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"THE JOURNAL OF THE TRUCKING INDUSTRY"

6th Annual Gear Jammer Truck Magazine Truck Show Shatters Records!



The 6th Annual Gear Jammer Magazine Truck Show was held in July 2023 at the Franklin County Fairgrounds, Greenfield, MA. Turn to pages 14 & 15 for more photos and visit Movin' Out's Online Truck Show Gallery @ www.movinout.com for complete photo coverage of the show. - Photo by Dan Pollock -

LCS Offers the Most Diverse Range of Tarp Systems



The LCS Corporate US Headquarters is located at 715 N. Rocky Ridge Road, Cadiz, Kentucky.

LCS – Load Covering Solutions, now located in Cadiz KY, has for the past 17 months made progressive inroads in servicing the local area, offering specialized load covering for a wide range of trailer applications. LCS offers service for all tarping systems relating to flatbed, agricultural and aggregate trail-

ers as well as parts. Originally focusing on servicing a 500 mile radius, our new presence is bringing customers from far and wide that want LCS expertise in a load covering system installed by the original manufacturer. LCS is not just another tarp company! We pride ourselves in being a 45-year

old company resolving load covering problems by leading Innovation into a world of the unknown and designing the right solutions for our customers. LCS will continue to expand its markets in the semi-trailer, goose neck & bumper pull trailers, and over-dimensional trans-

continued on page 7

Introducing FMD Turbo Supply, LLC




Kevin Campbell, The Fuel Mileage Doctor

By Steve Pollock
MCALISTERVILLE, PA... Kevin Campbell, The Fuel Mileage Doctor, is pleased to announce that his company is transitioning to "FMD Turbo Supply, LLC. The company will

now focus on their FMD proprietary line of turbos for heavy-duty trucks. A full line of new Cummins VGT turbos for trucks from 2003-2024, and a brand new line of PACCAR turbos from 2013-2023 are


in stock, along with CAT and Detroit turbos. FMD Turbo Supply offers same day shipping and overnight shipping is available. When your turbo is delivered to you, it is ready to bolt on. All FMD turbos are brand new and no core is required. They are also substantially less expensive (\$2,000) than most OEM remanufactured turbos. All FMD turbos carry a 2 year warranty as well. Your brand new FMD turbo will come complete with billet wheel and a choice of a Holset or aftermarket actuator, high quality cooper journal bearings, aluminum forged compression wheel, and polished aluminum housing. Each turbo is triple balanced to 180,000 rpm's, so when you get it, you are ready to install, and of there is no core charge

continued on page 26



LET'S KEEP MAKING HIGH WAGES HAPPEN!

PETROLEUM DRIVERS



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Sheetz Hosts Grand Opening In Hope Mills, North Carolina - Seven Lanes Offer High Flow Diesel Fuel And Diesel Exhaust Fluid (DEF) For Semi-Trucks



Altoona, PA... On Thursday, February 15, Sheetz, a major Mid-Atlantic restaurant and convenience chain, officially opened its new store located at 310 Chicken Foot Rd. Hope Mills, NC 28348.

In honor of this grand opening, Sheetz donated \$2,500 to the Second Harvest Food Bank of Southeast North Carolina, which serves seven counties in the state and partners with over 200 nonprofit organizations to distribute food daily to those in need.

A second donation of \$2,500 was presented to the Special Olympics of North Carolina. A proud supporter of the Special Olympics for over 30 years, Sheetz also extends its support to the organization through product donations and event volunteers.

The store includes seven lanes that offer high flow diesel fuel and Diesel Exhaust Fluid (DEF) for semi-trucks, along with 12 fuel terminals for other vehicles. The store will also feature 41 free parking spaces, available for overnight parking to truckers. This new location, which will be Sheetz's 41st store to offer truck diesel fuel lanes, can be easily accessed by truck drivers from I-95 Exit 41.

Included in the latest "Companies that Care" list by Great Place to Work and PEOPLE Magazine, Sheetz is committed to supporting the local communities it serves. For the third time in four years, Sheetz was the only convenience store chain included on the list which highlights the top companies in the U.S. that have succeeded in business while also demonstrating outstanding respect and

care for their employees and communities. Sheetz was also ranked third in the latest Best Workplaces in Retail list by Fortune, trailing only Wegmans Food Markets and Target for the second straight year.

Sheetz operates 710+ store locations across Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year. Customers can check if other Sheetz locations sell high flow diesel fuel and Diesel Exhaust Fluid (DEF) through the Sheetz mobile app or website, by filtering "truck diesel" and/or "Bulk DEF."

For more information, visit www.sheetz.com or follow us on Twitter (@sheetz), Facebook (www.facebook.com/sheetz) and Instagram (www.instagram.com/sheetz)



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OFF THE BEATEN PATH

BY PAM POLLOCK



Flamingos - they've got that lovin' feelin'....

Talk "Birdy" To Me...

As I write this column, yesterday was Valentine's Day. Some girls swoon over expensive jewelry, exotic vacations, designer clothes and handbags, and dining at swanky restaurants. And me? Well... the key to my heart is to talk "birdy" to me (but I won't turn down some Sarris chocolate).

Luckily, after almost 42 years, my husband gets me. I received lots of chocolate from him - and he also willingly drove me over 20 miles each way on a wild goose chase to search for Bob Whites. He then spent over 45 minutes traipsing through fields in 28° weather helping me to search for the birds. We came up with goose eggs (pun intended).

He's driven 5 hours one way in a snowstorm to take me to see the Snow Goose Migration in Eastern Pennsylvania. He lugs my 40 pounds of birdseed to my storage bins when they are delivered to the Homestead.

It's not just my spouse who humors my bird obsession - my grandkids enthusiastically point out birds when we are at my house or walking in the woods. They buy me bird décor. My kids give me wonderful gifts of bird handprint artwork, and bird feeders that go in the window so it appears that the birds are in the house.

I hit the jackpot this past Christmas when I received not one, but two Bird Cam feeders! I can now watch from my phone and get videos of birds (and squirrels) noshing on the treats that I leave for them.

My shoulder and neck are perpetually aching from lugging a heavy camera with a gigantic lens on my birding adventures. In

my quest for learning how to advance my photography, I recently took a Bird Photography Workshop at the National Aviary in Pittsburgh. I ventured down to the 'Burgh on 2 Sunday mornings and was literally in bird heaven. I photographed Steller's Sea Eagles, Toucans, Roseate Spoonbills, Flamingos, Owls, Parrots, Penguins and so many other species. I took over 2,000 photos!

Growing up, I was the skinny, weird, nerdy girl who wasn't very social and usually had my nose in a book. Now, at the ripe old age of 62, I am not skinny, but still weird and pretty much anti-social. I'll pick the table or chair in the corner and try to blend in with the wallpaper. If you want to engage me, approach slowly so as to not startle me and start talking "birdy" to me. I will come out of my shell faster than a Southern Three-Banded Armadillo. I'll be whipping out my cellphone to go through my thousands and thousands of bird photos and videos. I'll want to discuss squirrel baffles, feeders, seed and suet with you. I'll pull up my eBird app. In short, I will be your new best friend and my family will thank you for giving them a break from my incessant babbling about my feathered friends. Go ahead, make my day and talk "birdy" to me...



Roseate Spoonbill



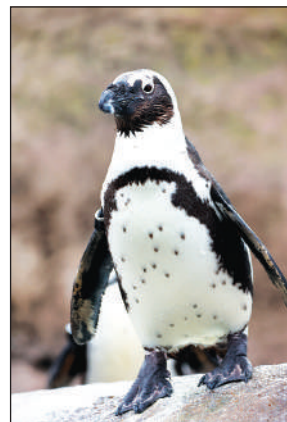
Pumpkin, an Eurasian eagle-owl



At one point there were over 22 Eagles in 3 different trees when I was up at Lake Wilhelm recently.



Falcon

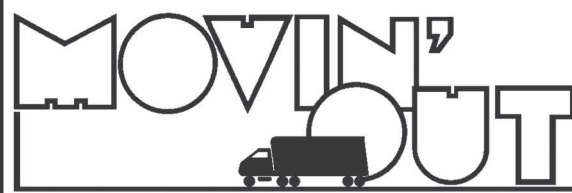


Penguin

- All photos by Pam Pollock -



Toucan



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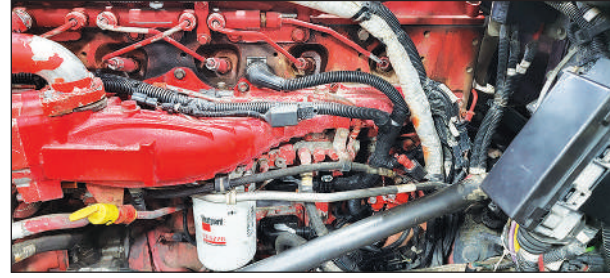
SCAN ME

High Performance Diesels with Bruce Mallinson

When the emission system is working correctly, removing it is unnecessary. If the shop you are using cannot repair the emissions, find an intelligent shop that understands the system. DPF alternatives have the best process for cleaning the DPF filter. However, many of the franchisees are not equipped to remove or troubleshoot the emissions system. You would have to

call the dealer nearest to you and ask them. We at Pittsburgh Power know the systems; we are a DPF Alternatives franchise, and we can clean the DPF filters and diagnose the entire system, including the ECM, repair problems such as making too much soot, too many regens, and/or check engine lights. Most of our clients use our Max Mileage Fuel Borne

Catalyst, invented by Dr. Jane Gates, and it can and will keep your engines and emission systems clean. However, problems such as faulty sensors, an SCR at the end of its useful life, or a broken wire harness can happen. Any emissions problem can be fixed at our facility, and your truck can be kept legal and powerful with an extended engine life and excellent fuel mile-



age. I know several great service managers at dealerships that will be able to help you with emission problems. Do yourself a favor, continue running the Max Mileage Catalyst, eliminate 90 percent of the problems, and enjoy the benefits of a clean engine.

Just today, I received a call from an older owner-operator from California who should have known better than to have his truck deleted. It's a 389 Pete, 485 ISX with 800,000 miles. The engine runs well; however, there were some mechanical issues with the emissions system, and the mechanics

needed to be educated on the internal workings of the emission system. So, they deleted his system and improperly set the ECM. The result was very high turbo boost on the level, poor fuel mileage, and low power. At 62 mph on the level, the boost is 21 psi; in direct gear, at 52 mph, the turbo boost is 18 psi. It should be between 0 to 2 psi. This engine is wearing itself out because the mechanic did NOT know how to set the variable geometry turbo. Can Pittsburgh Power make the changes to his ECM? Of course, we can. However, our number will show we were the last shop in the ECM, and now we are associated with an illegal truck, and WE WILL NOT DO THAT. Fines of \$1,000,000.00 and time in jail could be the result. Getting good, reputable shops to work on your truck is only one of the detrimental issues you will face with a deleted truck.

The image shows one of

the Cummins in our shop that has all its emissions systems restored from a bad delete scenario. Because the parts have been off for so long, many of them, like the EGR, must be replaced. A new wiring harness and many sensors were also needed. Even after all the parts were replaced, multiple codes still exist, and our engineering team is working hard to find all of the potential faults that are still inherent in this kind of repair. This can get costly. Another reason to think twice before deleting.

Why Diesel Engines Are Chronic Smokers

Diesel engines are well-known for their strength and effectiveness, especially in heavy-duty tasks like powering trucks, buses, and industrial machines. However, one common issue with diesel engines is their tendency to produce more smoke than gasoline or alternative fuel engines. Understanding why diesel engines emit more smoke can help clarify how they work and why they emit pollutants.

One key reason for diesel engine smoke is the type of fuel they use. Diesel fuel is thicker and oilier than gasoline, made up of larger molecules. When these molecules are injected into the engine's combustion chamber, they're supposed to break down into smaller droplets for a more efficient burn. However, this process can sometimes fail to be completed due to factors like insufficient fuel injection, poor air mixing, or imperfect combustion conditions, creating soot

particles.

Another reason is that diesel engines operate at higher compression ratios than other engines. This compression generates more heat, which is crucial for igniting the denser diesel fuel without spark plugs. But this intense heat can also produce nitrogen oxides (NOx) and particulate matter, which are components of diesel exhaust emissions. These pollutants not only cause visible smoke but also pose environmental and health risks.

Diesel engines often use turbochargers or superchargers to boost performance by increasing air intake and combustion efficiency. While these enhance engine power, they can also increase smoke production if not appropriately matched with the engine. An oversized or mismatched turbocharger or supercharger may cause excess fuel to be injected into the combustion chamber, resulting in black smoke emissions.

Additionally, the age and condition of a diesel engine affect smoke production. Older engines or those with worn components may burn fuel less efficiently, leading to more smoke. Regular maintenance and tuning are crucial to reduce smoke and ensure optimal engine performance.

Simply put, diesel engines have the tendency to produce more smoke due to the characteristics of the diesel fuel itself, high compression ratios, turbocharging effects, and engine age and condition. While advances in engine technology and emissions control have reduced diesel smoke emissions, addressing these factors is vital for minimizing environmental impact and maximizing efficiency in diesel-powered vehicles and machinery.

Written by: Bruce Mallinson, Jordan Greathouse, Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080 Email: Information@Pittsburghpower.com www.PittsburghPower.com

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continued from page 1

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THE WESTERN WAGON

LCS TEAM welcomes everyone to stop by our **Cadiz KY** facility and check out what's new. **Rick Bivens (270-348-0864)** will be happy to show you around. LCS announced its new re-branding of all its Flatbed Tarping Systems under **"THE WESTERN WAGON"** LCS manufacturers, Rolling Tarp Systems in both Flat or Round Tops, 3 Models of **Windmaster** Aerodynamic Front Bulkheads, for Semi or Non-Semi (Goose Neck Trailers), Power Front Air Locks (**POWAIR**) with option to open from the rear and our new Power Rear Locks (**POW'R-AM**) that locks & unlocks both sides in 3 secs.

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Latest Trucking Industry News

ATA Truck Tonnage Index Increased 2.1% in December

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index increased 2.1% in December after falling 1.4% in November. In December, the index equaled 115.7 (2015=100) compared with 113.3 in November.

"While 2023 ended on a better note, truck tonnage remained in a recession as it continued to fall on a year-over-year basis," said ATA Chief Economist Bob Costello. "With that said, for-hire contract freight, which is what comprises our index, in December was 2.6% above the trough in April. For the entire year, tonnage contracted 1.7% from 2022 levels. This makes 2023 the worst annual reading since 2020 when the index fell 4% from 2019, and the only year since 2020 that tonnage contracted."

November's decline was revised down slightly from our December 19 press release.

Compared with December 2022, the SA index fell 0.5%, which was the tenth straight year-over-year decrease, albeit the smallest over that period. In November, the index was down 1.6% from a year earlier.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 110.7 in December, 1.9% below the November's level (112.8). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue earned by all transport modes.

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

Parts and Labor Costs Rose in the Third Quarter of 2023

Washington, DC... The American Trucking Associations' Technology & Maintenance Council and Decisiv Inc. said that parts and labor expenses rose 1.9% during the third quarter of 2023, according to data released in the latest Decisiv/TMC North American Service Event Benchmark Report.

"This return to increasing parts and labor costs highlights the fact that fleets must remain vigilant when it comes to managing their maintenance expense data," said TMC Executive Director Robert Braswell. "This important parts and labor cost analysis report is an excellent tool to help Council members see how their operations are performing and plan accordingly."

The increase follows a 1.3% decline in the second quarter across the top 25 Vehicle Maintenance Reporting System Level Codes. The jump in costs reflect an equal rise in parts and labor expenses –

both of which rose 1.9% individually during the third quarter. On a year-over-year basis, parts costs are up 0.9% and labor costs rose 4.9% for a total combined increase of 2.5%.

Detailed data from Decisiv on quarter-over-quarter combined parts and labor costs indicated increases in 18 of the 25 VMRS System Codes. Year-over-year, parts and labor cost increases were seen in 22 VMRS System Codes. The data on 25 VMRS System Level Codes accounts for more than 97% of total parts and labor costs for more than seven million assets and over 300,000 monthly maintenance and repair events at more than 5,000 service locations.

Considering that truck tonnage and consequently mileage continue to decline, the likely explanation for higher parts costs is the impact of ongoing inflationary pressures. In September, the American Trucking Associations' seasonally adjusted For-

Hire Truck Tonnage Index decreased 1.1% compared to the previous month and was down 4.1% year-over-year, the seventh straight annual decrease and the largest over that period. In the same month, ATA's not seasonally adjusted index, which represents the change in freight tonnage actually hauled by fleets, was 6.8% below August.

The labor costs side of the equation is equally challenged, driven in large part by the ongoing technician shortage affecting dealers and fleets. Based on data from the U.S. Bureau of Labor Statistics, the costs associated with technician recruitment will not see any relief for the foreseeable future, with a projected need of about 23,900 heavy vehicle and mobile equipment service technicians each year on average over the next decade.

"Despite running fewer miles to handle lower freight volumes and the influx of less repair intensive new trucks, fleets and service providers are still

challenged by inflationary cost pressures on parts prices and higher labor costs," said Decisiv President and CEO Dick Hyatt. "The data in this report, however, enables everyone in the service supply chain to anticipate and focus on areas where cost control measures will prove most valuable."

The Decisiv/TMC North American Service Event Benchmark Reports are generated using data from the Decisiv SRM platform on service and repair events for more than 7 million commercial assets operating across the U.S. and Canada. The industry's largest asset service management system is being used to manage a weekly average of 70,000 service events at nearly 5,000 locations.

ATA's Technology & Maintenance Council issues the reports to its fleet members. The reports are organized based on the Council's Vehicle Maintenance Reporting Standards sorted by VMRS-coded vehicle systems and geographic location.

Intermodal Stands Out in Fourth Quarter

CALVERTON, MD... Total intermodal volumes gained 3.1 percent year-over-year in the fourth quarter of 2023, according to the Intermodal Association of North America. While trailers dropped 21.6 percent, domestic container and international container originations grew 6.0 percent and 2.9 percent, respectively. It was the first of the past nine quarters showing year-over-year growth.

"The fourth quarter may have been an inflection point for intermodal. Both trade flows and inventories started to swing in its favor," said Joni Casey, president and CEO of IANA. "Monetary actions by the Federal Reserve to bring down interest rates in 2024 could further set the industry up for more sustainable growth."

All but one of the seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were up in the fourth quarter. The South Central-Southwest corridor was up 9.6 percent, while the Southeast-Southwest climbed 8.7 percent, and the intra-Southeast added 6.3 percent. The Midwest-Southwest and Midwest-Northwest both gained 4.8 percent, and the Northeast-Midwest put on 4.6 percent. The Trans-Canada was the only loss at 2.3 percent.

Total IMC volume fell 11.8 percent year-over-year in Q4, with intermodal down 6.6 percent and highway traffic down 14.9 percent.

IANA's roster of corporate members includes railroads, ocean carriers, ports, intermodal truckers and over-the-road highway carriers, intermodal marketing and logistic companies, and suppliers to the industry. This roster gives IANA a unique position within the intermodal community, one which is authoritative, holistic and able to affect change that benefits everyone. IANA consistently supports the shared needs, interests, and goals of its diverse members – regardless of mode or function – with business solutions, education, and networking opportunities.

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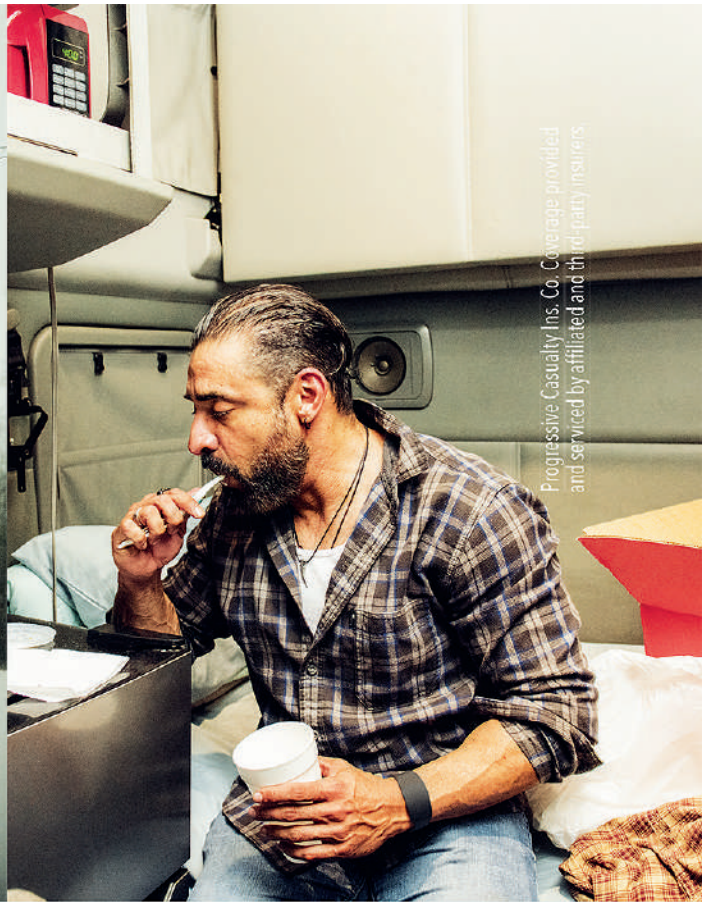
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Your Story Matters



By Megan Magensky

Yes... I work in trucking now, as the Director of Communications for the Pennsylvania Motor Truck Association, but I've lived a few different lives before. I went to college for musical theatre. My time working for a non-profit theatre company in Chicago gave me a scrappy, can-do attitude that has served me well in any problem-solving situation I've encountered since. I also learned about the magic of storytelling and how important it is to hear perspectives from people different than you. From there, I broke into the world of TV news telling stories based on the struggles and achievements of real people in Central PA.

Even now, I'm looking for a good story everywhere I go.

Working in the trucking industry, we all play a unique role in impacting America. In 2022, trucks moved 81 percent of the nation's freight including all the U.S.'s top ten commodities in both weight and value.

But here's the thing... most American's don't understand how truly reliant on trucks our economy is,

nor do they realize the burdens most trucking companies and drivers are facing.

This March, I want to challenge every person reading this column to tell a story. You can send it to me, mmagensky@pmta.org, tell a friend or family member, post it on social media or just write it down and save it for later.

Talking about how you made the decision to become a truck driver could inspire a young person to find CDL schools in their area. Talking about how you've personally been impacted by a lack of truck parking might fall upon someone who can help with your city's zoning restrictions. Talking about searching for a job might connect you to someone with an open position.

When it comes to the work we do at PMTA, your personal stories are what engage the public and encourage lawmakers to enact change.

I've seen it firsthand. Lawmakers trying to pass a bill prohibiting independent contractors back down when they see how many owners of small companies come forward to talk about losing their livelihood.

Putting a face and name to an issue goes a long way.

Speak up. Take advantage of opportunities to talk to political leaders. Did something newsworthy happen to you? Call it into your local paper or TV station. The squeaky wheel gets the grease.

Your story matters.

Truck Parking On Interstate 5 Will Be Safer And Easier Thanks To New Grant-Funded Project

Truck drivers traveling Interstate 5 will have an easier and safer experience finding truck parking, thanks to an innovative new project and federal grant funding.

Oregon, Washington and California were recently awarded \$12.3 million in federal grant funds for their joint Regional Truck Parking Information Management System project. The project will deploy a real-time truck parking information system at 54 truck parking areas along I-5 through all three states.

The grant funds come from the federal INFRA grant program. Oregon, Washington, and California will split the awarded funds to deploy the system at truck parking areas in their states, creating a connected system the length of I-5.

We expect the project to kick off in late 2024 or early 2025 with initial planning and outreach to trucking groups and other communities. The project should be complete and serving truckers in 2027.



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Volvo Trucks North America Honors 2024-2025 America's Road Team Captains at the Volvo Trucks Customer Center



The 2024-2025 America's Road Team

Volvo Trucks recently honored the newly appointed captains of the 2024-2025 America's Road Team – a national public outreach effort led by expert professional truck drivers – organized by the American Trucking Associations (ATA). Exclusively sponsored by Volvo Trucks for more than 20 years, America's Road Team shares the company's overarching mission of enhancing road safety and striving for zero accidents. To support this year's education program, Volvo Trucks is donating a Volvo VNL 760 long-haul tractor that will be used to haul the ATA Interstate One mobile classroom as it visits cities across the nation.

According to the ATA, the 24 newly appointed captains hail from diverse backgrounds, representing 14 motor carriers, 14 states, and accumulating an impressive 61.6 million accident-free driving miles. Their selection was based on their industry knowledge, effective communication skills regarding safety and transportation, and an exemplary safe-driving record.

In support of the 2024 America's Road Team campaign, Volvo Trucks donated a fully loaded Volvo VNL 760. The VNL 760 tractor will tow ATA's Interstate One mobile classroom – a state-of-the-art 53-foot trailer equipped with a truck driving simulator, seven

presentation screens, educational displays, and a conference room. The mobile classroom will serve as a platform for interactive trucking demonstrations, exhibitions, and displays, emphasizing advanced safety measures as the trucking ambassadors engage with diverse stakeholders – including students, lawmakers, community groups, and government officials nationwide.

Powered by Volvo Trucks' enhanced D13 Turbo Compound engine with Dynamic Torque, the VNL 760 features a 13-speed Volvo I-Shift automated manual transmission that enables optimum fuel efficiency without impacting performance. Innovative safety and productivity technologies, such as the Volvo Dynamic Steering (VDS) system, Position Perfect™ steering configuration, Volvo Trucks Remote Diagnostics and Remote Programming services, and the Volvo Active Driver Assist (VADA) safety system, enhance the overall driving experience.

These captains, appointed to serve for a two-year term, will be among the first to drive the all-new Volvo VNL, scheduled to enter production later this year. They were also privileged to be the first drivers to witness the all-new Volvo VNL at the Volvo Customer Center in Dublin, Virginia.

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Tim Black Announces Retirement From R&J Trucking



By Steve Pollock

BOARDMAN, OH... Tim Black, Director of Maintenance at R&J Trucking, a subsidiary of American Bulk Commodities, announced his retirement after 46 years at the company.

American Bulk Commodities President Mark Carrocce had this to say about Tim. "Tim has been a valued part of our team for 46 years. He started working for my father through his high school work program when he was 17 years old. I certainly remember working in the shop with Tim as teenagers. Tim has always been one of the hardest and most dedicated workers this company has ever had. His hard work and knowledge permitted him to work his way up the chain to eventually become our

Director of Maintenance. Tim is like family and he will be missed very much by everyone."

When Tim started at R&J Trucking, he repaired tires. At the time, the company had 33 trucks. Tim spent 14 years as a mechanic, eventually becoming Shop Manager and then Director of Maintenance, overseeing operations for 17 maintenance facilities owned by American Bulk Commodities and its subsidiaries: R&J Trucking, John Brown Trucking, Southern Haulers, and DSI Bulk Transport.

Among Tim's duties were spec'ing trucks and trailers for the company's fleet of 750 power units and 2,000 trailers. It was a large task and as Tim stated, "Since 2007 the maintenance on tractors has increased

200% largely due to the new emissions systems."

When asked about his longevity at R&J Trucking, Tim said, "I liked growing with the company and working for the Carrocce family. I never had the desire to change jobs."

Tim resides in the New Springfield, Ohio area with his wife of 40 years, Donna. Both of their sons, Ben and Frank, have worked at R&J Trucking and Ben is moving into the position of Director of Maintenance for the company's trailers. Tim plans to spend time working in his shop where he enjoys metal fabrication work, antique tractors, and some woodworking. He said that he and Donna plan to do some traveling as well. Best of luck to Tim on his retirement!



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CarriersEdge Announces 2024 Best Fleets to Drive For

NEWMARKET, ONTARIO... CarriersEdge, a leading provider of online driver training for the trucking industry, today announced the 2024 Best Fleets to Drive For®. These North American for-hire trucking companies are being recognized for providing the best workplace experiences for their company drivers and independent contractors.

To be considered for the 2024 Best Fleets program, for-hire carriers operating 10 tractor-trailers or more were nominated by a company driver or owner-operator currently working with them. These nominated fleets were then evaluated across a range of categories, including compensation and benefits, HR strategies, operations, professional development, and work/life balance. Finally, each fleet collected surveys from their drivers to measure the satisfaction of the fleet. The results of the questionnaire and surveys were compiled and scored to identify the top performers.

The fleets with the highest overall scores are recognized as Best Fleets to Drive For. Fleets receiving the distinction for 10 consecutive years (or 7 consecutive years plus an overall winner award) are inducted into the Hall of Fame.

The Top 20 Best Fleets to Drive For® for 2024 are:

•American Central Transport, Inc., Kansas City, MO; •Brenny Specialized, Inc., Saint Joseph, MN; •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; •Crawford Trucking, Inc., Des Moines, IA; •Decker Truck Line, Inc., Fort Dodge, IA; •Erb Transport, New Hamburg, OH; •Fortigo Freight Services, Inc., Etobicoke, ON; •Fremont Contract Carriers, Inc., Fremont, NE; •K & J Trucking, Inc., Sioux Falls, SD; •Kriska Holdings Limited, Prescott, ON; •Leonard's Express, Inc., 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; •Wellington Group of Companies, Aberfoyle, ON

Fleets requalifying for the Best Fleets to Drive For® Hall of Fame are:

•Bison Transport Inc., Winnipeg, MB; •Boyle Transportation, Billerica, MA; •Central Oregon Truck Company, Inc., Redmond, OR; •FTC Transportation, Inc., Oklahoma City, OK; •Garner Trucking, Inc., Findlay, OH; •Grand Island Express, Inc., Grand Island, NE; •Halvor Lines, Inc., Superior, WI; •Nussbaum Transportation Services, Inc., Hudson, IL;

•Prime Inc., Springfield, MO; •TransPro Freight Systems, Ltd., Milton, ON

"The past year has been exceptionally difficult for the trucking industry," noted Jane Jazrawy, CEO of CarriersEdge. "However, the Best Fleets continued to find new ways to improve the work experience for their drivers and independent contractors, once again raising the bar on what's possible. The Hall of Fame took that even further, with all 10 of last year's Hall of Famers requalifying through a range of innovative programs and driver supports."

In addition to the Top 20 and Hall of Fame, five Fleets to Watch (honorable mentions) were also identified:

•Ippolito Transportation, Inc., Burlington, ON; •Magnum Companies, Ltd., Fargo, ND; •Mill Creek Motor Freight LTD, Ayr, ON; •Peninsula Truck Lines, Inc., Federal Way, WA; •Stokes Trucking, LLC., Tremonton, UT

From the Top 20, two overall winners will be unveiled, in large and small fleet categories, at the Best Fleets Education & Awards Conference, April 8-9, 2024 at the NASCAR Hall of Fame in Charlotte, NC. In addition to announcing To learn more about the Best Fleets to Drive For program, visit <https://bf2df.com>



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The 6th Annual Gear Jammer Magazine Truck Show has held on July 21-23, 2023, at the Franklin County Fairgrounds in Greenfield, Massachusetts. Over 600 stunning trucks were registered and filled the fairgrounds. Proceeds benefitted The Doug Flutie, Jr. Foundation for Autism. For more info call Bob @ 508-212-9998 or email: mttconrad7@aol.com

*- All Photos by
Victoria Danielczuk
& Dan Pollock -*



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Something To Think About - What Can I Do Now?

by: Mike McGough

She was a kind and generous person. She became a nurse when that was the only real option for girls wanting to go into the medical field. That was unless they had some legacy connection to the profession though a family member. There was no doubt that she had learned a great deal during her 40-plus years as an emergency room and surgical scrub nurse.

During her career, the changes that had come to the field of nursing were as life-altering as they were numerous. Continual training and constant updates were required. She never missed an opportunity to learn, experience, and grow in her craft. It was obvious that she was committed to that process. She knew it was the only way she could be at her best.

The interplay between modern medicine and basic human nature seemed to fascinate her. She recognized the role of the patient in medicine and she appreciated it. At a church social, she once shared a story that demonstrated unmistakably just how impactful that role could be.

She was committed to her church and the parishioners with whom she shared it. She organized and really supported a so-

cial group that got together on Saturday evenings several times each year. There was no set schedule, but instead, she just seemed to keep it going on a random calendar, that brought the group together at various locations. It was a social time, with good food, good company, and good conversation. One meeting may be a hayride on one of the member's farm, and the next could be a simple gathering in the basement of the church.

There was always food, and more often than not, she provided a substantial portion of it. And if you were lucky, it included her shrimp dip. At these gatherings, the conversation always seemed to develop organically. There was no set topic, but every time you attended, you walked away having learned something. You were a bit more aware of life and happy that you had been there.

At one of these gatherings, she casually shared a particularly powerful story. She mentioned no names and she talked in general terms. Instead of being a recollection of a specific event, this tale seemed to be a generic story of something she had witnessed numerous times. She started by sharing that everyone responds differently when they find them-

selves in an emergency situation, and their response can make all the difference in how they work through it. It became quickly evident that this story was anything but casual in its potential impact.

She spoke about two patients admitted to the emergency room, both being in the harsh throes of potentially life-threatening circumstances. Their ages were similar, and their general health was also about the same. She said that as she interacted with them throughout the night, she uttered a prayer for each of them, as she always did.

As the group sat down to enjoy their food in that church basement, she continued with her story. One guy in that group was really paying attention. He'd recently made a trip to the ER, and the experiences had left him a little anxious. She was talking to the group, but he hung on her every word.

She went on to say that both patients were stabilized, then admitted. They'd each require continued treatment and surgical procedures, followed by recovery and rehabilitation. She stressed their similar physical conditions and their projected courses of recovery. She then pointed out that that's where their similarities ended. Their

views of the roles they'd play in what came next in their lives was noticeably, even strikingly, different. One of them asked again and again in an aggravated tone, "Why did this happen to me," and "What's being done for me?" The other asked, "What did I do to cause this?" and "What can I do now?"

Again, the little group fell quiet. That is other than the sounds of spoons lightly clanging against bowls of chili. She provided the chili, and the warm bread, then garnished it with a fascinating life lesson! The guy who was listening so intently then asked, "How'd they make out?"

"Oh, they both made it, but they made it quite differently. One came back stronger—recommitted to life. The other one, well, not so much. I'll leave it up to you to determine which was which!"

By accepting a fuller measure of personal responsibility, we can help to determine what does and doesn't happen in our lives. We can help to set our course through tough times, and as a result we may well emerge better prepared for opportunities that always seem to follow on the heels of difficult circumstances.

Thank you, Lou!

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Scott County, Iowa Opens Newest Industrial Park, Including Iowa 80.com's New Distribution Center



WALCOTT, IA ... If you've driven north on Scott County Road Y40 near the Iowa 80 Truckstop in the past year, you've probably seen the red and tan building in various stages of construction. This building is poised to be Scott County's newest industrial park, with 251,000 total square feet of warehousing space. For Iowa 80, 117,180 square feet will be used to house trucking accessories for the online trucking accessories superstore, Iowa80.com. The remaining 128,959 square feet is available for lease or open for third party fulfillment. The warehouse shipped their first order from the new distribution center on January 16, 2024.

The Iowa80.com Dis-

tribution Center features 10 state-of-the-art loading docks, 33,371 linear feet of racking, 32' high ceilings, and a fireproof room of 9,400 square feet. It is also fully air conditioned. The building also features two Vertical Lift Modules from Kardex, that are designed to increase capacity with an enclosed shelf-based storage system. This new distribution center for Iowa80.com will fulfill orders for online trucking accessory orders, as well as ship product to the brick-and-mortar stores operated by Iowa 80 Group, including Iowa 80 Truckstop, Kenly 95 Petro in Kenly, North Carolina, and Joplin 44 Petro, in Joplin, Missouri.

Iowa80.com will host a ribbon cutting to celebrate

the grand opening of the new distribution center on Tuesday, February 27, 2024, at 1:30 PM. Join us at 510 Sterling Drive, Suite A, Walcott, Iowa. Reception to follow.

Iowa 80 Group has been serving the professional truck driver since 1964. We are dedicated to serving the trucking industry and the motoring public and are committed to delivering value to our customers. Operations and affiliated companies include Iowa 80 Truckstop, Walcott, Iowa; Kenly 95 Petro, Kenly, NC; Joplin 44 Petro, Joplin, MO; Truckomat Truck Washes with eight locations; Effingham Chrome Shop, Effingham, IL; StoreChek, 284 Fuel Supply, Iowa80.com and CAT Scale Company.

ATA Welcomes More Than \$200 Million for Truck Parking Projects

Washington, DC... American Trucking Associations welcomed five major new federal investments by the Department of Transportation that will add approximately 1,000 truck parking spaces and make it easier for drivers to locate parking along key freight corridors in Florida, Missouri, Pennsylvania, California, Oregon, Washington and Wisconsin.

The funding stems from the Bipartisan Infrastructure Law and was allocated through the Infrastructure for Rebuilding America (INFRA) Program. Combined with previous awards to

Florida, Texas, Tennessee, Louisiana, Wyoming and Iowa, the announcement brings the total number of truck parking projects supported by the Bipartisan Infrastructure Law to 11, encompassing roughly 2,000 additional spaces.

The new awards follow ATA's effort to urge governors to request Bipartisan Infrastructure Law funding for truck parking projects in their states.

The INFRA funding was awarded as follows:

- * \$180,009,420 for 917 spaces at four locations on I-4 in central Florida.
- * \$92,883,609 for improvements to I-70 in Mis-

souri, which will include new parking capacity.

- * \$40,798,046 for a project at Lehigh Valley International Airport in Pennsylvania, which will include the creation of a safe truck parking area as an alternative to the current practice of parking off-site in unauthorized locations nearby.

- * \$12,287,247 for a joint California, Oregon and Washington I-5 Truck Parking Information Management System that will provide real-time information.

- * \$8,000,000 to add 54 spaces on I-90 in Wisconsin as well as real-time information system technology.

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A Likely Story - "Milepost 100.1"



By Roger Clark

I run this route only a few times each year, and for the most part, it's a predictable load. It's a scenic trip, even when the Flint Hills are on fire, and traffic is limited to road-weary families, FedEx triples, drug-running entrepreneurs, and mail haulers like me. It's a great time for personal reflection, corporate gratitude, and genuine appreciation for cruise con-

trol.

It's a time to embrace mental health, goodwill to men, and remembering how good-looking my wife is. Life is good, some nights, and nobody knows it better than me. Especially at 3:00 AM, when I'm just hitting the interstate, it's a comfort zone for a mostly awake truck driver.

That is, until I reach mile marker 100.1 north of Cassoday. By this time, I'm in that zone where one is groovin' to the music, glancing at the moon, and counting the money that's sure to roll in someday. But as I've done countless times on this run, I forget about the bridge. The evil bridge. The bridge that's

about to ruin the reputation I always wanted.

Bridges have expansion plates. Expansion plates they, like, expand. But these particular expansion plates, located only on the south side of the bridge, and only in the northbound hammer lane, have separated from the main structure. Running over it with a forty-thousand-pound semi is like cracking open a can of Bud Light with a sledgehammer.

The impact launches me out of my state-of-the-art air-ride seat and slams my chest against the shoulder belt. Anything not bolted down, including my coffee cup, cell phone, prepaid funeral plan, and Bluetooth

headset are being slung around the cab like marbles in my wife's state-of-the-art washing machine.

Some people believe time stops or goes into slow motion when things like this happen. They can recall seeing things, like bright white lights, long-dead relatives, or images of the pearly gates. Some even claim to have died, briefly.

I should be so lucky. If I recall anything, it's that trip last November, when I did the same #@%*^! thing, at the same #@%*^! bridge. But trust me, that recollection comes later, not sooner. In the moment, the only thing I'm seeing is the trailer logo way too prominent

in the driver's mirror.

Standing on the gas pedal like you would for a steer tire blowout, I drive for the shoulder and let the engine lug down before clutching. I might have practiced this before. But I also worry about being rear-ended in a situation like this, so I park straight, exit quickly, and do a one-minute walk-around looking for things that might be falling off, dragging on the ground, or broken.

I waste no time worrying about housework. Not a month goes by, on this interstate, without reading about some poor shmuck getting rear-ended by another distracted driver. I'm not gonna be either one.

Promise! (Don't you be that guy, either!)

I do call the turnpike authority, just like last time, and they promise to get right on it, just like last time. I even write them an email about this one, and they responded by offering a prize if I can describe it in seven words or less.

So there's hope, but not in Kansas. (And there's my seven words!)

Later when it's safe to do so, I find a good place to park and clean up the mess. Not only am I able to reset everything undamaged, but I also find some loose change, leftover chicken nuggets, and a pocket calculator missing since last July.

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Volvo Trucks North America Improves Class-Leading Powertrain Offering with All-New Volvo VNL



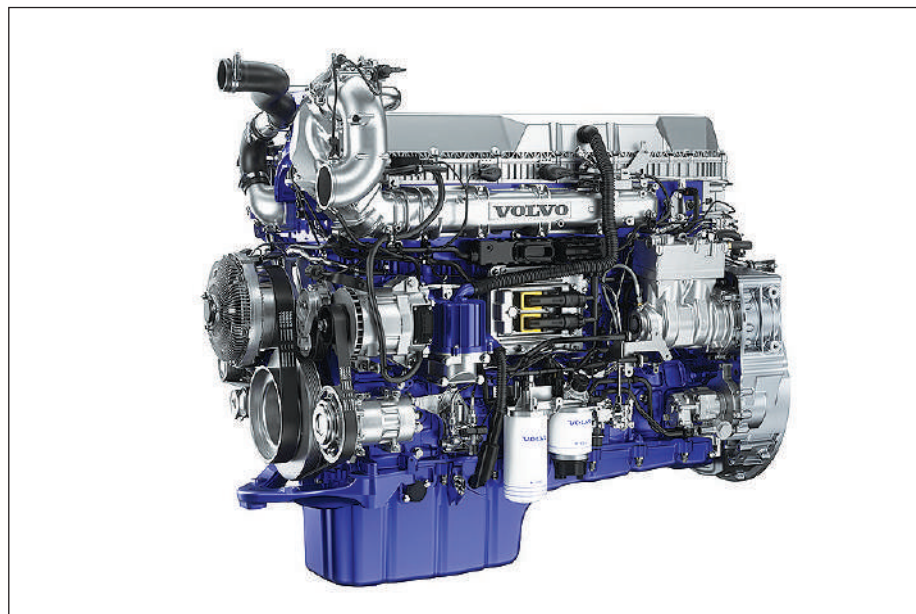
by enhancing the dependable Volvo D13 engine and I-Shift transmission. Design enhancements to the D13 engine include a new wave piston with a shorter piston height, as well as a longer connecting rod; smaller injector needle control valves; a variable vane oil pump; and improvements to the turbo compounding (TC) unit and turbocharger. To further drive the fuel efficiency benefits of I-Shift, Volvo Trucks engineers introduced enhancements that improve shift speeds by up to 30%. These efficiency increases are critical to Volvo Trucks' customers' bottom line, while also providing tremendous reductions in carbon emissions.

wave piston, which received broad industry recognition for its results in reducing fuel consumption. With the launch of the new Volvo VNL, Volvo Trucks has introduced an improved seven-wave piston that provides further directional control of the air and fuel mixture to create even more efficient combustion. Additionally, the piston height was decreased and paired with a longer connecting rod to minimize cylinder sidewall pressure, decreasing friction and improving overall performance.

- Turbo Improvements
- Variable Displacement Oil Pump

- I-Shift Even Faster

The impressive increase in shifting speeds has been achieved through a comprehensive overhaul of the software, electronics, clutch mechanisms, and precision engineering. Volvo Trucks engineers have redefined algorithms, reduced clutch throw, and introduced an enhanced clutch brake system to revolutionize gear shifts, significantly reducing the transition times between gears to ensure seamless power delivery. This monumental improvement not only amplifies acceleration, but also minimizes energy loss during gear changes, resulting in heightened overall efficiency.

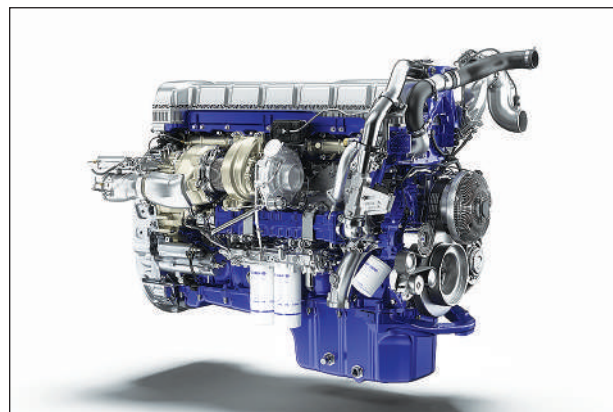


With the announcement of the all-new Volvo VNL, the truck designed to change everything, Volvo Trucks North America further extended its class-leading fuel efficiency

- Redesigned Volvo D13 Engine

- Combustion Improvements

In 2017, Volvo Trucks introduced its patented six-



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Ex-Guard Releases Grille Guard Compatible With New Generation Kenworth® T680 Models



Des Moines, IA... Ex-Guard, the industry leader in semi-truck grille guards, is proud to introduce the HD-CM425 and HD-CM495 grille guards designed to be compatible with '21-'24 Kenworth® T680 Next Gen models featuring Bendix® Wingman® Fusion™ with ACB Stop & Driver Go™ and ACB Auto-Resume™.

These guards are an industry first, exclusively

designed to enhance safety and decrease downtime without interfering with Bendix's collision mitigation technology. A patent-pending relief design alleviates a point of interference that other guards inadvertently create because of the offset location of the collision mitigation system on the Kenworth T680.

Grille guards are a proven technology to

reduce and eliminate fleet expenses related to downtime, towing, collision repair and replacement parts which can total \$15,000 or more per collision. Made in the USA, Ex-Guard offers the strongest pound-for-pound front-end protection available. A single hand release latch system provides quick and easy access while maintaining security. Additionally,

rattle-free latches, made of the highest quality, ensure smooth and efficient operation. The HD-CM425 provides protection for the bumper, fog lights, and radiator while the larger HD-495 offers complete front-end protection.

The HD-CM425 and HD-CM495 are available with ultra-durable sparkling silver or deep black PVC coating. MSRP is \$1,670 and \$2,230, respectively.

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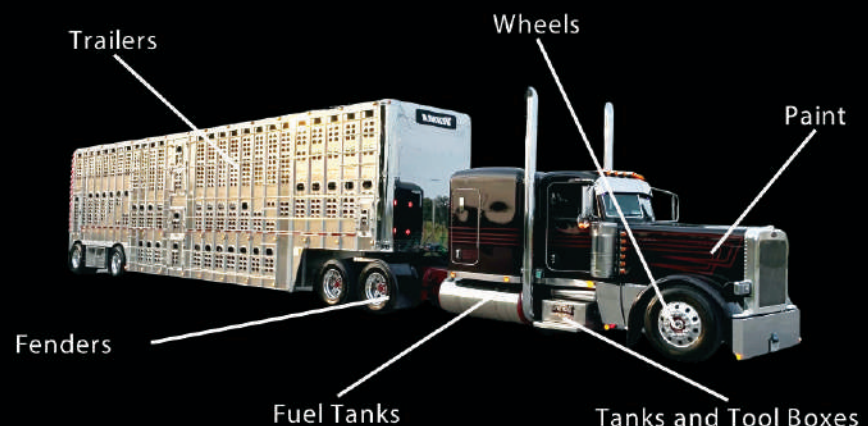
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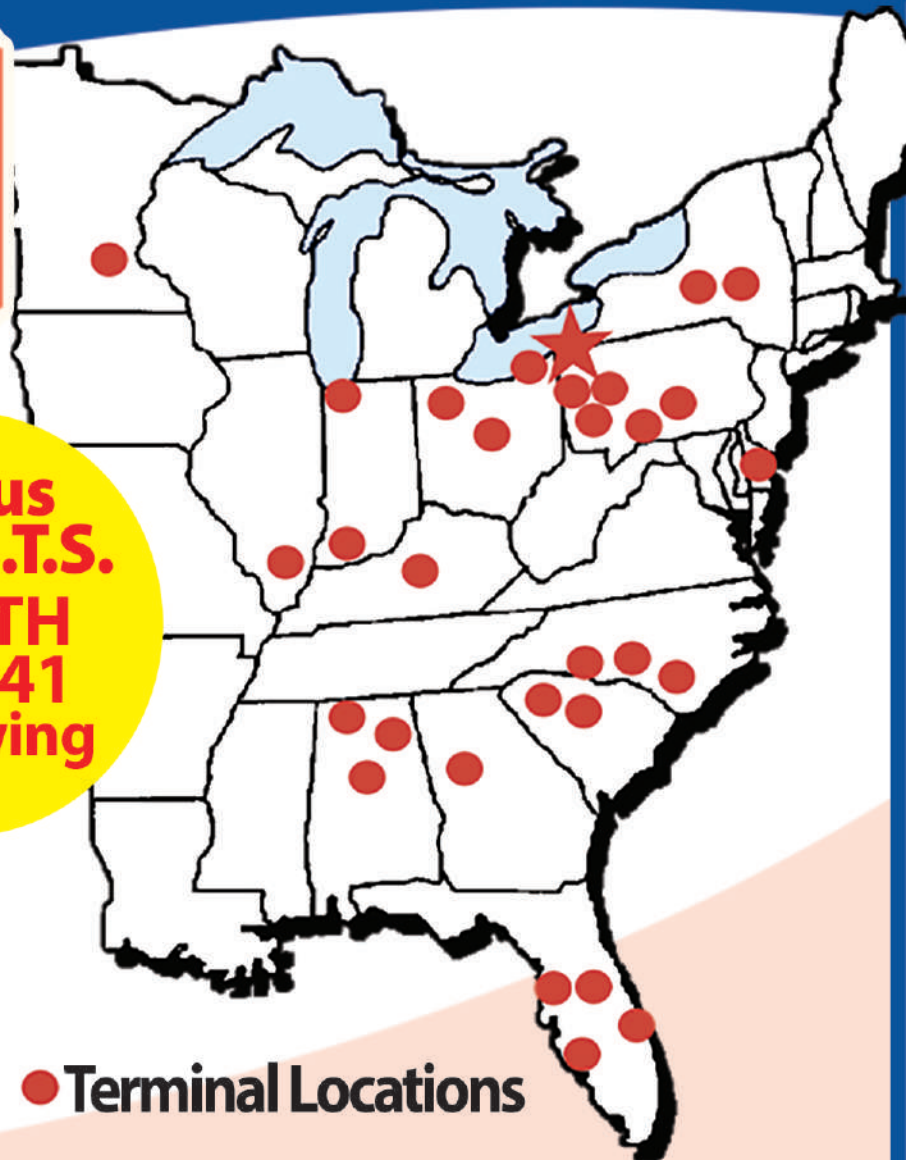
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From The Chaplain's Desk



by Ron Fraser,
Transport For Christ
President

Forgive me as I stray from my normal format to bring awareness to an ever growing issue in our culture. Over my years of serving in the church, I have rarely heard teaching that discussed a Biblical perspective to help me make sense of my mental health journey. Instead, I have heard teachers explain that depression is due to sin, or anxiety caused by unforgiveness. That is why among other things, I decided to become a Mental Health Instructor and Coach.

The reality is that we often don't differentiate between weakness and wickedness. As a result, Christians see issues like depression or anxiety, which are caused by issues more complicated than personal wrongdoing, as products solely of sin. This is why many of us often ask ourselves, "What's wrong with me?", rather

than, "What do I need?". We are looking for blame, when we just need to be cared for by ourselves and others.

Truck drivers once ranked among America's unsung heroes. Until the pandemic put the men and women who deliver the goods and materials that keep communities afloat, little attention was paid to the stress, anxiety, and conditions that chip away at truckers' mental health.

The shuttering of rest areas, bathrooms, motels, and other truck driving infrastructure during the pandemic raised alarms about excessive hardships faced by CDL professionals. But long after the U.S. economy reopened truckers continue to do an essential job that justifies far greater attention to mental health and wellness.

Professional truck drivers work in stressful conditions that favor unhealthy lifestyles and medical disorders. Their overall health, and especially their mental health, is very often worse than the general population because of long driving shifts, disrupted sleep patterns, chronic fatigue, social isolation, compelling service duties, delivery urgency, job strain, low re-wards, and unsystematic medical control. Trucker

issues must remain in the national conversation, and drivers should get the support they deserve.

Chaplains provide care and biblical counseling for those who cannot bear their burdens alone and who need a trusted and objective friend and confidant. Very few companies realize the transformation a chaplaincy program can bring to their company. Where can you find a chaplaincy program specifically designed for the trucking community? TFC Global Corporate Chaplains Network provides that kind of program.

Professional truck drivers made a Herculean effort to keep America's food supply chains open and deliver essential products during the time of the pandemic. Truckers are no longer unsung heroes, and our valued women and men of the road deserve quality care and improved conditions.

As men, whether you're a professional Driver or not, it can be tough to ask for help from our brothers, but there's no shame in it. Everybody needs someone they can turn to, especially in tough times, and as Christians we're called to carry one another through difficulties.

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The 42nd Shell Rotella SuperRigs Contest to Roll into Texas



2007 Peterbilt 379 EXHD Truett and Crystal Novosad which captured Best of Show honors at Shell Rotella SuperRigs last year in Gillette, Wyoming.

Get ready for a spectacular weekend as Shell Rotella gears up to bring the 42nd edition of Shell Rotella SuperRigs to the heart of Texas. This year, the truck beauty contest is rolling into Texas Motor Speedway in Dallas/Fort Worth from May 30th to June 1st to showcase some of North America's most stunning big rigs.

There are numerous events and activities being planned that will honor the hardworking spirit of truck drivers. SuperRigs contestants, their families,

and the community will be able to see some of the best-looking and hardest-working big rigs in North America, all while enjoying some family fun throughout the three-day event.

The competition this year is heating up with over 20 awards up for grabs, including Best Chrome, Best Lights, and the prestigious Best of Show. Owner/operator truckers from the U.S. and Canada will vie for over \$25,000 in cash and prizes. Plus, 12 drivers will earn the honor of

having their truck featured in the 2025 Shell Rotella SuperRigs Calendar. There is no fee to enter, and the event promises a weekend of fun for all ages. The 2024 SuperRigs event registration link will be released soon, so stay tuned for more information as the festivities are finalized.

You can stay connected with Shell Rotella® on Facebook, Twitter, and Instagram for the latest updates on SuperRigs, as well as news on our products and programs.

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MOVIN' OUT Calendar of Events

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March 21-23- 51st Annual Mid-America Trucking Show - Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 25-28 - 75 Chrome Shop's 26th Annual Big Rig Truck Show - Presented by Dynaflex Products. 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. Over \$25,000 in prizes will be given out during the show! For more info visit www.75chromeshop.com/truck-show

May 3-4 - 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 4-5- Truck Meet At The Crossroads - The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. Truck Show, Supper and Light Show on May 4th, Church Service and Free Lunch on May 5th. For more info, call 573-796-1927.

May 25 - Semi-Crazy Cornfield Round Up - Waspy's Truck Stop, 2079 US Hwy 71, Audubon, Iowa. Free Truck Show, Midwest Plains Chapter American Truck Historical Society/Multiple ATHS Chapter Event. For more info contact Russell Spawn, Jr. @ 402-680-6121 or Wade Beck @ 515-229-2147.

June 6-8 - ATHS National Convention and Truck Show - York, PA. More details will be released in upcoming months. www.ATHS.org

June 6-9 - Wheel Jam Truck Show - South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition, Parade and Convoy through downtown Huron. For more info visit www.wheeljamtruckshow.com or phone 605-354-2809

June 21-22- 12th Annual Ohio Vintage Truck Reunion - Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH. 44805. Hosted by the Ohio Chapters of the American Truck Historical Society. Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-site Camping, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Country Convoy and more! In place of Registration and Admission fees - donations to Ashland Food Bank and Shriner's Transportation Fund appreciation. For more info contact Bill Peters @ 330-682-1707, email: wep515@gmail.com, website: www.ohvintkru.com

June 21-23 - Kuhnle Motor Sports Canadian Style Truck Uphill Racing - 8233 Sidley Rd., Thompson, Ohio. For more info, go to www.kuhnlemotorsports.com

June 22 - The Jane Harting Cancer Benefit Truck Show Picnic - Elite Service, Inc., 905 Stone Hill Road, Denver, PA. Proceeds benefit Help The Fight. \$25/Unit* Registration Fee (If you are registering a truck and trailer, that is 2 units.) Classic Cars/Small Trucks are welcome! \$15 each registration fee. Bring Lawn Chairs/. For more information, visit www.eliteattitude.com or see Elite Service, Inc's Facebook Page.

June 23 - American Truck Historical Society ATHS Nutmeg Chapter Show - Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8 am - 3 pm. For more information, call Charlie Dainton @ 860-933-5407.

July 11-13 - Annual Walcott Truckers Jamboree - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

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

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

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

August 2-4 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 17 - Trivista Antique Truck Show - Call Ray for details - 440-570-5859. Trivista Companies, 5751 Cerni Pl, Youngstown, OH 44515. People's Choice Awards, Fun for the whole family, Food. All trucks welcome. Proceeds to benefit charity. <https://www.facebook.com/trivistatruckshow/>

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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Doran 360™ Eliminates Costly Roadside Tire Replacement



Cincinnati, OH... Doran Manufacturing, a leading provider of tire monitoring systems for truck fleets and off-road equipment, will feature their Doran 360™ tire monitoring system which helps drivers avoid roadside tire replacements, in several industry shows including the Mid-America Truck Show Booth #13160.

External, valve stem mounted sensors pass tire pressure and temperature data to the in-cab monitor/display, providing drivers with real-time information and alerts. With the patented Green Means Good™ at-

a-glance indicator, drivers can easily identify if there's an issue with one of their tires. Doran 360™ tire monitoring systems include visual & audible alerts for low inflation pressure, rapid deflation events and high tire temperatures.

Doran also provides multiple options for fleet managers & equipment maintenance teams to receive real-time tire alerts as well. Monitoring and continually reporting tire pressures and temperatures allows fleets to schedule repairs and corrections to reduce tire related maintenance

costs, extend tread life, protect casings, and minimize catastrophic tire failures.

Doran tire monitoring systems are ideal for owner-operators and fleets of all sizes.

Established in 1953, the company celebrated 70 years in business in 2023. For additional information visit www.doranmfg.com, e-mail inforequest@doranmfg.com, call (866) 816-7233, or write Doran Manufacturing, 4362 Glendale Milford Road, Cincinnati, OH 45242.

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Special Thanks to our Sponsors:

CVSA's International Roadcheck Is Scheduled for May 14-16

Washington, DC... The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 14-16. International Roadcheck is a high-visibility, high-volume commercial motor vehicle inspection and regulatory compliance enforcement initiative that takes place over three days in Canada, Mexico and the United States.

CVSA-certified law enforcement personnel will inspect commercial motor vehicles and drivers at weigh/inspection stations, temporary sites and mobile patrols to verify compliance with federal, state, provincial or territorial regulations. Data from the 72 hours of International Roadcheck will be collected and the results will be released this summer.

Over the three days of International Roadcheck, inspectors will conduct their routine North American Standard Level I Inspection, which is a thorough 37-step inspection

procedure consisting of the examination of vehicle components and driver documentation and requirements.

During the vehicle portion of the Level I Inspection, inspectors will ensure the vehicle's brake systems, cargo securement, coupling devices, driveline/driveshaft components, driver's seat, fuel and exhaust systems, frames, lighting devices, steering mechanisms, suspensions, tires, wheels, rims, hubs, and windshield wipers are compliant with regulations. In addition, inspections of motorcoaches, passenger vans and other passenger-carrying vehicles will also include the examination of emergency exits, seating, and electrical cables and systems in the engine and battery compartments.

A vehicle that successfully passes a Level I or V Inspection without any critical vehicle inspection item violations may receive a CVSA decal, which is valid for three months.

If out-of-service violations, as outlined in the North American Standard Out-of-Service Criteria, are found during an inspection, the vehicle will be restricted from operating until all out-of-service violations have been properly addressed.

During the driver portion of an inspection, inspectors will check the driver's operating credentials, hours-of-service documentation, DACH status (in the U.S.), seat belt usage, and for alcohol and/or drug impairment.

If an inspector identifies driver out-of-service violations, such as not possessing a valid or necessary operating license or exhibiting signs of impairment, the inspector will restrict that driver from operating their vehicle.

For International Roadcheck, in case of inclement weather or other limiting circumstances, instead of a Level I Inspection, a jurisdiction or an inspector may opt to conduct a Level II Walk-Around Driver/Vehicle Inspection or Level III Driver/Credential/Administrative Inspection, neither of which are eligible for a CVSA decal.

A Snip Above The Rest Opens At Girard Petro



Sarah Edwards

By Steve Pollock

GIRARD, OH... A Snip Above The Rest Hair Care Center is now open in the Petro Stopping Center, located at I-80 Exit 226, Girard, Ohio. Complete hair care services are available, including haircuts, beard trims, styling, straighten-

ing, curing, as well as coloring. No appointment is needed!

Owner Sarah Edwards has been a beautician for 8 years. She is trying to get her business started and is working a second job, as well as going to school. With her incredibly busy

schedule, she has limited hours at her shop right now but Sarah hopes to be able to expand her hours as business picks up. A Snip Above The Rest is currently open Tuesday 1-7; Thursday 9-6; and Friday 1-6.

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continued from page 1
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MOVIN' OUT

Working Show Truck Of The Month

Keanu Black - "High Dollar"



By Robert Conrad
This 1986 Peterbilt is the pride and joy of Keanu Black, a self-proclaimed "truck fanatic" who says he's loved trucks for over 28 years, and he's been trucking legally for about 4 years now.

Keanu is a 3rd generation trucker, following in his father Carl Black's footsteps. He's actually trucking in the same truck his father had helped purchase for A.L. Eastmond and Sons way back in 1997. His dad picked up Keanu at daycare

and they went to Bayonne, NJ to look at a truck. When they arrived there were two to choose from and Keanu told his dad to get the blue one! Keanu's great uncle was the owner of the trucking company and had plans on painting this bright blue beauty jet black, which was the company color. Keanu says he threw a "temper tantrum of a lifetime" and convinced them not to paint it!

He says his dad hauled just about everything with this '86 including dump

trailers, lowboys, extended double drops, and even oversize loads close to 97' long into the heart of New York City! By the time Keanu was in 9th grade he'd gone trucking to 41 states with his dad. On many of those trips he was supposed to be in class, but Keanu told his dad that school was cancelled for the day! He says his dad ended up having a falling out and he never got the truck even though it had been promised to him. Keanu tried to buy the

truck himself for 11 years, and he finally succeeded a few years ago. The truck needed a lot of repairs but Keanu began saving to get it fixed up & start Black Transport.

Sadly, his dad passed away on August 31, 2020, and he says he lost his best friend & his mentor that day. He was determined to keep his dad's memory alive and finish what they had planned. Keanu eventually replaced just about everything including bushings, air lines, electrical,

lights, and tires.

Antrim Diesel "tuned up" the B-Model CAT and it's pushing out 668 HP to the crank! He says people often ask him what the price would be on his fine 359, and Keanu tells them it's priceless, since it reminds him of his dad every time he gets in the driver's seat!

He wanted to thank all of his friends and family for helping him along the way,

especially Matthew Line, Mike Parkhill, Joe Castiglione, Alex Prifti, and the Velasquez Brothers from CA. Keanu says he still has plenty to do to the truck, but all the smiles it gives him make the work worth it.

Movin' Out salutes Keanu Black by choosing him & his fine 359 as our Working Show Truck of the Month for March 2024.

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Qty 6 - New XL Specialized XL110HDGS15, 55-Ton, Hydraulic Detachable, 15" Deck Height, 26' Well, Some w/ Wheel Covers. Black, Red and Galvanized Available



Qty 3 - 2013 Reitnauer Maxmiser, 48'x102", Low Profile 5th Wheel, Aero Tarp System, With NEW Panels, Wheels & Bearings. 104" INSIDE CLEARANCE!!!!



Qty 10 - 42' Wabash-Dry Vans, 42'x96"x12'5", 2- 10' E-Track Rows at 24" & 54" Heights, Tire Inflation System, Aluminum Cross Members in Bay Area. (2011/2012 Sheet & Post, 2014/2016 are HBR).



EAGER BEAVER TAGS

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

Qty 7 - New 25XPL, 25-Ton (Qty 3 - with Hydraulic Ramps) Both Red and Black.



Qty 6 - 2024 Heil MW Cementer, 1040 Cu. Ft., 3 Manholes, Full Rear Discharge, Air Ride.



NEW FONTAINE WORKHORSE 55LCC - BOTH RED AND BLACK

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



Qty 9 - New Transcraft DTL-2100, 48'x102", Main Deck Length 38', Winch Track on Roadside, Tie Bar on Curb Side.



NEW- Fruehauf Steel Flatbeds with Spring Sliding Tandems 53' and 48'.



NEW- Wabash Combo Drops and Flats in Stock 53' and 48' Call for Specs.



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

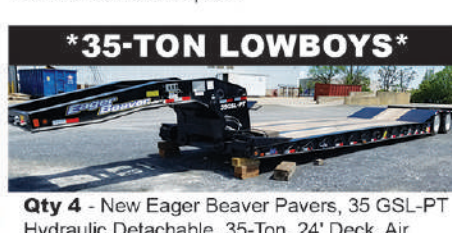


Qty 8 - 2018 Reitnauer Dropmiser, 48'x102", Rear Axle Slide, Winch Track Both sides, (3) toolboxes.



53'-90' EXTENDABLES

Qty 5 - New Fontaine 53'-90'x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.



35-TON LOWBOYS

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

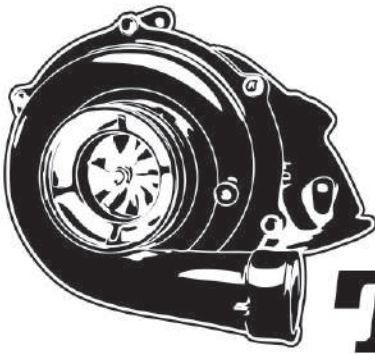


Qty 50 - 2024 Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening, Sliding Doors, Air Ride. Also Available w/ Skirts and w/ High Base Rail.



NEW 2023- Landoll 343 Galvanized Single Axle Container Trailer 43'x102" Pony Motor / 12k Winch.





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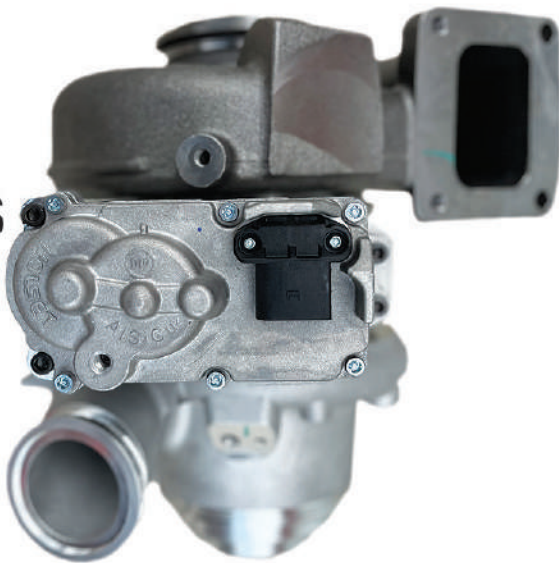
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- ACTUATOR
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- BOLT ON
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**- NO CORE CHARGE -
- BILLET WHEEL-**



**Cross reference for
CUM2100 OE Low HP:**

2882110NX, 2840007, 2841220,
2841221, 2841222, 2841806,
2881807, 2882004, 2882110,
2882111, 3767306, 3768194,
3772586, 3773561, 3773562,
3773568, 3773569, 3792586,
288211100, 288211100,
2882004NX, 2882004NX
2882110NX, 28821100HX
2882111NX, 2882111RX,
3792586H, 3792586HX,
5350503, 5350506, 5502825,
5502825RX

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

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

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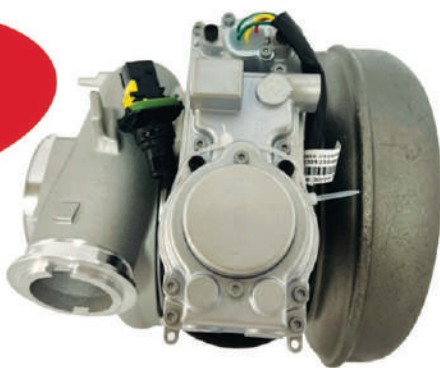
NEW

2013-2016

2017-2023

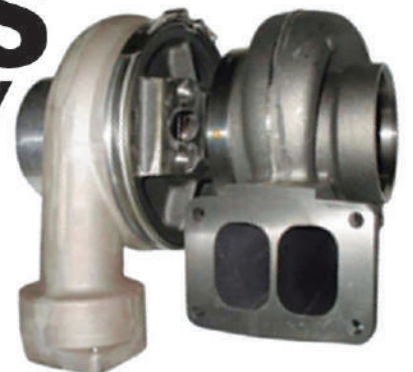
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