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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2022 Big Iron Classic Truck Show



Bill Funk Trucking's classic Kenworth was one of the many trucks at the 2022 Big Iron Classic Truck Show. Turn to page 16 for more photos. - Photo by High Gear Photography

The Doctor Is In!



Kevin Campbell and Heidi Schaffer

By Steve Pollock

Mcalisterville, PA... The Fuel Mileage Doctor (FMD), Kevin Campbell is in and ready to help diagnose your fuel economy and engine performance problems. Kevin has been involved in the trucking industry for over 35 years. He was the maintenance director at a large trucking company for 8 years. He also worked for Caterpillar for 4 years in

maintenance and then in sales. In 2012, Kevin saw a customer using Bully Dog and quickly realized the benefits of the product. He was so impressed that he invested his own money to become a Bully Dog dealer. Since then, the Fuel Mileage Doctor has grown to become the East Coast distributor and dealer for Bully Dog. Fuel Mileage Doctor also distrib-

utes Full Tilt Performance Manifolds, and aftermarket engine parts, as well as other products. In addition to Bully Dog Tuners and Manifolds, FMD offer VGT Turbos for Cummins and Stage 1 and 2 Turbos for CAT engines. All turbos are triple balanced up to 18,000 RPMs and the CAT Turbos carry a 2 year warranty.

Continued on page 5

Load Covering Solutions Now Open In Cadiz, Kentucky



Load Covering Solutions Lands in CADIZ KY

LCS moved their Corporate US Headquarters to 715 N. Rocky Ridge Road, Cadiz, Kentucky.

By Steve Pollock

CADIZ, KY... Load Covering Solutions, Ltd. Manufacturer of Rolling Tarp Systems is pleased to announce that their new Cadiz, Kentucky facility is now open. The new location is located at 715 N Rocky Ridge Road, Cadiz, Kentucky, off I-24 Exit 65. LCS's Cadiz location will

serve as a regional service center in a 300-500-mile radius. LCS now offers service for all tarping systems relating to flatbed trailers as well as agricultural and aggregate trailers. Manufacturing, installations, service, repairs, and parts support are all available. LCS President Brian Pet-

alka stated, "We are fully staffed and ready to serve you. LCS is very pleased to be based in the state of Kentucky, a corporate friendly state. We received a tremendous amount of support from the Southwestern Kentucky Economic Development Association to help us with making

Continued on page 7

Federal Highway Administration Announces New Efforts to Improve Road Safety, Advance Complete Streets That Serve All Road Users

WASHINGTON ... The U.S. Department of Transportation's, Federal Highway Administration (FHWA) announced two new efforts that will help States, cities, and local governments improve road safety. This announcement is part of ongoing, coordinated work to improve quality of life and reduce unacceptably high rates of traffic deaths in the U.S. in accordance with the Department's National Roadway Safety Strategy (NRSS).

nouncement is a new Request for Information (RFI) seeking input on ways to improve safety and design standards for roads to facilitate the development of Complete Streets that serve all road users and a new waiver ensuring States and Metropolitan Planning Organizations (MPOs) can afford certain Complete Streets activities by removing financial barriers.

"Safety is foundational to our work and these efforts are two more critical tools to improve safety for all road users,"

said Federal Highway Administrator Shailen Bhatt. "The resources we're announcing today recognize that safety is a shared responsibility and require input and action from our stakeholders and state partners as we collectively work to build a safe transportation system for everyone. We need multiple layers of protection in place to prevent roadway crashes and minimize the harm caused when they occur."

FHWA's Safety RFI, "Improving Road Safety

for All Users on Federal Aid Projects," seeks public comments from State, regional and local agencies on changes to the FHWA Design Standards regulation or other agency regulations that are needed to facilitate the development of Complete Streets and Complete Networks that serve all road users; how the safety performance of Federal-aid projects should be assessed; and how to include measures that improve safety performance across Federal-aid projects.

Comments in response to the RFI can be submitted at [regulations.gov](https://www.regulations.gov).

FHWA also announced its latest effort to help accelerate Complete Streets efforts under the Bipartisan Infrastructure Law, including a waiver in the legislation FHWA is implementing that will reduce Complete Streets planning costs for States and MPOs. Under the waiver, States and MPOs will be able to use federal funding for 100% of the expenses associated with certain planning and research activi-

ties. As part of the NRSS, the Department has adopted the "Safe System Approach," which uses a redundant system to protect vulnerable road users (non-motorists, including pedestrians, bicyclists, and those using wheelchairs, scooters, micromobility devices and other personal conveyance devices) as well as other road users. FHWA will continue to work with States, cities and local governments to create safer roads, a key component of the approach, and Complete Streets that prioritize safety.



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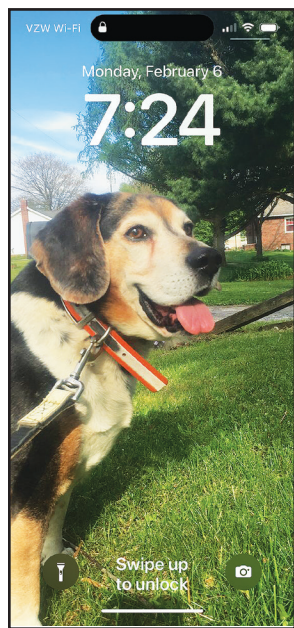
OFF THE BEATEN PATH

BY PAM POLLOCK

Ricky Don't Lose My Number...

This month's column is dedicated to everyone who is tech savvy. Sadly, my spouse and I are not in that elite group. I'm not talking just about cellphones, either. We struggle on a daily (if not hourly) basis with just about every electronic device.

iPhones, iPads, laptops, Mac desktops, DSLR cameras, GPS devices, and yes, even TV streaming. You know it and chances are high that we have struggled figuring out what to do with it.



I turn on my iPhone and somehow manage to take a screenshot on my phone. I have about 76 copies of this photo of my late dog, Gunny.

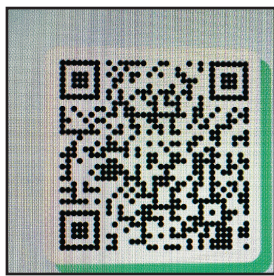
I have issues reading and following directions (I have to watch someone do something and I write down directions in what can only be described as "Pam Speak". No one else can make rhyme or reason from my scribbles.). I have been building the newspaper for over 37 years now – but don't ask me to explain the process, because it will make zero sense to you.

I have a habit of hitting the buttons on my Canon DSLR camera and accidentally putting it into self-timer mode. I did this multiple times last year, including when I was on birding excursions almost 3.5 hours from home. The first time I did it on the Magee Marsh Boardwalk last Spring during the famous bird migratory season and a young man with a Nikon camera took pity on me and miraculously got the timer mode turned off in less than 3 minutes. I had been messing the settings for over 45 minutes! Three months later, I somehow managed to do the same thing again on a 2 mile beach hike on Lake Erie when the actual temperature was 92°. I was overheated and very cranky. I sat on a fallen tree log and called my son for advice. After 25 minutes of fiddling around, I got the \$&*&#@! timer turned off.

I had to Google how to get my InDesign toolbar back at the top of my computer screen last night. Don't get me started on programming an address into our GPS.

But the piece de resistance of our electronic illiteracy has to be when we dipped our toes in the world

of TV program streaming. Everyone was marveling at how much cheaper and awesome it was over cable and satellite. We couldn't get cable up at the Homestead at first and so we decided to be hip and happening – we daringly got a Roku device and signed up for Hulu. We hated it. It didn't help that the internet was nil up here – and it didn't help that we are steaming noobs. It was total chaos up here and tons of swearing and remote throwing – all done by Moi. We had one month of despair until the cable company agreed to extend their area to us. That day ranked up there in pure happiness along with my wedding day and the birth of my children and grandchildren. #truestory



Tried to do the old scan the barcode to get the restaurant menu recently. Couldn't figure it out and after 7 minutes of frustration, the server took pity on me and brought me a paper menu.

So, if you get a weird phone call or a Facetime request from me – don't panic. I've either hit a wrong button on my phone or I've butt dialed you. And don't lose my number, because chances are high that I've already lost yours – or your email.

Fyda Freightliner Columbus, Inc. Now an Authorized Dealer for Isuzu Commercial Trucks America

Columbus, OH... Fyda Freightliner Columbus, Inc. is pleased to announce that it is now an authorized full-service dealer for Isuzu Commercial Trucks America. This product addition enables the Columbus dealership to expand into the Class 3 through 7 low cab forward market.

"With our customers in mind, we are always watching for opportunities to grow our dealership capabilities to better serve our customers," said Gary Tiffan, general manager for both the Columbus and Zanesville dealerships. "Adding Isuzu commercial trucks to the product portfolio allows us to round out our product suite at the Columbus location for sales, parts, service and product warranty support."

With the recent acquisition announcement of Buckeye Western Star and Yard Trucks of Ohio, Fyda Freightliner Columbus now offers the following lineup in new trucks:

- Freightliner – Class 6 & 7 medium-duty, step van, delivery, vocational/municipality; Class 8 heavy-duty on-highway
- Western Star – Class 6 & 7 vocational/municipality; Class 8 heavy-duty on-highway
- Isuzu – Class 3 through 7 low cab forward truck chassis for multiple medium and heavy-duty truck applications

um and heavy-duty truck applications

- Battle Motors, formerly Crane Carrier Co. – vocational chassis
- Kalmar Ottawa – yard trucks

For more information, call (614) 851-0002 or visit us online at www.fydafreightliner.com where Sales, Parts and Service staff can be reached via email.

Since 1954, Fyda Freightliner has been committed to partnering with customers in the commercial vehicle industry to help them succeed. Today, the company is an award-winning and nationally recognized dealer of Freightliner and Western Star trucks, Isuzu commercial trucks, Ottawa yard trucks and Battle Motors (formerly Crane Carrier Co.) vocational chassis. Through our unwavering commitment to excellence and our Unifying Principles, we work hand in hand with our customers to provide the best service possible. The Customer is First at Fyda Freightliner.

Fyda Freightliner operates dealerships in Columbus, Zanesville, Cincinnati and Youngstown, Ohio; Pittsburgh (Canonsburg) and Barkeyville (Harrisville), Pennsylvania; and Walton (Richwood), Kentucky. For more information, visit us online at www.fydafreightliner.com.

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Kevin Campbell says, "Same day shipping overnight is available!"

tucky on March 30-April 1 at the Bully Dog booth #19208 and he will be glad to answer your fuel mileage questions.

You can reach the Fuel Mileage Doctor direct at 717-320-2259 or email him at kevin@fuelmileagedr.com

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continued from page 1

Kevin Campbell is excited to announce that his proprietary line of FMD light, medium, and heavy duty turbos will be available sometime this year. The FMD line will have Turbos for cars, pickups, buses, dump trucks and semi-trucks.

The FMD warehouse has been located on Rt. 35, just outside Mifflintown, Pennsylvania for 5 years now. They offer same day shipping on orders and overnight shipping is also available.

Come and visit Kevin Campbell, the Fuel Mileage Doctor at the Mid-America Trucking Show in Louisville Ken-

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High Performance Diesels with Bruce Mallinson

What's Fuel Catalyst?

Max Mileage fuel-borne catalyst is a type of chemical additive that is added to diesel fuel to improve fuel efficiency and reduce emissions. The purpose of these catalysts is to improve combustion and reduce friction within the engine, resulting in increased fuel efficiency,

lower emissions, improved engine performance, and a smoother running engine based on the testimonials of our satisfied customers.

Catalysts typically contain metal compounds, such as cerium or iron, which act as catalysts to help the fuel burn more efficiently. If you are a listener of The Power Hour with Kevin Rutherford (When it is aired on Letstruck.com every

Tuesday, 11 Am EST), you will have heard discussions of elevated iron content in our oil analysis segments. Max Mileage FBC is the reason behind that elevated iron content nine times out of ten, and it is nothing to be concerned about; it will not harm your engine. When added to the diesel fuel, the catalysts are dispersed throughout the fuel and carried into the engine,



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interacting with the fuel and improving combustion.

Fuel catalysts are a relatively new technology that has proven extremely effective in modern diesel engines. In simple terms, fuel catalysts are added to diesel fuel to improve its combustion properties, making it burn more efficiently and effectively. Several critical benefits of fuel catalysts in modern diesel engines are outlined below.

1. Improved fuel efficiency: One of the most significant benefits of fuel catalysts is that they can improve fuel efficiency. By improving the combustion properties of diesel fuel, fuel catalysts allow engines to extract more energy from the fuel, leading to better fuel economy. This can translate into significant cost savings for fleet owners and operators and reduce carbon emissions.

2. Enhanced engine performance: Another key benefit of using fuel catalysts is enhanced engine performance. By optimizing the combustion process, fuel catalysts can increase engine power, torque, and responsiveness, leading to improved acceleration and overall performance.

3. Cleaner engine operation: Fuel catalysts also contribute to cleaner en-

gine operation by reducing the number of harmful emissions produced during combustion. This includes reducing carbon monoxide, nitrogen oxides, and particulate matter, making diesel engines more environmentally friendly.

4. Increased engine lifespan: By improving fuel efficiency and reducing emissions, fuel catalysts can also increase the lifespan of diesel engines. This is because the reduced stress on the engine components and reduced deposits in the engine oil can minimize wear and tear, extending the life of the engine.

5. Easy to use: Fuel catalysts are also very easy to install and use, making them a convenient and cost-effective solution for diesel engine operators. They are typically added directly to the fuel tank and do not require any additional modifications to the engine.

It's important to note that not all fuel-borne catalysts are equally effective, and it's important to choose a product that has been tested and proven to be effective. On our website (Pittsburghpower.com), multiple resources can be found describing in detail our dyno test phases, the results of that those tests, customer testimonials, product reviews, de-

tailed instructions on how to use our catalyst, as well as information about how to keep your DPFs clean with our partner company, DPF Alternatives. We are so confident in the results of our product that with the additional and superior cleaning technology of DPF Alternatives and the regular use of Max Mileage FBC, you can obtain a lifetime warranty on the cleaning of your Aftertreatment filters. Pittsburgh Power and its associates are more than happy to answer any questions you may have about our products. We will do our utmost to respond with professionalism and 100% honesty.

In conclusion, fuel catalysts offer a range of benefits for modern diesel engines, including improved fuel efficiency, enhanced engine performance, cleaner engine operation, increased engine lifespan, and ease of use. With these advantages, it is clear that fuel catalysts are an essential technology for diesel engine operators and fleet owners looking to reduce costs, improve performance, and reduce their environmental impact.

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

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Flatbed Rolling Tarp Systems – Stainless Mirror Bulkheads

continued from page 1
this relocation to Kentucky the perfect choice for our new US Corporate Headquarters. As of December, 2022, our Buffalo, New York operation has closed.

The main ingredient that separates LCS from all other tarp system manufacturers is its unique ability

to engineer the widest range of rolling tarp systems for just about any application or style of equipment. LCS has sliding side curtains, rollup curtains, flat top & round top retractable systems, & our Windmaster Aerodynamic CFD Tested rolling tarp systems for semi-trailers, Hot Shot Gooseneck & Bumper pull trailers and monster size

over-dimensional systems that you would never think could be covered or transported.

A Side from flatbeds, Load Covering Solutions is stepping back into & recently became a dealer for RollRite and Shurco Grain, Aggregate & Waste Tarping Systems and will provide full parts, sales, and service

support.

Load Covering Solutions, Ltd. invites drivers to stop and see their new regional service center, off

I-24 Exit 65 in Cadiz, Kentucky. If you can't make it to Kentucky, stop and see them in the North Wing, Booth 16060 of the Kentucky Fair

and Expo Center during the Mid-America Trucking Show on March 31-April 1.

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Latest Trucking Industry News

ATA Truck Tonnage Index Increased 0.4% in December 2022

Washington – American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 0.4% in December after decreasing 2.5% in November. In December, the index equaled 115.2 (2015=100) versus 114.8 in November.

"Despite the small gain in December, for-hire truck tonnage clearly decelerated during the final quarter in 2022," said ATA Chief Economist Bob Costello. "In fact, tonnage outperformed some other key metrics that drive truck freight, like housing starts and factory output during the final month of the year. This is probably because contract truckload freight is still outperforming the spot market and less-than-truckload freight after underperforming both of those sectors in 2021."

For all of 2022, tonnage was up 3.4%, which was the best annual gain since 2018.

"Despite weakening in the second half, 2022 overall was a solid year for truck freight tonnage," Costello said. "The index's yearly gains were primarily driven by strength in the first half of 2022, so despite a marked slowdown as the year ended, for the year as a whole, tonnage posted a very solid year overall."

November's decline was unchanged from our December 20 press release.

Compared with December 2021, the SA index increased 0.3%, which was the sixteenth straight year-over-year gain, but the smallest over that period. In November, the index was up 0.8% from a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 112.6 in December, 1.8% below the November level (114.6). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

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

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s.

FMCSA Has Removed ONE PLUS ELD's ORS Device (N/K/A 1 PL Logs) From The List Of Registered Electronic Logging Devices (ELDs)

Motor carriers and drivers using ONE PLUS ELDs (n/k/a 1 PL Logs) have 60 days to replace the revoked devices with compliant ELDs.

On February 8, 2023, FMCSA removed the following device from the list of registered ELDs due to the company's failure to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A.

ELD Name: ONE PLUS ELD (n/k/a 1 PL Logs)
 ELD Model number: ORS
 ELD Identifier: ORS160
 ELD Provider: ONE PLUS ELD (n/k/a 1 PL LOGS)
 ELD Registration ID: 8J3V

This device now appears on FMCSA's Revoked Devices list.

Motor carriers and drivers who use the device listed above must take the following actions:

1. Discontinue using the revoked device(s) and revert to paper logs or logging software to record required hours of service data.

2. Replace the revoked device(s) with compliant ELD(s) from the Registered Devices list before April 10, 2023.

Motor carriers have up to 60 days to replace the revoked devices with compliant ELDs.

Motor carriers and drivers who continue to use the revoked ONE PLUS ELD (n/k/a 1 PL Logs) listed above

on or after April 10, 2023 will be in violation of 49 CFR 395.8(a)(1)—"No record of duty status" and drivers will be placed out-of-service (OOS) in accordance with the Commercial Vehicle Safety Alliance (CVSA) OOS Criteria.

If the ELD provider corrects all identified deficiencies, FMCSA will place the device back on the Registered Devices list and inform the industry and the field. However, FMCSA strongly encourages motor carriers to take the actions listed above now to avoid compliance issues in the event that these deficiencies are not addressed in time.

Questions? Contact ELD@dot.gov.

PDA Releases Top Ten Driver Issues of 2022

Brentwood, TN... PDA released their annual top ten driver issues list compiled from tens of thousands of phone calls with professional truck drivers during 2022. The list was gathered as part of PDA's efforts to help trucking companies curb turnover while providing accurate and actionable data for addressing their drivers' concerns.

Equipment and compensation issues topped the list in 2022, just as it did in 2021, but with a softening freight market predominantly in the second half of 2022, miles and other compensation related issues dominated the top ten list for 2022.

"While the top two issues of 2022 match the top two issues of 2021, clearly the softening freight market currently facing the trucking industry is reflected in this year's list," said Scott Dismuke, PDA's vice

president of operations. "Three of the top ten issues for 2022 were centered around miles, however seven of the top ten issues directly affect miles."

Breakdown and mechanical issues maintained two of the top three spots, but Dismuke noted that mechanical and breakdown issues at the time of assignment concern drivers and could negatively be affecting driver turnover.

"Equipment assignment issues matter to drivers and we've seen in our data that it often results in drivers leaving early in their tenure," said Dismuke. "The first impression a carrier makes on a driver is what a truck looks like at the time of assignment. Making a good first impression with a driver coming out of orientation is key to keeping a driver in the truck. The best way to do that is with properly inspected and clean trucks."

Dismuke noted that two communication issues on the list are troubling, given the slowing economy and freight market.

"Communication can cure a lot of ills," stated Dismuke. "While you cannot control the economy, you can control how you communicate with a driver. You can also control how quickly you respond to a driver and make them feel more respected. Ultimately, the ability to communicate effectively is going to determine if a carrier's turnover rate goes up or goes down in 2023."

The complete list is below and Dismuke stated that PDA will be providing additional details when it releases the 2022 Recruiting and Retention Annual report.

1. Tractor – Mechanical/ Breakdown Issues
2. Compensation – Pay Rate Not Competitive
3. Equipment Assignment – Tractor Broken Down
4. Miles – Loads Not Available
5. Miles – Inconsistent Miles
6. Home Time – Wants Daily Home Time
7. Miles – Poor Scheduling/Planning
8. Trailers – Mechanical/Tire Issues
9. Communication – No Response by Driver Manager
10. Communication – Slow Response by Driver Manager

For more information about PDA, visit www.pdateam.com.

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Community In The Trucking Industry?



by Ron Fraser, Transport For Christ President

I have heard all the excuses why community among believers in the trucking industry cannot happen. And that is just what they are....EXCUSES. On top of that we have ignored the biblical mandate God has given us concerning the need for believers to meet together no matter what their occupation or time constraints.

Why is community with other Christian believers so important?

Christian community is a big deal. Even among the trucking community. It's important for our happiness and growth. And it's not an optional part of the Christian life. When we are in close relationships with other believers, we have people to pray for us, encourage us,

exhort us and serve alongside us.

The question we as a ministry would ask is "Is the trucking community ready to recognize the need that exists for community among the professional driver, his family and others who are part of the trucking industry? We should be, because as I said earlier it is not an optional part of the Christian Life!

The Bible gives us verses like: "And let us consider how to stir up one another to love and good works, not neglecting to meet together, as is the habit of some, but encouraging one another, and all the more as you see the Day drawing near." (Hebrews 10:24-25.)

When we are in close relationships with other believers, we have people to pray for us, support us, encourage us, exhort us and serve alongside us. We have people that we can minister to and are able to "Do Life "with. Just like any relationship, there are difficulties within Christian community, but it's totally worth it!

If you need help developing Christian Community, call TFC Global at 717-426-9977 and we will help you find a group nearby.

Record Year For Volvo Trucks In 2022

2022 was a record year for Volvo Trucks. The company delivered an all-time high number of its trucks to customers and also increased its market share in 41 countries.

Volvo Trucks in 2022 executed its best performance in the company's history. The global truck manufacturer delivered 145,195 trucks in 2022, an increase of 19% from 2021, when 122,525 trucks were delivered. Volvo Trucks also increased its market share in the heavy truck segment (≥ 16 tonnes) in 41 markets globally. The record deliveries and market share increase should be seen in the light of supply chain shortages that prevailed throughout the year.

"We have had a fantastic year, considering the uncertain and difficult times we live in. Despite supply chain shortages and disturbances in production, we managed to increase our volumes significantly and get the trucks out to our customers, so that they can grow and improve their business. This is thanks to our close collaboration with our suppliers as well as the hard work done in our own organization and at our dealers," says Roger Alm, President Volvo Trucks.



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Fischer Leads Push Against Biden Emissions Rule Hurting Truckers

WASHINGTON, DC... U.S. Senator Deb Fischer (R-Neb.) led 33 of her Senate colleagues in introducing legislation to overturn an excessive Biden Administration regulation on heavy-duty vehicle emissions. The Environmental Protection Agency's (EPA) latest rule would be challenging to implement and make new, compliant trucks cost prohibitive for small business owners.

"The Biden Administration is saddling the trucking industry with an onerous regulation that would jack up vehicle costs and hurt good paying jobs. This aggressive EPA rule – which will hit mom and pop truck operations the hardest – is also ineffective because it incentivizes operators to keep using older, higher-emitting trucks for longer. During a period of high inflation and supply chain disruptions, the last thing this country needs is more expensive freight costs and fewer truckers. I am proud to be leading a large coalition of my colleagues to push back against the Biden Administration's obsession with excessive climate regulations," said Sen. Fischer.

"Here we go again. The new EPA heavy-duty vehicle emissions rule again demonstrates the Biden administration's complete willingness to bring the heavy hand of government down on industry, in this case on the trucking industry that keeps our economy moving. What's even scarier than imposing new rules on everything from heavy-duty pickups to

semis is the fact the EPA is already working on more restrictive rules. I fully support Senator Fischer's fight to stop this gross government overreach," said Sen. Hyde-Smith.

"It is time to get government out of the way of hardworking Americans and job creators. The EPA's woke new rule will only hurt the folks who run small businesses when they are forced into buying the newest and highly expensive 'green' trucks. This is a classic example of gross government overreach, and I am proud to stand with my colleagues to stop this unnecessary and harmful rule," said Sen. Rick Scott.

"In Kansas, the trucking industry is made up of small businesses, and 98% of all trucking companies operate 25 or fewer trucks. Under this new rule, these small businesses will take the hardest hit from this rule that requires them to spend as much as \$8,304 increase per vehicle to be in compliance. This is yet another inflationary policy from the Biden administration that our economy does not need," said Sen. Marshall.

"When you increase the cost of a new heavy-duty truck, you end up increasing the prices that people in Wyoming pay for essential goods. This overly burdensome rule from the EPA would cause incredible harm to not only the trucking industry, but our supply chain. Amidst record inflation, the Biden administration should be

focused on implementing policies that help reduce costs for the American people instead of pushing Green New Deal priorities," said Sen. Lummis.

"Over 24,000 Oklahomans are heavy and tractor-trailer truck drivers. This new rule will burden their livelihoods, increasing costs for the trucking industry and, in turn, increasing costs for consumers in communities who rely exclusively on trucking to deliver their freight. I stand with my colleagues in opposing this rule and pushing back against the heavy hand of the EPA," said Sen. Mullin.

"The EPA's new overreaching emissions rule will further strain the supply chain and put critical trucking jobs throughout Montana in jeopardy. I'm joining my colleagues in pushing back on President Biden's woke, green army of unelected Washington bureaucrats taking aim at our Montana way of life with more ridiculous regulatory nonsense," said Sen. Daines.

"The Biden administration's newest target in their green energy crusade is America's heavy duty trucks, which transport everything from manufacturing components to groceries. The EPA's NOx emissions standards will cause vehicle prices to soar, and ultimately, consumers in Idaho and across the country will bear the burdens of these costs at a time when families are already struggling to make ends meet. This Congressional Review Act sends a message to the Biden administration that its egregious green energy policy will hurt consumers, small business owners,

and our still-fragile supply chain. If this CRA succeeds, Congress can stop this rule before it causes too much damage," said Sen. Risch.

"Biden is at war against truck drivers so he can please his Green New Deal supporters. The EPA's new demands will result in higher costs for drivers, higher prices for goods, and will crush smaller trucking companies by forcing them to again buy all-new equipment. The past few years demonstrated just how important truckers are to the supply chain. It's now more important than ever to keep our economy moving. Supporting truckers and our supply chain is how we get back to made in America," said Sen. Lankford.

"At a time of record-high inflation, Americans cannot afford more burdensome regulations from the Biden administration, particularly rules that target our already constrained supply chain. By increasing costs on the trucking industry, this EPA rule would actually make it harder to replace older trucks with newer models that have reduced emissions. Our resolution would repeal this misguided regulation, protecting our nation's supply chain and U.S. consumers from even higher costs," said Sen. Hoeven.

"I'm proud to join my colleagues in standing up to the EPA for imposing yet another onerous requirement on truckers, which would increase the price of goods at a time when inflation is already hitting American consumers in their pocketbooks," said Sen. Thune.

"Once again Joe Biden's administration is proving they don't care who gets hurt in their quest for so-called 'climate justice. We've already made significant progress over the past few decades in reducing heavy vehicle emission, but the administration insists on imposing additional rules to achieve unrealistic reductions at a massive cost to small business owners. This overreaching, inflexible rule is costly and impractical. Our bill protects hardworking truck drivers, manufacturers, and dealers, including those in North Dakota, by rejecting these burdensome regulations," said Sen. Cramer.

"Since President Biden has been in office, his administration has made rash decisions that hurt our economy time and time again. At a time when our nation is faced with supply chain shortages and record inflation, American businesses should not have to battle the heavy hand of government. We should be working on policies to help our producers and consumers, not hurt them. It is crucial the Biden administration's ruling is reversed to ease the burden on trucking businesses and consumers alike," said Sen. Rounds.

"I spent 39 years building a trucking and logistics company out of my hometown of Jasper, Indiana, so I know firsthand the impact this heavy-handed EPA rule would have. Truckers keep our country moving, so I'm proud to join my colleagues and put a stop to this bureaucratic overreach," said Sen. Braun.

"The prior years of over-ambitious emission standards

have already created unreliable equipment for many years and even driven one of the primary engine manufacturers out of the on-road industry. These ongoing emission systems failures are devastating," said Danny Schnautz, President of Clark Freight Lines (Pasadena, Texas).

"If small business truckers can't afford the new, compliant trucks, they're going to stay with older, less efficient trucks, or leave the industry entirely. Once again, EPA has largely ignored the warnings and concerns raised by truckers in this latest rule," said Todd Spencer, President of the Owner-Operator Independent Drivers Association (OOIDA).

In addition to Sen. Fischer, the resolution was cosponsored by Sens. Roger Marshall, M.D. (R-Kan.), Joni Ernst (R-Iowa), Jim Risch (R-Idaho), John Barrasso (R-Wyo.), Mike Crapo (R-Idaho), Cynthia Lummis (R-Wyo.), Chuck Grassley (R-Iowa), Ted Budd (R-N.C.), Jerry Moran (R-Kan.), John Thune (R-S.D.), Roger Wicker (R-Miss.), Thom Tillis (R-N.C.), Eric Schmitt (R-Mo.), Mike Rounds (R-S.D.), Mike Braun (R-Ind.), Rick Scott (R-Fla.), John Kennedy (R-La.), Dan Sullivan (R-Alaska), Todd Young (R-Ind.), Cindy Hyde-Smith (R-Miss.), Kevin Cramer (R-N.D.), Katie Britt (R-Ala.), James Lankford (R-Okla.), John Hoeven (R-N.D.), Tom Cotton (R-Ark.), Steve Daines (R-Mont.), Marsha Blackburn (R-Tenn.), Markwayne Mullin (R-Okla.), Rand Paul (R-Ky.), Ted Cruz (R-Texas), Marco Rubio (R-Fla.), Mike Lee (R-Utah), and Josh Hawley (R-Mo.).





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ATA President Urges Congress to Build on Infrastructure Bill's Success

Washington, DC... American Trucking Associations President and CEO Chris Spear urged Congress to take steps to exercise oversight over the implementation of the Infrastructure Investment and Jobs Act, ensuring that taxpayers and the supply chain get the maximum return on the \$1.2 trillion of investment the legislation provides.

"For 90 years, the ATA has helped Congress shape its understanding of our nation's infrastructure needs and supply chain challenges and today's oversight of both is welcome and timely," Spear said. "Prior to IJJA's passage, ATA testified 25 times before the House and Senate, sharing how the decaying state of our nation's infrastructure is hamstringing America's ability to compete with rising global powers, like China. In short, a first-world economy cannot survive a developing-world infrastructure."

ATA strongly supported IJJA's passage, but "it was not a perfect piece of legislation - no bill is," Spear said in testimony before the House Transportation and Infrastructure Committee, urging the commit-

tee to exercise its oversight authority to ensure "that every dollar be spent wisely and in accordance with what Congress instructed."

Specifically, Spear said ATA objects to the Federal Highway Administration's decision to direct IJJA funds only to existing roads and bridges, not new construction, arguing that it runs counter to what Congress intended and "does nothing to address congestion, improve safety and reduce emissions."

Spear also urged Congress to remain engaged on efforts to reduce emissions in the supply chain.

"This is not a matter of if we get to zero, but when. We'll get there - just not on the timelines proposed by California. Their rush to zero makes their timeline and targets unachievable, and they will fail," he said. "Again, we're committed to a cleaner environment - we've proven that. We simply ask that we be realistic about the path forward."

With achievable goals, and appropriate oversight, "we'll have the best infrastructure and the strongest, most sustainable economy, like no other," Spear said.

American Trucking Associations Joins DOT Call to Action as a First Mover

Washington, DC... The American Trucking Associations has joined the U.S. Department of Transportation and other members of the transportation community as a "First Mover" by committing to action items in support of the National Roadway Safety Strategy.

The DOT's National Roadway Safety Strategy outlines the Department's comprehensive approach to reversing the rise in traffic fatalities and serious injuries on the nation's highways, roads and streets. As part of that effort, DOT launched the NRSS Call to Action, calling on stakeholders to make commitments to the cause of improving highway safety.

"ATA is proud to be one of the first organizations answering DOT's call to action," Horvath said. "Through our Share the Road program, our Law Enforcement Advisory Board and our ongoing work zone safety awareness campaign, ATA is committing to educate the public about the importance of safely sharing the road with large trucks, practicing safety in construction zones and enhancing the partnership between the trucking industry and law enforcement to address highway safety issues."

For more on the NRSS Call to Action, visit <https://www.transportation.gov/NRSS/CallToAction>.



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TAT Welcomes New Board Member



and teams, solving problems, building culture and enabling long-term success. In his current role at Bridgestone, he leads the Global Service Business Committee, is a lead mentor within the Bridgestone Women's Initiative Network and is the current executive sponsor of Women in Trucking.

"I am extremely excited to join the TAT board and contribute to such a great organization as well as further the partnership between Bridgestone and TAT in combating human trafficking," remarked Mr. Holland. "Extending our collective reach to drive awareness that results in saving victims or potential victims from any form of trafficking is critical. I look forward to the work ahead!"

Josh Holland, vice president of Dealer Operations for Bridgestone Truck Group, comes to Truckers Against Trafficking's (TAT) board of directors with over 23 years of internal and external customer-facing leadership roles within the truck tire industry. Before coming to Bridgestone, he served as vice president of GCR Tires and director of National

Operations at Speedco. For the last 19 years, Mr. Holland has spent his time at Bridgestone supporting individuals



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FMCSA Has Removed Nationwide Technologies Inc's "Nationwide ELD" From The List Of Registered Electronic Logging Devices (ELDs)

Motor carriers and ELD(s) from the Registered Devices list before April 4, 2023.

Motor carriers have up to 60 days to replace the revoked devices with compliant ELDs. On February 3, 2023, FMCSA removed the following device from the list of registered ELDs due to the company's failure to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A.

ELD Name: Nationwide ELD Model number: NWTELD1.1 ELD Identifier: NWT001 ELD Provider: Nationwide Technologies Inc

This device now appears on FMCSA's Revoked Devices list.

Motor carriers and drivers who use the device listed above must take the following actions:

1. Discontinue using the revoked device(s) and revert to paper logs or logging software to record required hours of service data.
2. Replace the revoked device(s) with compliant

Motor carriers have up to 60 days to replace the revoked devices with compliant ELDs. Motor carriers and drivers who continue to use the revoked Nationwide ELD listed above on or after April 4, 2023 will be in violation of 49 CFR 395.8(a)(1)—"No record of duty status" and drivers will be placed out-of-service (OOS) in accordance with the Commercial Vehicle Safety Alliance (CVSA) OOS Criteria.

If the ELD provider corrects all identified deficiencies, FMCSA will place the device back on the Registered Devices list and inform the industry and the field. However, FMCSA strongly encourages motor carriers to take the actions listed above now to avoid compliance issues in the event that these deficiencies are not addressed in time.

Questions? Contact ELD@dot.gov.

TA Signed 30 New Franchise Agreements in 2022

TravelCenters of America signed 30 new franchise agreements in 2022, reaching its annual target. The company remains focused on franchising for accelerated network growth and continues to see year over year franchise signing growth. In 2022, TA opened three new franchised sites and plans to open 20 franchised locations in 2023.

In addition, TA is focused on acquisitions for network growth. The company acquired seven existing travel centers (six with truck maintenance facilities) which began operating as TA or Petro locations in 2022, and three standalone truck service facilities, which began operating as TA Truck Service during the year.

"The success of TA's franchise and acquisition programs is a critical component of our strategic plan, and over time will add well located facilities to better serve our guests across the country," said Jon Pertchik, Chief Executive Officer of TA. "I am excited by meeting our 2022 target for growth in franchise sites and excited to see our new franchise partners flag their travel centers with the TA and Petro brands. Our franchise and acquisition programs, along with our success in implementing other parts of our turnaround plan, and focus on our strategic plan, are a continued sign of the success of our efforts to improve our business."

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AirDog® Clears the Air on Diesel Fuel System Efficiency

Love's Travel Stops opens new locations in Iowa, California, and Illinois



Jefferson City, MO... AirDog® Heavy Duty Diesel Fuel Systems wants to “clear the air” on what their system does to optimize efficiency of the diesel fuel delivery system. From the factory, diesel engines are equipped with a gear-driven transfer pump, which pulls fuel from the tank, most often through a frame-mounted fuel filter or fuel/water separator. Jay Armistead, Business Development for Pure-Flow Technologies, Inc., manufacturer of the AirDog® HD system, explains, “Whenever you have a pump pulling fuel from the tank, that pump is operating under suction, and there is not a pump on the planet that operates at peak efficiency, when operating under suction.” Suction, or vacuum, conditions allow for cavitation in pumps, and cavitation produces vapor in fuel. Armistead continues, “All gear-driven pumps have an efficiency curve, and they are designed/geared to run at peak efficiency within a certain RPM range. As the engine runs throughout a varying RPM range, as the truck runs through varying terrain, the gear pump runs in and out of its efficiency range. This is where the AirDog® comes into play.”

features an integrated demand flow fuel pump, and the AirDog® pump does the work of pulling fuel from the tank, and then it feeds fuel to the gear-driven transfer pump under net positive pressure. In other words, the suction condition is corrected, throughout the engine RPM range, and there is no cavitation allowed in the gear-driven pump. In addition to providing net positive pressure to the engine pump, the AirDog® removes entrained air, moisture, and particulates from fuel, ensuring the cleanest-possible supply of fuel to the injection system.

What does all of this mean? Removing impurities, including air, water, and particulates, and providing ideal pressure, results in the cleanest possible burn of fuel, and a clean and complete burn of fuel means optimal efficiency, with less buildup in the emissions system.

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The AirDog® system

Love's Travel Stops is now serving customers in Muscatine, Iowa; Patterson, California; and Normal, Illinois, after three travel stops opened. The Muscatine location adds 60 jobs and 29 truck parking spaces to Muscatine County; the Patterson location adds 85 jobs and 91 truck parking spaces to Stanislaus County; and the Normal location adds 110 jobs and 111 truck parking spaces to McLean County.

The locations are open 24/7 and offer many amenities. Love's Travel Stops is the nation's leading travel stop network with more than 600 locations in 42 states. Love's provides professional truck drivers and motorists with 24-hour access to clean and safe places to purchase gasoline, diesel fuel, fresh coffee, restaurant offerings and more. Love's has over 430 truck service centers, which include Speedco and Love's Truck Care locations. Love's and Speedco combined is the largest oil change, preventive maintenance and total truck care nationwide network with over 1,500 maintenance bays and 1,200 emergency roadside vehicles available for customers.

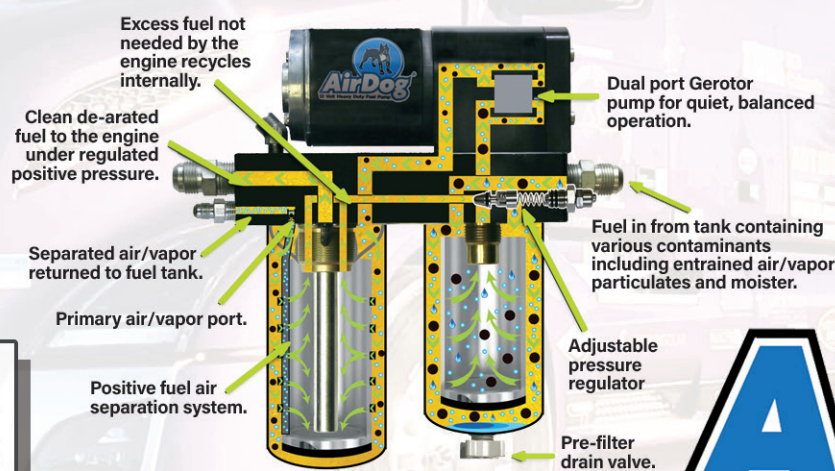
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business is End Dumps, they also have Conestogas, Flatbeds, Tankers, Universal Trailers, Molten Alum Trailers, and Roll-offs. There is a variety of work available, some is

home daily, while the rest is regional, usually out 5 days. Opportunities are available for drivers and owner-operators at their Shawnee, KS; Martinsville, OH; Knoxville, TN; Beachwood, NJ; Weedsport, NY; North Jackson, OH; Perrysburg, OH; Gastonia, NC; Industry, PA; Wabash, IN; Coldwater, MI; and Morgantown, KY terminals, offering a mixture of home daily and regional work and a variety of equipment types. The company offers bonuses for employment longevity, productivity, and safety.

Owner-operators enjoy complete company support including registrations and permits, insurance, road and fuel taxes, maintenance, and road service. Competitive fuel discounts are offered as well as National Tire Discounts. Page Trucking is continually upgrading their fleet of Tractors and Company owned trailers through their numerous long-time business relationships with various Paccar dealerships and trailer manufacturers including MAC and TRAILSTAR to name a few. HazMat endorsements are preferred, but not required.

To learn more about Page Trucking, call Eric at 315-604-4016. See Page Trucking at the Mid-America Trucking Show, March 30-April 1, 2023, at the Kentucky Fair and Exposition Center in Louisville Kentucky. They will be outside the main entrance in booth #91155.

Buffalo Bills Player Teams Up With American Heart Association To Promote Technique That Saved His Life

DALLAS and BUFFALO... When seconds matter most, CPR means the difference between life and death, a fact that Buffalo Bills safety Damar Hamlin personally understands. Unfortunately, most people who have a cardiac arrest aren't surrounded by people trained in CPR like Hamlin was when he collapsed during a televised Monday night game in early January. That is why Hamlin is launching his #3forHeart CPR Challenge aimed at saving more lives through CPR education and training with the American Heart Association, a global force for healthier lives for all.

Hamlin hopes to use his experience to educate people about importance of CPR and inspire them to learn Hands-Only CPR – a quick, easy to learn lifesaving skill.

Hamlin's #3forHeart CPR Challenge is an exciting, yet simple social media challenge with 3 steps

* 1 – LEARN: Go to heart.org/3 to watch a 60-second video to learn Hands-Only CPR

* 2 – GIVE: Donate to the American Heart Association to fund CPR education and training, and other life-

saving programs and scientific research.

* 3 – SHARE: Use #3forHeart to challenge 3 friends to do the same on social media.

To kick off the campaign, Hamlin challenged NBA legend LeBron James, Tampa Bay Buccaneers quarterback Tom Brady and former First Lady Michelle Obama.

"I'm excited to be teaming up with the American Heart Association," said Damar Hamlin. "It's going to be an amazing opportunity to impact and educate millions of people on the importance of CPR. It literally saved my life."

CPR – or cardiopulmonary resuscitation – is performed when the heart stops beating and, especially if started immediately, can double or triple a cardiac arrest victim's chance of survival. People are encouraged to participate in all three steps to learn and promote education of Hands-Only CPR.

Hands-Only CPR is a skill everyone can learn. It is as simple as, calling 911 if you see a teen or adult suddenly collapse; and then pushing hard and fast in the center of the chest.

The American Heart Association is the worldwide leader in resuscitation science, education, and training, and publisher of the official Guidelines for CPR.

Additional Resources:
* Multimedia may be downloaded from the right column of the release link.

* Difference in Cardiac Arrest vs. Heart Attack

* Learn Hands-Only CPR/ use an AED (English, Spanish, Mandarin)

* AHA health information: Bystander CPR

* AHA health information: Bystander CPR Infographic

* AHA health information: Hands-Only CPR Resources

Occupational and Environmental Health and Safety Professionals Urge Trucking Industry to Protect Workers

FALLS CHURCH, VA... Getting from one point to another on America's roads and highways can be dangerous for even the most experienced drivers, and workers in the trucking industry face risks both on and off the road. AIHA, the association for scientists and professionals committed to preserving and ensuring occupational and environmental health and safety (OEHS) in the workplace and community, has produced free resources to help trucking operators mitigate transportation-related hazards and protect their workforce.

Trucking industry oper-

ators can now find resources or information about hiring OEHS professionals at a new webpage. The trucking health and safety webpage also includes fact sheets, articles, and studies that address how OEHS professionals help mitigate occupational health risks, such as potential exposures to extreme heat, noise, and hazardous materials that could lead to acute or chronic health effects.

OEHS professionals work with trucking safety experts to evaluate and reduce health risks at all stages of transportation that affect workers performing both driving and non-driving activities, from cranking dolly legs and climb-

ing trailer ladders to opening and closing valves and assessing chemical spills for potential human contact and environmental impact. Following this comprehensive assessment, OEHS professionals recommend risk mitigation strategies designed to prevent accidents and injuries from happening. Improving worker health and safety can reduce absenteeism and decrease turnover rates, resulting in a more efficient and productive workforce.

For more information, please visit www.aiha.org.

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Johnson, Costa Lead Bill to Improve Supply Chain

Washington, DC... U.S. Representatives Dusty Johnson (R-S.D.) and Jim Costa (D-CA) introduced a sweeping overhaul of the interstate trucking supply chain system. The Safer Highways and Increased Performance for Interstate Trucking (SHIP IT) Act increases safety and shipping capacity for truckers; provides recruitment and retention incentives for drivers; and includes flexibility during times of emergencies or black swan events.

"Americans experienced a slew of freight disruptions during and after the COVID-19 pandemic," said Johnson. "Last year we addressed ocean shipping reform, and it's clear that updates are needed for other parts of the supply chain. The SHIP IT Act will bridge gaps, keep costs down for consumers, and make it easier for shippers to move products across the U.S."

"Disruptions in our trucking supply chain continue to drive up costs and create uncertainty for American consumers and producers," said Costa. "We need to recruit, train, and retain truck drivers to keep our supply chain moving, while also updating best practices to improve trucking to fit our modern economy. That is why we introduced this bipartisan legislation to strengthen

the workforce and make it easier to move products across the country."

"The Shippers Coalition applauds the introduction of the Safer Highway and Increased Performance for Interstate Trucking "SHIP IT Act." This bill is vital to strengthening our supply chain by increasing shipping capacity, lessening burdens on truck drivers, modernizing the CDL process, and allowing additional flexibilities during times of emergency. The 80+ members of the Shippers Coalition appreciate Congressman Johnson's steadfast leadership on these issues and look forward to working with him to help this critical legislation become law," said Sean Joyce, Executive Director, Shippers Coalition.

"Hendrickson is a vital tier 1 supplier to the truck and trailer manufacturers worldwide, supplying suspensions systems, axles, brakes, springs, slider box systems, and bumpers. Hendrickson is proud to have one of its key manufacturing facilities located in the great state of South Dakota. The Mitchell, S.D. location, established in 1987, manufactures trailer air ride componentry and other important suspension parts. Hendrickson wholly supports legislative efforts that aim to improve the trucking industry. A perfect example is the "SHIP IT Act," sponsored by

Congressman Johnson. Anytime we can make the recruitment of qualified truck drivers easier and with greater retention, that is a positive step for the supply chain. Additionally, addressing the efficiency of moving goods on our roadways aligns well with America's need to become more environmentally conscience, while keeping safety at the forefront. We are grateful to have Congressmen, like Representative Johnson, lead these significant and important issues," said Matt Joy, President & Chief Executive Officer, Hendrickson.

"The SHIP IT Act is commonsense trucking reform legislation that will help dairy companies overcome many of the current supply chain challenges facing our industry. The legislation would bring the U.S. supply chain into the 21st century to meet the needs of shippers, reduce regulatory burdens that cost shippers millions of dollars a year, create good paying jobs, and support the ambitious sustainability goals of dairy businesses. IDFA is grateful to Reps. Dusty Johnson and Jim Costa for their leadership on this issue, and we urge swift passage of the SHIP IT Act in both chambers of Congress," said Michael Dykes, D.V.M., President and CEO of the International Dairy Foods Association.

"Milk is a perishable commodity that needs to move quickly along the supply chain from the farm to the consumer. The damages wrought by the COVID-19 pandemic and the supply chain snarls that followed have shown how important it is to find safe, efficient means of transporting goods across the country. We commend Representatives Dusty Johnson (R-S.D.) and Jim Costa (D-CA) for their bipartisan Safer Highways and Increased Performance for Interstate Trucking Act. This measure includes important provisions that will improve transportation efficiency and sustainability

within the U.S. dairy industry," said Jim Mulhern, National Milk Producers Federation President and CEO.

Background:

* America is experiencing an 80,000-truck driver shortage, which has a negative ripple effect for every part of the supply chain.

* The median age of the truck driver in the industry is between 51- and 52-years old.

* There is one parking space available for every 11 semitrucks on the road—yet there is a need for even more trucks to deliver freight.

The Safer Highways and Increased Performance for Interstate Trucking (SHIP

IT) Act:

* Modernizes the authority for certain vehicle waivers during emergencies, allowing waivers in response to disease and supply chain emergencies

* Allows truck drivers to apply for Workforce Innovation and Opportunity Act grants

* Incentivizes new truck drivers to enter the workforce through targeted and temporary tax credits

* Streamlines the CDL process, making it easier for states and third parties to administer CDL tests

* Expands access to truck parking and rest facilities for commercial drivers

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Volvo Trucks Expands East Coast Certified EV Dealer Network with Bergey's Truck Centers in New Jersey



Volvo Trucks North America has named Bergey's Truck Centers, a fourth-generation, family run dealership group, as the second Volvo Trucks Certified Electric Vehicle (EV) Dealer in New Jersey. The dealership's Trenton, New Jersey, location is the first of its 17 locations to complete the necessary sales and service team training and facility upgrades to become a certified dealership and is now ready to support customers throughout the Mid-Atlantic region that are interested in adding Volvo VNR Electric trucks to their fleets.

"Fleets in the dense urban regions along the East Coast of the U.S. are increasingly recognizing that the battery-electric Volvo VNR Electric is ideally suited for their local and regional distribution routes," said Peter Voorhoeve, president, Volvo Trucks North America. "We continue to expand our Volvo Trucks Certified EV dealership network to support fleets across North America to ensure they are choosing the right configuration of the Volvo VNR Electric for their own unique routes and doing so in the most cost-effective way, accessing all available grants and incentives."

Sales representatives at Bergey's Truck Centers' Trenton location have been trained to help customers identify and apply for public funding on the federal, state, and local levels to offset purchase costs. The dealership group is prioritizing the certification process for areas with the most customer demand and available incentives, and currently has four other locations working on the rigorous certification process.

Bergey's has 17 dealerships in Delaware, Maryland, and Pennsylvania, as well as two additional locations in New Jersey.

The Trenton location has two technicians that are trained to understand the proper safety procedures when servicing electric drivetrains and components. The dealership has also made the necessary facility upgrades to have two EV service bays with mobile chargers and advanced diagnostics tools to safely perform battery-electric truck maintenance and repairs for trucks in operation. Bergey's has eight dedicated parts sales locations and maintains a stock of key parts and components for the VNR Electric model to minimize service times and quickly get trucks back on the road.

"One of Bergey's core values is a commitment to continuous improvement, and we wanted our sales and service teams to be ready to guide our customers as they look to start that next step in fleet sustainability," said Mark Brown, vice president of service, Bergey's Truck Centers. "We plan to continue our training and facility upgrades in preparation for adding other Bergey's Truck Center locations as demand for the battery-electric trucks continues to grow."

Volvo Trucks now has certified EV dealers in California, Indiana, Massachusetts, Minnesota, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Texas, and Virginia, as well as in British Columbia, Ontario, and Quebec, Canada, with numerous dealerships across North America finalizing their certifications in 2023.

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PGT Trucking Named to the 2023 Best Fleets to Drive For® Top 20

Aliquippa, PA... PGT Trucking Inc., a multi-service transportation firm offering flatbed, dedicated, international and specialized services, has secured its first Best Fleets to Drive For® Top 20 recognition from Truckload Carriers Association and CarriersEdge.

Launched in 2008, Best Fleets to Drive For is the only annual program dedicated to uncovering the best workplaces in the North American trucking industry. This prestigious award recognizes the top for-hire trucking companies that provide outstanding work environments for their professional truck drivers. The overall winners in the large and small fleet categories will be named during the annual TCA convention in March.

"PGT Trucking's Core Values of People, Stewardship, Integrity, Excellence and Innovation are essential components of our strong culture," said PGT President Gregg Troian. "For more than 40 years, our CEO Pat Gallagher has advocated that we are in the people business, and that who we are as an organization is so much more than trucking. We invest in our employees at all levels - they are PGT's greatest asset - and platforms like Best Fleets to Drive For give us the opportunity to continually review our programs, make improvements and evolve our industry."

To be considered for the Best Fleets program, companies had to be nominated by one of their professional drivers and undergo a thorough evaluation process consisting of a detailed questionnaire, leadership interviews and driver surveys. Fleets were judged on several categories, including overall compensation, health benefits, safety programs, performance management, professional development, career opportunities and more. This year, over 165 fleets were nominated, with a record-breaking 95 fleets named as finalists.

"This award recognizes PGT's commitment to provide a safe and rewarding lifestyle for our Proud Professional Drivers," added Troian. "We will continue to focus on developing innovative programs and utilizing the most advanced technology and equipment to lead the Future of Flatbed®, furthering our objective to enhance the work/life balance for our drivers."

PGT Trucking, Inc. 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®. At PGT Trucking, "Safety is Everyone's Job - All the Time." Visit www.pgttrucking.com.

Truckstop and Bloomberg Intelligence Survey Shows Carriers Remain Cautious Heading into 2023

Carriers are cautious about the outlook for demand and rates over the next six months as the spot market rebalances from a surge in capacity, according to the latest Bloomberg | Truckstop survey, which polled owner-operators and small fleets.

"Spot rates are not in line with the higher costs facing carriers, which is weighing on owner-operators' profits," said Lee Klaskow, senior freight transportation and logistics analyst at Bloomberg Intelligence. "We expect the market to continue to rebalance with rates improving as early as 2Q."

The Bloomberg | Truck-

stop 4Q22 Truckload Survey shows:

* Owner-operators still split over demand: Owner-operators remain split about where demand is heading. About 30% of respondents expect load growth to decline over the next six months.

* Rates expectations split among bulls and bears: Sentiment is split among owner-operators about where rates are headed. About 33% of respondents expect the rates to rise in the next six months, while 32% expect them to fall. Sentiment is slightly better than in 3Q.

* Spot truckload demand skids in 4Q: 76% of respondents noticed a

drop in demand, a drop from 3Q, with about 65% saying volume growth was down from a year earlier.

"Owner-operators polled for this survey remain cautious, but spot rates are expected to show improvement as early as 2Q" said Kendra Tucker, chief executive officer, Truckstop. "Truckstop provides owner-operators with the technology and solutions they need to keep their business moving and their bottom line growing regardless of the

market conditions."

The Bloomberg | Truckstop survey of owner-operators and small fleets provides timely channel checks into the health of the spot market. The sample size was 113. It consists of dry-van, flatbed, temperature-controlled and specialized/diversified carriers. Of the respondents, 66% operate just one tractor.

To learn how Truckstop is helping move the freight community forward, visit <https://truckstop.com>.

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Based in Lake Success, New York, Transervice currently manages approximately 25,000 pieces of equipment in 124 regional and local facilities across North America. Our workforce is some 1,200-strong, including more than 1,000 drivers and technicians. Transervice works with many nationally and regionally recognized brands across a wide range of business segments including food manufacturing, retailing, industrial production, communications, retail chain stores, publishing and more.

The company's service offering includes:

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- * Freight Management

Transervice values its employees as much as it does its customers. Every employee at Transervice has access to the leadership team and

the leaders know the team members by name and are interested in the well-being of all employees and their families. In fact, during the COVID-19 pandemic, Transervice did not lay off a single employee.

"Director cares about employees, values feedback, and welcomes creative solutions from employees. Awesome work life balance. Fun work environment. Positive team environment," said a mechanic.

In addition to a competitive salary and benefits package, Transervice also offers career advancement for employees looking to get ahead. The company invests in its people to help them grow their careers which is why many employees have been with the company for more than 25 years.

"ASE certifications have been a priority. They recently increased the benefit for

maintaining certifications. Ongoing online training is provided for helping techs keep up with the ever growing demands of technology," a foreman said.

Because of its wide geographic footprint, there are employment opportunities at Transervice in a variety of locations. Positions available include drivers, fleet technicians, transportation managers and dispatchers, administration, finance and accounting, information technology, logistics design and sales.

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Something to Think About - Consumer Ready

by: Mike McGough

If someone is willing to do your work for you, let them. That is unless you're really committed and what to be responsible for that work. One common inducement for letting others do your job or a portion of it, would be if letting them could save you time and money. And if there were no serious repercussions for passing your responsibility off on someone else, you'd almost be a fool not to do so. Could that be part of the 21st century thinking of many major companies where products are rushed to market, without adequate research and development, thus putting the burden on consumers to work out the bugs in their products, all the while assuming as little responsibility for the process as possible? Consider the following three examples, then think about your own recent experiences dealing with BIG business.

It started with a home computer with run-of-the-mill programs and a basic operating system. Everything started off well; it was great. Then there was a system upgrade that was at first optional, but over the next month or so, it became necessary if the various programs were to remain operational. That's when the problems started. Error messages, unexpected shut downs, programs that failed time and again, lost

data (some irretrievable), were but a few of the problems. Numerous calls to someone in the country of God-only-knows-where that always ended up being an on-line assistant with programmed digital responses to only a limited number of questions were a joke. Nothing changed, the problem persisted. Finally, a standard-issue email message suggested taking the computer to a regional store a 90-minute drive away. Three trips back and forth, 12 driving hours and at least that many more waiting, accomplished nothing.

On the fourth trip, he was asked to leave the computer. The "expert" said there were numerous bugs in the new operating system, and the company was installing one of the old systems back on the computers until they could get the bugs work out of the new one. No apology for time wasted, inconvenience, computer downtime, nor even a hint of reimbursement or expenses incurred. It was clear to this consumer, that he was an unpaid and totally unappreciated employee of what once was this company's research and development department.

The next episode was a pick-up truck. It was only five-months old when the computer and electric system began failing. Locks operated intermittently, once actually locking passengers

in the truck. Turning the wipers on often caused the radio to change stations, or the air conditioning to turn off. The entertainment features of the vehicle seldom worked for more than a week at a time, and even though the dealership tried repeatedly to repair it, the problem persisted. The final straw was when the idling speed would periodically become so rough that driving was difficult.

Sixteen trips back to the dealership, countless efforts to deal with lemon laws procedures, numerous dealer-initiated calls to the company's engineering department, and several warranty referrals back to the manufacturer, were all totally rebuffed with statements like, "We're aware of the problems and we're working on them." "There's nothing more we can do at this time, your patience is appreciated." Finally, the owner of the dealership, a real stand-up guy, took care of the situation, when he bought the truck back. Eventually, it was reprogrammed and set right, but that took almost six more months.

The third example was at Frankie's Pizza & Subs (not the real name). The buns and pizza crust at Frankie's were to-die-for delicious. Nevertheless, Frankie wanted to experiment with a new recipe. When you ordered, Frankie gave you the option to try the new recipe. If you took a bite and didn't like it, he'd replace it immediately, no charge. When

you were finished, he gave you a penny and asked you to put it in one of two jars on the counter. They were marked GOOD and BAD. You could also tell Frankie how you felt, he was accessible! If you participated, he gave you a dollar-off coupon for your next visit. A quick look at the jars indicated how others felt. It was an open, easily-accessed, consumer-sensitive process. Frankie assumed all of the expense, devoted his time, and compensated his customers for participating. He assumed full responsibility for his research and product development.

Big companies, should take a lesson from Frank-

ie. Do your own research and development. Be accessible. Quit hiding behind nightmarish telephone systems and programmed, online assistants. If you want a bigger market share, make your products con-

sumer ready, rather than just market ready. There's a big difference.

BTW, Frankie's new recipe was not consumer ready, so he went back to his kitchen to work on a new one!



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National Nonprofit Wreaths Across America Announces New Theme for 2023 - "Serve and Succeed"

COLUMBIA FALLS, ME... Each year, millions of Americans come together to REMEMBER the fallen, HONOR those that serve and their families, and TEACH the next generation about the value of freedom. This gathering of volunteers and patriots takes place in local, state and national cemeteries in all 50 states - most recently at 3,702 participating locations - as part of National Wreaths Across America Day. Each year, a new theme is chosen to help volunteers and supporters focus their messaging and outreach in their own communities. Today, the national nonprofit announces the theme for 2023 is "Serve and Succeed."

The inspiration for this year's theme came while discussing the significance of 2022's theme, which was "Find a Way to Serve," and the need to continue to stress the importance of service and the positive ways it can impact lives. Wreaths Across America plans to focus on the storylines of veterans and military families who have found success through their own service, while also highlighting local volunteers across the

country and the success that comes from serving their communities. The organization will continue its commitment to supporting and bringing attention to the needs of our veteran community while also showcasing the continued contributions of those who serve.

"There are many ways to serve your community and country, and just as many definitions of success," said Karen Worcester, executive director, Wreaths Across America. "We hope through focusing on those stories of success we will help change the dialogue around what it means to serve your country."

In 2022, more than 2.7 million veterans' wreaths were placed by volunteers on headstones at 3,702 participating locations around the country in honor of the service and sacrifices made for our freedoms, with each name said out loud. Wreaths Across America volunteers work year-round to ensure military laid to rest are remembered, their families and living veterans are honored, and the next generation is taught about the value of freedom.

This year, National Wreaths Across America Day is Saturday, December 16, 2023. It is a free event and open to all people. For more information on how to volunteer locally or sponsor a wreath for an American hero, please visit www.wreathscrossamerica.org. To follow stories throughout the year from across the country focused on this theme, please use the hashtag #ServeAndSucceed.

Wreaths Across America is a 501(c)(3) nonprofit organization founded to continue and expand the annual wreath-laying ceremony at Arlington National Cemetery begun by Maine businessman Morrill Worcester in 1992. The organization's mission - Remember, Honor, Teach - is carried out in part each year by coordinating wreath-laying ceremonies in December at Arlington, as well as at thousands of veterans' cemeteries and other locations in all 50 states and beyond.

To learn more, please visit <https://www.wreathscrossamerica.org/pages/19520/News/900/?relatedId=0>.

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A Likely Story - "Headlines We Can't Unsee"



By Roger Clark

REALITY SHOWS DON'T SHOW THE WHOLE STORY. You're kidding, right? You mean there's something fake about Naked & Afraid, American Pickers, and Ice Road Truckers? Well thank goodness WWE Wrestling is real!

KELLY RIPAS'S DAUGHTER HORRIFIED TO SEE MOM HAVING SEX. Just why this is news remains a mystery. It's not that I don't care, but gee whiz, Batman, I just don't care. Especially since her response to this revelation is posing nude as an empty nester.

BURT REYNOLD'S BUSINESS PARTNER RECALLS THE ACTOR'S FINAL DAYS. I don't know about you guys, but I'd rather remember Bandit the way he was, not the way he got dead. In fact, that about sums up how I feel

about getting dead in the first place!

CHICAGO WOMAN CHARGED WITH DISMEMBERING HER LANDLORD FOUND IN FREEZER AFTER GETTING EVICTION NOTICE. Now, I like to think I can write a coherent sentence, but I'm still scratching my head over this one. But then, it is Chicago, after all.

ANDERSON COOPER WON'T INHERIT GLORIA VANDERBILT'S FORTUNE. Awwwww. You mean a limp-wristed millionaire from the lowest rated news channel in American history won't get a pay raise? Whatever will he do, you ask. I'm with ya, bro. I'm with ya!

FORMER CHILD STAR SAYS GIRLFRIEND CAN'T KEEP UP WITH HIS SEX DRIVE. For starters, the child star is 54-year-old Mason Reese, and no, I never heard of him either. Second, he starred in donut commercials almost five decades ago, and third, his girlfriend is a stripper on the internet. Tabloid, yes. News, no.

UNIVERSITY OF OREGON STUDENTS FEEL INFERIOR NEAR PIONEER STATUE. Eugene is a beautiful city in the Emerald state, just off interstate 5, but it is 400 feet above sea level. It's the only explanation why these kids feel

uncomfortable in the shadow of a statue dedicated to nothing they care about.

PARENTS THROW PUNCHES IN LITTLE LEAGUE BRAWL. The Denver suburb of Lakewood apparently doesn't have enough to be embarrassed about, so four adults were arrested after disputing a call by the 13 year-old umpire. The players were seven years old, and not expected to raise bail for their parents.

JOEY CHESTNUT WINS HOTDOG EATING CONTEST. So what else is new? Chestnut wins every hotdog eating contest, because (A) nobody eats that many in a month, never mind ten minutes, and (B) No one can watch this spectacle without throwing up.

DEMOCRAT CONTENDER FOR PRESIDENT INSISTS ON CHOOSING TRUTH OVER FACTS DURING IOWA STATE FAIR APPEARANCE. Apparently, it did not involve classified documents, but they did insist on landing at the Iowa airport.

WOODY HARRELSON CLAIMS DONALD TRUMP ASKED HIM TO BE HIS PRESIDENTIAL RUNNING MATE. The actor cited Jesse Ventura as a witness. You might possibly find loonier conspiracy

whack jobs than these two, but I kinda doubt it.

AL GORE TELLS THE CLIMATE CHANGE KOOKS IN DAVOS, THAT GLOBAL WARMING IS REAL.

He insisted this time he's super, super serious, and the oceans are boiling even now. The carbon footprint left behind by the 118 private jets, including his, had nothing to do with it.

BILL CLINTON'S FAVORITE BOY TOY MOCKS MIKE PENCE FOR SPENDING TIME ON HIS KNEES. She's afraid we'll forget where her knees were and forget the color of her famous blue dress. Whatever her name is!

TRUCKERS WARN OF BLOODBATH AS COMPANIES GO BANKRUPT. What they mean, I think, is that they'll quit if Consolidated Freightways, New England Motor Freight, Jevic, Celadon, Falcon, New Century, or Arrow goes under. But there's a problem. Drivers are still working, in this business, even as the businesses themselves are going bust. Reckon I see that as a good thing!

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loads posted by brokers who have been vetted and approved by Truckstop.

"Riding along with Wayne gave me a bird's-eye view from the front seat of his cab, an experience that was both fun and informative," said Kendra Tucker, chief executive officer, Truckstop. "Wayne shared that Truckstop is the tool that powers his business, so being able to see firsthand how our technology helps him was invaluable."

He can also perform a multi-trip search in advance, which he relies on to increase his earnings while only working a couple of days a week. With this trip planning feature of the load board, Wayne can eliminate deadheads altogether, which is key to making the most money every time he goes out. He can also look at truck activity by origin and destination to see the truck-to-load ratio in his area and determine the most lucrative time to be out on the road.

For more information about how Truckstop helped Wayne Hardee of Hardee Hauling, LLC define success on his terms, visit <https://truckstop.com/resources/stories/hardee-hauling/>.

and flexibility to live and work on their terms, so finding a load board that fits their needs, helps plan the most efficient routes and helps get the rates that keep them profitable is paramount. After 30 years in the freight business, Wayne Hardee of Hardee Hauling LLC, knows what works for him and that is the Truckstop Load Board which he uses to maximize his profits and his time with his wife, Lori.

"The Truckstop Load Board is the best \$39 I ever spent - it's my cash cow," said Wayne Hardee, Hardee Hauling LLC. "The freedom of driving a truck and the Truckstop Load Board give me the flexibility to set my own hours, choose the loads that fit my criteria and stay close to home."

In 2019, Wayne opened Hardee Hauling, LLC with his wife Lori. Today, the Hardees run their one-truck operation out of Harrington, DE, covering much of the East Coast and surrounding areas. With the help of the Truckstop Load Board, Wayne earns a comfortable salary working just two to three days a week while sticking within 500 miles of his East Coast home base.

Hardee also uses the Truckstop Go™ mobile app to find the right loads for his reefer truck in his preferred lane, plan routes that maximize his profit, and get data that helps him negotiate the rates he knows he deserves. The Truckstop Go™ mobile app also enables him to perform unlimited searches to quickly locate relevant

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Daimler Truck North America And Love's Travel Stops Partner To Expand Freightliner Service Points

OKLAHOMA CITY, OK... Daimler Truck North America (DTNA), the largest truck manufacturer in North America, and Love's Travel Stops (Love's), America's leading travel stop network, today announced an exclusive strategic partnership to provide select services for Freightliner vehicles at approved Love's Truck Care and Speedco, a member of the Love's Family of Companies, locations across the country.

Beginning this spring, authorized Love's locations will provide light mechanical warranty repair work, roadside warranty emergency services and approved field service and recall campaigns for Freightliner

er trucks. With more than 400 Love's Truck Care and Speedco locations, those approved for providing service offerings, will work directly with their local Freightliner dealer to ensure parts availability, quality repair work, easy warranty claim filing and to help get Freightliner drivers back on the road quickly.

"Love's is an experienced partner that knows how to fulfill our customers' needs. With this complementary offering to our own service network, we will provide Freightliner customers the increased support and convenience they need to keep the world moving," said Drew Backeberg, senior vice president, after-

market, DTNA.

"We know that time is money for professional drivers, and we're excited to introduce a new service touch point to help get Freightliner drivers back on the road quickly," said Gary Price, executive vice president of total truck care solutions for Love's. "Working with DTNA and Freightliner dealers, we will have the systems in place to maximize uptime for our mutual customers."

More information about this partnership and service offering details will be available in spring 2023.

To learn more about Love's Truck Care and Speedco locations, visit www.loves.com/truckcare.



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Autocar's Record-Breaking Innovations Remain Unparalleled and Celebrated

Autocar LLC shared its record-breaking accomplishments and innovations from 2022. Over the past year, the Autocar brand celebrated its 125th anniversary, marking another momentous year as the nation's first and oldest truck brand. Fueling Autocar's continued success in the EV market is the delivery of its first all-electric terminal tractor, the E-ACTT, and the announcement of its forthcoming electric refuse truck, the E-ACX.

As 2023 gets underway, Autocar reflects on the brand's proud legacy while also looking to a future of new possibilities—one that promises to meticulously uphold the brand's premium customer experience while also proving itself as a pioneer in new spaces. Only a select number of brands can lay claim to being part of the historical efforts of building and driving critical sectors of America's economic infrastructure—let alone for

125 years. Yet, the Autocar brand has achieved just that—beginning with the brand's namesake the "Autocar No. 1" in 1897 to proudly adorning the grill of today's Autocar trucks as Autocar LLC builds twenty-first-century fleets made up of custom, innovative severe-duty trucks and electric vehicles for an increasingly growing market. Great companies always look forward, but they also honor what went before them. For the Autocar



American cities sustainably. Nearly a century later, Autocar leads the industry with forward-thinking manufacturing, creating innovative and reliable EV options with their E-ACTT terminal tractor and the E-ACX refuse truck.

Initially announced in 2021, the Autocar E-ACTT is the brand's first all-electric terminal tractor option that offers zero emissions and maximum uptime. The first production units were delivered in 2022 to Autocar customers Old Dominion Freight Line and Stater Bros. Markets. By integrating the E-ACTT into their fleets, these customers are now experiencing the yard truck's fast charge cycle (from 10% to 100% within only two hours), a duty cycle of up to 22 hours and the introduction of multiple safety features.

The electric terminal tractor was not the only Autocar EV that made an impact this past year. In August, Autocar announced the forthcoming field testing for its first electric refuse truck option, the E-ACX. The garbage truck manufacturer's first all-electric cabover truck is currently in the final stages of development. Autocar is gearing up to provide fleets with the same premium features and durability its customers have long enjoyed with its diesel and CNG counterparts.

For more information about Autocar LLC, please visit www.AutocarTruck.com.

brand, the industry-changing year of 1899 marked the heart of an industrial revolution when the first motor truck commercially available in the United States was introduced—a purpose-built truck with the first engine-under-the-seat design that offered a payload capacity of 700 pounds. This modern marvel ushered in an era of premium trucks produced solely for vocational needs, equipping them with a cabover engine that maximized freight capacity and revolutionized the company's offerings. As the Autocar brand proudly honors its past, the future looks bright.

Over the brand's 125-year history, Autocar-brand trucks have been no stranger to taking on the ambitious role of pioneers in multiple areas—like powering trucks with compressed natural gas (CNG) and electricity. The brand has always meant innovation, however, long before other EV competitors in the automotive industry. In 1923, with prescient foresight and engineering acumen, the Autocar brand was carried on the nation's first electric trucks, the E1 and E2, offering customers and the economy a before-its-time alternative to navigate and traverse the streets of major

MOVIN' OUT Calendar of Events

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March 30 – April 1- 50th Anniversary Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For More info visit www.truckingshow.com

April 15 – LargeCarMag 5th Annual Family Gathering "United We Roll" Truck Show – Maple Grove Raceway, Mohnton, PA. Raising money for American Cancer Society Relay for Life in honor of our Friend Sal Castiglione Jr and all others that have lost and fought for their lives due to this horrible disease! For more info email: lrgocar@verizon.net or call Michele at 717-806-8907.

April 28-30 - 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.75chromeshop.com

May 1-5 – No Show Drive-In Truck Meet 2023 – Crossroads Shopping Plaza, California, MO. Drive in with your truck and get a free t-shirt, plaque, and a picture of your truck on our website to be entered for the giveaways. For more info visit www.horseandbuggychrome.com

May 5-6 – Midwest Pride In Your Ride Truck & Tractor Show – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-923-3724 or visit www.midwestprideinyourride.org

May 14 - Annual Make-A-Wish Mother's Day Convoy - Manheim Pennsylvania Auto Auction, 1190 Lancaster Road, Manheim, PA 17545 . For more info, visit www.wishconvoy.org or phone 717-283-4868.

May 20 – 3rd Annual Semi Crazy Cornfield Round Up – Waspys Truck Stop, located right on Highway 71 South Side of Audubon, IA (address 2079 US 71). All vehicles welcome if it has tires. Multi ATHS Chapter Event – Show and Shine, No Charge Event. For more info call Dave @ 712-789-0155 or email dgammell@netins.net or Russell @ 402-680-6121 or email kwcoefan@gmail.com

June 1-4 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

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

June 24-25 – 11TH Annual Ohio Vintage Truck Reunion – (Weekend after Father's Day) – Ashland County Fairgrounds. Sponsored by Ohio Chapters of the American Truck Historical Society. Hours 9 am to 4 pm. Hundreds of Vintage Trucks, Truck Model Contest, Trucking Memorabilia Display, Swap Meet, Camping, Food, T-shirts, 50-50, Activities, Country Convoy. Donations to Show Charities appreciated. For more info 419-332-8352. www.ohvintkreu.com

June 25- American Truck Historical Society ATHS Nutmeg Chapter Show - Brooklyn Fair Grounds, Route 169. Brooklyn, CT/ 8:00am-3:pm. For more information, call Tom Bachand @ 774 230 3553

July 13-15 - Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

July 21-22 – Keystone Chapter ATCA Truck, Tractor, and Machinery Show – 139 Municipal St., East Freedom, PA. Dash plaques while supplies last. No judging. Food and drinks both days. For more info, visit www.keystonetruckers.org or call 814-224-2084.

July 21-22 – 6th Annual Gear Jammer Magazine Truck Show – NEW LOCATION! Franklin County Fairgrounds, 89 Wisdom Way, Greenfield, MA. 01301. All proceeds donated to The Doug Flutie, Jr. Foundation for Children with Autism. Over 100 trophies, vendor midway, Light Show, kids activities and more. For more info call Bob @ 508-212-9998 or email: mttconrad7@aol.com

August 4-6 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

September 29-October 1 – 3rd Annual Soza Memorial Truck Show – Stanislaus County Fairgrounds, Turlock, CA. All proceeds benefit Dyslexia For Kids in honor of AJ Soza. For more info call Ashleigh Soza @ 209-247-9739 or email: sozamemorialtruckshow@yahoo.com

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

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A NOTE FROM TURN PIKE EMPLOYEES

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Truckload Carriers Association and CarriersEdge Announce 2023 Best Fleets to Drive For

ALEXANDRIA, Virginia and NEWMARKET, Ontario: Truckload Carriers Association (TCA) and CarriersEdge unveiled the 2023 Best Fleets to Drive For®. The Top 20 winners are comprised of for-hire trucking companies from across North America that are being recognized for providing exemplary work environments for their professional truck drivers and employees.

To be considered for the Best Fleets program, for-hire companies operating 10 or more tractor trailers had to receive a nomination from one of their company drivers or owner-operators. The fleets were then evaluated using a scoring matrix covering a variety of categories, including total compensation, health benefits, performance management, professional development, and career path/advancement opportunities, among other criteria. Driver surveys were also conducted to collect input from drivers and independent contractors working with the fleets.

Last year, TCA and CarriersEdge expanded the program by adding a Hall of Fame category. This recognition level is above the regular Top 20 and honors fleets demonstrating Top 20 performance for extended

periods of time. To be eligible for the Hall of Fame, fleets must be named as a Best Fleet for 10 consecutive years, or 7 years with at least one overall award, and must continue to qualify as a Top 20 to be eligible. While the fleets inducted last year have maintained their exemplary status, two additional fleets have earned the honor this year and will be inducted into the Best Fleets to Drive For Hall of Fame, sponsored by EpicVue.

"This year we saw 165 fleets nominated by their drivers for this program and a record-breaking 95 finalists," said CarriersEdge Chief Executive Officer Jane Jazrawy. "This year's Top 20 and Hall of Fame fleets rose to the top with a range of inventive and effective programs, that reflect true innovation and creative thinking."

"The Best Fleets to Drive For has made a substantial impact on drivers and the carriers they work for," shared TCA President Jim Ward. "During Truckload 2023: Orlando, we're eager to recognize 30 fleets who are focused on providing a great workplace for their professional truck drivers. Be sure to attend this year's awards presentation in March where we honor these Top 20 Best Fleets to

Drive For.

Congratulations to this year's Top 20 winners:

- * American Central Transport - Kansas City, MO
- * C.A.T. Inc. - Coteau-du-Lac, QC
- * Challenger Motor Freight Inc. - Cambridge, ON
- * Chief Carriers, Inc. - Grand Island, NE
- * Continental Express, Inc. - Sidney, OH
- * Decker Truck Line, Inc. - Fort Dodge, IA
- * Erb Transport - New Hamburg, ON
- * Fortigo Freight Services Inc. - Etobicoke, ON
- * Fremont Contract Carriers, Inc. - Fremont, NE
- * Jetco Delivery a GTI Company - Houston, TX
- * K & J Trucking, Inc. - Sioux Falls, SD
- * Kriska Holdings Limited - Prescott, ON
- * Leonard's Express - Farmington, NY
- * Nick Strimbu, Inc. - Brookfield, OH
- * PGT Trucking, Inc. - Aliquippa, PA
- * Thomas E. Keller Trucking Inc. - Defiance, OH
- * TLD Logistics Services, Inc. - Knoxville, TN
- * Transland - Strafford, MO
- * Veriha Trucking, Inc. - Marinette, WI
- * Wellington Group of Companies - Aberfoyle, ON
- Returning Hall of Fame

recipients are as follows:

- * Bison Transport Inc. - Winnipeg, MB
- * Boyle Transportation - Billerica, MA
- * Central Oregon Truck Company, Inc. - Redmond, OR
- * FTC Transportation, Inc. - Oklahoma City, OK
- * Grand Island Express - Grand Island, NE
- * Halvor Lines, Inc. - Superior, WI
- * Nussbaum Transportation Services, Inc. - Hudson, IL
- * Prime Inc. - Springfield, MO
- New Hall of Fame

recipients are as follows:

- * Garner Trucking, Inc. - Findlay, OH
- * TransPro Freight Systems Limited - Milton, ON
- In addition to the Top 20, TCA and CarriersEdge identified five Fleets to Watch (honorable mentions):
- * Crete Carrier Corporation and its Shaffer Trucking Division - Lincoln, NE
- * Mill Creek Motor Freight LTD - Ayr, ON
- * Skelton Truck Lines - Sharon, ON
- * Steve's Livestock Transport - Blumenort, MB
- * USXL - Foristell, MO

Two overall winners, in large and small fleet categories, will be named during TCA's Annual Convention - Truckload 2023: Orlando - set for March 4-7 at the Gaylord Palms Resort & Convention Centre, Kissimmee, FL. The overall winner awards are sponsored by Eleos Technologies and TruckRight.

To learn more about the Hall of Fame category, the nomination process, or additional information on the Best Fleets to Drive For program, visit www.bestfleetsfordrivefor.com.



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CarriersEdge Releases Two New Courses on Mental Health and Personal Security for Truck Drivers

NEWMARKET, ONTARIO... CarriersEdge, a leading provider of online driver training for the trucking industry, continues to expand its library of training courses. The company recently added new courses that address mental health challenges for truck drivers and personal security issues that drivers may encounter on the road.

"A driver's mental state and sense of safety can significantly impact their well-being and productivity out on the road, which is

why we wanted to add these courses to the CarriersEdge library," said Jane Jazrawy, CEO of CarriersEdge. "Both issues are increasingly important for drivers, but often ignored because they can be difficult conversations to have."

According to Jazrawy, many of the top performing fleets that participate in Best Fleets to Drive For® program, an annual evaluation of the best workplaces in the North American trucking industry, have training programs in place to address mental health

and personal security. CarriersEdge, which created the program and evaluates nominated fleets, recognized the need for formalized online training courses on these topics.

Mental Health
On a daily basis, commercial truck drivers can face social isolation, long shifts, sleep disruptions, stress, and other job challenges that over time can lead to burnout, loneliness, and other strains on their mental health. According to the Centers for Disease

Control and Prevention (CDC), more than 50% of the population in the U.S. will be diagnosed with a mental illness or disorder at some point in their lifetime. In any given year, 1 in 5 Americans will experience a mental illness. In the commercial transportation industry, truck drivers are more susceptible to experiencing mental health issues due to the nature of their work. In a 2017 CDC report, transportation professionals experienced the fourth-highest suicide rate among occupational groups.

The new course, "Mental Health," is designed to increase awareness about mental health challenges and provide drivers with solutions to improve their mental well-being on the road. After completing the course, drivers will be able to:

- * Explain the difference between good mental health and mental illness

- * List the mental health challenges that commonly affect professional drivers

- * Describe how lifestyle choices can affect mental health

- * List methods to support good mental health on the road

"There is still stigma surrounding the topic of mental illness, which makes it difficult for people to open up and talk about how they're doing mentally in fear of being judged," said Jazrawy. "This course is a resource for drivers so that they can better identify and work through mental challenges they may experience and for fleet managers to better monitor and discuss these issues with drivers."

Personal Security

On the road, drivers can find themselves in situations that threaten their personal security. According to Verisk, provider of CargoNet, incidents of cargo theft are on the rise. In 2022,

CargoNet reported 1,778 incidents of theft in the U.S., an increase of 15% from 2021. CarriersEdge's new course, "Personal Security," is designed to help increase a driver's awareness about personal security threats and provide information on what to do if a driver finds themselves in a dangerous situation. At the end of this course, drivers will be able to:

- * Recognize various situations that pose a threat to their personal security

- * Describe methods thieves can use to target their load

- * Explain why cargo theft is difficult to prevent

- * Explain how to protect themselves at each stage of the delivery process

- * Describe how to de-escalate potentially threatening situations

- * Explain when they should use self-defense

"Mental Health" and "Personal Security" are now available to customers at no extra charge, as part of the CarriersEdge subscription service. There are nearly 200 titles in the CarriersEdge monthly subscription package, with new and updated titles added regularly. Courses are offered as full-length orientation, short refresher and remedial titles, and as standalone knowledge tests.

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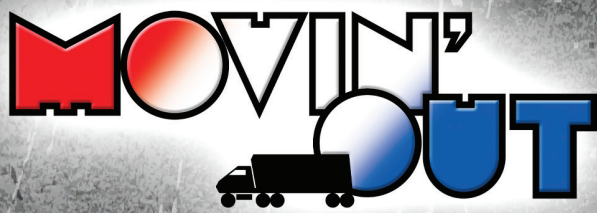
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Working Show Truck Of The Month

Quentin Green - Gregory
Green - Green & Sons, LLC



By Robert Conrad

Family is very important to Quentin Green, and Green & Sons, LLC always treats their customers like family - offering top notch service on small jobs as well as big projects. They are based in Litchfield, CT, and are a family owned and operated excavation company taking a great deal of pride in their work, trucks, and machinery.

Quentin Green says it was always a dream of his & his father's to build a truck in honor of his grandfather, "Pop". Quentin describes "Pop" as a family man, mentor, and hero who laid the foundation and he's the reason they are where they are today!

Quentin and his father reached out to Kyle Pelletier & his crew from Truck Builders of CT to turn the

truck project for "Pop" into a reality. They accomplished the special build with flying colors, as this 2004 T-800 KW dump truck became a rolling tribute to "Pop's" passions for construction, entrepreneurship, family, and putting smiles on the faces of the people he met.

"Pop" Green always said, "A truck isn't just something you drive, it's much, much more." This handsome KW

is powered by a C-15 CAT that's paired with an 18 speed. Truck Builders of CT repainted the cab and removed the body in order to sandblast and paint the frame. A new Brandon 18" dump body was installed, along with a custom cab shield with backlit name box, and custom fenders with backlit logos & engraving. A new bumper was installed up front, along with a

bowtie visor, window chops, and 12 Gauge mirror brackets.

Inside the truck, Truck Builders installed custom embroidered seats and glitter knobs with custom logos. Custom stainless steps and new fuel tanks were also added. This KW can certainly light up the night thanks to new headlights, extra roof lights up top, backlighting, and custom green under glow. In fact all of the lighting is dual revolution, going to green at the flip off a switch.

This KW is no garage queen, since it works daily in the dirt and on sites for Green & Sons. One thing for certain, it represents Green & Sons, LLC and especially "Pop" no matter where Quentin takes it! Movin' Out salutes the Green family and their generations of hard work & outstanding service, by choosing them as our March Working Show Truck of the Month.



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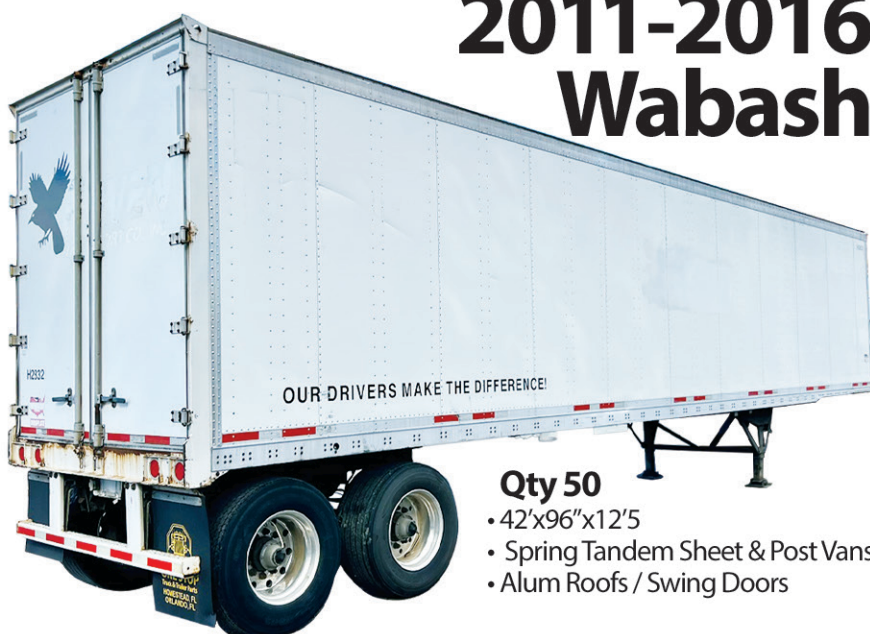
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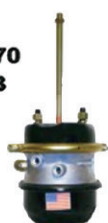


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FEATURES:

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