarding these blockades has long-since expired. The trucking industry and its drivers are paying a heavy price for the unlawful actions of those who choose to politicize and target our borders and highways and choke off trade between Canada and the United States. Their actions simply hurt Canadians and they have shown a blatant disregard for all the lives they are impacting," says Stephen Laskowski, president of the Canadian Trucking Alliance.

Drivers who are simply trying to make a living and get home to their families have been stuck at blocked border crossings for four to eight hours, many of whom have gone without access to washrooms or food.

"Many of those who are protesting having their lives disrupted by certain policies are, in turn, ironically disrupting the lives of their fellow Canadians," says Laskowski. "Whether it's

the dedicated truck driver who's stuck at the border and unable to get home to his or her family; or the factory worker who is sent home from work because critical products and raw materials aren't being delivered, the only people who these blockades hurt are the hard-working Canadians who have kept our nation moving," says Laskowski.

"This is simply not sustainable for the industry, its customers, and ultimately, the consumer."

To protect the health and welfare of the 300,000 truck drivers who are committed to moving Canada's domestic and international trade - as well as the economic viability of all companies in the supply chain - CTA is calling on all levels of government across Canada to put an action plan in place to end current blockades and prevent future disruptions at our nation's ports of entry and the critical road infrastructure leading to critical trade arteries.

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# PGT Trucking To Deploy Autonomous Truck Technologies With Locomotion



Follow the Leaders co-branded PGT and Locomotion Conestoga Trailers



Dr. Çetin Meriçli, Locomotion co-founder and CEO; and Pat Gallagher, PGT Trucking CEO

By Steve Pollock

ALIQUIPPA, PA.... PGT Trucking, Inc. has entered into an eight year strategic agreement with Pittsburgh-based Locomotion, with the goal of improving freight efficiency through the use of Locomotion's unique autonomous truck, turnkey solution.

Locomotion was founded in 2018 by a team of the world's foremost experts on autonomous vehicles, robotics, and artificial intelligence from Carnegie Mellon's National Robotics Engineering Center. These co-founders have developed or contributed significantly to the development of some of the most advanced autonomy systems in commercial operation today, including NASA's most

advanced autonomous Rovers. They are joined by lifelong trucking industry leaders who understand the operational aspects and intricacies of the nation's supply chain.

The executives at PGT feel that the time is right to explore the use of autonomous vehicles, especially considering current supply chain issues, ongoing driver shortages and the projected increase in freight volumes and tighter delivery demands moving forward.

Over the next eight years, PGT will re-engineer their supply chain and deploy 1,000 Autonomous Relay Convoy<sup>SM</sup> (ARC) systems as the first mover on strategic routes in the north-central region, where PGT has a strong presence in the flatbed market.

The ARC system uses human-led, two-truck autonomous relay convoys with two drivers. Once on the freeway, one driver operates the lead truck while the second truck follows in autonomous mode, with that driver resting off the clock. Periodically, the trucks swap leader and follower roles, allowing the drivers to take turns leading the convoy and sleeping. This model is similar to a team driving operation, except that two tractor trailers are in transit at once, but with only one driver legally on-duty.

The deployment begins with the co-development of PGT's autonomous relay network (ARN), which identifies the shippers and freight in PGT's operating network that

are particularly well-suited to haul with PGT's Locomotion-equipped trucks.

As the first mover, PGT expects to take more than the traditional share of the market, and they expect to be the safest, most efficient transportation mode for enclosed conestoga flatbed freight in the Tennessee-Ohio River Valley region.

Gregg Troian, PGT President, said, "Part of PGT's mission is to grow innovatively by improving efficiencies through the use of technology. This partnership with Locomotion, and others, allows us to stay abreast of progressive transportation advancements as we continue to evolve our fleet, especially with the Future of Flatbed in mind. We expect Locomotion's automated truck technology to significantly reduce costs, improve freight efficiency, save energy and improve safety."

The projected results include cutting operating costs by 30%, which includes a 21% savings on fuel, producing a reduction in greenhouse gas (GHG) emissions by 22% per tractor every year, which is groundbreaking in the diesel trucking world.

Founded in 1981 by Pat Gallagher, PGT Trucking is a multi-service transportation firm offering flatbed, dedicated, international and specialized services. PGT is the leader in progressive freight transportation and fleet evolution, exceeding customer expectations with a strong focus on the Future of Flatbed.

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# MOVIN' OUT Calendar of Events

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**March 24-26 – 50th Anniversary Mid-America Trucking Show** - Kentucky Fair and Expo Center, Louisville, KY. For More info visit [www.truckingshow.com](http://www.truckingshow.com)

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

**May 8 – Annual Make-A-Wish Mother's Day Convoy** - For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org) or phone 717-283-4868.

**May 13-15 – 2nd Annual Crossroads Truck Meet** – Horse & Buggy Accessories, Hwy. 50 & 87, 31716 Old Eighty-Seven, California, Missouri. Main, non-judged truck show held on Saturday. See us on Facebook – Horse and Buggy Accessories for more info.

**June 2-5 - Wheel Jam Truck Show** - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com) or phone 605-354-2809

**June 9-11 – ATHS National Convention & Truck Show** – Springfield, IL. For more info visit [www.aths.org/convention](http://www.aths.org/convention)

**July 14-16 - Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**June 18-19 – 10th Annual Ohio Vintage Truck Reunion** – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Benefits The Ashland County Food Bank and The Shriners Hospitals for Children Transportation Fund. Trucking Memorabilia Display, Truck Model Contest, Jake Brake Competition, Truck Light Display, Swap Meet and much more. For more info, [www.ohvintkreru.com](http://www.ohvintkreru.com)

**June 26 - American Truck Historical Society ATHS Nutmeg Chapter Truck Show** - Brooklyn Fair Grounds, Route 169, Brooklyn, CT/ 8am-3pm. For more information, call Tom Bachand @ 774-230-3553

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

**July 29-31 – 15th Annual Top Gun Largecar Shootout Working Class Truck Show** – Rantoul National Aviation Center, Rantoul, IL. Live Music, Food, Beer Garden, Vendors. For more info visit [www.topgunlargecarshootout.com](http://www.topgunlargecarshootout.com)

**August 5-7 - Carlisle Truck Nationals** – Carlisle Fairgrounds, Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

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

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

**September 30-October 1 – Mayberry Truck Show** – New Location: Bottomley Enterprises Terminal, 452 Oak Grove Church Rd., Mount Airy, NC 27030. Benefits children receiving care from the Brenner Children's Hospital. Convoy thru town, Fireworks, Live Music, Food Trucks, Raffles, Prizes, Calendar Spots, Much More! For more info visit [www.mayberrytruckshow.com](http://www.mayberrytruckshow.com)

If you would like to list an upcoming show or event, send all the details, including a telephone contact number to:

[movinout@zoominternet.net](mailto:movinout@zoominternet.net)  
Visit us on the web at [www.movinout.com](http://www.movinout.com)

## MISSION BBQ Customers Donate \$550,920 to Sponsor Veterans' Wreaths for Placement on National Wreaths Across America Day 2022



MISSION BBQ announced the donation of \$550,920, to national nonprofit Wreaths Across America (WAA). This significant contribution, which saw its biggest growth yet with a nearly \$190,000 increase from last year, was made possible thanks to the generosity of MISSION BBQ customers and their support of the American Heroes Cups. The donation will sponsor 36,728 veterans' wreaths to be placed by volunteers at 86 participating locations this year on National Wreaths Across America Day – Saturday, Dec. 17, 2022 – where each veterans' name will be said out loud.

"We remain proud and humbled to stand with Wreaths Across America and the amazing work they continue to do to Remember, Honor and Teach," said Bill Kraus, co-founder for MISSION BBQ. "It is clear

that this mission impacts our communities positively and that it continues to be one our customers, like us, want to support."

Wreaths Across American is best known for its annual wreath-laying ceremonies across the country at more than 3,100 participating locations, but their yearlong mission is to Remember the fallen, Honor those who serve, and their families, and Teach the next generation the value of freedom. Throughout the year, stories of service, sacrifice and success are collected and shared by WAA volunteers in nearly every community across the United States.

"We wouldn't have the freedoms we have today if it wasn't for our nation's veterans who stepped up for us time and time again," said Kraus and Steve Newton, founders of MISSION

BBQ. "We are humbled by the wonderful support of our customers and all the good that will be done for our so deserving American Heroes in remembering their lives, their service and their sacrifices."

American Heroes Cups are available year-round, retailing at \$4.99 with \$2 of every cup purchase donated to a charity supporting national military veterans and their families, and local first-responders. Customers are encouraged to bring back their American Heroes Cup on return visits to the restaurant and receive \$.99 refills.

For more information about MISSION BBQ: <http://mission-bbq.com/>

For more information, to sponsor wreaths or to sign up to volunteer, please visit [www.WreathsAcrossAmerica.org](http://www.WreathsAcrossAmerica.org).

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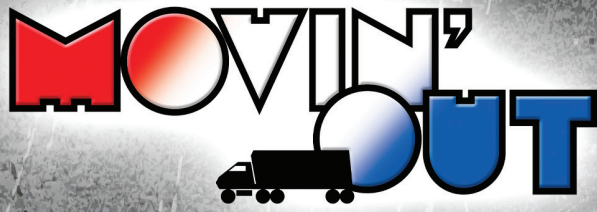
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# Working Show Truck Of The Month

Randy Sterling



By Robert Conrad

Randy Sterling calls Morrisdale, PA home and he owns & operates his own small trucking company called Sterling Trucking. Randy still does plenty of trucking himself and he's a 3rd generation trucker following in the footsteps of his father. In fact, Randy says that as soon as his dad didn't have to change his diapers, he took him trucking!

Randy actually learned how to drive at the age of 13 on an old GMC Astro cabover, and he went on to get his official CDL at age 18. After purchasing his

first truck at age 26, Randy continued to grow the business and he takes a great deal of pride in carrying on the "old school" values of trucking that his father taught him.

A dedicated run from Central PA to Charlotte, NC keeps Randy busy, and the pride of his small fleet is this 1986 Peterbilt 359 that's a totally customized working show truck. This white-hot beauty is a one of a kind that was originally built in Canada by Silvo Ostronic & Jamie Pipher. The hood was stretched 18" and converted to

looklike a needle nose, and both the cab & sleeper were chopped 4" in height. The sleeper is a unibuilt conversion and the wheelbase sits at 326".

Custom features include a painted drop visor, a custom bumper up front, polished filler panels below the hood & cab, and painted single hump fenders over the rear tandems. Power comes from a 3406B CAT that's partnered up with a 13 speed and a set of 3:36 rears.

Randy typically pulls a 53' van filled with whatever the load calls for. It's nice to see the

"old school" values of trucking being carried on today and truckers like Randy Sterling are helping preserve what the older generations put in place. His 16 year old son Harley will soon be following in the family footsteps as the 4th generation of Sterlings to call trucking a career.

Movin' Out would like to applaud Randy for all of his efforts by choosing his unique Peterbilt as our March 2022 Working Show Truck of the month.



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