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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Big Rigs Raced Into The Texas Motor Speedway For The 42nd Annual Shell Rotella® SuperRigs®



Kaleb Hammett of Dodd City, Texas, captured Best of Show honors with his 2019 Peterbilt 389, nicknamed "Hoss." Turn to pages 14 & 15 for story and more photos - Photo courtesy of Shell.

Truck Parking Club – 550+ Truck Parking Locations Across The US



Evan Shelley, Co-founder and CEO of Truck Parking Club.

By Steve Pollock CHATANOOGA, TN... Truck Parking Club was co-founded by Evan Shelley, CEO. Evan has a background in real estate and in 2021 learned that there was a shortage of parking continued on page 18

PKM – Flexible Career Choices In A Strong Freight Market



One of PGT Trucking's trucks.

By Steve Pollock GHENT, KY... PKM Transportation Services, LLC opened a freight terminal at 3738 Highway US 42 West, off I-71 Exit 57 in Ghent, Kentucky in June 2024. Although it is a PGT Trucking branded terminal, PKM is a joint venture between PGT Trucking, Kitchen Family Trucking, and MSR Transportation, LLC. It is a unique continued on page 11

Big Rigs Raced Into The Texas Motor Speedway For The 42nd Annual Shell Rotella® SuperRigs®



The Winners from the 42nd Annual Shell Rotella® SuperRigs® Truck Show held at the Texas Motor Speedway. Photo courtesy of Shell.



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OFF THE BEATEN PATH

BY PAM POLLOCK



Beep, Beep, Beep, Beep, Yeah...

Buckle up, readers because we're all in for a bit of a rocky ride...

My friend Gina and I (we've been friends for almost 45 years) recently went to a Sunset Wildflower event. She drove to my house and then I insisted on driving the 9 miles to our final destination. She warned me on the drive over that she liked being the person in the driver's seat. Initially I just laughed but I soon discovered that she was dead serious! She worked her imaginary brake pedal more than I did - I guess that was part of the problem. She also had a death grip on the handle at the top of her door. She uttered many, many "Ohhh, ohhh, watch outs" on the drive home. She shakily exited my car and proclaimed that next time SHE would be doing the driving. I thought this was a little funny because I helped her learn how to drive and she took her driver's test in my little Pontiac Sunbird 44 years ago.

I've been doing a lot of road travel this past Spring and Summer and there have been instances where I am left scratching my head in puzzlement and alarm at the actions of motorists. The distance from my house to our little town is around 4 miles. There are a couple of speed limit zones on the road ranging from 35 mph to 55 mph, back down to 35 mph and then 25 mph in the downtown area. The 55 mph zone abruptly ends as you are coming down a hill and over a bridge and wham! It's now suddenly 35 mph. The police set up in this area frequently and so I always apply my brakes and get my SUV down to the speed limit as soon as I see that sign. Unfortunately most of the people behind me don't want to obey the traffic law and they tailgate me and sometimes blow

their horn and flip me the bird. Being the courteous old lady driver that I am, I throw up my hands in my rear view mirror, gesture to the numerous 35 mph signs posted along the roadway and flip them the bird in return.

I get extremely irritated at motorists who get out in the left lane on the interstate or turnpike and just

putt-putt along there for miles and miles and miles. They are oblivious to the line of cars and trucks behind them, usually they are texting on their phone and they won't giddy up and go or switch over to the right lane. This causes a backup of cars who then tailgate you because they are in a hurry and feel the need for speed. Hey jagoffs, we're all stuck in the same situation, I can't make the cars in front of me go any faster. And how about the drivers who never use a turn signal? And the ones who don't understand the concept of what to do when 4 cars are at a 4 stop sign section?

And then there's the meatheads who blatantly run a red light that's been red for several seconds and you now have the green light. It's time to spike the brakes and say a little prayer!

Don't even get me started on the inconsiderate jerks who take up several parking spots because they don't want anyone getting close to their precious vehicle. Then there's the lazy slobs who leave their shopping carts in the middle of the lot because apparently, it's too far of a walk to take it back to the buggy corral.

Geez Louise, Gina - look at what you started! I am on a roll! LOL

Sheetz Opens Four New Stores Featuring Truck Diesel Lanes



The 4 new Sheetz stores that opened in August feature high flow diesel fuel and Diesel Exhaust Fluid (DEF) for commercial trucks as well as a truck scale and free parking spaces available for overnight parking to truckers.

Altoona, PA... Sheetz, a major Mid-Atlantic restaurant and convenience chain, opened four new stores featuring truck diesel lanes in August. Spread across Michigan, North Carolina and Virginia, each store will offer high flow diesel fuel and Diesel Exhaust Fluid (DEF) for commercial trucks as well as a truck scale and free parking spaces available for overnight parking to truckers.

The new store locations include:

* Middletown, VA: Located at 121 Confidence Lane, this new store will feature 9 truck driver lanes and can be easily accessed by truck drivers on exit 302 from Interstate 81.

* Asheville, NC: Located at 5440 Asheville Highway in Hendersonville, this new store will feature 4

truck driver lanes and can be easily accessed by truck drivers on exit 44 from Interstate 26.

* Warsaw, NC: Located at 2543 W NC 24 Highway, this new store will feature 5 truck driver lanes and can be easily accessed by truck drivers on exit 364 from Interstate 40.

* Romulus, MI: Sheetz's first store in Michigan, this location at 33380 Wick Road will feature 4 truck driver lanes and can be easily accessed by truck drivers on exit 197 from Interstate 94.

Each new store opening offered customers grand opening festivities including free self-serve coffee and soda for the entire grand opening day as well as multiple prizes awarded, including a grand prize giveaway of free Sheetz for a Year.*

Customers attending the grand opening were encouraged to donate a non-perishable food item to the nonprofit. Those who donated received a Sheetz branded thermal bag.

Sheetz currently operates 740+ store locations across Pennsylvania, North Carolina, Virginia, West Virginia, Ohio and Maryland, with all locations open 24/7, 365 days a year.

Customers can check if other Sheetz locations sell high flow diesel fuel and Diesel Exhaust Fluid (DEF) through the Sheetz mobile app or website, by filtering "truck diesel" and/or "Bulk DEF"

*Value of \$2,500 in a Sheetz gift card; No purchase is necessary to win, must be present to win and over the age of 18 to enter.

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High Performance Diesels with Bruce Mallinson

Fueling the Future

A Real-World Test of the Kenworth T680

In the ever-evolving world of trucking, where fuel efficiency and environmental consciousness are paramount, the 2020 Kenworth T680 stands out as an example of good design and impressive performance. This article delves into the results of a 33-day real-world test conducted on a meticulously equipped T680 by our good friend, Cole Fairbrook, showcas-

ing its fuel efficiency capabilities and highlighting the exciting potential for further optimization. Complete numbers are provided.

A Carefully Crafted Platform for Efficiency

The subject of this test was a 2020 Kenworth T680 with a 228" wheelbase, powered by the Paccar MX-13 engine, paired with a 12-speed automated manual transmission (AMT) and 2.64 gears. This configura-

tion, combined with a 6x4 drivetrain, trailer wide-base tires, Fuel additives (Max Mileage FBC and Flashpoint), wheel covers, FASS fuel system, Fleet Air, and eco mud flaps are specifically designed to maximize fuel efficiency. The truck also incorporated various upgrades like PS-386 transmission oil, Rotella T5 10W30 engine oil with FR3, and FE 75W90 gear oil, further optimizing its performance.



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Fuel Efficiency on the Open Road

Over the span of 33 days, the T680 traversed a distance of 14,419 miles, carrying an average of 24,450 pounds of freight, or a gross vehicle weight of 57,350 pounds. The truck predominantly operated at 55 MPH, with three days of driving at a faster 64 MPH. All 55MPH driving was done in direct drive at 1240 RPM and all 64MPH in Overdrive at 1100 RPM. The results are clear: the T680 achieved an average fuel economy of 10.14 MPG, consuming a total of 1422 gallons of diesel. This remarkable figure demonstrates the truck's ability to translate its design features into real-world savings.

Environmental Responsibility and DEF Consumption

The T680 doesn't just excel in fuel efficiency, it also sets a high standard in sustainability. The test revealed a commendable DEF (Diesel Exhaust Fluid) consumption rate of 314 MPG. This indicates the truck's strong commitment to minimizing emissions while delivering robust performance, reinforcing its dedication to sustainability and environmental responsibility.

The Pursuit of Optimization

While the T680 already demonstrated impressive fuel efficiency, the owner recognizes that there's always room for improvement. Further optimization through modifications such as steer tire covers, trailer

side skirts, flow-below devices, and differential oil upgrades is estimated to increase fuel efficiency by an additional 11.2%, potentially pushing the T680 to an impressive 11 MPG.

The Engine Debate: Paccar MX-13 vs. Cummins X15

The owner acknowledges the ongoing discussion within the industry regarding the relative performance of different engine manufacturers, particularly the Paccar MX-13 and the Cummins X15. While the Paccar MX-13 generally achieves a 1 MPG advantage over the Cummins X15, the Cummins has the benefit of aftermarket tuning capabilities, potentially allowing it to achieve comparable levels of fuel efficiency. The owner believes that a Cummins X15 could achieve 10 MPG or more with the right modifications and tuning.

The Importance of Customization and Optimization

The T680's success story highlights the importance of a comprehensive approach to fuel efficiency. The owner emphasizes that it's not just about the engine, but about a carefully chosen combination of components, modifications, and driving practices. This holistic approach, involving upgrading oils, installing fuel system enhancements, adding aerodynamic components, and implementing fuel additive programs, is crucial for achieving significant fuel efficiency gains and is a key

knowledge for anyone in the trucking industry.

The Future of Trucking

This real-world test of the Kenworth T680 not only showcases the power of customization and optimization in achieving significant fuel efficiency gains but also the truck's impressive performance. As the trucking industry continues to evolve, the need for fuel efficiency and environmental consciousness will only intensify. The T680, with its remarkable performance and potential for further optimization, exemplifies how the industry can embrace these challenges and pave the way for a more sustainable future of transportation.

Raw Data
Truck: 2020 Kenworth T680

Wheelbase: 228"
Engine: Paccar MX-13 (Rotella T5 10W30 with FR3)

Transmission: 12 Speed Automatic Transmission (PS-386 Trans Oil)

Gears: 2.64 (FE 75W90)

Tires: Wide base

Fuel Additives:

* Max Mileage

* Flashpoint

Aftermarket Accessories:

* Fleet Air Filter

* Wheel Covers

* Fass

* Eco Mud Flaps (Truck and trailer)

Days: 33 (6-20-2024 to 7-22-2024)

Miles: 14,419

Gallons: 1422

Fuel MPG: 10.14

DEF MPG: 314

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continued on page 7

High Performance Diesels with Bruce Mallinson



continued from page 6

Speed:
 * 30 Days, 55mph – Driven in direct drive at 1240 Rpm
 * 3 days, 64mph - 64 in Overdrive at 1100 Rpm

Average Freight Weight: 24,450 or 57,350 Gross Loads: 12
 Average length of haul: 1106 miles
 Deadhead miles: 1114
 Testing By: Cole Fairbrook

Written by: Jordan Greathouse, Pittsburgh Power Inc., 3600 S. Noah Drive, Saxonburg, PA, 16056
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Latest Trucking Industry News

EPA Semitruck Emissions Regulations Headed For Unintended Consequences

By Rep. Dan Newhouse (WA-04) and Todd Spencer, OOIDA

Pushed by extreme environmentalists, the Environmental Protection Agency recently announced new emissions regulations for semitrucks set to take effect by 2032. While Congress and truckers both want to protect our environment, the practical implications of the agency's overreach for small businesses and the broader economy cannot be overstated.

Trucks move a staggering \$18 trillion worth of freight annually, and over 70% of freight in the U.S. is moved exclusively by truck. As was made crystal clear at the height of the COVID-19 pandemic, truckers are essential to the American economy. What's not as well known is that 96% of trucking companies are small businesses. These are mom-and-pop trucking companies in small towns and big cities nationwide. Like all small businesses, small-business truckers often don't have the financial or technical resources to comply with overly aggressive regulations, especially those with no return on investment.

The EPA's new heavy-duty truck regulations are certainly drastic; they require that 25% of all semitrucks sold by 2032 be zero-emission vehicles. The only technology on the market that even comes close to complying with these regulations is battery electric trucks, which are extremely costly and have significant operational limitations. This presents insurmountable challenges that will undoubtedly throw a wrench into America's supply chain.

With this regulation, the EPA is effectively mandating EV semitrucks while overlooking the significant hurdles that small-business truckers will face as they attempt to comply. First and foremost, current electric vehicle charging infrastructure is woefully inadequate. A notable shortage of charging stations, especially in rural areas, creates a bottleneck for long-haul truckers who need reliable access to power. They don't have the option of charging their truck overnight. Moreover, the energy grid itself is a concern. With the rise of artificial intelligence data processing centers already competing for limited energy supplies, the added load from charging a substantial number of electric trucks could strain the grid beyond its current capacity.

Charging time and hours of service, or HOS, regulations present another challenge. Long-haul truckers are bound by strict HOS rules that limit their driving hours to ensure safety. The extended time required for charging electric trucks compared with refueling diesel tractors will make

compliance with HOS rules even more challenging, significantly reduce operational efficiency and scramble delivery schedules.

Range limitations are another significant concern. Diesel trucks can travel up to 1,000 miles on a single tank of fuel. Current electric truck technology maxes out at a few hundred miles, necessitating more frequent stops, which further complicates logistics and raises costs. In cold weather, the situation becomes even more complicated, as battery performance typically declines, reducing the range and reliability of electric trucks.

The financial implications of the EPA's regulations are backbreaking. The sticker price of electric semitrucks is more than double that of their diesel counterparts. Going from a \$180,000 vehicle to one that costs over \$400,000 is not feasible for small-business truckers operating on tight margins.

Electric truck advocates typically point to long-term

fuel savings to justify mandating electric trucks. A comprehensive study by Ryder Systems, however, casts serious doubt on the supposed lifetime savings of these vehicles. Even if a small-business trucking operation somehow stays afloat, the cumulative costs will inevitably be passed on to consumers, leading to higher prices for goods and potentially stoking inflation.

As chairman of the Congressional Western Caucus, a group of over 100 members of the House of Representatives who advocate rural America's priorities, and president and CEO of the Owner-Operator Independent Drivers Association, we support H.J. Res 133, which would repeal the EPA's Phase 3 Gas Emissions Standards for Heavy-Duty Vehicles.

We also applaud the Supreme Court's recent decision overturning the 1984 Chevron case that expanded the power of the federal bureaucracy. This decision will roll back the regulatory

overreach of unelected bureaucrats, restore power to those elected by the people, and prevent future regulations from being bent to the whims of federal agencies. The EPA's regulations here are exactly that type of action.

Nobody, including truckers, is opposed to improving the environment. But the EPA's misguided regulations on semitrucks will have significant unintended consequences, killing small businesses and raising costs for everyone.

Dan Newhouse represents Washington's 4th Congressional District and serves as chairman of the Congressional Western Caucus.

Todd Spencer serves as president and CEO of the Owner-Operator Independent Drivers Association, representing approximately 150,000 small-business truckers and professional drivers.

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Intermodal Maintains Momentum in Second Quarter

CALVERTON, MD... Total intermodal volume rose 7.9 percent year-over-year in the second quarter of 2024, according to the Intermodal Association of North America's Intermodal Quarterly report. International containers added 13.3 percent, domestic containers improved 5.0 percent, while trailers fell 20.6 percent.

"International volume provided the biggest lift for intermodal in the second quarter. Domestic equipment played a supporting role and would have had a larger impact had the decline in TOFC moves not continued," said Joni Casey, president and CEO of IANA. "Federal Reserve actions over the next three months will help determine whether the industry can continue this progress."

The seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were all up in the second quarter. The Midwest-Northwest gained 21.5 percent followed by the Southeast-Southwest at 20.1 percent. The South Central-Southwest posted 13.5 percent, and the Mid-

west-Southwest realized 11.4 percent. The Intra-Southeast, Trans-Canada and Northeast-Midwest came in at 7.4 percent, 4.6 percent and 3.7 percent, respectively.

Total IMC volume increased 5.5 percent year-over-year in Q2, with intermodal traffic up 6.3 percent and highway loads 5.1 percent to the positive.

PA Turnpike to Launch Open Road Tolling in East

King of Prussia, PA... The Pennsylvania Turnpike Commission officially announced plans to convert its tolling system to Open Road Tolling (ORT) east of Reading and on the Northeast Extension in January 2025. This celebration caps a 15-year transition to further meet customers' expectations for safe, convenient, and seamless travel.

"The advent of Open Road Tolling will advance safety and allow for the safe movement of vehicle traffic across our network. Pennsylvania is the great American Getaway and Open Road Tolling will get traveling members of the public to destinations across our great Commonwealth in a safe an efficient manner," said PA Turnpike Chairman and PennDOT Secretary Michael Carroll. "It's a great day in Pennsylvania and another giant step forward for the Pennsylvania Turnpike Commission."

In an ORT system, tolls are charged electronically as customers drive at highway speeds without slowing down or stopping beneath overhead structures - called gantries - located between interchanges. Equipment on the gantry and in the roadway processes E-ZPass or Toll-By-Plate transactions. Beyond properly mounting an E-ZPass transponder, customers will not need to do anything differently in preparation for the launch.

"In January, the Pennsylvania Turnpike Commission solidifies itself once again as a national leader in transportation when we bring the future of toll collection to Pennsylvania through Open Road Tolling," said PA Turnpike CEO Mark Compton. "This move reiterates our commitment to the safety of our customers and employees, while modernizing our operations and meeting customer expectations for seamless, nonstop travel."

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-Jim Blaylock, Founder

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A MSR truck.



A KFT truck.

continued from page 1

approach as Kitchen and MSR have been affiliated with PGT for decades. The three companies have the same, but separate interests. It also provides a large amount of open deck freight from standard flatbed to multi axle, with loads throughout the country and the steel belt specifically. Drivers have many opportunities at PKM with the ability to drive for or lease to any of the three entities. The Ghent, Kentucky terminal has 5 acres of secure, fenced parking, a drivers lounge, restrooms and showers. It also houses the PKM operation center.

Founded in 1981 by Pat Gallagher, PGT Trucking has become one of the nation's premier flatbed carriers and has grown to 32 terminals with over 1,000 Peterbilt and International power units and 1,500 trailers. PGT has over 300 Independent Contractors in their fleet and also offers a lease purchase program. With an extensive customer base, PGT has an enormous amount of open deck freight.

MSR Transportation, LLC was established in 2006 by Mike and Susie Rowley and the company remains family owned and operated. Mike and his family members began driving for PGT Trucking in 1988 and today MSR Transportation operates approximately 100 trucks, pulling three and four axle Conestoga trailers. MSR also has terminals in Monroe, Ohio and Rockport, Indiana. The fleet operates primarily in Ohio, Indiana, and Kentucky. Mike's equipment is known to be some of the best on the road – well maintained, late model Kenworth and Peterbilt tractors. Many drivers join the company because of the nice equipment.

Kitchen Family Trucking (KFT) has been family owned and operated since 1979 with 4 generations of the family being in the transportation industry. Kitchen Family Trucking was founded by Chuck Kitchen, Sr. and his sons Chuck, Jr. and Mike are also part of the company. KFT operates terminals in Cleve-

land and Leipsic, Ohio, Crawfordsville, Indiana and Dearborn, Michigan with service to the Greater Lake Erie region, including Ontario, Canada, Michigan, Northern Ohio, and Northeast Indiana. The Kitchen family operates approximately 60 tractors – Kenworth, Peterbilt and Freightliner. They have 3 axle spreads and tandem trailers as well as 4 axle and 6 axle trailers. Kitchen Family Trucking offers heavy haul training and has an electronic load placement tool to help drivers determine weight placement. KFT also operates a maintenance facility and gives drivers percentage pay.

At PKM Transportation Services, Professional Truck Drivers can work for small family fleets like MSR Transportation and Kitchen Family Trucking while enjoying the extensive PGT freight network, or work for or lease to PGT Trucking, a large fleet. To learn more, call 800-837-7748.



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Semi-Finalists Announced for the 2024 Transition Trucking: Driving for Excellence Award



PACCAR MX-13 engine rated at 455 horsepower, PACCAR TX-12 automated transmission and PACCAR DX-40 tandem rear axles.

The Kenworth T680 features a Diamond VIT interior in slate gray with madrona accents and includes the latest in driver amenities. Both the driver and passenger seats are GT703 leather seats that are fully heated and cooled. The 76-inch sleeper includes space for a microwave and TV, a factory-installed fridge, and a rotating work table. The T680 also includes the latest in driver assistance systems, including Kenworth's Digital Mirrors, Bendix Fusion Adaptive Cruise Control (ACC) Stop and Auto Go, and Lane Keeping Assist with Torque Assisted Steering.

As part of the ninth annual award program, each semi-finalist will attend a ceremony at the National Veterans Memorial and Museum on Sept. 25th in Columbus, Ohio. The following day will include a tour of the Kenworth Chillicothe manufacturing plant where semi-finalists will be recognized and finalists will be announced.

C... Kenworth, Fastport, and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes initiative proudly announced the semi-finalists for the 2024 Transition Trucking: Driving for Excellence Award. Launched in 2016 to recognize the achievements of veterans transitioning into the transportation industry, this year's program semi-finalists represent multiple

branches of the United States Military, including National Guard and Reserve components. The semi-finalists include:

1. Jadarion Blakemore, U.S. Army (E-5), CRST - The Transportation Solution Inc. (Trained by Troops Into Transportation)
2. Quantae Dozier, U.S. Army (E-4), Epes Transport System, LLC (Trained by Troops Into Transporta-

tion)

3. Richard Flirt III, U.S. Navy (E-4), Legacy Express (Trained by Fox Valley Technical College)
4. Brian Ferguson, U.S. Army and U.S. Army National Guard (E-7), Melton Truck Lines (Trained by Troops Into Transportation)
5. Justin Sisler, U.S. Marine Corps (E-2), Prime Inc. (Trained by Roadmaster

Drivers School)

6. Douglas Couch, U.S. Navy (E-5), Roehl Transport, Inc.
7. Mark Joseph, U.S. Navy and U.S. Army National Guard (O-3), Stevens Transport (Trained by Troops Into Transportation)
8. Cory Troxwell, U.S. Army (E-7), Stevens Transport (Trained by Phoenix Truck Driving Institute)

9. Shawn Haley, U.S. Marine Corps (E-4), Veriha Trucking LLC (Truck Driver Institute)

10. William Taylor, U.S. Coast Guard (E-7), Werner Enterprises (Trained by Roadmaster Drivers School)

The grand prize is a Kenworth T680 truck, equipped with a 76-inch sleeper and the PACCAR Powertrain featuring the

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Truckers Against Trafficking Builds a Coalition in Philadelphia

By: Megan Magensky, Director of Communications, Pennsylvania Motor Truck Association (PMTA)

Truckers Against Trafficking (TAT) teamed up with the Pennsylvania Motor Truck Association (PMTA) and the Office of the Pennsylvania Attorney General to form a coalition in the Philadelphia area committed to stopping human trafficking.

The Coalition Build was sponsored by PMTA's Philadelphia / Delaware Valley Chapter and hosted at the 1912 Club in Plymouth Meeting.

Attorney General Michelle Henry offered opening remarks, which included a first-hand account of some of the cases her office is dealing with in PA.

"You often need such advanced techniques to build cases around victims and survivors who are often terrified - sometimes even unaware - that they're being trafficked," Henry said.

At the beginning of 2024, Henry launched the office's first-ever Human Trafficking Section, to address and bolster statewide efforts to effectively investigate and prosecute human trafficking cases and facilitate assistance for victims.

"When we get these cases sometimes the survivors need housing, medial attention, substance abuse treatment, psychological and emotional support."

Heather Castellino, Chief Deputy Attorney General, leads the Human Trafficking Section. She presented a 101 overview of human trafficking. From signs for the public to be aware of to the psychological abuse that keeps victims in these trafficking arrangements.

Kelley Alsobrook, a TAT Training Specialist and survivor of human trafficking told her story of how a childhood of emotional and sexual abuse from her father led her into the arms of any man promising to care for her - even if it came at a grave price.

She spoke of positive and negative encounters with law enforcement, attempts to leave her traffickers and finally finding safety.

To close out the event, TAT Director of Strategic Partnerships Sara Sefried moderated a panel with law enforcement and other industry stakeholders.

PMTA, TAT and the Attorney General's office will be hosting another coalition build in Pittsburgh on November 13, 2024 at Acrisure Stadium. More information will be posted on www.pmta.org.

Truckstop and Bloomberg Intelligence Survey Shows Stronger Demand May Be Around the Corner

BOISE, ID... —The Bloomberg/Truckstop semi-annual freight broker survey shows brokers are hopeful that demand could pick up in the latter half of the year.

"Though freight brokers continued to face challenging demand and rates in the first half of the year, there are some signs that the worst may be over," said Lee Klaskow, senior freight transportation and logistics analyst at Bloomberg Intelligence. "We believe a return to seasonal demand, higher import levels and inventory restocking will help drive a recovery later this year."

The Bloomberg | Truckstop first half 2024 Broker survey shows brokers are hopeful that the market may be finally moving toward equilibrium:

* Stronger demand may be around the corner: Most brokers appear optimistic that volume growth is just around the bend, despite demand challenges. About 49% project a volume increase in the next 3-6 months, 31% expect flat loads and 20% anticipate a decline.

* Spot rates may have hit a trough: An increasing

number of brokers believe that rates have hit bottom, with 76% of respondents projecting rates to stay flat or increase over the next 3-6 months, three percentage points higher than the second half of 2023. Truckstop's Market Demand Index, a measure of relative demand in the North American trucking market, rose 24% on average in 2Q from last year.

* Broker margins remain under strain: About 44% of respondents noted lower gross margins in the first half of 2024 compared to that same time frame in 2023. This is 13 percentage points worse than what brokers indicated in our 2H 2023 survey. Brokers are not optimistic about margins for the rest of the year as 30% expect margins to deteriorate over the next six months, seven percentage points more than in 2H 2023. Increased use of tools powered by artificial intelligence could help boost margins by improving pricing, productivity gains and network optimization. The brokerage industry is still in the early stages of AI adoption — just 36% of respondents are deploying such tools within their

operations.

"Despite the improved outlook over the past six months, brokers remain skeptical about their ability to increase gross margins," said Kendra Tucker, chief executive officer, Truckstop. "Truckstop remains dedicated to providing tools that help brokers operate with speed and confidence, enabling them to move faster, gain efficiencies and grow profits."

The Bloomberg | Truckstop survey of freight brokers provides timely channel checks into the market's health. The most recent sample size was 113, consisting of freight forwarders, third-party logistics providers and broker agents, as well as asset and non-asset-based brokers. Most respondents (70%) have 1-50 employees. Of those surveyed, non-asset-based brokers made up the biggest group (44%), followed by broker agents (25%) and third-party logistic providers (16%).

The complete survey is available to Bloomberg Terminal subscribers via BI.

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

Driver Poem: A Year's Journey

By: Patrick Johnston, Pennsylvania TDC Competitor, Day & Ross Driver

*The time has come once again
Saying 'see you later' to old and new friends
We've had our ups, and we've had our downs
Watching great competitors gain new crowns
A year's long journey on these roads
Is a true testament to what our future holds
So, as we toast and bid our farewells
I wish you safe travels and hope you live well*

Drivers Can Monitor PSP Record Changes With New FMCSA Subscription Service

By: Megan Magensky, Director of Communications, Pennsylvania Motor Truck Association (PMTA)

The Federal Motor Carrier Safety Administration (FMCSA) launched a free Pre-Employment Screening Program (PSP) monitoring service that can let drivers know of changes made to their safety record.

Only drivers can sign up for this optional, free monitoring service that will send an email to a driver any time that their PSP record changes.

According to FMCSA, to enroll in the service, drivers will need to log into PSP and go to the Driver

Dashboard, then click on Enroll in PSP Monitoring.

The PSP report is a safety record maintained by the FMCSA that includes a truck driver's 5-year crash and 3-year roadside inspection history. The FMCSA says the PSP is designed to "assist the motor carrier industry in assessing individual operators' crash and serious safety violation history as a pre-employment condition."

A PSP record displays the motor carrier for which the driver was operating for at the time of the crash or inspection. It also shows the location and date that a crash or inspection occurred. Additional safety details about crashes such as injuries, fatalities, and towaways are included in a PSP record. Likewise, inspections show details like whether a vehicle was placed out of service.

If you would like to request your PSP record, visit <https://www.psp.fmcsa.dot.gov/psp/applicant/1>. There is a \$10 charge to obtain your PSP record from the FMCSA.

TAT Joins Trucking Partners In Support Of National Human Trafficking Database Act - S.4534

"While TAT doesn't typically weigh in on legislation unless it is directly tied to anti-trafficking training within the transportation industry," TAT Executive Director Esther Goetsch explained, "this bill's passage would be an enormous win for the entire anti-trafficking movement and in the nation's ability to understand the prevalence of the crime within our nation and how better to combat it."

The bill in question, introduced by U.S. Senators Marsha Blackburn (R) of Tennessee and Amy Klobuchar (D) of Minnesota, would establish a national human trafficking database at the Federal Bureau of Investigation (FBI) and incentivize certain state law enforcement agencies to report data to the database. To that end, TAT has worked on compiling a letter of support, alongside its partners at the American Trucking Associations (ATA), Owner/Operator Independent Drivers Association (OOIDA) and 49 state trucking associations to distribute among their networks.

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Big Rigs Raced Into The Texas Motor Speedway For The 42nd Annual Shell Rotella® SuperRigs®

Kaleb Hammett of Dodd City, Texas, captured Best of Show honors with his 2019 Peterbilt 389, nicknamed "Hoss," at the 42nd Annual Shell Rotella® SuperRigs® competition held May 30-June 1 at Texas Motor Speedway in Fort Worth. He was awarded \$10,000 from Shell Rotella. In addition, the truck won the Best Lights category.

The Shell Rotella SuperRigs competition is the premier truck beauty contest for actively working trucks. Owner/operator truckers from across the United States and Canada compete for cash and prizes valued at approximately \$25,000. All winners also received MyMilesMatter reward miles from the Shell Rotella loyalty program. Twelve drivers were selected to have their trucks featured in the 2025 Shell Rotella SuperRigs calendar.

Additional SuperRigs Winners

JR Schleuger from Britt, Iowa, won Best of Show first runner-up and \$4,000 from Shell Rotella for his 1984 Kenworth W900B. Ernie Adams of New Florence, Pa. was awarded Best of Show second runner-up for his 1982 Kenworth W900A.

Additional first place winners included:

* Tarik Al-Amin II from Crete, Ill. in the Tractor/Trailer Division with his 2023 Kenworth W900L

* Gary Jones from Lawson, Mo. in the Tractor Division with a 2018 Peterbilt 389

* Alex Schleuger from Britt, Iowa won the Classic Division with his 2005 Kenworth W900L

* Brandon McInnis from Montalba, Texas won the Steve Sturgess Best Theme Award with his 1985 Mack Superliner RW613

People's Choice Award

Jeff Hoker from Dixon, Iowa won the People's Choice Award. The winner was selected virtually with voting taking place online. For every People's Choice vote cast this year, Shell Rotella proudly donated \$1 to the St. Christopher Truckers Relief Fund. Hoker also won the Non-Working Show Truck Award.

Complete 2024 Shell Rotella SuperRigs Results

Best of Show: Kaleb Hammett, 2019 Peterbilt 389, \$10,000 from Shell Rotella, Feature in the 2025 Rotella SuperRigs Calendar

Best of Show 1st Runner Up: JR Schleuger, 1984 Kenworth W900B, \$4,000 from Shell Rotella

Best of Show 2nd Runner Up: Ernie Adams, 1982 Kenworth W900A, \$2,000 from Shell Rotella

Non-Working/Show Truck: Jeff Hoker, 2023 Peterbilt 389, \$250 from Shell Rotella



Classic Division: 1st Place - Alex Schleuger, 2005 Kenworth W900L, \$1,500 from Shell Rotella; 2nd Place - Cody Lindamood, 2000 Peterbilt 379, \$1,000 from Shell Rotella; 3rd Place - Jay Holsomback, 1996 Kenworth W900L, \$750 from Shell Rotella

Working Truck - Limited Mileage: 1st Place - Jaden Lindamood, 2013 Peterbilt 389, \$1,500 from Shell Rotella; 2nd Place - Jerry Cruz, 2005 Peterbilt 379X, \$1,000 from Shell Rotella; 3rd Place - Andrew Worth, 2024 Kenworth W900B, \$750 from Shell Rotella

Tractor Division: 1st Place - Gary Jones, 2018 Peterbilt 389, \$1,500 from Shell Rotella; 2nd Place - Kaleb Hammett, 2017 Peterbilt 389, \$1,000 from Shell Rotella; 3rd Place - Mike Anderson,

1999 Peterbilt 379, \$750 from Shell Rotella

Tractor/Trailer Division: 1st Place - Tarik Al-Amin II, 2023 Kenworth W900L, \$1,500 from Shell Rotella; 2nd Place - Clayton Heise, 2024 Peterbilt 389, \$1,000 from Shell Rotella; 3rd Place - Kevin Benson, 2023 Peterbilt 389, \$750 from Shell Rotella

Best Engine: Jaden Lindamood, 2013 Peterbilt 389

Best Chrome: Alex Schleuger, 2005 Kenworth W900L

Steve Sturgess Best Theme Award: Brandon McInnis, 1985 Mack Superliner RW613

Best Interior: Kaleb Hammett, 2017 Peterbilt 389

Best Lights: Kaleb Hammett, 2019 Peterbilt 389

People's Choice: Jeff Hoker, 2023 Peterbilt 389, \$250 from Shell Rotella



- All Photos by Steve Pollock and Pam Pollock -

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Sneak Peek of the 2024 Carlisle Truck Nationals



- All Photos by Pam Pollock and Steve Pollock - Complete Coverage of the Carlisle Truck Nationals in Carlisle, PA will be in an upcoming issue of Movin' Out

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Ohio Peterbilt Body Shop



Left to right: Greg Oldaker, Todd Weaver, Russ Erlund, and Joel Sheffer.



Genuine Peterbilt parts are used at Ohio Peterbilt, restoring your Peterbilt to factory condition.



Cabs and bodies are removed and replaced.

By Steve Pollock

FINDLAY, OH... "We specialize in Peterbilts and strive to repair every truck like we own it ourselves. In fact, when I talk to customers, oftentimes I use the phrase, "If it were my truck - I would do it this way," stated Ohio Peterbilt Body Shop Manager Joel Sheffer. "Peterbilt is dedicated to

excellence, and so are we." Joel has worked at the Ohio Peterbilt Body Shop for 10 years, while the entire team has over 35 years of combined experience.

The Ohio Peterbilt Body Shop is located at 1330 Trenton Ave., off I-75 in Findlay, Ohio, and is the only official Peterbilt Body Shop in Ohio and Michi-

gan. So, if you want your Peterbilt restored to its original factory condition, the Ohio Peterbilt Body Shop is the place for you. While the Body Shop works with all insurance companies, they are an approved repair center and have direct repair agreements with Progressive, Great West Casualty, and Great Amer-

ican Insurance companies. They participate in the Progressive Paccar Fleet Program, a pilot program with Progressive Insurance.

The Ohio Peterbilt Body Shop specializes in collision repairs, large or small, and can do complete cab swaps or remove and replace truck bodies and sleeper repairs. They have a down draft paint booth

with baking capacity and are an Axalta (Imron) approved shop. They are a Peterbilt warranty center and use genuine Peterbilt parts. Ohio Peterbilt has 12 full-service bays at the same Findlay location if your truck requires mechanical repairs. For additional information, call Joel Sheffer, the Ohio Peterbilt Body Shop manager, at (419) 423-3441. Their goal is to cut downtime for their

customers as much as possible.

Ohio Peterbilt, a subsidiary of the Ohio Machinery Company, owns and operates 10 full-service Peterbilt dealerships in Ohio. Locations include Cleveland, Columbus, Findlay, Grove City, Lima, Marietta, Toledo, Youngstown, and Zanesville.

Visit www.ohiopeterbilt.com for more information.



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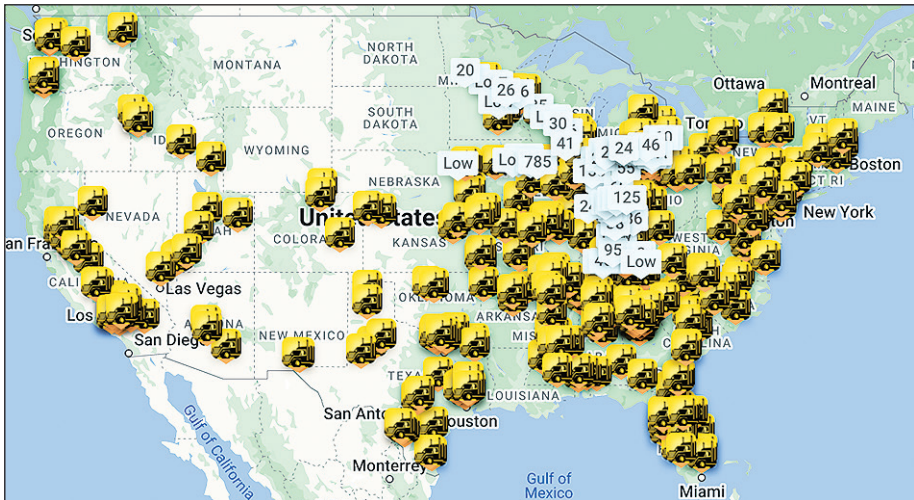
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continued from page 1
in the trucking industry. After analyzing the problem, Evan came up with the idea for Truck Parking Club as a part of the solution to the trucking parking crisis.

Truck Parking Club is convenient and easy to use. Drivers and property owners download the free Truck Parking Club app. Drivers, Fleet Managers, and Dispatchers can then book a parking space in real time and pay for it with their credit card. Property owners can offer to rent spaces either short or long term – hourly, daily or monthly using the Truck Parking Club app as well. Truck Parking Club takes care of the billing logistics and resolves any disputes between the two parties. It is a way for private property owners to offer public parking with no hassles while monetizing their property. All proper-

ty owners are thoroughly vetted. The app will show drivers/renters photos of the location, local amenities, pricing, and reviews to help users make an informed decision. Prices vary, but Truck Parking Club offers recommendations for pricing.

Currently there are 551 locations nationwide and the network is growing. 7% of the locations are truck stops, the rest include truck/trailer dealers, repair centers, towing companies, warehouses, shippers, and trucking companies. All are safe and secure locations.

Truck Parking Club is driver centric – half of their employees are drivers or former drivers. The company's goal is to accommodate their members' needs and suggestions, and at the end of the day, find them a place to park their truck. Truck Parking Club offers 24/7/365 customer support by calling 888-899-7275 (PARK). You will talk to a real person – a real Professional Truck Driver.

Tens of thousands of Professional Truck Drivers are already using the Truck Parking Club app and hundreds of thousands more have been looking at the parking locations on the website, www.truckparkingclub.com or on the free app. There is no cost until you book a parking space.

Whether you are look-

ing for a place to park your tractor/trailer or bobtail, drop a trailer, or do a trailer transfer, Truck Parking Club can help you. If you are a property owner with some extra parking space and would like to help provide a solution to the truck parking problem, Truck

Parking Club can help you as well. For details, visit them online at www.truckparkingclub.com, phone 888-899-7275 or download the free app from the App Store. Let Truck Parking Club take the stress off by finding somewhere for you to park.

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Truckers For Troops® Takes \$10,000 Donation And Care Goods To VCP/Tiny Houses



On July 25th, Truckers for Troops® delivered a \$10,000 donation and care goods to the Veterans Community Project in St. Louis, Missouri.

The OOIDA Spirit Tour Truck delivered 125 backpacks filled with snacks and hygiene kits to VCP.

Truckers for Troops® is a care package program hosted by OOIDA, the Owner-Operator Independent Drivers Association. We are a national trade association for truck drivers. The

fundraising effort has been an OOIDA tradition since 2007, originally dedicated to sending care packages to service personnel stationed in combat zones.

Truckers for Troops has also helped a variety of veterans facilities that assist or house wounded, disabled or homeless service members.

Our members, who are mostly small-business truckers, have been showing their support and generosity for troops and veterans for 17 years through

our association's Truckers for Troops program.

ACHIEVEMENTS TO DATE: Over the past 17 years, OOIDA has raised more than \$800,000 dollars, sent more than 3,273 care packages, serving more than 39, 276 members of the military. We've also sent aid packages to 65 different facilities caring for wounded, disabled and homeless veterans, including the Veterans Community Project. The VCP began in Kansas City and plans to have locations in every state. Currently they have locations in Sioux Falls, SD, Longmont, CO, St. Louis, and other states.

Truckers for Troops website. Individual tax-deductible contributions to the Truckers for Troops fund are also welcome and can be paid to the OOIDA Foundation, a 501(c)(3) nonprofit corporation.

Spotlight on Veterans Community Project: This invaluable project boasts a 60 percent success rate transitioning veterans from homelessness to permanent housing. Veterans are provided with "tiny homes" filled with amenities. They also access a community center for support.

OOIDA's Truckers for Troops® Joins Wreaths Across America's Truckloads of Remembrance

Grain Valley, MO... The Owner-Operator Independent Drivers Association's Truckers for Troops® announces its participation in the nationwide Truckload of Remembrance in partnership with Wreaths Across America (WAA).

With this new partnership, Truckers for Troops is registered as a WAA payback Sponsorship Group supporting the efforts for wreath placement at Arlington National Cemetery. The Truckload of Remembrance seeks to fill a trailer load of sponsored veterans' wreaths. One trailer load is approximately 5,000 wreaths, which will be laid at the final resting place of service members as part of National Wreaths Across America Day on December 14, 2024.

Each year, WAA partners with more than 300 transportation companies who help move the mission. These companies, many of whom are small-business truckers, donate equipment, fuel, staffing and time to deliver

loads of wreaths for the headstones of our nation's servicemembers at more than 4,200 participating cemeteries.

Wreath sponsorships are \$17 each and Truckers for Troops will receive back \$5 per sponsorship, which will go to care packages and veterans services.

To sponsor a wreath, go to <https://www.ooida.com/truckers-for-troops/TRUCKERS FOR TROOPS> - Over the past 17 years, OOIDA has raised more than \$800,000 dollars, sent more than 3,273 care packages, serving more than 39, 276 members of the military. Trucker for Troops also sent aid packages to 65 different facilities caring for wounded, disabled and homeless veterans, including the Veterans Community Project.

Donations only and more info found here: Truckers for Troops website. Individual tax-deductible contributions to the Truckers for Troops fund are also welcome and can be paid to the OOIDA Foundation, a 501(c)(3) nonprofit corporation.

CARE PACKAGE ADDRESSES

Anyone who has a family member or friend serving with the U.S. military, and who would like for them to get a care package, can send the name and complete address to troops@ooida.com and be sure to include projected state-side return date.

CARDS AND LETTERS SHOWING APPRECIATION

Send to: Attention: Truckers for Troops, P.O. Box 1000, Grain Valley, MO 64029. Towns or school names can be included, but please do not include last names or other personal information.

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 approximately 150,000 members nationwide. OOIDA was established in 1973 and is headquartered in the Greater Kansas City, Mo., area.

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A Likely Story - "Gift Of A Lifetime"

by Roger Clark

It was January 1988 and my first of 600 weeks with a Missouri-based carrier. Destined to make a major splash in the world of NAFTA, the company back then was just another trucking firm trying to profit from the eighties. Those of us in orientation class were, at best, a motley bunch of renegades, wranglers, and rookies fresh off the reservation.

Before the week was out, two different drivers hit me up for a loan. It was only a few bucks, and both promised a quick repayment. Besides, after five years with stepchildren, I could use a few friends.

I never saw either driver again. One didn't even make it through orientation, and the other abandoned his truck in Texas. Losing the money disappointed me, but the greater frustration was losing their friendship.

Thus began a ten-year

lesson in distrust, unforgiveness, and damage control. Some driver would ask for money to buy something, and I would readily oblige. Then almost immediately they would scurry out of sight in a cat-and-mouse game that could go on for months.

As a new owner-operator, I bought a 5-year-old Peterbilt with solid but worn seats. I decided to switch out the seats for new ones, and a husband-wife team spotted the old ones on the shop floor. I planned to throw them away. No, not the couple. Just the seats!

Anyway, would I be willing to sell them, they asked, and I said um, okay. Thinking it over briefly, I said well, how about a hundred bucks for each, and they said okay. Then they asked if I'd take monthly payments, and being naive, I said okay.

Sure enough, they disappeared quicker than a cat in a rocking chair factory,

leaving me more puzzled than angry. Catching sight of them at a terminal or truck stop, they would disappear in the parking lot faster than a dollar bill destined for my wife's Origami projects. That may have been about the time I started talking to myself or listening to Dave Ramsey.

Corroborating with the echo of Ron Blue and Larry Burkett, these three icons of money management shared a single value that resonates with me to this very day. I don't know what could be simpler and didn't know how I missed it, but once I learned this basic truth, it took only days to put it to the test.

A fellow driver and great musician wanted to borrow a thousand bucks to buy a banjo. I wouldn't loan the money, I said, but would gift him a grand. He declined the offer and soon thereafter did a stint in prison, but that's a whole 'nother story. The point is, he did his time debt-free, and I lived through that period without another instrument I couldn't play.

Another driver experienced a tragedy in Oklahoma when his home burned down. I heard about it and went shopping on my own without telling anyone. I ended up with a pickup truck filled with food, blankets, toys, tools, and coats. I left

it all at the Joplin terminal where the driver could pick it up at his convenience.

Fast-forward six months, and there's five of us at the El Paso terminal playing poker in the drivers' lounge. Suddenly some guy across from me starts reminiscing about

his house fire, and how some other driver he'd never met stepped up to help. Let me say thirty years later, that he still hasn't met the guy, and we both feel awesome!

You can reach Roger at rogerclark437@gmail.com



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Check out this article where two of our industry experts discuss the current truck market, impending regulation changes, and how to prepare your business.

Featured article

Changes are Coming to the Way You Buy Trucks - Are You Ready?

SCAN ME




Race To The Top Of The Hill!

Kuhnle Bros. August 2-4 Semi-Stampede



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Race To The Top Of The Hill!

Kuhnle Bros. August 2-4 Semi-Stampede



Winners of the August 2-4 Kuhnle Bros. Semi-Stampede, Kuhnle Motorsports Park, Thompson, Ohio

A Bobtail: 1. Stephan Carano; 2. Jordan Eagleson; 3. Zack Ranta; 4. Brian Lohrey; 5. Marcus Ballentine
A Loaded: 1. Peter Wagg; 2. Stephen Carano; 3. Wade Lalone; 4. Jordan Eagleson; 5. Brian Lohrey
B Bobtail: 1. Francis Bernard; 2. Mark Sylvester; 3. Barclay Stewart; 4. Justin Nevius; 5. William King

B Loaded: 1. Justin Nevius; 2. Mark Sylvester; 3. Joe Baehr; 4. Kenton Meadows; 5. Shane Deehan
C Bobtail: 1. Neal Dams; 2. William Estrada; 3. Olin Benjamin; 4. Reg Lalone; 5. Joe Shannon
C Loaded: 1. Neal Dams; 2. Reg Lalone; 3. Alain Dal-laire; 4. Dave Roberts; 5. Ernie Woodhouse
C Mechanical Bobtail: 1.

Alex Carano; 2. Melvin Classen; 3. Josh Yoos;
C Mechanical Loaded: 1. Ted Ellis; 2. Scott Oliver; 3. Steven Householder
FFA Bobtail: 1. Tyson Brandt; 2. Brian Lohrey; 3. Justin Richardson
FFA Loaded: 1. Brian Lohrey; 2. Wade Lalone; 3. Barclay Stewart
The next Semi-Stampede is September 20-22.



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September REGISTRATION NOW OPEN!

From The Chaplain's Desk



**By Ron Fraser,
Transport for Christ
President**

Three simple words that most of us experiencing difficult situations in our lives might find hard to utter and yet they reflect our character and the validity of the faith we have in God.

I have been teaching in the book of Daniel and I am always encouraged when I read about the men in this book whose faith in God stood the test. Including three men named Shadrach, Meshach, and Abednego.

Whether this extreme or not, God indeed can deliver us from any afflictions we face.

He can deliver from oppression. He can keep his people from persecution. Jesus teaches us to pray, "Deliver us from evil," because God can. But of course, all of this is easy to say when we're not suffering or threatened. "God is

sovereign over my cancer" is difficult to announce. Harder yet, "God is sovereign over my wife's cancer." Harder still, "God is in control over my daughter's or sons' terminal illness." The glorious truth of God's sovereignty can be hard to look at in such seasons. But the question we all must answer within this brief moment in eternity, is this: If God does not do what we know he can — cure, redeem, repair — will we trust him? If he refuses to answer our pleas in the ways we expect, will we love him, obey him, and endure in faith till the end? Will we, after praying to him about our deepest pains and sorest bruises, after casting burdens upon him so heavy that they daily threaten to break our will to go on — will we, after experiencing sorrow so paralyzing that we have trouble to even cry — will we, along with my friend, and three young Jewish boys facing a fiery furnace, defiantly say, "But if not?"

Refusing to bow — even to avoid being burned alive — they stood before the king of Babylon and the massive gold statue of himself. Nebuchadnezzar thought he was a god.

He demanded their worship. But three young boys bowed their knees only to the true God, and so they declared, when summoned to kneel,

In Daniel 3:16-18 we read, "O Nebuchadnezzar, we have no need to answer you in this matter. If this be so, our God whom we serve is able to deliver us from the burning fiery furnace, and he will deliver us out of your hand, O king. But if not, be it known to you, O king, that we will not serve your gods or worship the golden image that you have set up."

Other Israelites lay prostrate around them. They alone stood sounding the proclamation of faith available to us today, "My God will deliver me — but if not, still I will trust him. The Lord is strong enough to rescue me if he chooses. But if not, I will not give in to sin. My God can heal me if he decides it best. But if not, I will not forsake my confession of faith. My God can undo this disability if he but speaks the word. But if not, I will trust in the God who will raise me from the dead." Can you join the faithful and say, "Take my Isaac, take my family and servants, take my health

from me, and I shall sing, 'It is well with my soul.'

Do you feel like you're sliding down the shoot into the furnace? Do you feel like you're already standing in the flames which are burning seven times hotter than usual (Daniel 3:19)? Do you feel like you simply cannot keep going? Do you see that fourth person standing in the flames with you? (Daniel 3:25) Do you see him sympathizing with you? Do you see him suffer for you? As all else fails, is He enough for you? Do you believe his promise that soon you will suffer no more? Do you see him with you? Do you know the depths of his love.



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MO 2024

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Calendar of Events

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September 14 – 8th Annual Cable Truck Show – 2876 State Route 286, Saltsburg, PA 15681. In Loving Memory of Katie Beatty. Trucks, Pickups, Hotrods, Motorcycles Welcome. Trophies, Food, Vendors, Raffle Baskets, 50/50 Drawings

September 13-14 – Old Town Rig Down – Downtown Nacogdoches, 200 E Main St., Nacogdoches, Texas. 100% of the net proceeds are donated back to the Nacogdoches community. For more info, For more info email: masseyrosefoundation@gmail.com

September 15-21 – National Truck Driver Appreciation Week - NTDaw is an important time for America to thank all the professional truck drivers for their hard work and commitment in undertaking one of our economy's most demanding and important jobs. These 3.5 million professional men and women not only deliver our goods safely, securely, and on time, but they also keep our highways safe.

September 21 4th Annual DMF-OH Cancer Benefit – Portage County Fairgrounds, SR 44, Randolph, Ohio. Truck Show, Truck Pulls, Truck Registration Fee - \$25.00. General Admission is Free, Grand Admission - \$15.00, Pit Pass - \$20.00. For more info, call 330-351-1673.

September 20-22 – Kuhnle Motor Sports Canadian Style Truck Uphill Racing – 8233 Sidley Rd., Thompson, Ohio. For more info, go to www.kuhnlemotorsports.com

September 27-28 – Mayberry Truck Show – 452 Oak Grove Church Rd Mt Airy, NC 27030 Sponsored by Bottomley Enterprises and benefits the Brenner's Children's Hospital. Parade/Convoy, Fireworks, Music. For more info, visit www.mayberrytruckshow.com

October 3-5 – 7th Annual TenFourDC – National Mall, Washington DC. One of a kind Truck Driver Appreciation Event to promote Professional Commercial Drivers. Bobtails will convoy to the National Mall and be on display. Entertainment, Awards, Prize Drawings, Auctions. Donations will be accepted for charities. For more info call 937-402-0924, email: tenfourdc@yahoo.com, or visit www.tenfourdc.org

October 11-12 - 15th Annual Southern Classic Truck Show – Whites Travel Plaza, I-81 Exit 205, Raphine, VA. For more info phone 717-806-8907.
2025 Truck Shows:

March 27-29, 2025 - Mid-America Trucking Show–Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com


June 5-7, 2025 – American Truck Historical Society National Convention and Truck Show – Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, WI 53713. More details will be released in upcoming months. www.ATHS.org

July 10-12, 2025 – 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/>

September 25-27, 2025 - Guilty By Association Truck Show – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit www.chromeshopmafia.com

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

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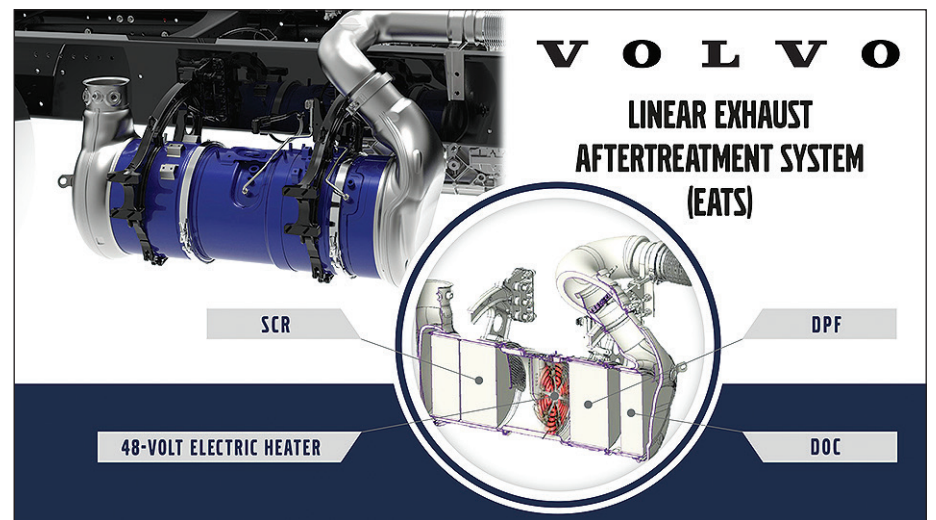
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Volvo Trucks North America Announces Availability of CARB 2024 Omnibus Compliant Heavy-Duty Engine



Volvo Trucks' CARB 24-compliant engine features an advanced emission control system integrated with a fully serviceable linear exhaust aftertreatment system (EATS). Each component, including the Diesel Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), 48-volt electric heater, and Selective Catalytic Reduction (SCR), is designed for individual servicing or replacement.

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Volvo Trucks North America has announced the availability of an engine that meets California Air Resources Board (CARB) 2024 Omnibus regulation requirements for low nitrogen oxide (NOx) and particulate matter (PM) emissions standards. The CARB Omnibus regulation mandates a 75% reduction in NOx emissions and a 50% reduction in particulate matter (PM) from heavy-duty on-road engines for engine model years 2024 through 2026 compared to existing U.S. Environmental Protection Agency (EPA) standards.

«To help our customers successfully navigate the complexities of the evolving regulatory landscape, Volvo has developed an engine that meets CARB's new requirements. Volvo also offers information sessions to help our customers stay up-to-date and empower them to make informed decisions for their businesses," said Johan Agebrand, director of product marketing, Volvo Trucks North America.

"We continue to invest in new powertrain and vehicle technologies that support our sustainability agenda and our commitment to environmental stewardship. Volvo Trucks also continues to lead with the Class 8 Volvo VNR Electric truck and to invest heavily in the development of other zero and near-zero tailpipe emissions technologies." Volvo Trucks' CARB 24-compliant engine features an advanced emission control system integrated with a fully serviceable linear exhaust aftertreatment system (EATS). Each component, including the Diesel

Oxidation Catalyst (DOC), Diesel Particulate Filter (DPF), Aftertreatment Heater, and Selective Catalytic Reduction (SCR), is designed for individual servicing or replacement. This approach minimizes waste and maximizes operational lifespan. Additionally, a 48-volt alternator has been incorporated onto the engine to supply power to a 48-volt battery that powers the heater during startup and low-load situations.

The CARB 24-compliant engine is available for order now in the VNR and current VNL models with a power rating of 455 HP and 1650 lb.ft. of torque. Fleet operators interested in learning more about the new engine or placing an order can visit their nearest Volvo Trucks dealership, whose staff have been educated on the engine's performance and capabilities. Customers located in California or that operate primarily in the state must have a completed CARB Certification Form before a vehicle order can be submitted.

As a result of the Clean Truck Partnership, an agreement completed last year between CARB and truck manufacturers, there will now be alignment in all 50 states with federal standards for NOx emissions beginning in 2027. Volvo Trucks North America remains committed to delivering innovative transportation solutions that meet and exceed industry standards, providing customers with the best possible tools to succeed in an evolving market.

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Something to Think About - Rejoice That You Had It

by: Mike McGough

Wednesday, July 20, 1904 may have been a typical day in Dayton, Ohio, but for a family living on Hawthorn Street, it wasn't. That day they welcomed a baby to the family. Neigh-

bors came to call. They brought food items for the family, and one couple brought a toy for the baby. That toy would have a legacy all its own.

The toy was a small wooden airplane offered by

Milton and Susan. It was a thoughtful gift, but it would be a few years before he would really come to appreciate it. Milton and Susan's sons enjoyed working with wood, and they had crafted this little airplane a few years earlier.

When he was old enough to know what it was, that wooden plane captivated its young owner. He'd run with it, pretending it could fly. He hung it from a light on the ceiling of his room with a small piece of fishing leader, so anytime a breeze blew in through his window, it would "fly."

During his senior year of high school, he began hanging out at a local airfield. His fascination with airplanes was growing. When he graduated the owner offered him a job. He cut grass, washed windows, and when planes landed, he cleaned the windshields, checked tire pressure, then he'd stand and marvel at the plane. From time to time, the airfield hosted air shows. He loved the chance to see so many planes.

After an airshow in 1926, a stunt pilot offered to take him up. He had flown before, but always strictly as a passenger. This plane was different; it was a trainer, so it had dual controls; you could fly it from either seat. Once the pilot had the plane in the air and leveled off, he hollered, "Take

the controls kid, she's all yours."

Well, that was a defining moment. He not only wanted to fly; now he absolutely had to. That same year he joined the newly formed US Army Air Corps, and within 18 months he was a pilot. He decided to make it a career. By the late 1930's, he was a pilot trainer. When WWII broke out, he became a combat pilot in the Pacific Theater. By the end of the war, he was a colonel, and in 1946 he retired and became a commercial pilot.

In January of 1969, after 23 happy years in the air, he was notified by the airlines that his retirement would be effective July 20th of that year at 11:59 PM EDT. He knew it was coming, and he seemed to be comfortable with it. That kind of surprised his family. They were concerned about how this guy who loved to fly would accept retirement.

He put the small wooden plane that his neighbors had given him the day he was born in his flight bag for his final flight. His final flight would be from Chicago to Dayton. The ground crew at Dayton would offer a water canon salute that retiring pilots always receive. On his final approach, two massive fire truck equipped with water cannons, one on either side of the plane would create an arch under which he would taxi up to the terminal for his final approach.

Earlier that day, Apollo

11 had landed. He would be home to see Neil Armstrong's first step on the moon. His entire family was there for his 65th birthday party. He seemed happy and totally at peace. At 10:56 EDT, just three minutes before his retirement would be official, Neil Armstrong stepped on the moon.

Just then his youngest granddaughter came running into the room holding his small wooden airplane over her head just like he had done so many years before. She ran to him, and jumped up on his lap. Looking at her with a giant smile he said, "I'm done with that; I'd like it to be yours, and I hope it brings you as much happiness as it's brought me."

Talking somewhat philosophically, he spoke directly to his grandchildren. "Find something you really like to do, then do all you can to make it your career or profession. If you can, you'll never really work a day in your life. And when you're done, you'll feel no regrets. You'll be thankful for what you had, you'll be happy that you had it as long as you did, and you'll be free to move on in life!"

That pilot's advice is simple. When something grand ends, rejoice that you had it as long as you did, then start looking for what comes next in life!

BTW: Milton and Susan were Mr. & Mrs. Wright. And you guessed it, their boys were Orville and Wilbur!

ATA Truck Tonnage Index Fell 1.6% in June

Washington, DC... American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index decreased 1.6% in June after increasing 3% in May. In June, the index equaled 113.5 (2015=100) compared with 115.3 in May.

"While giving back some of the gain from May, it appears that truck freight tonnage is slowly going in the right direction since hitting a recent low in January," said ATA Chief Economist Bob Costello. "Despite June's decline, the second quarter average was 0.2% above the first quarter and only 0.2% below the second quarter in 2023, which are good signs that truck freight might be finally turning the corner."

Compared with June 2023, the index decreased 0.4%. In May, the index was up 1% from a year earlier, which was the first year-over-year gain since February 2023.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by the fleets before any seasonal adjustment, equaled 113.1 in June, 5.5% below May. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to traditional spot market freight.

In calculating the index, 100 represents 2015.

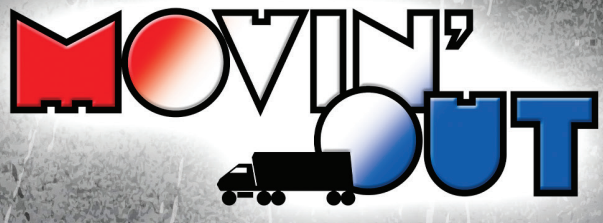
Trucking serves as a barometer of the U.S. economy, representing 72.6% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.46 billion tons of freight in 2022. Motor carriers collected \$940.8 billion, or 80.7% of total revenue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

ATA calculates the tonnage index based on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month.









Working Show Truck Of The Month

Jake Laughlin -
Laughlin Trucking



By Robert Conrad
Jake Laughlin began his trucking career back in 2015 and he's following in the footsteps of his dad, who he thanks for getting him hooked on trucking as a career.
Jake's truck definitely has an "old school" vibe to it, as the black paint is accented by just the right amount of

patina brought on by plenty of trips down the interstate! This black 1981 Kenworth W-900 A-Model can definitely still get the job done and Jake looks pretty damn cool out there on I-70 going through the gears.
He pulls a 2015 Reitnouer Max Miser curtain-side trailer, hauling all types of building materials

including lumber, drywall, steel, and bricks. There's plenty of power in this "old girl" to pull any hill, thanks to the 3406E CAT motor.
Jake gives thanks to his best friend & mechanic, Gonzalo, for always helping him keep the wheels turning! The truck sits on a flex air suspension and Jake has been driving it

since 2017. He has a long trucking career ahead of him, but the road doesn't seem that long out in front

of him, when he's driving such a cool old truck.
Movin' Out applauds Jake Laughlin for all of his

hard work by choosing his KW as our September 2024 Working Show Truck of the Month.



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2018 - Reitnouer Maxmiser, 53'x102", Front Axle Lift, Tire Inflation, Winch Track Both Sides-W (16)Winches, Mini Coil Pack, Rear Axle Slide.



Qty 15 - New Vanguard 53' MaxCube (Sheet and Post) Dry Vans- Air Ride, Swing Doors, Plastic Lined. Logistic Posts on 16" Centers.



Qty 35 - NEW Vanguard VXP Plate Vans, 53'x102"x13'6", 110" Inside Height & Door Opening Swing Doors, Air Ride. Also Available w/ Skirts and 2/ High Base Rail.



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



Qty 3 - New Vanguard 53' Reefers, Carrier X4 7300, Air Ride, Swing Doors, SS Rear Frame.



Qty 300 Reitnouer Maxmiser and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.



NEW - BWS 22.5 Ton and 30 Ton Air Tilt Tags in Stock. Paver Ramps. Qty-3 22.5 ton Qty-3 30 ton



Qty (24) 2015 / 2016 / 2018 Reitnouer Dropmiser 48'x102" Rear Axle Slide, Winch Track both sides, Toolboxes, Disc Brakes



NEW - Fruehauf Steel Flatbeds with Spring Sliding Tandems Qty-4 48' Qty- 8 53'



Qty 5 - New Eager Beaver Pavers, 35 GSL-PT Hydraulic Detachable, 35-Ton, 24' Deck, Air Ride. Both Red and Black.



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

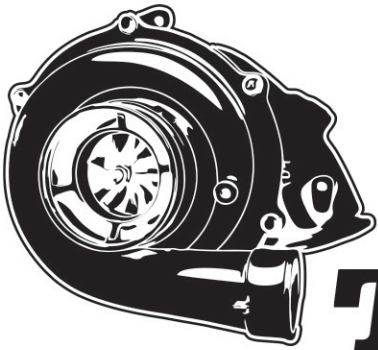


Qty 11 - New 20XPT, 20-Ton,(4-Angle Iron Ramps, 6-Wood Ramps, 4 Hydraulic Ramps) Both Red and Black.



Qty 3 - New Fontaine 53'-90'x102" Xcaliber Extendable Flatbeds, Tri-Axle, Air Ride Sliding Tridem, Cal Legal.





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2 YEAR WARRANTY ON ALL TURBOS
EXCLUSIVELY AT FMD TURBO SUPPLY

FMD
X15 CUMMINS TURBOS
w/Holset Actuators
2018-2024

Low & High Horsepower

FMD Part# Cum2150 OE Low HP - OEM 5459710

FMD Part# Cum2350 OE High HP - OEM 5459711

BRAND
NEW!
NOT
REMAN

*If you don't see your
part number call us!*

FMD
ISX CUMMINS TURBO
w/Holset Actuators
2010-2017

Low & High Horsepower

FMD Part# Cum2100 OE Low HP

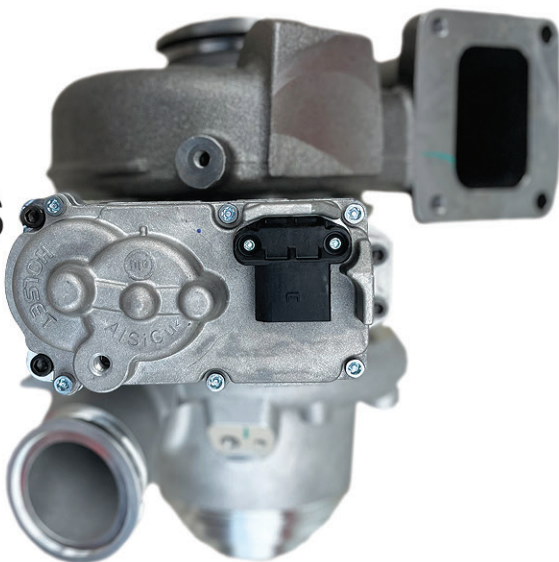
FMD Part# Cum2400 OE High HP

X15 & ISX
FEATURES
READY TO
INSTALL

•CALIBRATED

•ACTUATOR
INSTALLED

•BOLT ON
OEM REPLACEMENT



- NO CORE CHARGE -
- BILLET WHEEL-



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

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

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

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

**NOW IN
STOCK**

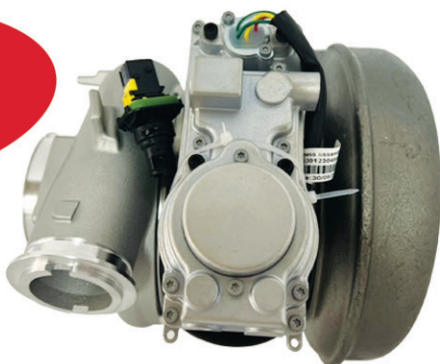
NEW

2013-2016

2017-2023

**PACCAR MX 13 ENGINE WITH
ACTUATOR (INSTALLED & CALIBRATED)**

NO CORE CHARGE



CAT & DETROIT TURBOS

2 YR. WARRANTY
BILLET WHEEL
IMPROVES
HORSEPOWER
& MPG



REMEMBER: 2 YEAR WARRANTY ON ALL TURBOS
EXCLUSIVELY AT FMD TURBO SUPPLY

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