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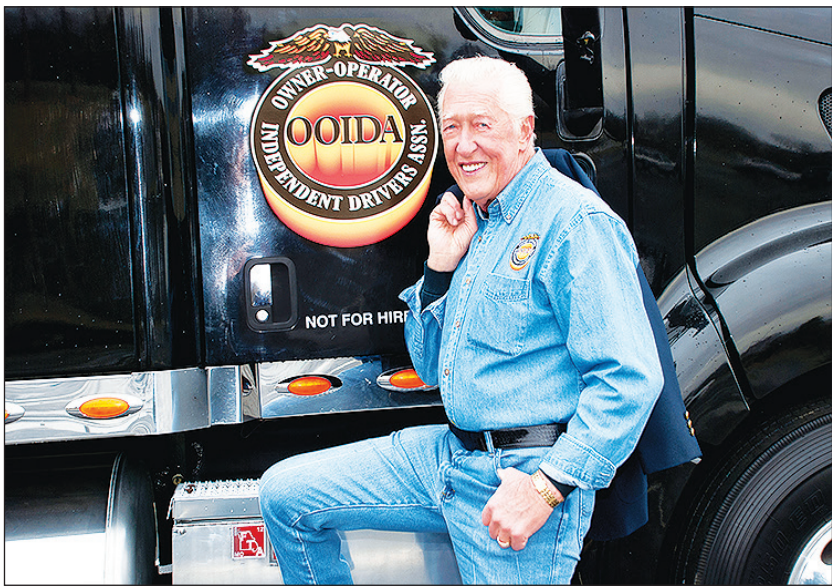
"THE JOURNAL OF THE TRUCKING INDUSTRY"

Beauty And A Beast - MATS 2023 PKY Truck Beauty Championship



Sometimes a Beast is also a Beauty and this is one beautiful "beast"! The PKY Truck Beauty Championship at the 2023 Mid-America Trucking Show this past March 30-April 1st featured 175 stunning Big Rigs. Turn to pages 14 and 15 for story and more photos. - Photo by Dan Pollock -

OOIDA Celebrates 50 Years



Jim Johnston, one of the founders of OOIDA.

GRAIN VALLEY, MO... In 1973, in a small town in Missouri, a passionate group of independent truckers came together to fight for their rights and interests in the face of a devastating oil embargo crisis. Among these founders was Jim Johnston, who

recognized the need for change and set up an "office" in a trailer chained to a light pole at a truck stop. He later served as president until he passed away in 2018.

Since those humble beginnings, the Owner-Operator Independent Drivers

Association has come a long way and achieved many significant accomplishments on behalf of small-business truckers.

Today the organization is headed by president Todd Spencer and executive vice president Lewie continued on page 5

Kole Trucking – Lots of Miles and Lots of Money



By Steve Pollock

CHARLOTTE, NC... If you like to run and be paid well for your efforts, Kole Trucking is the place for you. The company hauls valuable aircraft engines and aircraft parts. Remanufactured engines are delivered to airports for installation and the engine that is being replaced is hauled back to the manu-

facturer to be rebuilt.

Kole Trucking drivers are out for 6-8 weeks at a time, hauling the high-paying aeronautic freight. You will run all 48 states on irregular routes. It is all open deck work using Conestoga Stepdecks, Stepdecks, RGNs, and Double Drops.

Kole does 100% aviation freight, serving all the major aircraft manufacturers

and airports. Company drivers and owner-operators can be located anywhere in the USA. Both teams and solos are welcome. With 15 contractors and 4 company trucks, you are definitely not a truck number at Kole.

Contractors are paid 80% of the gross, 100% of the fuel surcharge, and continued on page 18

Exciting Announcements From Shell Rotella



Annie Peter, North American Brand Manager for Shell Rotella

By Steve Pollock

LOUISVILLE, KY... Annie Peter, North American Brand Manager for Shell Rotella had a lot of exciting news to announce on behalf of Shell at the recent Mid-America Trucking Show.

Annie's first announcement was about the upcoming 2023 Shell SuperRigs® truck beauty contest, which will be held on June 8, 9, and 10 in Gillette, Wyoming at the Cam-Plex Community Events Center. The Cam-Plex Center sits on 1,000 acres and hosts community events and rodeos and has a race track and pavilion. There are 1,700 parking spaces for RVs, so bring your motorhome and

head out to the SuperRigs®! Drivers will compete for up to \$25,000 in prize money, with a \$10,000 top prize and 12 lucky contestants will be chosen for the 2024 Shell Rotella SuperRigs® calendar, featuring beautiful Wyoming backdrops in the photos. Winners receive bonus MyMilesMatter points, and all contestants receive a prize package for participating that includes Shell Rotella oil, coolant, and grease.

For those not familiar with how the SuperRigs® competition works, you can arrive and leave at your convenience – shine your truck until you are satisfied, then take it through the judging lanes, which

are open Thursday and Friday from 7 am – 5 pm and Saturday 7 am – 11 am. The awards ceremony will follow on Saturday after the judging lanes close. It has been more than 10 years since the SuperRigs® competition has been held out West and the Shell team is excited to see some of the fabulous trucks that work the Western states.

Annie also mentioned that Shell will be launching their new Shell Rotella T6 10W-30 full synthetic low viscosity oil that will be available this May at O'Reilly Auto Parts and eventually at your favorite travel plaza. Drivers appreciate the triple protec-

tion package that all Shell Rotella oils provide and the additional benefit of improved fuel economy from the T6 synthetic.

Annie also wanted to remind drivers to register to win their choice of a Freightliner, Mack, International, Peterbilt, Kenworth or Volvo Class 8 truck every time they have a Shell Rotella oil change with T4, T5, and T6 oils now through June 30, 2023. Register at participating travel plazas and lube centers nationwide. Go to www.rotella.com/sweepstakes for more details. The winner will be announced during the National Truck Driver Appreciation Week in September.

Right now you can receive a \$20 digital gift card with the purchase of 3 gallons of Shell Rotella T6 full synthetic and a \$10 digital gift card with every 3 gallon of Shell Rotella T5 Synthetic Blend. Visit www.rotella.com/rewards for more details.

Shell's MyMilesMatter Loyalty Program has been expanded to include 2.5 and 5 gallon sizes of Rotella oils as well as Rotella coolants and grease.

The folks at Shell are confident that they will be ready to meet the EPA requirements for the new PC-12 oils, which begin January 1st of 2027. The new PC-12 oils will upgrade current engine oil require-

ments, providing better oxidation and wear with chemical limits to increase aftertreatment durability. Shell is positioned to meet the requirements and deadline.

There is a lot going on with the Shell Rotella

brand and Annie Peter and the Shell team look forward to seeing you at the SuperRigs® competition in Gillette, Wyoming on June 8-10.

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OFF THE BEATEN PATH

BY PAM POLLOCK

The British Are Coming, The British Are Coming! No, Wait... Never Mind



He came, he saw, he did not conquer... but he was a super nice British soldier!

My ancestry on both sides of my family is primarily Irish and I have the temper to back up that claim. Pollock, my married name, is not Polish, despite most people thinking it is and pronounce my surname, "Pole-lock". (The correct pronunciation is "Paul-lick").

Recently my son learned about a reenactment event about the Jacobite Rising, which was the last challenge to the British Crown by the Scots, led by Charles Edward Stuart in 1745. The Scottish campaign began at Glenfinnan in the Scottish Highlands, and they decided to invade England in November of 1745, but ultimately turned back on December 4, 1745.

A group of reenactors from several states organized an event in March at Fort Loudoun in Fort Loudon, Pennsylvania, which is a 2.5 hour drive from our homes. My son is a huge history buff and well, I love to take photographs and like men who wear kilts.... It was a no-brainer that we would rise early and make the trek out to the Fort. The weather beginning two days prior to the event had been stormy with a lot of rain. So much rain. We arrived around 10:30 am in the misting rain to a water-logged, muddy Fort Loudoun with the temperature fluctuating between 29°-32°. We were invited inside the Barracks by a "Scottish Highlander" and were welcomed by reenactors who were warming up at the fireplaces and busy making breakfast and also peeling potatoes in preparation for that evening's meal of haggis and other culinary delights.

The bagpiper had to put down his pipes as the weather outside was not ideal for music. A lovely lass shared fresh baked bread from the hearth with us. Highlanders and Lowlanders regaled us with tales and history. And the British? Well... unfortunately, due to the weather, many of the reenactors cancelled coming to the event - including the Brit-

ish troops, except for one brave British soldier.

I was fascinated by the different styles of kilts, particularly the ones that had an excessive amount of fabric in the back that could be pulled up and used as a cloak, and not exposing the Scot's backside. We toured the Guard House, the Blacksmith's Shop, and the Museum. I took over 600 photographs. We hung out in that misting rain for over 3 hours and the dang British never showed up. It appears that this modern day Jacobite Rising was a



win for the Scots.

My son and I decided to make our way home. We stopped in historic Bedford at a delightful coffee shop He-Brews and also Bedford Candies. We watched tipsy people, who were part of a Bedford Brewery Tasting Tour, stumble over the cobblestone streets. We meandered on back roads

and visited several Covered Bridges. We finished our day with dinner at the historic and haunted Jean Bonnet Tavern. We arrived home 14 hours after we had left in the morning.

And the British? Well, we all know how they fared when they crossed the sea over to America in the late 1700s.



This lovely Lass cooked food in the hearth, including delicious bread!



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OOIDA Celebrates 50 Years



Todd Spencer, President of OOIDA

continued from page 1

Pugh who continue the mission of advocating for fair regulations and laws that benefit or protect the rights of small-business truckers.

In celebration of its 50th anniversary, the OOIDA is offering a special membership rate for the entire year of 2023. They are encouraging everyone to join or renew for a 2-year membership for \$50, which is a sav-

ings of \$40 off the regular annual price for two years. Join online at www.ooida.com or by calling 816-229-5791.

Todd Spencer says, "Fifty years ago, we started this organization with a simple goal: to fight for the rights and interests of independent truckers. Today, we can look back with pride at all that we've accomplished. But we must also look for-

ward to the challenges that lie ahead. As long as there are truckers on the road, the OOIDA will be here to fight for them."

OOIDA also relies upon the experience and knowledge of its Board of Directors members, 22 individual who are elected by membership, in leading the organization's efforts. As for the future, OOIDA remains committed to be-

ing a voice on behalf of its 150,000 members in the fight against burdensome regulations that make it more difficult for small business truckers to do their jobs, like speed limiters and the continuous avalanche of environmental regulations. OOIDA also fights for policies that improve the quality of life of its members, like expanding truck parking, pursuing broker reform and increas-

ing restroom access. One thing they always emphasize when talking about any issue is the value of drivers and their time.

They will continue fighting for the right of those behind the wheel every step of the way. Join the OOIDA today and be a part of an organization that has made and continues to make meaningful progress in improving the lives of small business truckers.

Pictured Below: Lewie Pugh, Executive Vice President of OOIDA and Bandit.








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The special rate is valid **Jan. 1 - Dec. 31, 2023**.

Show your support for OOIDA and join or renew for a 2-year membership and save! Visit **ooida.com** or call the OOIDA Membership Dept. at **816-229-5791** to take advantage of this special offer.

* The special \$50 membership dues offer is only applicable to a two-year membership. Purchase of a single year membership remains the regular annual price of \$45. Spouse members and additional driver members are \$10/year. Life membership is calculated as \$35 x number of years until 65, minimum \$125.

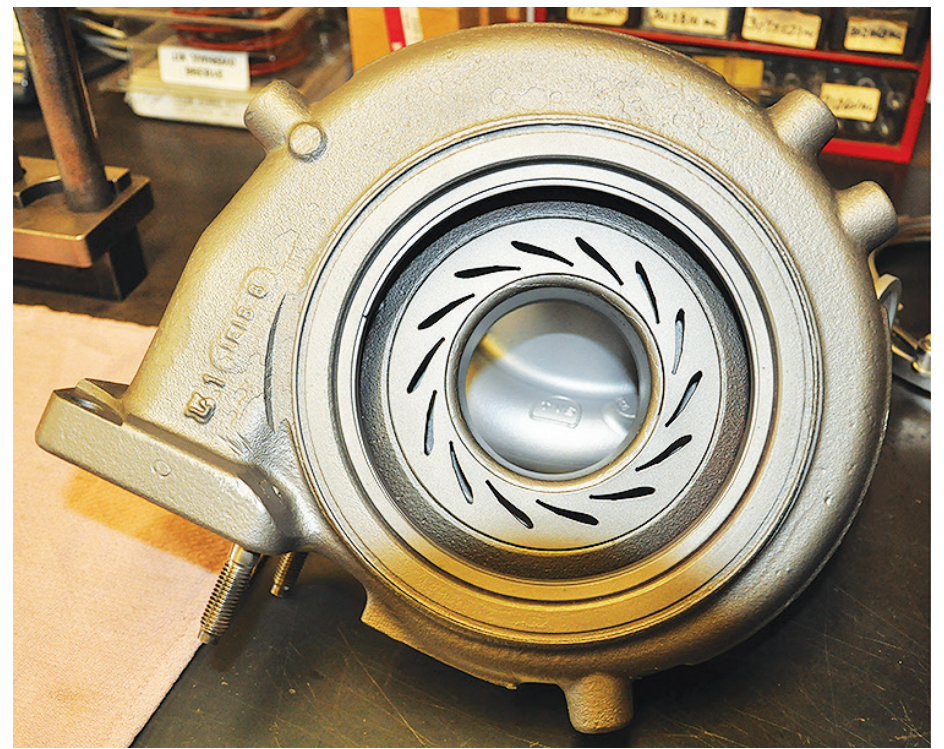
High Performance Diesels with Bruce Mallinson

Fuel Mileage, most calls I get about poor fuel mileage result from a truck that is not set up correctly and requires 18 to 22 pounds of turbo boost to pull the load on level terrain. There are many causes of high turbo boost on the level. Driving too fast for the conditions, using the cruise control when the terrain is not level, the turbocharger is too small; the turbine hous-

ing is too small, the rear gears are too high or too low, the exhaust system is restrictive, an uneven load, the alignment is out of adjustment, the trailer is not lined up with the tractor, the engine is underpowered, the driver is not paying attention to the turbo boost gauge, or the truck is not equipped with a boost gauge or pyrometer, the air filter is too small or restric-

tive, the tires are too high of a rolling resistance, the transmission is a ten speed, the wheel bearings are set wrong, and poor truck/trailer/load aerodynamics.

As you read that list, not much is mentioned about the engine other than being underpowered, or the road speed governor is set too low, and the truck cannot be driven using momentum to go over the rolling



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hills, or the overhead is set wrong. If the engine is equipped with a VGT (Variable Geometry Turbo) and the vanes of the turbine housing are set too tight, a high boost situation will exist when on the level. Whenever the engineering department at Pittsburgh Power does a tune on an electronic engine, they ad-

just the VG vanes to lower the turbo boost on level terrain. When power is needed to pull the hill or mountain, the ECM adjusts the vanes for more turbo boost. 2002 and older engines are not equipped with VG turbochargers, so we change the turbine housing size to lower the turbo boost. Now don't get con-

fused by thinking if we reduce the boost on the level, the engine will not produce enough turbo boost to keep the exhaust gas temperature at an acceptable temperature. Just the opposite happens; when the turbine housing is matched cor-

continued on page 7

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High Performance Diesels

continued from page 6
 rectly to the cubic inch of the engine and the amount of horsepower it produces, the EGT will stay cooler because the backpressure in the engine can vacate the combustion chamber, travel through the turbine housing, and out the exhaust pipe easier, or freer.

By the way, stock mufflers on 2007 and older engines create an exhaust dam and will not allow the engine to breathe correctly. That is why the ported and polished exhaust manifold performed so well by flowing 20% more exhaust. The Max Mileage, Fuel Borne Catalyst, will keep the engine and exhaust system clean of soot and carbon, and the result of the clean engine is a slight increase in torque and fuel mileage.

Vibrations In Trucks

Vibrations can be challenging to troubleshoot; without sophisticated equipment, the diagnostic procedure is to change parts until the vibrations cease. This is how most shops attempt to fix vibrations. This is how we have tried to fix them in the past. We have since upgraded to using a vibration analyzer. This powerful tool is how we can determine the source and the intensity of vibration.

There are two components to vibrations: displacement and frequency. The displacement of a vi-

bration can be thought of as the intensity of a vibration and is measured in millig-force (mg). While some vibration analyzers measure intensity in acceleration or velocity in this article we will stick with mg. The second component of vibration is frequency which is measured in cycles per second or Hz. First, we ask a series of questions to the driver about which gear, speed, and engine speed the vibration occurs. Then we attempt to replicate that scenario on the dynamometer. We can determine from the analyzer which component is harshly vibrating by supplying the truck with variables such as engine speed, tire size, axle ratio, and transmission gear ratios. Anything above 65 mg is considered too much vibration. However, the threshold will vary across the frequency range. Once the data is collected, we can use orders, or multitudes of frequency, to determine the failed component.

To think about this simply, let us imagine a wheel and tire with a red dot at one point on the tire. With every tire rotation, this red dot will touch the ground once. As the wheel spins faster, the frequency, or the number of times the dot touches the ground, increases in the number of times it touches the ground per minute or per second. This frequency is the tire

revolutions per minute. Mathematically, if we divide the engine rpm by the product of the transmission and axle ratios, we will get the tire RPM. Ex. 1600 RPM / (1.0 * 3.55) = 450.7 RPM. Now, let us replace the red dot on the tire with a flat spot from skidding the tire. This flat spot will cause a vibration. As the tire rotates, the ground will encounter the flat spot at the same frequency as the tire's RPM. This is what is known as a first-order vibration. A first-order vibrations occur at the same frequency as the rotating object. For wheels, this could be an out-of-balance tire, a brake drum, wheel run out etc. An example of a first-order vibration from the engine is the torsional damper, crankshaft, torque converter, and clutch assembly. When we see a vibration that exceeds the failure threshold, we can use formulas like the one previously mentioned to calculate which component is rotating at the frequency of the vibrations. In the next article, we will dive deeper into half, second, third, and further orders of vibration.

Written by: Bruce Malinson, Leroy Pershing, Pittsburgh Power, Inc., 3600 S. Noah Drive, Saxonsburg, PA, 16056 Phone (724) 360-4080 Email: Information@Pittsburghpower.com

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LCS TEAM completed **MATS 2023 KY** Truck Show and thanks everyone that stopped by our booth. This year brought new interest as **LCS** officially opened in **Cadiz KY** in December 2022. Visitors embraced our Re-Branding of All Flatbed Tarping Systems under our NEW Logo - **"THE WESTERN WAGON"**. LCS featured its line of Windmaster Aerodynamic Bulkheads for our Rolling Tarp Systems, our Patented 6-Lifter Uplift Bow System, Our **POWAIR** Front Auto Locks and "OUR COMING SEPTEMBER" **POW'R-AM** Rear Auto Lock & Tensioner that operates in 3 Sec.



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Latest Trucking Industry News

CVSA's 2023 Out-of-Service Criteria Now in Effect

Washington DC... The Commercial Vehicle Safety Alliance's (CVSA) 2023 North American Standard Out-of-Service Criteria are now in effect. The 2023 out-of-service criteria replace and supersede all previous versions.

CVSA's North American Standard Out-of-Service Criteria ensure uniformity, consistency and reciprocity among the states, provinces, territories and countries and determine whether or not drivers or vehicles present an imminent hazard and should be placed out of service. The federal regulations, together with CVSA's out-of-service criteria, provide the standards that drivers, motor carriers and law enforcement personnel use to ensure the commercial motor vehicles and drivers operating on North America's roadways are safe and compliant.

The voting members of the Alliance approved nine changes to the out-of-service criteria, which are now in effect. In accordance with the CVSA Bylaws, the proposed changes were communicated to the voting members of the Alliance on Oct. 10, 2022, and ratified on Oct. 21, 2022. The out-of-service criteria are updated annually, effective April 1 of each year.

The following changes were made to the out-of-service criteria:

1. A section of the paragraph in Part I, Item 4. DRIVER MEDICAL/PHYSICAL REQUIREMENTS – b. Medical Certificate (4) was removed to provide more clarity.

2. Part I, Item 7. DRUGS AND OTHER SUBSTANCES – b. Shall Not be Under the Influence was amended to add language for use within the previous 24 hours.

3. Part I, Item 9. U.S./Item 10. CANADA/Item 11. MEXICO – DRIVER'S RECORD OF DUTY STATUS was amended to clarify the out-of-service condition for a false record of duty status.

4. Part I, Item 9. DRIVER'S RECORD OF DUTY STATUS – U.S. – Footnote 10 was amended to clarify that a driver is not out of service for not being able to print or sign their record of duty status.

5. The severity of rust required on a rotor to be included in the 20% brake criterion was clarified in Part II, Item 1. BRAKE SYSTEMS – a. Defective Brakes, (6) Air Disc Brakes (d), (7) Hydraulic and Electric Brakes (e) and b. Front Steering Axle(s) Brakes, (3) Air Disc Brakes (e), (4) Hydraulic Brakes (e).

6. Part II, Item 2. CAR-

GO SECUREMENT – e.(3) and f. NOTE was amended to clarify that there is nothing in the Federal Motor Carrier Safety Regulations or National Safety Code Standard 10 dictating the placement of tiedowns on cargo.

7. "To Be On" was added to the title of Part II, Item 9. LIGHTING DEVICES (Headlamps, Tail Lamps, Stop Lamps, Turn Signals and Lamp/Flags on Projecting Loads), a. When Lights are Required.

8. Clarifying language for spring hangers and equalizers was added to Part II, Item 11. SUSPENSION – d. Suspension Connecting Rod and Tracking Component Assembly.

9. A diagram was added to Part II, Item 11. SUSPENSION – d. Suspension Connecting Rod and Tracking Component Assembly for further clarification of parts and how they apply to the out-of-service criteria.

These changes have been incorporated into North American Standard Inspection Program training materials, along with updated inspection bulletins, inspection procedures, operational policies and training videos.

There are several versions (e.g., print, electronic, other languages, etc.) of the 2023 out-of-service criteria available for purchase through the CVSA online store. The 2023 out-of-service criteria are also available for purchase in CVSA's app by searching "CVSA Out-of-Service Criteria" in the App Store or Google Play.

Important Note: There is an error on page 8 of the spiral-bound "North American Standard Out-of-Service Criteria Handbook and Pictorial." The affected section is Part I, Section 9. DRIVER'S RECORD OF DUTY STATUS – U.S., a. PROPERTY-CARRY-

ING VEHICLES, (6) False Record of Duty Status – Qualifying Rest Break. To correct this misprint, all copies of the handbook will be shipped with a letter outlining the error along with a sticker with corrected language that may be placed over the error. The handbook is the only version affected; all other versions of the out-of-service criteria, including the app, are correct. We apologize for any inconvenience this may cause.

CVSA hosted a webinar in January outlining the changes to the out-of-service criteria. The webinar is available to CVSA members through their CVSA member portal. Once logged in, click on the CVSA Learning tab, then click on "Roadside" to view the webinar.

ATA Expresses Concerns About Potential Granting of Waiver for California Truck Rules

Washington, DC... The American Trucking Associations expressed grave concerns about media reports that the Environmental Protection Agency may be on the verge of granting the state of California waivers to implement potentially harmful and unrealistic emissions rules.

"Our industry hopes these reports aren't true. We have worked tirelessly with EPA on aggressive, achievable timelines for emissions reductions over decades. In fact, a truck in 1988 emitted as much as 60 trucks today – a more than 98% reduction – and we're committed to the path to zero," said ATA President and CEO Chris Spear. "If the reports are in fact accurate, let us remind you that this isn't the United States of California. As we learned in the pandemic, the supply chain can be

a fragile thing – and its integrity must be preserved at the national level. This decision has little to do with improving the environment, and everything to do with placating the far left of the environmental lobby without regard for the hard-working men and women of our industry or our country who will be left to implement California's vision for America.

"The state and federal regulators collaborating on this unrealistic patchwork of regulations have no grasp on the real costs of designing, building, manufacturing and operating the trucks that deliver their groceries, clothes and goods, but they will certainly feel the pain when these fanciful projections lead to catastrophic disruptions well beyond California's borders," he said.

Plan Now For The 2023 ATHS National Convention & Truck Show In Reno

KANSAS, MO... Register now for the 2023 ATHS National Convention & Truck Show in Reno, Nevada, June 8-10. The Early Bird deadline was March 31, but ATHS welcomes all who want to attend and will take registrations onsite. "The \$10 savings per registrant is beneficial when a family attends the Convention & Truck Show. Don't forget 12 and under are free!" said Executive Director Laurence Gratton.

ATHS begins taking onsite registrations on Tuesday, June 6. The Kickoff Casino Party on Wednesday, June 7, welcomes attendees, and the 2023 National Convention & Truck Show will commence June 8 at the Grand Resort Hotel & Casino, 2500 E 2nd St, Reno, Nevada.

Register as a Convention Attendee or to Display Truck(s) by:

* ATHS Website: [ATHS/ org/Convention](https://www.athsonline.org/Convention)

* Phone: 816-891-9900

* Mail a Convention Registration form [Download <https://bit.ly/40GN70H>] and payment to:

American Truck Historical Society, 10380 N Ambassador Dr. #101, Kansas City, MO 64153

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From The Headlines - The EPA's New Proposed Federal Vehicle Emissions Standards

Biden-Harris Administration Proposes Strongest-Ever Pollution Standards for Cars and Trucks (Remarks by Todd Spencer, OOIDA at the bottom)

WASHINGTON, DC. On April 12th, the U.S. Environmental Protection Agency (EPA) announced new proposed federal vehicle emissions standards that will accelerate the ongoing transition to a clean vehicles future and tackle the climate crisis. Together, these proposals would avoid nearly 10 billion tons of CO2 emissions, equivalent to more than twice the total U.S. CO2 emissions in 2022, while saving thousands of dollars over the lives of the vehicles meeting these new standards and reduce America's reliance on approximately 20 billion barrels of oil imports.

The new proposed emissions standards for light-, medium-, and heavy-duty vehicles for model year (MY) 2027 and beyond would significantly reduce climate and other harmful air pollution, unlock-

ing significant benefits for public health, especially in communities that have borne the greatest burden of poor air quality. At the same time, the proposed standards would lower maintenance costs and deliver significant fuel savings for drivers and truck operators.

* Together, the proposals would reduce oil imports by approximately 20 billion barrels.

* Overall, EPA estimates that the benefits of the proposed standards would exceed costs by at least \$1 trillion.

Light- and Medium-Duty Vehicle Proposed Standards

The first set of proposed standards announced today, the "Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium Duty Vehicles," builds on EPA's existing emissions standards for passenger cars and light trucks for MYs 2023 through 2026. The proposal retains the proven regulatory design of previous EPA standards for light-duty vehicles, but leverages advances in clean car technology to further reduce both climate pollution and smog- and soot-forming emissions.

Between 2027 and 2055, the total projected net benefits of the light- and medium-duty proposal range from \$850 billion to \$1.6 trillion. The proposal is

expected to avoid 7.3 billion tons of CO2 emissions through 2055, equivalent to eliminating all greenhouse gas emissions from the entire current U.S. transportation sector for four years and would also deliver significant health benefits by reducing fine particulate matter that can cause premature death, heart attacks, respiratory and cardiovascular illnesses, aggravated asthma, and decreased lung function. EPA analysis shows that severe health impacts related to particulate matter exposure will also be reduced - including lung disorders (including cancer), heart disease, and premature mortality.

EPA's proposal considers a broad suite of available emission control technologies, and the standards are designed to allow manufacturers to meet the performance-based standards however works best for their vehicle fleets. EPA projects that for the industry as a whole, the standards are expected to drive widespread use of filters to reduce gasoline particulate matter emissions and spur greater deployment of CO2-reducing technologies for gasoline-powered vehicles.

The proposed standards are also projected to accelerate the transition to electric vehicles. Depending on the compliance pathways

manufacturers select to meet the standards, EPA projects that EVs could account for 67% of new light-duty vehicle sales and 46% of new medium-duty vehicle sales in MY 2032. **Heavy-duty Truck Proposed Standards**

The second set of proposed standards announced, the "Greenhouse Gas Standards for Heavy-Duty Vehicles - Phase 3," would apply to heavy-duty vocational vehicles (such as delivery trucks, refuse haulers or dump trucks, public utility trucks, transit, shuttle, school buses) and trucks typically used to haul freight. These standards would complement the criteria pollutant standards for MY 2027 and beyond heavy-duty vehicles that EPA finalized in December 2022 and represent the third phase of EPA's Clean Trucks Plan.

These "Phase 3" greenhouse gas standards maintain the flexible structure that EPA previously designed through a robust stakeholder engagement process to reflect the diverse nature of the heavy-duty industry. Like the light- and medium-duty proposal, the heavy-duty proposal uses performance-based standards that enable manufacturers to achieve compliance efficiently based on the composition of their fleets.

The projected net benefits of the heavy-duty proposal range from \$180 billion to \$320 billion. The proposal is projected to avoid 1.8 billion tons of CO2 through 2055, equivalent to eliminating all greenhouse gas emissions from the entire current U.S. transportation sector for an entire year, and deliver additional health benefits by reducing other pollutants from these vehicles. The standards would result in improved air quality nationwide, and those who live near major roadways and are disproportionately exposed to vehicle pollution and heavy-duty activity, which often includes low-income populations and communities of color, would benefit most directly.

EPA's proposals are informed by robust and inclusive stakeholder engagement with industry, labor, advocates, and community leaders. EPA's proposals will be published in the Federal Register and available for public review and comment, and the agency will continue to engage with the public and all interested stakeholders as part of the regulatory development process.

Todd Spencer, President of the Owner-Operator Independent Drivers Association (OOIDA)

gave his thoughts on this subject:

"The Biden-Harris EPA is continuing their regulatory blitz on small-business truckers. The latest proposal comes on the heels of a hurried NOx emissions rulemaking finalized in December along with a California waiver mandating sales of electric trucks. Today's announcement is a blatant attempt to force consumers into purchasing electric vehicles while a national charging infrastructure network remains absent for heavy-duty commercial trucks. Professional drivers are skeptical of EV costs, mileage range, battery weight and safety, charging time, and availability. It's baffling that the EPA is pushing forward with more impractical emissions timelines without first addressing these overwhelming concerns with electric CMVs. The pursuit of this radical environmental agenda in conjunction with an anticipated speed limiter mandate will regulate the safest and most experienced truckers off the road."

See Page 11 For more views on this subject



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Clean Freight Coalition Statement on EPA's Proposed Emissions Standards

Washington DC... Clean Freight Coalition Executive Director Jim Mullen issued the following statement on the U.S. Environmental Protection Agency's newly proposed truck emissions standards:

"One of the core tenets of CFC's Mission Statement is the commitment of its members to the transition to zero-emission heavy trucks that will deliver reliable and affordable transportation of the nation's freight. CFC members are investing billions of dollars to fulfill that commitment and have stood with EPA in support of stringent regulations that have delivered real-world emissions reductions in the heavy-duty truck industry.

"Ensuring a feasible transition to new technologies is our primary goal. An adequate infrastructure, including the power grid and charging stations, and the sourcing of required minerals, are essential to the supply chain as part of the transition to a zero-emission future. Further, regulations must provide the

lead time, stability, and certainty that allows for the industry to develop the technology, test in real-world conditions, and minimize downtime and operational disruption.

"Companies represented by members of the CFC are currently producing zero-emission trucks that are being tested in fleets' actual freight networks. The commitment to the transition to zero-emission heavy trucks is firm. The members of the CFC are uniquely situated to collaborate with the EPA by sharing industry data, case studies, and best practices to ensure that the transition to zero-emission vehicle technology does not have an adverse impact on the nation's supply chain. And candidly, the CFC members see this as their obligation."

Made up of motor carriers of every size and sector, truck manufacturers, and truck dealers, the CFC was launched in on March 23, 2023. Learn more at cleanfreightcoalition.org.

EPA Erring By Allowing California to Create Regulatory Patchwork "This isn't the United States of California."

Washington, DC... American Trucking Associations President and CEO Chris Spear said the Biden Administration's Environmental Protection Agency's decision to allow California to move forward with damaging and unrealistic emissions rule will harm the industry nationwide.

"By granting California's waiver for its so-called 'advanced clean trucks' rule, the EPA is handing over the keys as a national regulator," Spear said. "This isn't the United States of California, and in order to mollify a never satisfied fringe environmental lobby by allowing the state to proceed with these technologically infeasible rules on unworkable and unrealistic timelines, the EPA is sowing the ground for a future supply chain crisis.

"As we learned since the pandemic, our sup-

ply chain is fragile, and even small disruptions can cause huge problems nationally and globally, and by allowing this incredibly disruptive, ill-conceived regime to move forward, EPA is creating a terrible mess for the hard-working men and women of our industry and the country to clean up," he said.

"We have, and will continue to work tirelessly with the EPA on aggressive, achievable timelines for reducing emissions. Over the past 35 years, that collaboration has produced a 98% reduction in truck emissions," Spear said. "We continue to be committed to the path to zero, and we hope EPA will, as it becomes clear that California's rhetoric is not being matched by technology, reverse course and create a single, achievable national standard."

ATA Applauds Lawsuit Abuse Reform in Florida

Washington, DC... The American Trucking Associations applauded Florida for enacting House Bill 837—comprehensive legislation to reform the civil litigation system. Governor DeSantis signed the bill into law during a ceremony in Tallahassee after the state senate passed the legislation.

Among other provisions, the new law increases transparency in civil proceedings by curtailing the ability of plaintiffs' attorneys to introduce fictitious and inflated medical bills at trial. Phantom damages are but one of the tactics used by the plaintiffs' bar to create a pervasive climate of lawsuit abuse that has sent insurance rates soaring to unsustainable levels, adding a new layer of stress to the supply chain.

"We mean what we said about lawsuit abuse—enough is enough," said ATA President and CEO Chris Spear. "When the plaintiffs' bar perverts civil litigation into a profit center to line their pockets, the costs are borne by everyone—not just trucking companies, but consumers too in the form of higher insurance rates and higher prices for everyday goods."

Florida follows a growing number of states who have enacted other and similar lawsuit abuse reforms, including Iowa, Louisiana, Missouri, Montana, Texas, and West Virginia.

"It is a historic day in Florida," said Alix Miller, President and CEO of Florida Trucking Association. "For decades, the trucking industry has been driven out of business because unscrupulous attorneys were allowed to take advantage of an unfair judicial system. With the signing of this legislation into law, Florida is taking a major step in shutting down billboard lawyers and strengthening our supply chain and economy."

"We thank Governor DeSantis, Senate President Passidomo, House Speaker Renner, Representatives Gregory and Fabricio, Senator Hutson, and the Florida Trucking Association for their outstanding leadership," Spear said. "They have enacted common-sense reforms that restore balance and fairness to the justice system and protect the supply chain from further assault."



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Spring is a Good Time to Make Sure Your Truck is Properly Maintained

With spring in full swing, it's a good reminder that a seasonal check of a number of items is necessary to keep trucks operating properly. A regular maintenance program is critical to keeping drivers on the road and can help reduce operating costs and save fuel usage.

To assist drivers, Tom Crowley, regulatory specialist with OOIDA, has provided insight on some essential things on a truck to check to keep it operating properly, and Truckstop has developed The Trucker's Guide to Succeed in 2023. The guide provides truck maintenance schedules, fuel consumption assistance and time management information to help make your business more efficient.

Maintenance Items:

* **Tire Pressure** – After the cold weather season, tire pressure tends to decrease and directly affects fuel mileage. Properly inflated tires on any vehicle are an important safety measure and will maximize tire life.

* **Brakes and air pressure** – If not properly cared for, brakes can be a common source of issues, along with air pressure and air tanks forming a

lot of moisture. When temperatures are lower moisture can form ice and freeze and more, moisture can form in the warmer months. Keeping everything lubricated properly is the key to maintaining brakes.

* **Air leaks** – Leaks in air lines are more prone to occur during the winter. Especially when connecting trucks to trailers they get hard and freeze which can result in breaks and leaks. Leaks should be diligently checked on a consistent basis.

* **Air filters** – Filtration systems are extremely important to keep up with regularly. Throughout the winter season dust and salt particles build up and cleaning them out can help the vehicle operate. Simple maintenance can help alleviate the need to overspend on this area of the truck in the future.

* **Battery life** – Winter conditions can be harsh on battery life. Checking for corrosion that may have resulted and keeping the battery clean is important. Also, checking the battery cables to make sure they are not rubbing against anything that can create a hole or tear in

them is critical.

* **Coolants** – Using the correct coolant and maintaining the proper level will help keep the engine operating properly at the right temperature. Carrying a gallon of the correct coolant while on the road is recommended.

* **Engine oils** – Today's engines are increasingly high-tech and require a variety of viscosity grades. If you use a low-viscosity oil such as a 5W or 0W-40 in the winter, you may want to switch to a 10W-30 or 15W-40 in warmer weather months. When choosing an engine oil, always check with the engine manufacturer to confirm the best engine oil to use, and then be sure to stick with what they recommend.

Spending some time on the maintenance of your truck can save days on the road and prevent a loss of income. Whether checking all of these items yourself or having the service done by a professional, it is extremely important to make sure your truck is well maintained and to keep up with all necessary inspections.



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OOIDA Applauds Bipartisan Bills in Senate, House to Expand Truck Parking

Washington, DC... The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for the bipartisan Truck Parking Safety Improvement Act, introduced by U.S. Senators Cynthia Lummis (R-WY) and Mark Kelly (D-AZ), and U.S. Representatives Mike Bost (R-IL) and Angie Craig (D-MN). The bipartisan, bicameral legislation would dramatically increase designated parking for commercial trucks.

The lack of truck parking has been a problem for decades and is only getting worse as capacity has not kept pace with the increasing number of trucks on the roadways. There is currently only 1 parking spot for every 11 trucks, resulting in drivers wasting an average of one hour every day trying to secure parking.

"Most folks probably don't realize that 70% of American freight is transported by truck, yet incredibly there is only 1 parking spot for every 11 trucks on the road," said Todd Spencer, President of the Owner-Operator Independent Drivers Association. "When truck drivers don't have a designated place to park, they end up parking on the side of the road, near exit ramps, or elsewhere. This isn't safe

for the driver and it's not safe for others on the road. Senator Lummis, Senator Kelly, Representative Bost, and Representative Craig have heard from small business truckers across America and are leading the charge in Congress to improve road safety through expanded truck parking."

"The shortage of available and reliable parking for truck drivers puts a strain on truckers, Arizona businesses, and our nation's supply chain. Our bipartisan legislation will ensure that truck drivers can safely and efficiently move the goods that support our economy. I am grateful for Senator Lummis's continued partnership on this effort and her commitment to tackling this issue," said Senator Kelly.

"I grew up in a family trucking business. I understand how difficult, and oftentimes dangerous, it can be when America's truckers are forced to push that extra mile in search of a safe place to park. By expanding access to parking options for truckers, we are making our roads safer for all commuters and ensuring that goods and supplies are shipped to market in the most efficient way possible. This is a matter of public safety; and I'm committed to do all I can to drive this legislation over the finish

line," said Congressman Mike Bost (R-IL).

"Our truck drivers play a critical role in keeping our supply chains moving and intact – and it's our responsibility to make sure they are able to do so safely and efficiently," said Rep. Craig. "Rep. Bost and I are working to pass our bipartisan bill through the House to improve road safety for truck drivers and everyone on the road."

"The top reason female commercial drivers leave the industry is because they are concerned about their personal safety," said Ellen Voie, Founder of the Women In Trucking Association. "Parking areas need to be safe and available for breaks when needed. The Women In Trucking Association supports this legislation because our mission includes addressing obstacles and a safe place to rest is something our members absolutely need and deserve while moving our nation's goods."

Drivers need the ability to rest in safe places to best operate on America's roadways. Trucks parked on highway shoulders, exit and entrance ramps, va-

cant lots, and side streets create an immediate safety hazard for truck drivers and other roadway users. Additionally, the time drivers waste finding safe parking is time not spent getting goods to their destination, slowing the supply chain and raising the costs for consumers. Expanding truck parking capacity will improve road safety and supply chain efficiency.

The Truck Parking Safety Improvement Act would invest hundreds of millions of dollars in the creation of new truck parking spaces. Funding would be awarded on a competitive basis and applicants would be required to submit detailed proposals to the U.S. Department of Transportation. The primary focus would be to construct new truck parking facilities and convert existing weigh stations and rest areas into functional parking spaces for truck drivers. The Truck Parking Safety Improvement Act was introduced in the 117th Congress and unanimously passed the House Committee on Transportation and Infrastructure.

HOW TO Know if You Need Operating Authority, an Overview for New Applicants

The FMCSA Registration Office is pleased to share its latest video on the "HOW TO series": "HOW TO Know if You Need Operating Authority, an Overview for New Applicants". This resource explains what you may need to obtain interstate operating authority along with your USDOT number. Throughout, as a new applicant you will learn how to make a decision depending on the type of business you operate, what you transport, and if you receive payment for transporting property, passengers, or household goods, or arranging for the transportation of property or household goods.

While FMCSA oversees safety compliance for motor carriers operating in interstate commerce, you will need Operating Authority to carry out certain operations or transpor-

tation services your business offers. The type of operation your company runs, where your vehicles operate, and the cargo you carry (or handle whether you transport it directly or arrange for its transportation) helps determine what type of Operating Authority you need before you can conduct business.

The FMCSA Office of Registration is developing future videos which describe the different types of operating authority, including motor carriers of property, passengers, and household goods, as well as brokers and freight forwarders.

Through this video and future resources, we aim to simplify the process for applicants and prepare them to operate safely. You can also watch this latest video on YouTube.

Stay tuned for more "HOW TO series" videos!



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MATS 2023 PKY Truck Beauty Championship



MATS 2023 PKY Truck Beauty Championship Winners List

The 32nd Annual PKY Truck Beauty Championship kicked off the show truck season with 175 of the most elite custom show trucks in North America. Held at the Mid America Trucking Show in Louisville, KY, the 2023 PKY featured competitors from six main categories, Antique

Custom, Antique Original, First Show, Limited Mileage, New, and Working Truck: along with specialty classes for Engine, Interior, Lights, and Paint. In addition to the best custom trucks on the circuit, the PKY event featured a Thursday night light show, indoor awards

ceremony, and post-event parade around the "Circle of Champions." Over 75 trophies were awarded, along with cash, merchandise, and more. Notable category award winners include: Best of Show Winners Working Bobtail: JT Picha

Working Combo: Matt Kelley
 Limited Mileage W/ Miles: Jamie Williams
 Limited Mileage W/ No Miles: Conrad Shada
 Limited Mileage Combo: Rolan Nolt
 People's Choice: Cody Warner

For a full list of award winners and a photo gallery of competitors, visit www.truckingshow.com/pky-truck-beauty/.

- All photos by Dan Pollock -

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Lineage Logistics Integrated Solutions Announces Carrier of the Year Awards Program



Novi, MI ... Lineage Logistics ("Lineage" or the "Company"), one of the leading temperature-controlled industrial REIT and logistics solutions provid-

ers worldwide, today announced 11 winners of its first-ever Carrier of the Year awards program, which was designed to honor key transportation service providers for their high-quality service, operational excellence and integral role in helping Lineage meet the needs of its customers.

Lineage selected the 2022 winners based on a list of criteria around performance, using quantitative and qualitative data to support the selection process. The recipients of this year's awards were honored within five categories:

National & Regional Truck Load (TL), Less-Than-Truckload (LTL), Dedicated Fleet, Owner-Operator, and Rising Star, which is awarded to new carrier partners within Lineage's transportation network contracted within the last 12 months that delivered exceptional services while meeting a minimum number of loads based on fleet size.

"We are extremely grateful to partner with such a great network of service providers who go above and beyond to deliver items critical to keep the world fed," said Jim Thompson, Vice President of Transportation at Lineage Logistics. "This awards program is important to Lineage, as we recognize and value the critical role that each of our carrier partners provide in servicing our customers cold supply chain. We simply could not be the company we are today without the support and hard work of all our carrier partners around the world, and we look forward to continuing to recognize the best of the best each year."

The full list of the 2022 Carrier Award Winners includes:

- * Felipe Escalante – Truckload Owner-Operator of the Year
- * J.S. Helwig & Son LLC – Regional Truckload Car-

rier of the Year
* Hirschbach Motor Lines, Inc. – National Truckload Carrier of the Year

* Hirschbach Motor Lines, Inc. – Dedicated Truckload Carrier of the Year

* R.W. Bozel Transfer, Inc. – Regional Less-Than-Truckload Carrier of the Year

* Windy City National Trans. – Rising Star Award (onboarded in 2022 with excellent service)

* ATS Intermodal – East Region Drayage Carrier of the Year

* Brahima Kante – East Region Drayage Owner-Operator of the Year

* Perez Express – West Region Drayage Carrier of the Year

* Ciprian Torres – West Region Drayage Owner-Operator of the Year

* Land Transportation, Inc. – Drayage Dedicated Carrier of the Year

Relying heavily on its vast network of private fleet trucks, temperature-controlled trailers, rail cars (both temperature-controlled and insulated), in addition to a number of dedicated service providers and hundreds of contracted carrier partners who aid in keeping the global food supply chain moving, Lineage's Integrated Solutions offers a proven expertise in transportation solutions

that boost supply chain efficiency, improve on-time performance, and helps reduce landed cost. Capabilities include Truckload (TL), Less-Than-Truckload (LTL), Dedicated Fleets, Intramodal (IM), Drayage, Freight Forwarding, Customs Brokerage, Rail and Direct-to-Consumer (D2C).

Lineage's Integrated Solutions offering is further strengthened by the past year's technological developments, namely via Lineage Link. Through Lineage's acquisition of Turvo, a provider of logistics software designed for global supply chains, Lineage Link connects the Lineage network by driving performance for all supply chain participants. Deployed at over 150 facilities, the platform provides customers unprecedented insight and control to enable more agile and informed decisions, giving visibility across locations, orders, inventories and warehouse appointment scheduling. Lineage Link also enables active in-transit tracking of products as it moves through our customers' supply chains.

For more information about transportation services offered at Lineage, please visit lineagelogistics.com/services/move.

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Border Vax Mandate Remains in Effect as U.S. Ends COVID Emergencies

TORONTO, CANADA... US President Biden recently signed legislation to end all national COVID related emergencies, which were previously expected to expire on May 11, 2023, but the Canadian Trucking Alliance (CTA) is confirming that the removal of these measures does not include the U.S. border vaccine mandate, which remains in effect for all non-U.S. citizens, including for cross-border truck drivers.

CTA continues to actively engage with U.S. officials and diplomats on the removal of the vaccine mandate. Other industry representatives, including the American Trucking Associations (ATA), tourism advocates, governors and northern mayors have also been vocal about the removal of the mandate and the need to unify border requirements to the benefit of our sector and cross-border economy.

The decision to remove the U.S. border vaccine mandate on foreign nationals remains with the U.S. Center for Disease Control (CDC).

With the removal of these emergency measures occurring, CTA remains optimistic that the border vaccine mandate will also be removed in the coming weeks.

continued from page 1

are compensated for layovers and waiting time. Kole Trucking offers contractors 401K planning, a health insurance and retirement plan, as well as national tire accounts and nationwide fuel discount. Teams are averaging 400K-500K annually and

solos 280K-350K. Company drivers operate late model W900 Kenworths and solos earn 60¢ per mile, teams earn 76¢ per mile with a full benefit package. Solos average 100K per year and teams around 150K.

Kole Trucking was found-

ed in 2010 by CEO and Owner James Kole, who was an owner-operator for 30 years. This is why James is completely honest with his drivers and feels that hiring drivers is a personal and intimate process to find the highly skilled, reliable, and experienced

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From The Chaplain's Desk



by Ron Fraser, Transport For Christ President

You are on the road, and it has been a while since you have been home. Thoughts enter your mind, and you begin to get concerned about your family, a financial situation or even a work-related issue. You think so long about whatever situation is plaguing your mind that you become anxious. How do you deal with the anxieties of life? In Matthew 6:34, Jesus tells His followers, "Do not worry about tomorrow, for tomorrow will worry about itself. Each day has troubles of its own."

Worry really is a sin, because Jesus told us that we have to cast all our anx-

ieties upon Him. He cares for us! Why do we worry?

What are you worried about? Stop for just a moment and answer that question. Is your worry going to help that situation? I don't even know what your worry is, but I can answer the last question-No.

Your only hope, your only refuge, is to look to Jesus Christ. Let Him meet that need. Cast all your anxiety upon Him. If you have to do it 10 times, 20 times, 100 times in one day, keep giving it to him. He promised that He would work for your good in everything.

People are looking for light and truth and guidance in all kinds of places and are asking all kinds of questions. What shall I do? Where shall I go?

Know this. If you are not looking to the Living Word of God, then you are following a blind guide, and you are a blind follower. You must look to Jesus Christ. He is your hope. He is your answer. He is your shield. He is your help. He loves you with an everlasting love.

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

Drivewyze Adds Pennsylvania to Bypass Network

PLANO, TX... – Drivewyze, a technology leader with innovative safety and productivity solutions for fleets, drivers, and transportation agencies, has announced that Pennsylvania has become the latest state to offer its PreClear weigh station bypass service. It joins 45 other states and provinces in the Drivewyze network with more than 880 sites and bypass opportunities. Drivewyze is the leading platform in connected truck services and operator of the largest public-private weigh station bypass network in North America.

"This is a key new state in our network and we're ecstatic to now have Pennsylvania on board," said Brian Heath, CEO of Drivewyze. "Pennsylvania is a major thoroughfare for freight transport, and this will give our PreClear customers additional opportunities for bypass – saving time and money, while allowing drivers to pull more miles."

Unlike other states, Pennsylvania has 37 inspection locations that are either at rest areas or welcome centers at state borders. Most are located along the 23 interstates within the Pennsylvania highway system. The mobile platform for Drivewyze allows law enforcement to utilize inspection bypass at all locations where inspections can take place.

"Inspection officers in

Pennsylvania rotate where inspections take place – sites are not operated on a fixed schedule," said Heath. "Since our system is mobile and can 'go with' inspection officers, it allows the state to offer our bypass service wherever inspections are taking place."

Some of the key routes include I-80, which is a major commerce interstate that starts in San Francisco and goes all the way through Pennsylvania and into New Jersey. Drivewyze has sites in Pennsylvania covering the three locations going eastbound, and the two headed westbound.

Another major thoroughfare – I-79 – through western Pennsylvania and West

Virginia, makes up part of the corridor to Buffalo, New York, and the Canadian border, and is covered with five new Pennsylvania Drivewyze sites northbound, and four sites southbound.

"Inspection bypass is a great service offering for our members and it's something trucking companies have been asking for," said Rebecca Oyler, president and CEO of the Pennsylvania Motor Truck Association. "With congestion and other delays, bypass gives truckers the opportunity to stay on the road, keeping deliveries flowing, while allowing enforcement the opportunity

to inspect trucks that truly do need inspecting. We're pleased that Drivewyze and the Pennsylvania Department of Transportation are working together to provide this service."

According to Heath, the industry average for time spent at a weigh station, or inspection site, is five minutes, and up to an hour or more if a truck is pulled in for inspection. "Depending on a carrier's safety scores, trucks can receive a bypass the majority of the time," said Heath. "Inspection site bypass is one of the easiest ways for fleets and drivers to reduce downtime and operational costs."



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750,000th truck from Mt. Holly, an all-new M2 106 Plus, to Penske Truck Leasing.”

“Penske appreciates the partnership with Daimler Truck North America and the dedication the team at Mt. Holly has for satisfying the needs of our customers with quality trucks,” said Paul Rosa, senior vice president procurement and fleet planning, Penske Truck Leasing. “We look forward to adding this M2 106 Plus, and many more, from Mt. Holly to our North American fleet in the coming months.”

Freightliner Trucks opened the Mt. Holly truck plant in May 1979. It began by building a variety of heavy-duty Freightliner trucks for over-the-road applications. In 1991, it started producing the original Business Class trucks, progenitor to the Business Class M2 line introduced in 2002, and the Plus series line introduced in 2022. The changeover from legacy M2 and SD product lines is ongoing, and the plant will continue to ramp output of the Plus series. Mt. Holly Truck Manufacturing Plant currently employs 1800 people.

Mount Holly, NC... Daimler Truck North America LLC (DTNA) recently commemorated the production of the 750,000th vehicle built at

its Mt. Holly truck manufacturing plant. Keys to the milestone vehicle – a Freightliner M2 106 Plus – were presented to representatives from Penske

Truck Leasing during a ceremony at the facility. “Since it opened, the Mt. Holly plant has earned a strong reputation of manufacturing

excellence based on teamwork, collaboration and partnership with our valued customers,” said Jeff Allen, senior vice president, operations and spe-

cialty vehicles, Daimler Truck North America. “As the longstanding home to our M2 and SD vehicle lines, we’re honored to present the milestone

The enhanced Plus series includes the M2 106 Plus, M2 112 Plus, 108SD Plus, and 114SD Plus and are marked by significant updates to interior and electrical system of legacy vehicles. Plus series interiors feature improved ergonomics and increased storage, while its new electrical architecture gives customers access to the industry-leading Detroit Assurance with ABA5 suite of safety systems and the QuickFit Electrical System that makes integrating truck equipment to the vehicle easier than ever.

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Transervice Ranks 243 On The 2023 Freightwaves Ratings Top 500 Largest For-Hire Carriers List



LAKE SUCCESS, NY... The 2023 FreightWaves Top 500 For-Hire Carrier list (ratings. freightwaves.com/carriers-for-hire/top-500-2023/) ranks companies on the basis of tractor count. Data was compiled largely from publicly available databases and responses from company representatives. For the purpose of this ranking, "for-hire" includes companies that operate in various trucking modes.

To learn more about the most pressing issues affecting supply chains today, visit FreightWaves at freightwaves.com. Or tune in to the freight transportation industry's only live broadcast station at tv.freightwaves.com.

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leasing, contract maintenance, and material handling equipment leasing and maintenance. It maintains more than

124 regional and local facilities across North America and manages over 24,500 pieces of equipment. The current

workforce is comprised of 1,200 associates, including over 1000 drivers and technicians. The company headquarters is in Lake Success, NY. www.transervice.com

Photo Credit: Transervice Logistics Inc.

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Something to Think About - Warts and All

by: Mike McGough

There was never any real question in his mind, much past fourth grade. He wanted to teach history and government. Fourth grade was a tipping point in his thinking about the eternal question, "What do you want to be when you grow up?" There were a few times when he briefly thought about other career options as he went through junior high and high school, but he always came back to teaching history and government. Fourth grade was a key year because of one of the two teachers he

had that year.

The school he attended was a two-room building erected in 1911. It was torn down in 2022. His class of fourth graders was about 40 in number. The classrooms were small, so the students were divided in half, and they switched teachers after lunch. The teacher he had in the morning was good. She taught math, geography, spelling, and reading. To this day when writing a check, he proofs his math by adding his answer to the subtrahend to see if it equals the minuend. If it does, he's

good to go. She was also the teacher who introduced him to the concept of the Oxford comma. Of course, she taught other things, but he could always attribute those two useful nuggets of knowledge directly to her.

The teacher he had in the afternoon, wasn't good; that's because she was great! Of all of the teachers, professors, instructors, (BTW, that's an Oxford comma) and mentors he ever had, she'd be in the top three, no question. She taught history and government, handwriting, and science, but history and government were her favorites. That was obviously clear. Although they had a textbook on American history and government, she had what seemed at the time to be an endless supply of books from which she would read to the class.

It wasn't uncommon for her to take the class outside and read to them in the shade behind the school. There was a small fieldstone wall behind the building that kept the adjacent hill side from creeping over a rather broad walkway. The students sat along the walkway, and she sat on the wall, on a small cushion that she took off of her desk chair. She read about presidents, inventors, scientists, military leaders, poets, social leaders and other notables. She made

sure that politics, gender, race, religion or any other such factors played no part in the stories she shared. She didn't have to tell her students what she was reading was important, the way she read it sent that message loud and clear.

When she was done reading, she'd always take questions. If there was something she didn't know, she'd tell the class, then they would do what they could to find an answer. Often a set of encyclopedias in her room was the source of that information. A time or two, she'd promised to have the answer the next day. The local newspaper offered a phone number to the community that provided access to their librarian. It wasn't called a hotline back then, but that's most certainly what it was. Oh, if she would have had a computer and the internet!

She shared many stories with her students. Through them all, there ran a simple yet profound lesson. It went beyond the names, dates, facts, tragedies, great events, failures, accomplishments, and fascinating anecdotes in her stories. That unpretentiously yet insightful lesson was that the individuals whose stories she was sharing were human. They were people, flawed characters, who lived their lives out imperfectly, as we all

do. There was something, however, that set the Abraham Lincolns, the Susan B. Anthonys, the Thomas Edisons, the George Washington Carvers, and the Eleanor Roosevelts apart. They accomplished something worthy of attention in spite of their human frailty, beyond their flawed characters, and aside from their shortcomings.

Her stories and how she chose to share them, demonstrated, at least to that fourth grader, that history is neither to be the study of a pantheon of pure and faultless individuals to be idolized, nor is it meant to be a rogue's gallery, where the worst in individuals should be accepted as the full measure of their lives. History, then can and should be the study of who and what was, warts and all.

To have meaning and value, history must be embraced with open, reflective, and thoughtful intent to explore the good, the bad, and the ugly lessons it freely offers. Then and only then can history be genuinely and fully embraced. And in that deep embrace, history's rich lessons can be empathetically applied in the present, so as to improve the human experience, as we flawed characters continue our journey onward!

FMCSA has removed ALL-WAYS TRACK, LLC's All-Ways Track ELD from the list of Registered Electronic Logging Devices (ELDs)

On March 27, 2023, FMCSA removed the following ELD from the list of registered ELDs due to the company's failure to meet the minimum requirements established in 49 CFR part 395, subpart B, appendix A.

ELD Name: All-Ways Track

Model number: AWT01
ELD Identifier: AW-TELD

ELD Provider: ALL-WAYS TRACK, LLC.

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

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

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

2. Replace the revoked ELD(s) with compliant ELD(s) from the Registered Devices list before May 26, 2023.

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

Motor carriers and drivers who continue to use the revoked All-Ways Track ELD listed above on or after May 26, 2023 will be in violation of 49 CFR 395.8(a)(1)—"No record of duty status" and drivers will be placed out-of-service (OOS) in accordance with the Commercial Vehicle Safety Alliance (CVSA) OOS Criteria.

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

Questions? Contact ELD@dot.gov.



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Love's Offering 10-Cent Auto & Fuel Discount

Love's Travel Stops is offering more savings for customers through a 10-cent discount on gasoline and auto diesel, the company announced Wednesday. The discount, which four-wheel customers can redeem on the Love's Connect App, is now available at Love's locations in 40 states through May 31st.

Francie Koop, director of customer and brand strategy for Love's stated, "The 10-cent discount on gasoline and auto diesel is an extension of savings that have been available to professional drivers through the Love's Express billing card, and we're excited to continue to give customers more reasons to choose Love's."

The discount is available through the Love's Connect App, which can be downloaded from the App Store or Google Play Store. Once customers set up an account on the app, they can access their barcode and scan it at the pump or enter the barcode number when paying to save.

Customers can also use the Love's Connect App to get the best deals on their favorite snacks, drinks and fresh food at Love's locations. Visit loves.com/gasdiscount for more information.

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Magnum Trailer's Mike Eng and Nicole Wiebe with the new Modular Guard Series from Magnum Trailer and Equipment, Inc.

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

May 11-15 - East Coast Truckers Jamboree - Kenly 95 Petro, Kenley, NC. For more info contact Alicia Bedford, 919-502-7071. Email: alicia.bedford@iowa80goup.com

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

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

May 26-27 - Troy Huddleston Memorial Truck Show - Jasper Co. Fairgrounds, Newton, IL. Parade, Truck Show, Entertainment by Confederate Railroad, Kentucky Headhunters, and Tony Justice. For more info call 618-553-0809

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

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

June 8-10 - Shell SuperRigs® Competition - Cam-Plex Community Events Center, Gillette, Wyoming. Drivers to compete for \$25,000 in prize money and a spot in the 2024 Shell Rotella Calendar. Highlights include: Contestant dinner, Truck lights competition, Fireworks, Truck parade, Musical entertainment. Pre-registration is recommended. Follow Shell Rotella® on Facebook, Twitter, and Instagram for updates on SuperRigs and Shell Rotella products and programs.

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

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

July 8 - 11th Annual International Motor Truck Gathering - 92 Industrial Park Rd., Muncy, PA. 17756 All model International trucks - big or small, rusty or restored, from 1907 to present. No registration fee, Auction at 3:00 pm. All makes of trucks welcome. For more info, email billandsuebs4@gmail.com or call 272-202-8253 or 570-772-3773

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

July 15-16 - Gulf Coast Big Rig Truck Show - MS Coast Coliseum & Convention Center, 2350 Beach Blvd., Biloxi, MS 39531. Showcases the working truck, supports the military and first responders, as well as raising money for the Wounded Warriors Project. The two day event ends with an escorted convoy along the beach displaying the trucks from the Chrome on the Coast Contest! For more info, call 985-630-9171. Email: pattimccleney@gmail.com

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

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

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

September 21-24 - Guilty By Association Truck Show - 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck & Tractor Pull, Demolition Derby, Monster Trucks, Truck Convoy for Special Olympics, Food Vendors, Music Concerts. For more info visit www.chromeshopmafia.com

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

If you would like to list an upcoming show or event, send all the details including a telephone contact number to:
email: movinout@zoominternet.net
Visit us on the web at www.movinout.com

A Likely Story - Counter Clockwise



By Roger Clark

The Daylight Savings change happens in March and November. There's good reason for it, but something different every year. Back in the day, it was for the farmers. Later it was for the kiddos waiting on the school bus. Then it was to distinguish Climate Change from Global Warming.

But as a professional driver, you know better. CDT and DST were inaugurated during the Revolutionary War for the sole purpose of screwing up every JIT load from sea to shining sea. It took the brightest minds of our founding fathers to create generations of supply chain chaos, which has lasted to this day.

I'm very punctual. It's really important to me, and often profitable. But during the time change, the odds are better that I'll be struck by lightning. Twice. On my birthday. Oh, I know about the 'spring forward/fall back' thing, but Draft Kings does an over/under on the odds that I'll screw it up.

I thought this year would

be different. I was ready! I even slept well, in the hours prior to time change.

Knowing the clocks would all go backwards at 2:00 AM, I showed up for my 3:00 AM appointment at 01:55 because in five minutes it would three o'clock, right? What I forgot was the trucks scheduled to load at 01:30, which was still the 'old' time. So once again, I had outsmarted only myself, and hit the road an hour late.

I know stuff. After forty years of missing a turn in every state, I've gained a boatload of wisdom, awareness, and expectation. I never park at the end of a line. I never walk behind the party row. I never block the fuel island with an oversize.

But I still don't get the time change. Arizona ignores it. Indiana does too, but with multiple time zones, I have no idea what time it is in the Hoosier state for up to six months. Making matters worse, most states allow oversize movements thirty minutes before sunrise and thirty minutes after sunset. But not all. It's why I keep the Oversize Directory closer than my wife's honey-do list.

Alaska was even crazier. Not only did we have to be aware of the time change and time zones, there was the issue of light, and no light. I remember shooting fireworks for Independence Day at 1:00 in the morning because that's when it finally got dark. Almost twenty years since I lived there briefly, I can still see

the northern lights messing with my wristwatch.

Which brings me to the most important issue regarding time change. We've established, I think, the reality that time doesn't really change. Twenty four hours is still 24 hours, and time waits for no one. We are either on time, or we're not, and ELD's can make you illegal with but a second to spare. No one knows that better than me.

Yet questions persist, even with the relentless march of technology, and nowhere is this more evident than conversations with Generation X. It's not really about technology. It's not even their politics. It's about something Boomers know their entire lives, and young people never will, even though they wear their smarts on a Fitbit.

Simple as it is profound, how do you explain the concept of counter-clockwise to a dude that wears a digital watch?

Trucking Urges Biden Administration to Resolve West Coast Port Negotiations

Washington, DC.... The American Trucking Associations joined supply chain stakeholders in calling on the Biden Administration for a resolution to the ongoing West Coast port labor negotiations. A letter sent to President Biden from 238 national, state, and local trade associations details how the situation is creating economic uncertainty, affecting freight flows, and causing shipments to be diverted away from West Coast, where import volumes recently fell to their lowest level since the 1980s.

"Given the turmoil of the past several years, what our supply chain needs to see right now is continuity. Unfortunately, these ongoing negotiations - seemingly with no end in sight - are adding yet another stress factor that is complicating our industry's ability to keep goods moving in a reliable and timely fashion," said ATA President and CEO Chris Spear. "For the sake of our country, it's time to bring these negotiations to a close."

Big Rig Truck Show

JULY 21-22 2023

MS Coast Coliseum & Convention Center
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Shell Rotella® Steps Up to the Plate for St. Christopher Fund - Customized Louisville Slugger Autographed Bat Was Auctioned Off To Support St. Christopher Fund



Supporters were encouraged to head to the auction's landing page for a chance to swing big for a great cause.

"Collaborating with an organization with deep roots in the trucking community like Shell

Rotella presents natural synergies of unwavering support and action for truck drivers and their families," said Shannon Currier, the SCF Director of Philanthropy.

Stay tuned to the Shell Rotella and SCF social

pages for more unique activities throughout 2023. For additional information on Shell Rotella or SCF, visit <https://rotella.shell.com/> or <https://truckersfund.org/>.

Louisville, KY... Shell Rotella® has teamed up with the St. Christopher Truckers Development and Relief Fund (SCF) through an online auction for a customized, Louisville Slugger baseball bat, signed by the legendary Hall of Fame Shortstop, Cal Ripken Jr. The auction ran from 12:00 PM EST on March 21, 2023, through 11:59 AM EST on April 5, 2023, with all proceeds going to St. Christopher Fund. The bat was also displayed at the Mid-America Truck Show (MATS) from March 30 – April 1 in the Shell Rotella booth.

The winner of the is Terry Hayworth, whose \$1,000 bid secured this unique piece of memorabilia. Congratulations and thank you, Terry! Terry will receive the autographed bat with a premium display case and wall mount.

The St. Christopher Fund mission is to help aid over-the-road/regional semi-truck drivers and their families when an illness or injury inhibits them from working.

"We are proud to be building a program of engaging activities throughout 2023 with the St. Christopher Fund to support hard-working truck drivers across the U.S.," said Annie Peter, Shell Rotella Brand Manager.

"It is important for us to support this tremendous trucking community through a charity that understands the trucking industry and can give back during times of need in an impactful way."

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A NOTE FROM  EMPLOYEES

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You Drive Our Success.
Janice C., Traffic Operations

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THANK YOU, TRUCKERS, FOR ALL THAT YOU DO. AND THANKS FOR CHOOSING THE PENNSYLVANIA TURNPIKE.

PMTA Honors Top Drivers, Names Driver Of The Year For 2022



PMTA Top Drivers for 2022.

By Brandon Moree
 CAMP HILL – The Pennsylvania Motor Truck Association honored 12 Drivers of the Month and named the 2022 Driver of the Year on March 22 at the Penn Harris Hotel in Camp Hill. The Driver of the Year Banquet is sponsored by Sentry Insurance.
 This year's 12 drivers have combined to drive

more than 24 million miles – literally to the moon and back 50 times. It would take the International Space Station, which travels at about 17,500 MPH, nearly TWO MONTHS to travel that many miles.
 The 12 Drivers of the Month are as follows:
 January: Michael Cable – Ward Trucking
 February: Jordan Weber

– Lester R. Summers, Inc
 March: James Roseberry – Vorzik Transport, Inc
 April: John Maiorano – Pitt Ohio
 May: Bryan Horninger – Ward Trucking
 June: Bernard Paul Wanyo, Jr. – UPS
 July: David Wilt – Lester R. Summers, Inc
 August: Christopher Hogle – Walmart Transporta-

tion
 September: John McClinton – FedEx Ground
 October: Donald Weaver – Vorzik Transport, Inc.
 November: Michael Zinz – Klapac Trucking Co.
 December: Michael Weingartner – Pitt Ohio
 The 2022 Driver of the Year is Donald Ray Weaver from Vorzik Transport, Inc. Weaver, of Duncanville, has



Don and Dorothy Weaver

been a professional driver since 1978 and has been with Vorzik Transportation since 2019. In his 44 years on the road, he has logged more than 3.7 million and only been involved in one incident when another vehicle side swiped his trailer in 2020. He has earned a Three Year Safe Driving Award with Vorzik, a Five Year Safe Driving Award with FedEx Ground and a 10 Year Safe Driving Award with US Foods.
 "Don is a very safe driver and is willing to help anyone," said Dale Knox, Safety Specialist. "Don is

no stranger to anyone; he always has a smile on his face and always will give you a handshake. Mr. Weaver has been an inspiration to the whole Vorzik Team whether it's the drivers or the management team. Everyone of us at Vorzik looks up to him."
 Don and his wife Dorothy have been married for 55 years and they have a son named David. Don loves spending time with his family and going to flea markets.

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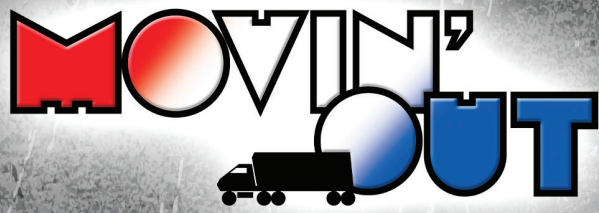
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Working Show Truck Of The Month

Bill's Service, LLC/
Keith Stadler, Jr



By Robert Conrad

Bill's Service of Stamford is a family owned towing business that began

in 1975, and their bright red wreckers with custom paint schemes have been a staple in the CT and NY

area for generations.

In 2018, Bill's Service family member James Parker started Bill's Service, LLC with several tri-axle dump trucks until he brought Keith Stadler Jr. on board to run the heavy hauling division of the company. Today, Bill's Service, LLC does a lot of forestry hauling for Davis Tree, along with logging from state to state, and equipment hauling in the construction industry.

James Parker & Keith Stadler Jr. added their 2nd

heavy haul tractor to the fleet, this red hot 2022 Peterbilt 389! The truck was custom built to specs from James & Keith and the result is on hot heavy hauler that is a stunning combination beauty & power! The 605 Cummins engine is paired up with 54K rears. Bill's Service has always been known for their flashy paint jobs, and this Peterbilt keeps that tradition going strong with its flames and custom pin striping that compliments the bright red base color. The "bling" comes from

the custom bumper up front, polished drop visor, window chops, and a custom headache rack behind the sleeper. All of the lighting on the truck goes from clear to purple with the flip of a switch, and Keith puts on his own light show when the sun fades!

Bill's Service has contin-

ued to grow over the years and this heavy haul division is the latest example of their continued success. Movin' Out salutes Bill's Service, LLC and their classy heavy haul Peterbilt 389 by choosing them as our May 2023 Working Show Truck of the Month.



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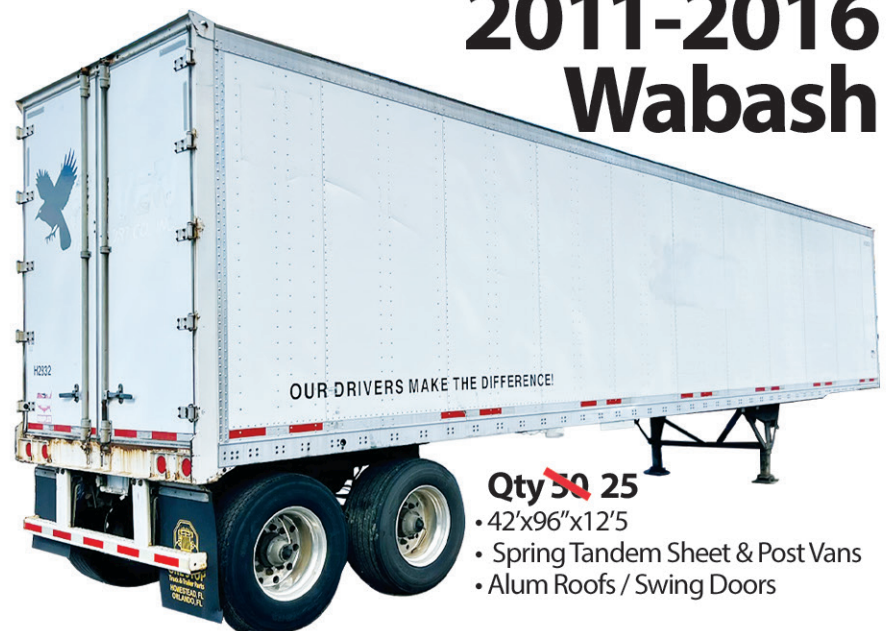
2005-2006 Trailmobile



Qty ~~40~~ 15

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FEATURES:

- Pre-calibrated and road ready
- Improve horsepower and fuel economy
- Turbos are all-new, not re-manufactured
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- Billet compressor wheel
- No core charge
- Quicker spool up than OEM with less lag
- Comes with actuator

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Full Tilt's performance manifolds features smoother contours and larger ports, greatly improving airflow and providing even distribution of the air/fuel mixture to each cylinder. These performance manifold are a direct bolt-on replacement with no modification necessary. Increase horsepower, torque, and efficiency to give your rig the performance it needs to tackle any challenge.

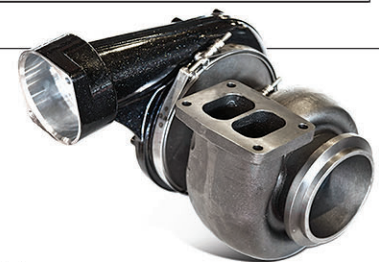


FEATURES:

- Reduces fuel consumption with an efficient, free-flowing design
- Direct replacement of stock manifold - with no modification necessary
- Replace restrictive stock intake for added power

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