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“THE JOURNAL OF THE TRUCKING INDUSTRY”

The RoadWorks Team is Working On Their “Night Moves”



RoadWorks Manufacturing's 2020 Show Truck - "Night Moves". For more photos and story, turn to page 12. - photo by Davis Brother Designs -

Diesel Spec – North America's Leader In Truck Tuning



Diesel Spec's Montreal, Canada headquarters. Turn to page 8 for the story and additional photos.

Smith Transport Recognizes Mike Grimplin



Left to right: Chip Castello, Barry Smith, Mike Grimplin with Braydn, Patti, Kristan, Todd Smith and Dane Smith. - Photo by Steve Pollock - Turn to page 14 for the story and additional photo.

ATA Joins President Trump in Recognizing America's Truck Drivers at White House - Event Honors Nation's Truckers for Their Critical Role in COVID-19 Response



Big G Express driver Stephen Richardson receiving gold key from President Donald Trump.



Arlington, VA... The American Trucking Associations joined President Trump at an event on April 16th on the White House lawn to recognize the critical role our nation's truck drivers are playing in America's response to the COVID-19 pandemic.

During the event, President Trump and Transportation Secretary Elaine Chao lauded truckers as "heroes" for their efforts during the crisis.

"In the war against the virus, America's truckers are really the foot soldiers that are carrying us to victory," President Trump said. "Truckers are playing a critical role in vanquishing the virus, and

they will be just as important as we work to get our economic engine roaring."

Several drivers were invited to the podium to share personal stories of delivering critical goods during the pandemic, from hand sanitizer to medical supplies.

"As a professional driver, I am proud to stand here representing my fellow drivers out there doing the important work of delivering for America," said Stephen Richardson, a professional driver with Big G Express from Decatur, Alabama. "I am proud to be a truck driver and I am especially proud of the work all of the drivers are doing now in response to this crisis."

In addition to Richardson, Charlton Paul, UPS Freight, Chester, New York, and Tina Peterson, FedEx Ground/Ravenwood Transport, Blaine, Minnesota, all spoke of their experiences, and received a

gold key from President Trump, which he called an expression of thanks for their "essential" work. A truck from ATA-member FedEx Ground and the ATA's image truck - Interstate One - served as a backdrop for the President's remarks.

"President Trump is absolutely correct in calling America's truck drivers 'the lifeblood of our economy.' As he said, they truly are 'brave, bold and incredible' heroes," said ATA President and CEO Chris Spear. "We thank the President and Secretary Chao for recognizing these drivers, who are touching the lives of Americans in a very tangible way, and for appreciating the hard work and sacrifice these men and women are making to deliver shipments of food, medicine and other crucial supplies to the frontlines of the fight against this virus."

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Off The Beaten Path

by Pam Pollock



The "new normal" - wearing a face mask when out in public. I haven't dyed my hair since 2018 so that massive amount of gray doesn't bother me but the Joe Exotic mullet in the back is driving me nuts.

The World Turned Upside Down...

Last month I was in the midst of building the April edition of Movin' Out. It was a frenetic time for me, as all deadline weeks are, and it was during this mad rush of trying to reach the finish line that the world turned upside down for all us. News of the growing COVID-19 Pandemic that began in China in late 2019 had been discussed in the mainstream media since January. The Mid-America Trucking Show, which was to have taken place in late March, cancelled their 2020 show on March 11th and their Facebook page was flooded with hundreds of angry posts from people proclaiming that this was overreaction. Two days later, our local University, then on Spring Break, told the students not to come back for 2 weeks. Our local school district also issued a cancellation of classes through March 30th (which has since been cancelled through the rest of the school year).

The Pennsylvania Governor closed ALL rest areas along the PA interstates and closed the restrooms and restaurants on the PA Turnpikes. Porta-potties were installed at the turnpike exits. State liquor stores were shuttered at the end of business day on March 17th. By then, mass hysteria gripped pretty much ALL of America and grocery store shelves were stripped bare of toilet paper, paper towels, water, canned goods and well, pretty much everything. Hand sanitizer and Lysol had been bought out since late February. Stay At Home issues were given to many states and businesses were categorized as "Essential" and "Non-Essential". The "Non-Essential" businesses were immediately told to lock their doors and cease operations until further notice. They remain closed at this time.

The number of COVID-19 cases skyrocketed in the United States and continue to do so. Suddenly not only were Emergency Responders, including the Police, Fire and EMTs, being recognized as Front Line workers in this crisis along with the doctors and nurses, but Professional Truck Drivers, and employees at grocery stores and retail stores, warehouses and USPS, UPS and FedEx employees were suddenly being recognized with heartfelt and long overdue gratitude for working tirelessly to keep America Moving during these frightening and uncertain times.



Danny Bowser's truck.



Danny Bowser and his son

During the first week of the shutdown, I spoke with Danny Bowser, a Professional Truck Driver for Cory Fox Trucking out of Cabot, Pennsylvania. Danny runs regional long haul with primarily liquid sweeteners, grain and water. PA had by then listened to the outrage by truck drivers, the Pennsylvania Motor Truck Association and OOIDA over the shutting of the restrooms and the turnpike reopened their restrooms and select rest areas along PA's interstates were also re-opened. Danny said he was still seeing a lot of bad hygiene

in the restrooms. Four wheeler traffic was greatly diminished but the tractor-trailers were out there working hard to get much needed supplies to the stores. In my conversation with Danny, he said that he makes most of his meals in his truck while he is out on the road. On two separate occasions, people offered to buy his dinner, including once at a Love's

Travel Center in Michigan. He said there was food availability at the places he stopped, but there was no place to sit and eat. Self-serve drink stations were also shut down. He was wearing gloves to protect himself. Danny indicated that the mood of other drivers out on the road was mostly apprehensive with some drivers wanting hazard pay. Danny



My granddaughter Mackenna helping her Dad in the Glacial Till Farm's garden.

wanted to express his gratitude and said, "Thanks to everyone else being out here and doing what you do."

My son-in-law's family own and operate a cattle farm that spans several generations. He also has his own business, Glacial Till Farm, which produces organic produce. On April 4, Derek posted this message and photo to Glacial Till Farm's Facebook page: "Hello everyone. This beautiful weather has the farm off to a booming start. I have been vigorously seeding soon-to-be delicious vegetables. This evening my 7 year-old daughter was helping me in the field. I had completed seeding a bed of greens with one more planned when I decided to lay down and rest my back. That's when Mackenna came over and started this conversation: Mack: "Dad, are you resting?" Me: "Yes, I'm not sure [that] I can finish the last bed." Mack: "You feed the world, Dad." Me: "Well, thanks Mack, but I

only feed a very small part of the world."

Mack: "Yeah, but if all [of] the market farmers around the world work hard, we can feed the whole world."

Inspired and energized, Derek did finish that last bed and continues to work early in the morning and late at night, every day in his garden after putting in a long day's work at the family farm. He works seven days a week without complaint to provide healthy and nutritious food to hundreds of people.

I have never considered myself an extremely social person. I love to plan family parties, but large crowds of people trigger major anxiety attacks. I will, however, strike up a conversation with just about anyone - cashiers, people at truck shows, concerts or sporting events or just standing in a line with me. No one wants to do that now, they jump back (and we should all jump back) and maintain

continued on page 5

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The World Turned Upside Down...



Restrictions at stores and bare shelves...



Mid-afternoon in our town. I have never, in my almost 38 years of living here, seen the streets empty and devoid of traffic and humans.

continued from page 4

the six feet of separation rule. And that's fine but suddenly the friendliness has been replaced with fear. There are no smiles, no little chit-chats – just fear and this breaks my heart. There's political divide and unrest that's tearing apart friendships. People have become self-appointed judges of everyone else's actions, but the rules apparently don't apply to what they do. I see behavior by some that is eerily reminiscent of neighbors and families being reported to the Gestapo during World War II. And this makes me angry and frightened and very sad.

I haven't hugged or kissed my parents since March 8th. We drop off supplies and presents and Easter candy and maintain that distance. My grandkids keep asking if I am coming over to get them and take them on adventures and also up for their usual weekly visits to their great-grandparents. Instead, I just drop things off for them and watch them briefly so my daughter can go to the grocery store and also complete work for our company. She is now homeschooling a first grader, 2 preschoolers and also tending to a very active toddler in addition to maintaining a household. She must be exhausted but she never complains.

I had to haul a large garbage bag of plastic eggs up to storage when it became apparent that

this quarantine was going to go on much longer than originally expected. Our planned egg hunt at my parents has been shelved until who knows when. Birthdays can't be celebrated with loved ones and families. Proms, high school and college graduations are hanging in limbo. If you need to see a doctor or dentist, good luck getting into their building, because (and oh, the irony is so rich, most of them are not letting sick people in their offices.

As I sit here at my computer and type this column, Easter was six days ago. I read these words online, "Easter reminds us that hope should never be lost, for as dark as the path may seem, there always lies light at the end of it..."

I will admit that I have had a couple of breakdown crying jags over the past week. I am having a hard time processing and dealing with COVID-19. Being an empath, I am struggling with the sickness, death, sorrow and loneliness that has enveloped all of our world. I worry about the effects of the economy on everyone.

I stuck my big camera in my SUV on Easter and took a ride through our town and meandered on some back roads. I guess I was looking for affirmation that I could still have faith. That I could still have hope. That I could still find joy in these dark days.



Social distancing with my parents.



A message of hope left outside my local Post Office.



I pulled over to photograph a Magnolia tree in town that I have admired for years. The owner of the house was outside playing with his dogs. I called over the hedges and asked if it was ok to snap some photos. He smiled and said, "Of course! The tree is beautiful, isn't it? I smiled back and told him that I had been appreciating the tree's beauty for years.

I drove down a street that was lined in Cleveland Flowering Pear Trees. The white blossoms created a haven for weary souls. I spied daffodils, crocuses and hyacinths. Families were out for walks and waved to me from across the road. And through the lens of my camera, for a brief, shining two hours, I rediscovered my faith, my hope and my joy...



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High Performance Diesels with Bruce Mallinson

Below is an email I just received from Leland Johnson, President of Johnson Motor Freight Inc. He's been running his fleet on Max Mileage Fuel Borne Catalyst. I had a phone conversation with him just two days before and asked how he was able to get the drivers to measure the catalyst each time. This chemical is powerful and you DO NOT want to over treat the fuel, 1 oz. per 25 gallons of fuel, 1 cc per gallon of gasoline. What Leland did was purchase

several glass jars that hold 7 ozs of catalyst, enough for 175 gallons of fuel. His drivers run the same route and purchase fuel at the same stops and get 180 gallons per fill up. So all his drivers have to do is dump the 7 oz bottle of catalyst into the tank. Then they bring the empty bottles home and Leland refills them. Does this take a little effort on his part? Yes it does. However, as you read further, it saves him gobs of money each week. Over the

past year you have heard from many owner operators how the Max Mileage has helped their engines, emissions systems, Webasko and Espar engine heaters and reefer units. Well, now you get to read what a fleet owner had to say about this great product.

"Good evening Bruce, sorry about getting back to you so late, it's been super busy!! Per our conversation with Jane Gates a few days ago I have been using the Max Mileage



torque the engine develops with the catalyst. Also the Harley will pull down to 1200 RPM and with a slight twist of the throttle it will accelerate. No more coughing through the carburetors or injection system.

If you're in the Washington D.C. or Baltimore area, Bayard Galey is your local Max Mileage dealer. Bayard is a good friend of ours and the owner of Bayard Construction. Give him a call at (240) 417 0898. If you're on the West Coast traveling the I-5 between Portland and Seattle, stop and grab a gallon of Max Mileage from Lynn Paul (253) 670-0739. Either one of these dealers will meet you at a nearby truck stop.

It cost \$0.07 cents per gallon to treat the fuel with Max Mileage, or about \$1500.00 per year. Sounds like a lot of money. Well, I spend over \$3,000.00 per year to take care of my body so I can continue to have a good quality of life and be able to help you. One of our remote tuners in Lubbock Texas is called "Healthy Trucks are Wealthy Trucks". Think about that name, the healthier your truck is, the more money it will make for you and cause you less aggravation. If you always squeeze the nickel then you and your truck can't stay healthy. The Max Mileage Fuel Catalyst will keep the engine and entire emissions system clean and healthy. Three-quarters of all the service work in truck dealerships are emissions related and now you can eliminate that type of breakdown by using the catalyst. An investment of \$1500.00 per year in Max Mileage is peanuts if you are staying out of the shop. Ask yourself, what does one day of downtime cost you because of not hauling freight, plus \$125.00 per hour labor, plus parts? One day costs you more than the price of the catalyst for one year. Your life will be so much easier and better if you maintain your body and your truck.

Written by Bruce Mallinson, Pittsburgh Power Inc., 3600 S. Noah Dr., Saxonburg, Pa. 16056

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Fuel Borne Catalyst for the better part of a year and yes the product has saved me gobs of money. My company is a coast to coast refrigerated LTL company that runs all late model Freightliners with DD15's along with late model Carrier/Thermo King Reefer units. I can not afford to have my trucks sitting in repair shops because of check engine lights, on the sides of the road doing regens, or being derated when trying to get across the country to deliver time sensitive perishable goods. These trucks have to roll 52 weeks a year! After every trip I would have to take each truck to the Detroit dealer and spend thousands of dollars, and I mean thousands of dollars, just to leave the dealership and still have the same problem just a few miles down the road. I have long standing customer relationships that are decades old and always received nothing but top notch service from my company, but with today's trucks, I was finding myself feeling as though I was not going to be able to give that same services as I once did. While reading the "Movin Out" paper one evening I saw an advertisement for Max Mileage Fuel Catalyst and I figured what do I have to lose, so I ordered a 5 gallon pail. Well much to my surprise once I started using the product I was completely caught off guard by the results! The check engine lights went away after the first trip to the West Coast and back!! All of my trucks stopped having to regen multiple times a day. I no longer needed to take my trucks to the local Detroit dealership after each trip to have some sort of sensor changed, or forced regen, or whatever part they

seemed to think needed to be changed in the emissions system. Now as a regular practice, before my trucks leave my shop they have enough individual bottles of Max Mileage to be put in during each fuel stop from the time they leave upstate NY and head to the West Coast and back. Each of my drivers is well versed in adding the Max Mileage each time they fuel and they know how important it is to my business and I can't thank them enough for taking that time to add it when fueling. As a side note we also add it to all of the Reefer units when fueling as well. So as a year is about to go by since I started using this amazing product, all of my trucks idle smoother, fuel mileage is up, overall response is better, no more check engine lights, and no ridiculous trips to the Detroit dealership. To date only one truck has been back to the Detroit dealership to have a NOx sensor replaced and a tuneup! In closing it's great knowing that I can continue to offer great service to my customers just as they have always received and not have to be concerned about emissions breakdowns. It's great to feel dependable 365 days a year again! Thank you Jane and Pittsburgh Power for the Max Mileage Fuel Catalyst."

Leland C. Johnson
President

Johnson Motor Freight Inc
Summer is almost here and now is the time to put 1 cc of Max Mileage per gallon of gasoline into your Harley Davidson motorcycle. After 16 miles you will have a smile on your face. If you have a 6 speed transmission and are cruising at 65 mph or more you will be reaching for a 7th gear because of the extra

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Brown Dog Carriers Offering "A Helping Paw" to Aid COVID-19 Response



Left to right: Darrell Pardy, Director, Brown Dog Carriers; "Chief Canine Officer" Lily; and Graig Morin, President, Brown Dog Carriers.

BIDDEFORD, ME... **Brown Dog Carriers**, a purpose-driven carrier and logistics company based in Biddeford, has launched "A Helping Paw," a community call to action campaign aimed at organizing efforts to deliver essential ser-

vices and supplies to Mainers in need and help where possible in the response to COVID-19. "Now more than ever, people are relying on truck drivers to transport food, water, fuel and other essentials to stores and medical facilities on the

front lines of the COVID-19 response, so we're doing everything we can to keep trucks rolling and shelves stocked while maintaining safe driving standards and social distancing to protect the health of our team," said



Greg Morin, president of Brown Dog Carriers.

With this campaign, Brown Dog seeks to connect with Maine companies, organizations and individuals producing PPE, donating food or supplies, or making other contributions to the COVID-19 response, to explore opportunities to make a bigger impact together. If you are a business, organization or individual in need of shipping or transportation for your donations to the COVID-19 response, please contact Graig Morin (207-294-2075) or email info@browndogcarriers.com.

"Recently, we volunteered to transport 125 folding chairs donated by Hussey Seating Company to Southern Maine Healthcare and Maine Veterans' Homes. That got us thinking that we have both an opportunity and a responsibility to help. If we can use our equipment and experience to enable and bring attention to our community partners doing incredible things, so that they can serve more people, we're committed to doing that," said Darrell Pardy, Director of Brown Dog Carriers.

Throughout the year, Brown Dog Carriers supports a number of nonprofits and veteran service organizations doing good in the community, including Wreaths Across America, K9s on the Front Line, and Trucking 4 Kids. To learn more about A Helping Paw, please visit www.browndogcarriers.com/mission-and-values.

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However, truck owners are urged to check their state laws before having an “off-road tuning” performed. The tuning itself can be done at any of Diesel Spec’s retailers in about 2 hours. The customer decides which type of tuning they would like performed, then a tuning module is plugged into the truck’s ECM and the tuning is performed remotely from Diesel Spec’s Montreal, Canada headquarters. Each tuning carries a 30-day satisfaction warranty and a one-year reflash in case the ECM is reset at a dealer. Both warranties are included in the price of the tuning.

Most customers experience a 5-20% (about ½ mile per gallon) gain in fuel economy. Tunings are available for nearly every engine type, including: CAT, Cummins, Detroit, Isuzu, Mercedes, PACCAR, and MaxxForce. Updates are also available for all modern engine versions. Diesel Spec also does tunings for farm tractors and off-road equipment.

Diesel Spec also sells high performance parts including turbos, exhaust manifolds, intake manifolds and crank dampers. The company has a Taylor dynamometer at their facility in Montreal to ensure more accurate results.

The following are what customers had to say about their

Diesel Spec tuning:

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

Luis, truck driver from Quebec, Canada: “Thanks for bringing my engine back to life! 100 horsepower more and fuel savings of 10%. A tremendous investment.”

John, truck driver from Ontario, Canada: “Our fleet needs all the power we can get without sacrificing fuel economy. More than 30 trucks done, and we are very satisfied. Diesel Spec delivers big in both.”

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

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

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

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Volvo Financial Services Offers Finance Program to Help Customers

Volvo Financial Services (VFS) is offering customers in the U.S. an enhanced finance program on the purchase or lease of a model year 2020 or 2019 Volvo VNL, VNR, VNX or VHD model during this time of financial uncertainty as a result of COVID-19.

"We understand how important it is—especially during this unprecedented situation with the coronavirus – for trucking companies to maintain strong cash flow," said Stephen Yonce, vice president

of VFS. "To do our part, Volvo Financial Services continues to seek out ways to help our customers through these difficult times."

The "Hammer Down 2.0" Program extends the first payment for 60 days for qualified buyers of Volvo VNL, VNR and VNX models and for 90 days for qualified buyers of VHD models in dealer stock inventory. In addition, the program offers low to no down payments for qualified applicants. For model year

2019 trucks, customers can receive up to \$5,000 payment credit on initial monthly installment or lease payments, and up to \$3,000 payment credit on initial monthly installment or lease payments for model year 2020 models.

Daycab models will also receive an engine plan and purchased Engine Aftertreatment (EATS) coverage for 3 years or 300,000 miles. VNL, VNR and VNX sleeper models will receive an engine plan and purchased



EATS coverage for 4 years or 500,000 miles.

"Trucking companies and professional drivers are more important than ever," said

Peter Voorhoeve, president of Volvo Trucks North America.

"Volvo Trucks North America is committed to doing its part to alleviate some of the stress

created by COVID-19, and we will continue to offer programs to help our customers and keep trucks and the economy moving."

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Tri-State Trailer Adds Children's Hospital Trailer To TSTL, Inc. Leasing Fleet



By Steve Pollock

Pittsburgh, PA... Tri-State Trailer Sales, Inc. of Pittsburgh, Pennsylvania has added another trailer promoting a charity to their TSTL rental and leasing fleet. The Reitnauer 48' x 102" Big Bubba flatbed with Vango Tarping System has been dedicated to the Children's Hospital of Pittsburgh Foundation.

The organization is the sole fundraising arm of

UPMC Children's Hospital of Pittsburgh. The Foundation raises funds to support the hospital's mission of improving the health and well-being of children, teenagers and young adults. The hospital provides unparalleled care to pediatric patients. To contact the Foundation, call 412-692-3900 or log onto www.givetochildrens.org

The Children's Hospital trailer is one of several

Tri-State Trailer Sales has built to recognize various charities. All of the trailers are part of Tri-State Trailer Sales' TSTL rental and leasing fleet and are available for companies and owner-operators to rent or lease.

Tri-State Trailer Sales, Inc. has four full service trailer dealerships located in Pittsburgh, PA; Lancaster, PA; Hubbard, OH; and Cincinnati, OH.

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\$40.00 (Case of 4)

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Being Prepared



What's worse than being stuck somewhere and not being able to find toilet paper?... Being stuck somewhere and not being able to find a part for your truck. I used to think a Ford dealer not having a starter for a 7.3 Powerstroke would be about as likely as Walmart not having tomato soup. If nothing else Coronavirus has shown us that we shouldn't assume we're always going to have access to parts and supplies when we need them.

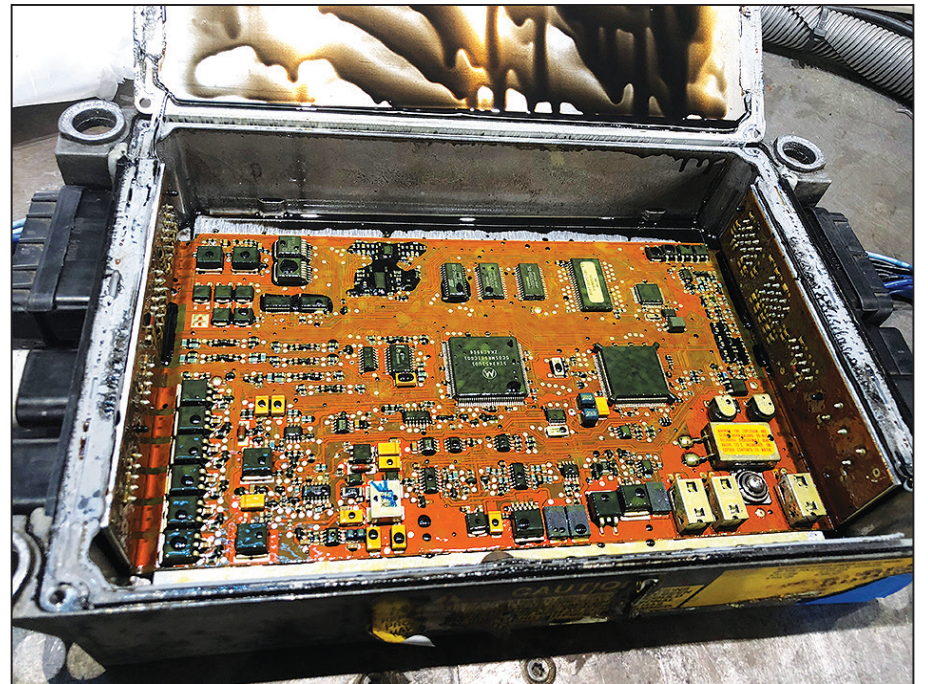
Over the last few years I've grown less dependent on my local parts dealers to keep my vehicles going. I've got two trucks and two cars that have around 600,000 miles split between the four of them. Three of those vehicles are over 20 years old and the way I keep things going is by ordering parts before I need them and keeping spare parts around. I like to replace water, fuel, oil, and hydraulic pumps before I need to. If the part I'm replacing still looks good then I've gained a spare, if it doesn't then I buy another. Same goes for bearings, brakes, belts and alternators. Once I stopped assuming local parts stores had the parts I needed in stock the amount of downtime

Engine Totals		
Accumulated Totals		
Fuel	351424.6	gals
Time	46108.8	hours
Distance	2056184.5	miles
Idle Totals		
Fuel	4672.8	gals
Time	8741.1	hours
VSG Totals		
Fuel	2257.1	gals
Time	3737.8	hours
Optimized Idle Totals		
Optimized Idle not enabled		
Cruise Totals		
Time	17374.4	hours
Engine Brake Totals		

Over 2 million miles of data is stored on this DDEC IV. It's been logging data for the past twenty-two years.

my vehicles experienced went way down. One of my local parts stores was getting rid of all their Brembo brake pads for S10 Blazers. They were going for pennies on the dollar. I bought every pad they had. I never had to buy another brake pad for my Blazer again. Did the same thing with a huge case of windshield wiper blades. I don't have a problem with running the same 20" wiper blades on my cars as I do on my trucks but when it comes to parts

related to fueling I don't cut corners. I did some work for a fleet that uses the same injector all their PK60, BK60, and GK60 powered trucks because their local dealer only stocks the 7466 injector. The PK, BK, and GK engines all have different piston-rod assemblies and different camshafts. Regardless of what I do to a DDEC ECM there isn't any way I can make all those engines run exactly the same. The peak power, torque, and fuel mileage of the



This is what a 2 million mile 23519307 DDEC IV looks like. It ran fine even after oil started to leak in the casing.

BK and GK engines will be all over the place.

I know owner operators that carry a spare ECM in their truck. Carrying a spare DDEC isn't a bad idea, not because these ECMs are unreliable but because there are many ways an ECM can be damaged then fail suddenly and without warning. Mileage doesn't wear ECMs out like it does with mechanical injection pumps and injectors. A well maintained ECM can last a really long time. I've rebuilt

twenty seven year old DDEC III ECMs that fired right up and ran when I checked them in. I've found DDEC IVs with over 2 million miles of engine data saved in them. Having one healthy and properly set up spare ECM is enough. If you need more than one spare, you're doing something wrong. Before you buy a spare DDEC make sure you know which one you need. If you're powering a glider, need to be elogs compatible, or have an engine build date

that's January 1998 or newer then you'll want a 23519307 DDEC IV. Otherwise if your engine's build date is between December 1993 and November 1997 you can run a 23513553 DDEC III, a 23518645 DDEC III, a 23518743 DDEC III or a DDEC IV as long as the right program is used.

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The RoadWorks Team is Working On Their "Night Moves"



an outlaw stage in our life and this is a little bit of mine." Many are familiar with the Bob Seger song that helped Troy in determining what to name the new build.

Anyone looking can see that a lot of time and effort went into the exterior of Night Moves. "I was wanting to do a two-tone modern look" Says Huddleston, "A lot of guys are doing the old school look right now, which is cool, but I was wanting to do a more modern style for Night Moves. I can never get completely away from the old school which is why we incorporated the heavy metal flake in the silver stripes." The RoadWorks design team chose to show off their capabilities by prepping their trusted stainless accessories for paint and incorporating them into this build. While they are known for their stainless accessories, the RoadWorks team chose to feature painted cab and sleeper panels, shock box and air bag covers, recessed deck plate, along with others, showing off their adaptability to market trends and their capability of making cool and innovative products that continue to impress. When asked about why the team felt it was important to use painted parts, Huddleston replied, "It seems like ninety percent of show trucks these days have painted parts because it's trendy. It's been around before, and it's come back, just like everything else, wait long enough and it'll come back."

With over 400 lights, you'll really be able to see Night Moves moving at night! Huddleston's old school ways definitely played a part in the decision to incorporate so many lights in this build. When asked what he was most excited about regarding Night Moves, Huddleston replied, "If I built my own truck, I would want something like this. I just can't wait to get out there and roll with it. We were working so hard on getting everything done and we finally get done and we weren't able to show it! So I'm excited about getting to get on the road. I'm very happy with the way it turned out." We certainly second Huddleston's sentiment about getting to see Night Moves finally hit the road.

Huddleston may be old school but the marriage of old and new school styles has truly achieved something unique that drivers will be talking about for years to come. To find out more about the products offered by RoadWorks, please visit their website www.RoadWorksmfg.com or call 1-800- on social media @ RoadWorksMFG

By: Jacob Linson

Since 1994, RoadWorks Manufacturing has operated out of Lafayette, Indiana designing and manufacturing stainless steel semi-truck accessories. They have developed an extensive catalog of products for a wide variety of truck makes and models, and they are very excited to be introducing new RoadWorks exhaust kits featuring 48 hour lead times, free shipping, and a 2 year warranty.

Over the years, RoadWorks has designed a new show truck every year to unveil in March at the Mid America Trucking Show. While the show was cancelled this year, the build was not, and the RoadWorks team is proud to unveil "Night Moves," the 2020 RoadWorks show truck. While easy on the eyes, the truck is also a testament to the endless thought and effort that the team puts into each and every build.

Night Moves is a 2020 389 with a 565 X15 Cummins, 2050 Torque, 18 speed transmission, on low-low air leaf. With a 310" wheel base, this truck is definitely long and low. The real show stopper though, is all the custom work that has been put into every single detail of this build. It begins with a custom 20" stainless front bumper complete with a flip kit, custom grill featuring the RoadWorks trademark "R" in the bottom right corner, a custom post-mount style visor with lights, custom overhead console and headliner insert, RoadWorks batteryboxes on both sides with 8 total batteries, in addition 2 custom 60" frame boxes adorn each side of the frame rails. The biggest change this year from previous builds has to be the 8" RoadWorks exhaust kit with stove pipe tips and custom cut RoadWorks logos in each side.

In addition to the custom RoadWorks products, the team went to Davis Brothers Designs to help them bring the interior to the next level. You'll definitely be able to hear the team coming down the road with their 7200 watt sound system. There are so many speakers in this truck; they had to remove

the bed to make room for more! The Davis Bros team also installed custom door panels, painted dash inserts, along with providing the excellent paint job featured on Night Moves' exterior. This is the second build that Davis Brothers and RoadWorks have teamed up on, previously completing the 2019 show truck "Lucky 13."

While the truck is truly amazing, no truck is ever truly complete without a driver. Night Moves was the brain child of veteran truck builder, Troy Huddleston of Yale, Illinois. Troy has been a RoadWorks brand ambassador for several years now and is lucky enough to sit behind the wheel of each RoadWorks build. When asked how he thought Night moves turned out, Troy is quoted as saying "Holy Schneikies!" We think he might be happy with how it turned out.

Troy had a hand in every aspect of the truck build, from designing the paint, to deciding what parts to put on the truck, to deciding which parts would be painted and which would be polished. If designing show trucks was a recognized science, Troy would certainly have a PHD. We asked Troy what his inspiration was for Night moves and he said, "Honestly, 'Night Moves' is something that the outlaw truckers have done for years. The name 'Night Moves' fits with the paint scheme of the truck, we've all gone through



Davis Brother Designs installed the 7200 watt sound system in Night Moves. The sound system features 18 speakers by JL Audio and SounDigital amplifiers.

- Sound System/Interior photos by Davis Brothers Designs -



Roadworks Manufacturing Launches Three New Products For Heavy Duty Trucks



RoadWorks Manufacturing®, a Truck Hero® company, and the leading designer and manufacturer of stainless-steel aftermarket accessories for heavy duty trucks, introduces the three new products: the Multi-Fit Classic Style Blind Mount Bumper, the Detail Products Bucket Kit and Chrome Exhaust Kits.

Multi-Fit Blind Mount

Classic Style Bumper

Manufactured from high-quality stainless-steel, the Multi-Fit Blind Mount Classic Style Bumper will not peel or chip over time, providing a lifetime of shine. This bumper is designed with either boxed or mitered ends, features an innovative one-piece mounting plated and is available in three height increments: 18", 20" and 22".

Plus, the one-piece design of the mounting plate offers the simplest installation process available. The Multi-Fit Blind Mount Classic Style Bumper starts at \$724.99 and is now available to order for various Freightliner, International, Kenworth, Peterbilt and Western Star models. The Multi-Fit Classic Style Blind Mount Bumper is backed by a limited lifetime warranty.

See warranty for full details.

The Detail Products Bucket Kit includes RoadWorks entire detail product line and bonus microfiber towels all housed in a convenient and sturdy bucket. The bucket features a padded lid so that it can double as a chair and a stainless-steel grate to separate dirt and debris from the water used for cleaning. This kit

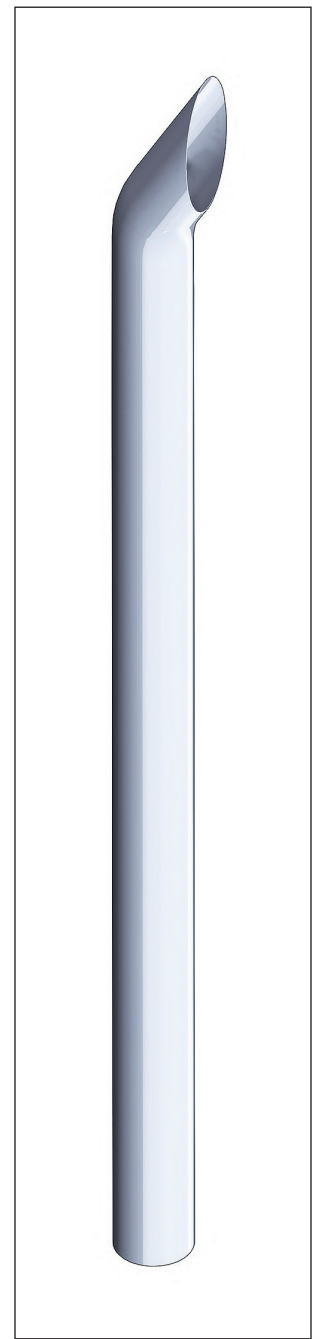
includes (6) full-size RoadWorks detailing products: Metal Polish and Sealant, Paint Protectant, Clean Shine Truck Wash, Vivid Black Tire Shine, Spray Detailer and Bug Off Bug Remover.

Chrome Exhaust Kits

RoadWorks Chrome Exhaust Kist are designed and engineered in the USA with American made steel and are treated with OEM-quality certified chrome plating with the highest attention to detail in both polishing, and plating. Chrome Exhaust Kits are available in 6", 7" and 8" diameters with top pipe lengths of 96", 108" and 114". These exhaust kits can be customized with several tip styles including: "Stove Pipe", "Slash Cut" and "Boilermaker". RoadWorks exhaust kits are backed by a two-year warranty. See warranty for full details.

Roadworks Manufacturing products are American made and built to last. Established in 1994, RoadWorks Manufacturing®, a Truck Hero company, designs and manufactures innovative, premium-quality semi-truck aftermarket accessories. RoadWorks also offers a full line of detail products, including metal polish and sealant, metal polishing bars, paint protectant and spray detailer for all makes and models. RoadWorks Manufacturing stainless steel truck accessories and detail products are made in the USA and available through RoadWorks Authorized Dealers. For more information, please visit our website at roadworksmfg.com.

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Smith Transport Recognizes Mike Grimplin

By Steve Pollock

ROARING SPRING, PA.... Professional Truck Driver Mike Grimplin was honored with the Tommy Smith Golden Eagle Award this past March at a ceremony held at Smith Transport's Roaring Spring, Pennsylvania

headquarters. Mike received the award for achieving 3 million safely driven miles during his 26 year career at Smith Transport. Mike's proud family, including wife Patti, daughter Kristan and grandson Braydn were on hand for the ceremony.

For his outstanding achievement, Mike received a \$5,000 check, engraved plaque, engraved watch, leather jacket, spring jacket with patch, certificate, a special decal for his truck, a \$50 voucher for the company store and a \$100



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- Jamie Hagen, Hellbent Xpress

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Mike currently works in Smith's Gas Well Services Division. Safety Director Chip Castello stated, "When I made my first trip with Mike to Appleton, Wisconsin, I knew right away that he was a Professional. 3 Million Miles is an extraordinary lifetime achievement."

Mike is one of 5 Smith drivers who have achieved 3 Million Safe Miles, the other drivers

are Jeff Bradley, Harold Palmer, Paul Storm and Mike Fields. 3 Million Miles is the equivalent of 120 trips around the Earth or six round trips to the moon and back.

There are 124 Professional Truck Drivers who have achieved 1 Million, 2 Million and 3 Million Miles safely driven in the Smith Transport fleet.

Smith Transport President and CEO Todd Smith remarked,

"Our drivers in the Smith Transport family are absolutely outstanding. There are many drivers in the trucking industry, but only a few true Professionals. Smith Transport is a place where ordinary people do extraordinary things."

Congratulations to Mike and the other Smith Transport 3 Million Mile Safe Drivers.

Pacifico Reflections - New Normal

by: Mike McGough

The attack on Pearl Harbor on December 7, 1941 started shortly before 8:00 AM when the first wave of planes struck. The assault of the second wave was over just before 10:00 AM. Within two hours, the world had changed in ways that most Americans couldn't even imagine. In a moment normal was gone, and some feared it would be gone forever. For those lost on December 7th and the thousands lost in the four years that followed, normal tragically and regrettably would never return.

On the home front, change came in swift and dramatic measures to rise to the challenges of global warfare. Seats around Sunday dinner tables were vacant as the ranks

of the military force swelled on a daily basis. Rosie the Riveter became an enduring and iconic symbol of the women who replaced men in what had been a predominantly male workforce. Grandparents assumed the roles of parents as dads and moms went to war. Rationing became the order of the day, and wartime production led to scrap metal drives to provide the raw materials for armaments and munitions.

Air raids became common. Tall buildings in many communities became lookout posts for enemy aircraft. Public utilities and water supplies were guarded by shifts of citizens, who frequently served after a full day of work at their regular jobs. Mondays often became Meatless Mondays and Wednesdays became Wheatless Wednesdays at the urging of President Roosevelt. The goal was to preserve food supplies for the armed forces, just as had been done during World War I.

These were indeed harsh times. During the long and difficult years of World War II, many people were left to ask time and time again, "When will we finally get back to normal?" In the current day, in the midst of the coronavirus emergency, that same question is on the lips of many. The words of one family's patriarch following yet another Sunday dinner where places had been set for and left vacant by those in the service during WWII, are worth repeating for the hope they provided seventy-five years ago.

Here is what he said.

"These are indeed tough times. This is our time to do what we can. If we're to make it though this, we can't be slackers, and we can't think of just ourselves. This is called a world war for a reason; the whole world is involved. If we give way to selfishness, we may win for a day, only to lose a great deal in the long run. If everybody thinks only of themselves, we each become easy prey to anything and everything that threatens us.

"Sure, I'd like to go to the store and buy whatever I want whenever I want, but right now that's just not possible. Things that we don't waste can be used to support those on the front lines, fighting the enemy that clearly threatens us all. If we resist the urge to hoard, there's a better chance that everyone will have enough to make it through, rather than some having more than they need, while others don't have enough. You see, we've got to think about others. This is not a one-person fight, and it won't be a one-person victory.

"Here people ask about when we'll get back to normal. To be honest, I think that will be some time down the road. We've got a ways to go yet, but we'll get there sure enough. And just so you know, normal changes all the time anyway. Even in the best of times, normal changes constantly. Occasionally it's easy and other times it's hard. Remember, if normal didn't change, we'd still be gathered around the opening of the first cave man walked out of.

"So, when you think about returning to normal, think about a new normal. When you get to feeling that it's tough right now, remind yourself that if we follow the best available advice of the day, do what we can to think of others, and do so with a positive and hopeful resolve, we'll get through this together. Yes, we're sacrificing a good bit of our normal today, and we do that willingly, so that we and generations to come can have a better and safer normal when this war is over."

CV-19 is a tough enemy. Fighting it alone is no more possible today than fighting World War II on your own would have been a few generations ago. It's once again time for us all to pull together. We are being called on today to sacrifice parts of what had been our normal yesterday, so that tomorrow can bring new and better normals for us and future generations.

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Latest Trucking Industry News

America's Truckers Urge Congress To Show Support With Action, Not Just Words, Once COVID-19 Crisis Is Over - Changes In Trucking Industry Policies Are Needed Now

Washington DC... Thanks to America's truck drivers and their willingness to risk infection from COVID-19, store shelves remain filled and critical supplies continue to get moved across our nation's highways. But after this phase of the crisis is over and recovery begins, truckers will still have the same challenges with overregulation, working conditions and pay. The Owner-Operator Independent Drivers Association sent a letter to Congress today, outlining issues for top priority moving forward.

"Without any sort of work-from-home option, truckers are manning the front lines of the industry as they always have done," said Todd Spencer, OOIDA President and CEO. "They certainly welcome the public praise from all who have noticed their role in the pandemic response. But they will need more than words to stay afloat in an uncertain future."

OOIDA is asking Congress to prioritize the following:

- H.R. 6104, the Truck Parking Safety Improvement Act, should be passed to address the shortage of parking for trucks. This bipartisan legislation would provide dedicated funding for projects that expand truck parking capacity.

- Congress must support the Federal Motor Carrier Safety Administration's (FMCSA) efforts to modernize and improve hours-of-service (HOS) regulations. Truckers shouldn't just get temporary relief when the nation needs their help responding to an emergency.
- Congress must take steps to address the persistent problem of excessive detention time, which reduces driver wages, slows the movement of freight and has been linked to increased crash rates. Many drivers spend countless unpaid on-duty hours being detained due to the inefficiency of others within the supply chain.

- Congress must repeal the overtime exemption for employee drivers in the Fair Labor Standards Act (FLSA). The average truck driver works 60-70 hours per week, which is rarely, if ever, reflected in their compensation.

- Congress must waive the 2020 payment of the Heavy Vehicle Use Tax (HVUT) to provide immediate tax relief to owner-operators, many of which are struggling to keep their businesses operational during and after the crisis.

"These aren't necessarily

the only issues in trucking that need to change to bring improvements," added Spencer. "But memes and applause don't pay bills or reduce the overregulation that keep them from making a living. These are things that Congress can move quickly on to help truck drivers."

The Owner-Operator Independent Drivers Association is the largest national trade association representing the interests of small-business trucking professionals and professional truck drivers. The Association currently has more than 160,000 members nationwide. OOIDA was established in 1973 and is headquartered in the greater Kansas City, Mo. area.

ATA Truck Tonnage Index Rose 1.8% in February Index 2.6% Higher than February 2019

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index rose 1.8% in February after falling 0.3% in January. In February, the index equaled 119.1 (2015=100) compared with 116.9 in January.

"Before any impacts from COVID-19, truck tonnage had a solid month in February," said ATA Chief Economist Bob Costello. "Last month, solid housing starts, high levels of retail sales, and even a modest improvement in manufacturing activity all helped freight volumes."

"With truck tonnage up nicely from a year earlier in February, the trucking industry was in a fairly good place before economic impacts hit from the health crisis. Trucking volumes, early in the COVID-19 emergency, will be positive for consumer staples and other commodities before we see a slowdown as the economy contracts in the second quarter," he said.

ATA recently revised January's index down from the initial reading in our press release on February 18, 2020.

Compared with February 2019, the SA index rose 2.6%, which was preceded by a 0.4% year-over-year gain in January. During the first two months of the year, the index rose 1.5% compared with the same two months last year. In 2019, the index was 3.3% above 2018.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 108.2 in February, 5.2% below the January level (114.1). In calculating the index, 100 represents 2015.

PA Turnpike Temporarily Will Not Accept Cash To Safeguard Employee and Traveler Health

HARRISBURG, PA... The Pennsylvania Turnpike Commission (PTC) is alerting motorists that cash will not be accepted at any interchange statewide. This is a temporary safety measure to keep travelers moving with no need to stop at tollbooths or interact with tolling personnel during the COVID-19 pandemic.

During this time, cash and credit cards will not be accepted anywhere on the PA Turnpike's ticket system. All tolls will be assessed electronically via E-ZPass or the PA Turnpike TOLL BY PLATE program as vehicles travel at posted speed limits through tolling points.

"This temporary measure is critical to enable us to support the Commonwealth in its efforts to mitigate the spread of COVID-19," said PA Turnpike CEO Mark Compton. "I want to be clear that we will return to normal toll-collection operations as soon as it becomes practical."

Customers who do not have an E-ZPass account should continue to use lanes marked

"Tickets" on entry and "Cash" on exit, however they should keep moving through the lane at the posted speed without stopping. Instead of paying their toll on the roadway, they will receive a PA Turnpike TOLL BY PLATE invoice through the mail.

With the PA Turnpike TOLL BY PLATE option, high-speed cameras capture license-plate images as vehicles pass by. The registered owner receives an invoice within 30 days for trips made through the tolling point. Invoices can be paid online, by phone or by mail.

Customers who receive a TOLL BY PLATE invoice will be charged the "cash" toll rate. However, when paying their invoice, they will have the option to open an E-ZPass account to receive the discounted rate at time of payment.

Customers have 20 days to pay invoices before a second invoice is issued. If the first invoice is not paid, the second invoice will include an additional fee of \$5 or the equivalent of 1.5% of the total amount owed, whichever is higher.

Cash tolls will still be in place on the Mon-Fayette Expressway (PA Turnpike 43) via the current Automated Payment Machines.

All customers should be prepared for possible confusion around the toll plaza areas as drivers adjust to the temporary measure. Drivers should slow down when approaching a tolling point or interchange, pay attention and proceed with caution.

For more information on how all-electronic tolling works, visit nocashzone.com.

For other service plaza locations and amenities, visit https://www.paturnpike.com/pdfs/travel/PTC_Service_Plaza_Guide.pdf.

For more information on operational changes due to further COVID-19 guidance, visit PATurnpike.com.

ODOT Rest Areas Open Statewide

SALEM, OR... ODOT rest areas along the interstates and state highways remain open during the COVID-19 public health emergency.

Rest areas managed by the Oregon Travel Information Council or funded by ODOT will remain open, including the Interstate 5 Rest Stop at Canyonville, managed by the Cow Creek Band of Umpqua Tribe of Indians.

Cleaning of most rest areas has been doubled, and signs have been added warning those using the facilities to keep at least six feet apart at all times.

The I-5 Siskiyou Rest Area south of Ashland remains open to all northbound traffic, except commercial trucks. The Siskiyou Welcome Center, managed by Travel Oregon, closed last Friday, March 20 due to concerns over the virus and public safety.

The location of all Oregon rest areas can be found at Trip-check.com



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Keystone Chapter of the Antique Truck Club of America (ATCA) Hosted Annual Truck Show In 2019



garden tractors, and rat rods highlighted the day many arriving early Saturday morning. The feature truck was a 1962 Mack B68 owned by George and Eileen Wool; Centre Hall, PA. The weather for the show was a beautiful summer day. The lone maple tree was a popular spot for shade, talking with friends, and making new friends. There were 48 registrations and 60 vehicles.

The Fire Company prepared a delicious barbecued chicken dinner for the exhibitors. After the dinner raffle and door prize drawings were held.

Businesses that donated raffle items and door prizes: Allegheny Truck Sales/Service; Altoona - Bud's Electric Service; Clearfield - Burchfield's Towing; Duncansville - Cumberland Truck Parts; Clearfield - Frank's Auto Service Center; Lakemont - Gill's Auto Sales/Vehicle Lettering; Bellwood - Hunter Peterbilt; Clearfield - Keith's Truck Service; East Freedom - Legacy Truck Sales; Altoona - Mamie's Cafe and Bakery; Martinsburg - Metzler's Trailer Sales/NAPA; Martinsburg - Murray's Freightliner/Western Star; DuBois - New Pig; Tipton - Proformance Diesel Injection; Clearfield - R.W. Bird Trucking, Inc.; Pleasant Gap - Smith Transport; Roaring Spring - Valley Tire Company; Duncansville - Valley Truck & Trailer Sales; State College - Ward Trucking; Altoona - Watt's Truck Center; New Alexandria - West Central Equipment; Martinsburg.

Commercial Exhibitors: Smith Transport, Legacy Truck Sales, and Keith's Truck Service.

Mark your calendars for our 2020 show to be held at the same location July 24-25.

For more information visit the Chapter's website: www.keystonetruck.org.



The Keystone Chapter of the Antique Truck Club of America (ATCA) held their annual show July 26-27 in East Freedom, PA. The show was held on the grounds of the former East Freedom Elementary School now owned by Through, Inc. Set-up was Friday afternoon with the main show on Saturday. The Freedom Township Volunteer Fire Company sold hoagies at lunch time on Friday. Then Friday evening a group of trucks convoyed to Peggy's

Diner (a former truck stop) near Claysburg for dinner. After dinner the group then convoyed to the Milky Way for ice cream. Saturday morning started with a pancake and sausage breakfast prepared and sold by the Fire Company. Through, Inc. sold cold drinks throughout the day. The Fire Company sold hot dogs and Italian sausage sandwiches for lunch. The Roaring Spring Library sold baked goods prepared by library volunteers.

Trucks, tractors, pickups,



- All photos courtesy of Keystone Chapter of the Antique Truck Club of America



PennDot Announces Exemptions For Certain Weight Restrictions In Response To Covid-19

EXEMPTION 2020-13

Pursuant to the Proclamation of Disaster Emergency issued by the Governor on March 6, 2020, and 75 Pa. C. S. §6108, the waivers in this exemption apply to certain motor carriers engaged in operations necessary to respond to the disaster emergency declared by the Governor.

The Pennsylvania Department of Transportation hereby issues the following exemption:

TYPE OF OPERATION: Commercial motor vehicle operations providing direct assistance in support of emergency

relief efforts related to the COVID-19 outbreaks, including transportation to meet immediate needs for: (1) medical supplies and equipment related to the testing, diagnosis and treatment of COVID-19; (2) supplies and equipment necessary for community safety, sanitation, and prevention of community transmission of COVID-19 such as masks, gloves, hand sanitizer, soap and disinfectants; (3) food, paper products and other groceries for emergency restocking of distribution centers or stores; (4) immediate precursor raw

materials-such as paper, plastic or alcohol-that are required and to be used for the manufacture of items in categories (1), (2) or (3); (5) fuel; and, (6) equipment and supplies necessary to establish and manage temporary housing, quarantine, and isolation facilities related to COVID-19.

Direct assistance does not include routine commercial deliveries including mixed loads with a nominal quantity of the above referenced goods and materials to obtain the benefits of this Exemption.

EXTENT OF EXEMPTION:

Requirement to comply with weight limitations and permitting for certain motor carriers on all roadways and bridges except for bridge restrictions noted in the special conditions below.

EFFECTIVE DATE: April 3, 2020 1159 hours.

TERMINATION DATE: June 2, 2020 2359 hours.

SPECIAL CONDITIONS:

1. The vehicle weight and permitting requirements of 67 Pa. Code, Chapter 179 (relating to Oversize and Overweight Loads and Vehicles) are hereby waived for motor carriers utilizing combination vehicles with divisible load limits equal to or less than 90,000 pounds that are providing direct assistance in transporting goods and materials necessary to respond to the COVID-19 virus disaster emergency.
2. This Exemption does not apply to any bridge or roadway with a size or weight restriction posted in accordance with 67 Pa. Code, Chapters 189 (relating to Hauling in Excess of Posted Weight Limit), 191 (relating to Authorization to Use Bridges Posted Due to Condition of Bridge), and 193 (relating to Authorization to Use Highways Posted Due to Traffic Conditions).
3. Structures spanning the Delaware River between the states of Pennsylvania and New Jersey under the jurisdiction of the Delaware River Port Authority or the Delaware River Joint Toll

Bridge Commission are not within the scope of this waiver; the terms and requirements for the crossing of those structures are as established by the respective authorities. Contact information for the Delaware River Joint Toll Bridge Commission is 1-800-363-0049 and Delaware River Port Authority is 1-877-567-3772.

4. Structures spanning the Delaware River between the states of Pennsylvania and New Jersey under the jurisdiction of the Burlington County Bridge Commission are not within the scope of this waiver; the terms and requirements for the crossing of those structures are as established by the respective authority. Contact information for the Burlington County Bridge Commission is 1-856-829-1900.

5. Drivers must comply with the Federal Motor Carrier Safety Administration's March 24, 2020, Expanded Emergency Declaration Under 49 CFR § 390.23, No. 2020-002, any future amendment to that Declaration, or any further Exemption or Order issue by the Governor or the Secretary as allowed by law.

6. Nothing in this Exemption relieves compliance with all other applicable laws or regulations, unless otherwise waived or exempted by the governmental entity with jurisdiction to effect such an exemption or waiver.

CVSA Postpones International Roadcheck

Every year, the Commercial Vehicle Safety Alliance (CVSA) sets inspection and enforcement initiatives, such as International Roadcheck, which is scheduled for May 5-7. However, with public health and safety as its top concern, CVSA has decided to postpone International Roadcheck to later in the year. The Alliance will monitor the status of the coronavirus (COVID-19) pandemic and appropriately select the new dates when it's safe and reasonable to do so. Once the rescheduled dates have been selected, CVSA will notify the commercial motor vehicle enforcement community, the motor carrier industry, the press and the public.

It is important to note that International Roadcheck, as a high-visibility, high-volume inspection and regulatory enforcement event, will no longer take place on May 5-7; however, roadside safety inspections and traffic enforcement will continue to be conducted every day, with enforcement personnel following their departmental health and safety policies and procedures, as appropriate.

At this time, International Roadcheck is the only public enforcement initiative that has been postponed. Operation Safe Driver Week is still scheduled for July 12-18 and Brake Safety Week is still set for Aug. 23-29.

CVSA will closely monitor the coronavirus outbreak, follow guidance from public health expert leadership, and promptly notify the membership and industry stakeholders of the rescheduled dates.



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The Circuit Rider PacLease Names Rush Truck Leasing

- Houston, North American Franchise of the Year



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.



BELLEVUE, WA.. Rush Truck Leasing – Houston, has been named the PacLease 2019 North American Franchise of the Year.

According to Ken Roemer, president of PACCAR Leasing, PacLease has an extensive evaluation process to decide which franchise will receive the award.

"Rush Truck Leasing – Houston, truly had a remarkable year," said Roemer. "Not only did the franchise exceed their targets, what's even more important is their commitment to providing outstanding customer service. Their dedication to ensure their customers' needs are always met is very apparent. Rush Truck Leasing – Houston's

investments in its people, location, and rental program further show how well managed the franchise is. It's an honor to recognize Rush Truck Leasing – Houston, as our North American Franchise of the Year winner."

In addition to the North American Franchise of the Year award, PacLease recognized its top U.S. and Canadian franchises.

PacLease named Palmer Leasing Group (Indianapolis) and Allstate Leasing (South St. Paul, Minnesota) as its U.S. Franchises of the Year for Kenworth and Peterbilt. Inland PacLease (Burnaby, British Columbia) and Excellence PacLease (Sainte-Julie, Quebec) took home the

honors as the Kenworth and Peterbilt Franchises of the Year for Canada.

"These winners all had phenomenal years, working endlessly to provide great service to their customers and grow their businesses," said Roemer. "They are all great PacLease partners."

"We are very proud of all our franchise award winners, and the entire PacLease network," concluded Roemer. "As we go through these challenging times, PacLease is committed to the health and safety of our employees and customers and we will continue to provide outstanding service to the vital transportation industry."

Legal Waivers Help Keep Commercial Drivers On Road

SALEM, OR... The Federal Motor Carrier Safety Administration and Oregon DMV have taken steps to help keep the holders of commercial driver licenses (CDL) and commercial learner permits (CLP) on the road during the COVID-19 response.

DMV is continuing to provide CLP knowledge tests and first-time CDL issuances by appointment only at six offices across Oregon.

Effective immediately:

- All Oregon CDLs expiring between March 1, 2020, and June 29, 2020, now expire on June 30, 2020.
- All Oregon commercial learner permits (CLPs) expiring between March 1, 2020, and June 29, 2020, now expire on June 30, 2020.
- All Oregon CLP holders are eligible to take the CDL skills test without regard to the 14-day waiting period.
- All Oregon CDL holders and CLP holders whose medical certification expired on or after March 1, 2020, retain medical qualification until June 30, 2020, if the medical examiner certificate was issued for 90 days or more.

FMCSA waiver in Oregon:
 • DMV will not cancel commercial driving privileges for expired medical examiner certificates, if the medical examiner certificate was valid on or after March 1, 2020, for a period in excess of 90 days.

• DMV will grant an additional 90-day grace period before cancelling commercial driving privileges for expiring security background checks for hazmat endorsement holders. This reflects guidance from FMCSA and the Transportation Security Administration (TSA).
 CLP holders and new applicants may schedule an appointment for a knowledge test or commercial driver license issuance by calling their local DMV office phone number, 503-299-9999 in the Portland area, or 503-945-5000 elsewhere.

To schedule a CDL drive test, you must use a private third-party CDL tester business.

How to schedule a CDL drive test: <https://www.oregon.gov/odot/DMV/Pages/Driverid/3rd-partytest.aspx>.

For more information: (503) 373-0000, option 1 for information about over-dimension loads; (503) 378-6699 for information about registration services.

Anonymous Prayer Is Tremendous

People in every generation usually say the same thing, "I asked God." Many people unknown by name have prayed tremendous prayers and received tremendous answers.

An unknown prayer once prayed, "I asked God for strength that I might achieve. I was made weak to humbly obey. I asked for health that I might do great things. I was given infirmity that I might do better things. I asked for riches that I might be happy. I was given poverty that I might be wise. I asked for power that I might have the praise of men. I was given weakness that I might feel my need of God. I asked for all things that I might enjoy life. I was given life that I might enjoy all things."

He went on to say, "I got nothing that I asked for, buy everything that I hoped for. Almost, despite myself, my unspoken prayers were answered. I am among all men most richly blessed."

Although we do not know the name of the man who experienced this, we realize it and recognize it often in our own experiences. Pray without ceasing. Remember, there is healing in believing. When you pray, believe that God hears you and believe that you will receive what you ask for and you shall have it.

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Who Says There's No Such Thing As A Free Lunch? TBS Factoring Service Delivered Free Lunches To Truckers During COVID-19 Pandemic



TBS President Jennifer Lickteig hands a lunch to a trucker.

Responding to a nationwide outcry from hard-working truckers who are having trouble finding open restaurants during the COVID-19 global health crisis, TBS Factoring

Service answered the call for help and showed their appreciation and thanks to Professional Truck Drivers by handing out FREE LUNCHES to truckers from 11 a.m. to 1

p.m., at Exit 136 on Interstate 35, on March 20th.

The event, called Sandwiches 4 Semis, was staged at both the North and Southbound ramps of Exit 136 (Hefner), on Inter-



state 35, in Oklahoma City. Truckers were able to "grab-and-go" a sack lunch featuring a sub sandwich, water and chips, and didn't even have to exit their cabs to pick up their lunch on the fly.

Nationwide as rest stops and restaurants close, truck drivers are finding it difficult to locate prepared food items and face challenges including

parking and access to drive through only locations.

"Truckers are American heroes," said TBS President Jennifer Lickteig. "If you eat

it, wear it, or buy it in a store, a trucker hauled it there. And while most of America shelters in place, truckers are hard at work, putting their own health on the line, making sure we have everything we need to survive in these difficult times. We can't feed them all, but hopefully this will help draw attention to the problem, and maybe get restaurants to change their short-sighted policy."

TBS, headquartered in Oklahoma City since 1968, is the nation's leading provider of cashflow solutions for independent owner-operators. TBS serves truck drivers from coast to coast with financing, compliance, permitting, insurance and fuel programs.

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-Shakir Muhammad

This is Shakir Muhammad Black Power Production and I fully back and bankroll this Nation building Initiative 100% percent.

Operational Unity

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View Out My Windshield During This Troubled Time



By Linda Caffee

The news reports are changing our world faster than we can keep up with, but that is not what I see out of my office window. The traffic keeps getting lighter and lighter, which means our travel times between pickup and delivery are getting faster without increasing our speed. No traffic jams are one of the most impressive things we have experienced! We are noticing fewer accidents and a lot more police patrolling the road. Our fuel mileage is better without the stop and go traffic, so that is a win-win for us.

Our freight has been more varied than usual as expeditors. We are thankful that we have a lift gate as we have used it a lot lately. One of our unique loads was carrying several skids of computers and monitors to a building that had been sealed off due to a case of Covid-19. A tent had been set up to distribute the computers to the employees so they could work at home. This was an all-day event as the employee's followed a schedule of when they could come in and get their equipment. The reason a few of us stayed all day was to keep



Restaurant/Fast Food dining areas are shut down in Travel Centers.

the skids of computers dry as the tent was not large enough to accommodate all of the skids. When a new skid was needed we would use the lift gate and get the appropriate skids out to replace the empty one. We were impressed by the employee's attitudes and everyone coming together to get the job done.

One delivery got interesting when we arrived at the consignee. Bob was told to have me back into dock number 24. The dock door was not opened and the conversation inside must have got interesting. Next we were told to move away from the dock as they were bringing over an older truck they owned. They had decided to move our freight out of our box and onto their

truck as "those people down there" had touched the freight. Not sure what they meant by "those people," but we got unloaded in plenty of time to get to our next load.

We are even more proactive once we get a load as we call the shipper and receiver to make sure everything is a go. Once we are loaded, we again call the receiver to make sure they are still open. Our world is changing fast, and one minute a business might be open and the next closed. So far, while we might not be unloading where we thought, we still have got unloaded with minimal hassle.

For the most part, the shippers and receivers have been going about getting the job

done with minimal changes.

Many of the gate guards have used gloves to look at our driver's licenses, or they have us hold the license while they look at them. When we get back to the docks or if using our lift gate to load, we have found these people have not changed much at all. They are there to get the job done at hand then move on to the next job. Some shippers and receivers without thinking shake our hands once we are done loading or unloading. We wash our hands and go back to our job.

We have also noticed the use of Thank You and you are Welcome much more than we have had in the past. The truck stops seem to have more

parking available, and I believe part of that is due to the trucks that are dedicated to one type of shipment, automotive, show freight, slot machines, furniture, and that list goes on. We are in the enviable position of being leased to a carrier that has a variety of freight, and we have the credentials and the truck to haul most of it.

The travel centers have well-stocked shelves, and while the roller dogs are not available or any self-serve food, there is a lot of other items to choose from. The fast food restaurants have all been open for business inside the truck stops. They are taking orders at the counters with no need to go outside and use the drive-up window. Some of these fast food places have had all the tables roped off, and others have had every other table roped off. The traffic in front of the travel stores has been unusually quiet as there are few cars fueling. If the travel center has fast food, I have seen very few sit down restaurants open even for take-out orders. This worries me as I wonder if these sit-down restaurants will reopen.

Something that we hear more about is people creating goody bags to give to truck drivers. This practice seems like a very bad idea to me as the water and the snacks that are being gathered up in huge amounts to be given to truck drivers that do not need goody bags would be better served for the people that need help. The sit-down restaurants might be closed, but there are plenty of

continued on page 21

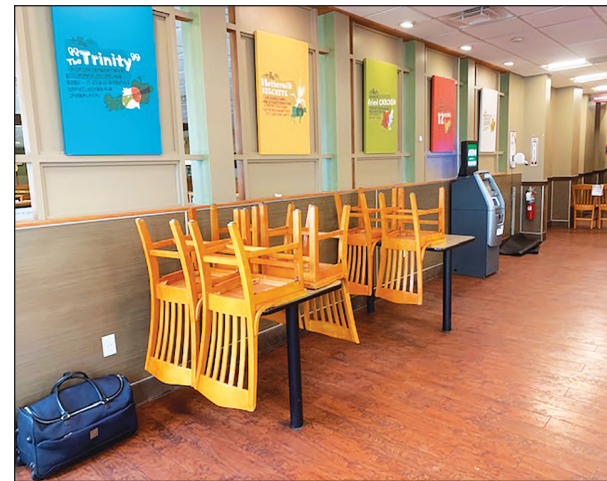
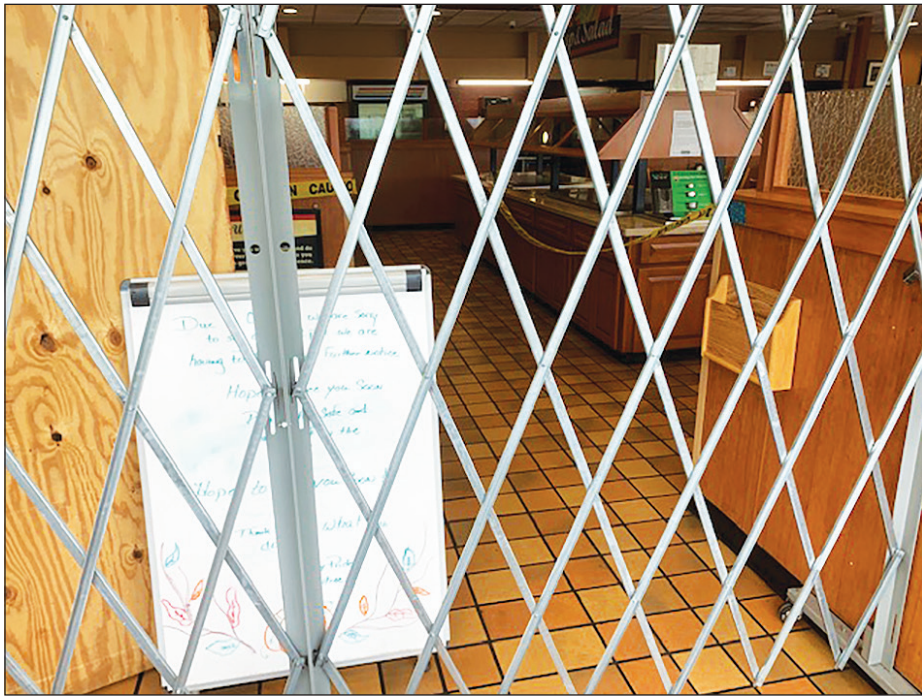
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MOVIN' OUT

View Out My Windshield During This Troubled Time



enjoying being treated with respect and people realizing that we are one cog in the wheel that keeps America supplied with toilet paper and other items deemed essential in the interesting time. Everyone is being asked to behave a little differently, and having patience as the problems get worked out is essential.

If you want to help, thank a truck driver the best way I know how would be to learn how to drive around trucks and have patience when we are looking for an address or are trying to get moving after stopping. All of us are wondering what the new normal will be once everyone goes back to work.

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other choices, and no driver should go hungry. Truck drivers are luckier than most as we are overall still working and earning a wage. Now as truck drivers are

DIDJA KNOW - A LIKELY STORY - WARNING LABELS



by Roger Clark

When I get our lawn mower out, pull the sidearm from a holster, or unpack my wife's hair curler, I always see the warning labels. I'm not a dummy, of course. I know better than to put my feet near the blades, finger on the trigger, or hand around the curler blades, but warning labels are a good reminder.

Written on stickers, etched in aluminum, or posted in an owner's manual, warning labels help keep our bodies intact and neighbors friendly.

But there's one thing that needs warning labels and doesn't have them. Rock & Roll history includes songs that should never be heard by the newly injured, lately fired, clinically depressed, or those recently kicked to the curb. It started before King David ever coveted his neighbor's smoke'n hot wife, but it really got going in the 1960's. Nothing can change your mood faster, after all,

than 2000 years of sorrow, or a sunbathing dame on a next-door rooftop. Here are some examples.

Jean Dinning wrote "Teen Angel" for her brother Mark in 1959 and it went to #1 in February of 1960. It tells the story of a young couple whose car gets stranded on the railroad tracks. They get away in time, but then she goes running back, and gets killed by the train.

"That same year, 20 year-old Ray Peterson recorded "Tell Laura I Love Her" on the RCA Victor label. It tells the story of a high school boy who gets dead in a home-made race car. I mean, how much more romantic can ya get than that, right? Anyway, it was a Top-10 record for Peterson, who also starred on the TV show "Donna Reed".

J. Frank Wilson recorded Wayne Cochran's "Last Kiss" in 1961, joining the select group of splatter platters, and made it to #2 on the Billboard chart. Rumor had it the song was from a real highway wreck, but history placed the song before the crash. The B-side of "Last Kiss" was a funny thing you'll have to look up on your own. Also, in 1961, John D. Loudermilk penned two top-ten tragedy songs, one for the Everly Brothers, and the other for 36 year-old Sue Thompson. The boys took "Ebony Eyes" to #8 in the U.S., and #2 in the U.K.,

where the Everly sound was more prevalent. Thompson recorded "Sad Movies" and it went to #5 on the Billboard charts in October.

"Laura What's He Got That I Ain't Got" was covered by such luminaries as Frankie Lane, Marty Robbins, Kenny Rogers, and Brook Benton, but the only singer to take it to #1 was the original songwriter, Leon Ashley. The bad news is, someone probably dies. The good news is, we still don't know who it was.

That same year, Mississippi native Bobbie Gentry wrote and recorded "Ode To Billy Joe", a disturbing account reflecting coming of age in the shade of the Tallahatchie Bridge. Gentry insists it's a fictional account, and I sort of believe it, but can never hear her #1 song without wondering just what, exactly, was thrown down off that bridge....

Perhaps the best known song for drive'n and cry'n is Bobby Goldsboro's 1968 #1 hit "Honey", written by Bobby Russell. Described by CNN in 2006 as the "worst sad song of all time", it sold over a million copies in the U.S. and stayed at the top of charts for five straight weeks on three different continents. Perhaps it's CNN that needs a warning label. If you don't believe me, then perhaps ask king David.

You can reach Roger Clark at ALikelyStoryBlog.com

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Calendar of Events

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May 16 – 20th Annual Greater Cincinnati Chapter of AHS Truck Show – Howard Trucking, 10955 Haddix Rd., Fairborn, OH 45324. Rain or shine! All Trucks Welcome! Door prizes all day long, 50/50 Raffle, DJ spinning your favorite trucker tunes! Full menu for both breakfast and lunch. For more info email: Howardtrk@yahoo.com or phone 937-878-3370.

May 28-30 - AHS National Convention & Truck Show – Illinois State Fairgrounds, Springfield, IL. For more info call 816-891-9900 or visit www.ahs.org

June 4-7 – 17th Annual Wheel Jam Truck Show - South Dakota State Fairgrounds, 431 18th St. SW, Huron, SD. For more info visit www.wheeljamtruckshow.com **CANCELED**

June 4-6 – 38th Annual Shell Rotella® SuperRigs® - Texas Motor Speedway – Fort Worth, Texas. Show will be part of a high-powered IndyCar Series and NASCAR Truck Series weekend! Truck Beauty Contest will be held inside the track in front of thousands of racing fans. For more info visit www.Rotella.com **CANCELED**

June 4-7 - Joplin 44 Petro Truckers Jamboree - Joplin 44 Petro, Joplin, MO. For more info visit www.joplin44.com/truckers-jamboree **CANCELED**

June 6 - Paul Riggie & Sons Show & Shine Truck Show - Paul Riggie & Sons Trucking, Apollo, PA. For more info phone 724-448-7809

June 12-13 - Oak Grove Truckers Jamboree - Oak Grove Petro, Oak Grove, MO. For more info, visit www.oakgrovepetro.com/trucker-jamboree

June 13 - Jane Harting Cancer Benefit, Truck Show & Picnic - Elite Service, 905 Stone Hill Rd., Denver, PA. 17517. For more info call Ron and Rebecca Yoder at 717-475-4630 or 717-419-5737 or visit <http://www.eliteattitude.com/cancerbenefit.html>

June 19-20 - Antique Truck Club of America's 41st Annual National Meet - Macungie Memorial Park, Macungie, PA. More Info: <http://antiquetruckclub.org/forms/2020macungie.pdf>

June 20-21 – 9th Annual Ohio Vintage Truck Jamboree – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, OH 44805. Vintage Truck Show, Trucking Memorabilia Display, Swap Meet, Truck Light Display, Dorr Prizes, Raffles, Jake Brake Competition, Country Convoey Dinner Cruise, and much more. For info, visit www.ohvinttrkjam.com or call Bill Peters at 330-682-1707 or email: wep515@gmail.com

June 27 - Trucks For Smiles - 6th Annual Somerset Area Make-A-Wish® Truck Convoy - Somerset County Fairgrounds, Meyersdale, PA. Hosted by W.W. Friedline, Inc. All proceeds benefit Make-A-Wish®.

For more info or to preregister, contact Mark or Keri Friedline at 814-445-2193, email: Keri@wwwf101.com or visit www.TrucksForSmiles.com

June 27 – 7th Annual Southern Idaho Truck Show - Hazelton, Idaho. For more info phone 208-731-6459 or visit them at <https://www.facebook.com/Southern-Idaho-Truck-Show...>

June 28 – American Truck Historical Society AHS Nutmeg Chapter Truck Show – Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8:00 am to 3:00 pm. For more info call Don @ 860-274-4758.

June 27-28- Transport For Christ Truck Rally - Lebanon Valley Expo Center, 80 Rocherty Rd., Lebanon, PA. For more info phone 717-665-6347 or visit www.transportforchrist.org

July 9-11 – 41st 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 11 – 8th Annual International Motor Truck Gathering – Sones Farm and Home Museum, 92 Industrial Park Rd., Muncy, PA. 17756. All Trucks Welcome, No Registration Fee, Auction. For more info, call Lenny/Lanni Ohnmeiss @ 570-435-0647 or Robert Myers @ 570-772-3773.

July 17-18 – Gulf Coast Big Rig Truck Show – Mississippi Gulf Coast Coliseum and Convention Center, 2350 Beach Blvd., Biloxi, MS. 39531. For more info call 985-630-9171 or email: pat-timccleney@gmail.com

July 24-25 – Keystone Chapter ATCA Truck Show - East Freedom, PA. Trucks, tractors and machinery welcome. Dash Plaques while supplies last. No Judging. Friday night dinner and ice cream convoy. Food and drinks on Saturday. For more info call 814-224-2084 or visit www.keystonetruckers.org

July 24-25 - Keystone Truckin' Nationals - Maple Grove Raceway, 30 Stauffer Park Ln., Mohnton, PA. 19540. For more info call 610-856-9200 or visit www.maplegroveraceway.com

July 24-26 - Top Gun Large Car Shootout - Rantoul National Aviation Center, Rantoul, IL. Phone 217-304-3332 or visit www.topgunlargecarshootout.com

July 31-August 1 - 3rd Annual Gear Jammer Magazine Truck Show - Brimfield Winery & Cidery, 35 Main St., Brimfield, MA. Proceeds to benefit children with Autism. Competition Truck Show, Lights at Night Show, Raffle, Vendors, and More! For more info call 508-212-9998, email: mttconrad7@aol.com

August 1 – 16th Annual Iowa-Nebraska Classic Truck Show Plus the Nebraska Trucking Association Working Truck Show – Sapp Bros. Truck Stop, I-80 Exit 440, Omaha, Nebraska (Northwest Parking Lot). Food, Fun, Vendors, Music. Classic Pick-ups, El Caminos, Fire Trucks and Sedan Delivery Trucks Welcome! For more info, contact Russell Spawn, Jr. at 402-680-6121.

August 7-9 - 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 14-15 - Waupun Truck-n-Show - Waupun Community Center, 510 E. Spring St., Waupun, WI. For more info, phone 920-324-9985.

August 14-16 – Big Rig Truck Show – Northern Wisconsin State Fairgrounds, Chippewa Falls, WI. Truck Show, Night Truck Parade, Indoor and Outdoor Exhibits, Live Music, Food, Kids Zone. Drivers can register online at www.bigrigtruckshows.com

August 14-15 – Great Salt Lake Truck Show - Thanksgiving Point, Lehi, Utah (just south of Salt Lake City). For more info go to www.saltlaketruckshow.com or phone 800-877-1320.

August 14-15 - ATSC/Dynaflex Shootout - Arrowhead Stadium, Kansas City, MO. For more info visit www.atsc.world/mo or phone 333-724-1555

August 21-22 - Brooks Truck Show - Pacific Northwest Truck Museum, Brooks, OR. For more info call 503-463-8701 or go to www.pacificnwtruckmuseum.org

August 22 – The 2020 All Wheels Show – Presented by Cerni Motors & Penn-Ohio ATCA, Cerni Motors, 5751 Cerni Place, Youngstown, Ohio. 44515 – 9 am - 4 pm. Showcasing Antique and Unique Vehicles of all shapes and sizes to Benefit Local Non-Profit Organization, Project MKC. In lieu of registration or entry fees, you are asked to make a monetary donation or bring school supplies to support Project MKC. Food, Raffles, Door Prizes, Vendors, Fun! For more info contact Joelle Hallis at 330-652-9917 or email: jhallis@cerni.com

August 27-29 - Great American Trucking Show (GATS) - Kay Bailey Hutchison Convention Center, Dallas, TX. www.truckshow.com

August 29 – Bedford County Convoy of Diesel Dreams – Bedford Fairgrounds, Bedford, PA. Truck Show and Convoy benefiting Make-A-Wish.

September 5-6 - No Coast Large Cars Truck Show - Hancock County Fairgrounds, Britt, IA. Phone 641-860-0837 for more info or find them online at <https://www.facebook.com/groups/164862380373955/>

September 11-12 - Big Iron Classic - Dodge County Fairgrounds, Kasson, MN. Visit www.bigironclassic.com or call Jim at 507-208-0222 for info.

September 12 - 9th Annual Eastern Shore Large Cars - Caroline County 4-H Grounds, Denton, MD For more info email: eslc@comcast.net or visit <https://www.facebook.com/ESLargeCars/>

September 12 – Cable Truck Show – 2876 Route 286, Saltsburg, PA. For more info, call 724-639-9043.

September 18-19 - Busted Knuckle Truck Show - Wilkins Oklahoma Truck Supply, Tonkawa, OK. For more info visit www.wilkinstruckchrome.com or phone 800-299-5308

September 18-20 - Richard Crane Memorial Truck Show - St. Ignace, MI. Phone 800-338-6660 or visit <https://stignace.com/event/annual-richard-crane-memorial-truck-show/>

September 19 - 7th Annual Lanita Specialized Truck Show - 7630 Lancaster Ave., Mt. Aetna, PA. For more info phone 717-933-5100

September 19 – Snow Shoe Fall Festival of Trucks – Snow Shoe Park, I-8- Exit 147, turn left, Snow Show, PA. Proceeds to benefit U.S. Veterans in Snow Show, PA. Bob Tail Trucks Only, Car Show, Fall Festival, Food and Vendors. For more info call JR at 814-321-1170. Facebook: www.Facebook.com/snowshoefallfestival

September 24-26 - CSM'S Guilty By Association Truck Show (GBATS) – 4 State Trucks, Joplin, MO. A cross between a truck show, a customer expo, and an open house, GBATS is jam-packed with much fun, good food and great friends! Come for this incredibly action-packed 2-day weekend event filled with big rig burnouts, storewide sales, bull riding, concerts, truck & tractor pull, world's largest convoy, shop tours, kids pedal pull, downtown Joplin street party + much more bring the whole family for a weekend of trucking fun! For more information, go to: <http://www.chromeshopmafia.com/guilty-by-association-truck-show>

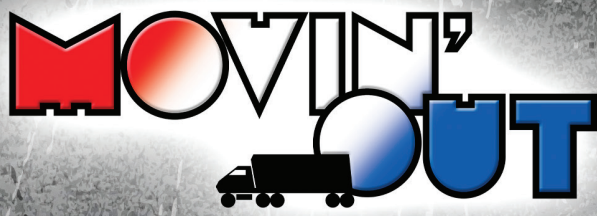
September 25-27 – Truckers 4 Hope Truck Show – Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

October 17 - 11th Annual LargeCarMag Southern Classic Truck Show - LeeHi Travel Plaza, Lexington, VA. For more info email: michele@largecarmag.com or phone 717-806-8907

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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email: movinout@zoominternet.net. Visit us on the web at www.movinout.com



Working Show Truck Of The Month

**Bernie Champagne -
Wideload Trucking**



freight carrier after graduating college, and as he worked around the big trucks his mind took him back to the days when he and his friend Christian had fun playing with the trucks on their construction site.

filled the space above the visor. Painted fuel tanks with polished straps and painted single fenders over the rears with polished center panels round out this beauty. A custom aluminum floor was installed in the interior and Bernie says his office chair makes him smile each time he gets into the driver's seat.

By Robert Conrad

Bernie Champagne has been fascinated with trucks since age 5 when he and his best friend Christian had their very own construction site, which was 100% real in their eyes as five year old boys, and they even put a sign in the driveway so that everyone could see that it was a "real" construction site. Christian's father owned a couple of dump trucks and excavating machines, and Bernie & Christian would actually argue after school about which one of them would be going with Christian's dad in his dump truck to make his deliveries around the village!

Little did Bernie know; he would be making his own deliveries but on a much bigger scale. Bernie got a sales job at a

Bernie decided to get his CDL after his father passed away in 2002, and his first truck was a Sterling with a super 10 speed that he would drive thru downtown Montreal. His dream was always to drive a Peterbilt and he was able to get into a 2013 Peterbilt doing refrigerated work, until he stumbled on the opportunity to haul oversized loads. His friend Jeff helped Bernie and they purchased a 60 ton lowboy 3+1 with a booster and a Jeep dolly. They kept the 2013 Peterbilt but they then decided to build the brilliant blue Peterbilt 389 that you see in our photos. The truck was "dressed up" with a custom front bumper, a polished drop visor, and polished window chops. The air horns were removed from the roof and a full row of cab lights

His partner Jeff has a child with Autism, so Bernie decided to replace the Peterbilt logos with Autism puzzle piece logos. He also wrote the DOT numbers in puzzle pieces on the battery boxes. Bernie's friend was touched by the tribute to his son and the truck's bright blue paint is actually the official color of Autism Awareness. Bernie hauls a variety of heavy loads with the truck in Canada as well as the United States. One thing's for certain, he's riding in style in his dream truck, realizing the dreams of trucking that he had as a 5 year old boy playing with his neighborhood friends!



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Horizontal

- 2. Mechanism for venting gases from an internal combustion engine.
- 3. Filters that typically remove 85% or more of the soot.
- 4. Unit, a better term is force couple.
- 5. Adjustment or modification of the internal combustion engine or Engine Control Unit (ECU).
- 6. Turbine-driven forced induction device that increases an internal combustion engine's efficiency and power.
- 8. Works by recirculating a portion of an engine's exhaust gas back to the engine cylinders.

Vertical

- 1. Unit of measurement of power.
- 2. Machine designed to convert one form of energy into mechanical energy.
- 3. Combustible or energy-generating molecules that can be harnessed to create mechanical energy.
- 7. Used to reduce the NOx pollutants in exhaust gases.