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"THE JOURNAL OF THE TRUCKING INDUSTRY"

40th Anniversary Shell Rotella® SuperRigs®



Hallahan Transport's gorgeous truck competed at the 40th Anniversary Shell® SuperRigs® held in Branson Landing, Missouri in June. - photo by Pam Pollock - Turn to pages 14 & 15 for the story and more photos.

Southern Pride Trucking – Industry Leader in Jet Engine Transportation



by Steve Pollock

SAN DIEGO, CA... When the jet engines on commercial airlines "time out", they must be replaced. Southern Pride Trucking has built their business model and reputation on hauling these engines. They have become the carrier of choice for the aeronautics industry, hauling about 90% of all their aircraft engines. Contractors

are dispatched to aircraft manufacturers or official jet engine rebuilders to haul rebuilt jet engines direct to the airlines, where they are swapped out. The "timed out engine" is then returned to be rebuilt. The load can originate at the manufacturer or at the airline itself.

Because of the nature of what they do, when Southern Pride gets the phone

call, drivers must go. The loads are light, averaging about 15,000 pounds, and are often over-dimensional, critical and time sensitive. No chances are taken, all schedules are doable, and no mistakes can be made. If the load can't be delivered in perfect condition and on time, Southern Pride won't

continued on page 10

Vanderlely's Truck Sales & Service, Inc. – Living The American Dream



Tom Vanderlely, Sr., Tom Vanderlely, Jr., Tom Vanderlely, III and Kevin Campbell, "The Fuel Mileage Doctor." - photo by Pam Pollock -

By Steve Pollock

OTTSVILLE, PA... Vanderlely's Truck Sales & Service, Inc. is a shining example of a family achieving the American Dream. Hedrik Vanderlely and his wife Anna immigrated to American from Holland with their 12-year-old son

Tom and his two siblings in 1953. The Vanderlely family was sponsored by an American farmer and the family had to work off their debt to him before starting their new life in America. They settled in Plumsteadville, Pennsylvania, about 5 miles from Ottsville and never left.

Tom Vanderlely served in the Army with the 1st Infantry Division known as "The Big Red 1" and was stationed in Korea. When he returned home in 1962, Tom took a job as a mechanic at Doylestown Motors and a year later he married his

continued on page 11

Southern Haulers, LLC Recognizes 2021 Safe Drivers

The Mobile, Alabama terminal of Southern Haulers, LLC held their annual Safety Awards Banquet this past Spring. Drivers from Southern Haulers, LLC honored for Safe Driving in 2021 are:

Bobby Lynn Spence Sr., Philip Mixon Sr., James Ezell, Rahman Karriem Gordon, Jacob Douglas Hale, Kirmet Woods, Jeremy Wade Johnson, Darin L Miller, Kristopher Keith Payne, Dominique Wilson, Trequéz Keshawn Binion, Tarrell D Sanders, Charles Mincey, Ijeoma Aham Anyatonwu, Douglas Gray Ballard, Brennan Adam Woods, Johnny Lydell Davis, Nakeem Hinton, James Alton Burke, James Jason Poe, Jaye Jackson Fullerton, Richard Allen Glenn, Steven A Jones, Stony Fairley, Michael C Cain, Diante D Walton, Michael Potts, David R Sewell, Spencer Leonard Walton Sr, Edward Dailey, Jason Boggs, Stephen Shane Oliver, Donnie E Smith, Amos Cutts Jr., Donald Barefield, Barry Patterson, Carl E Mays, Mark A Verbitski, Michael D Rodgers, David Allen Sanders, Jonathon Jones, Zachary Ryan Oliver, David Allen Angle, Brian Edward Huffstutler, Billy D McGraw, Richard Donta Mosely, Romeo Djoko Suryono, Derwin Dewayne Nelson, Michole O Love, Curtis Augustus Lewis, Aaron D Demastus, Robert Brooks, Joseph L Aultman, Michael Todd Evans, Timothy J Tice, James Clarence Qualls, Lynn Allen Jerkins, James R Ballard Jr, Tommy J Wallace, Gilbert W McGill, Jack E Long Jr, Charles McDaniel, Rickey D Curn, Rickey E Qualls, Patrick Mitchell Campbell, Michael Dwayne France, Richard Andre Demers, Michael Anthony Banks, Joshua Mitchell Jenkins, Shane Samuel Clayton, Walter L Marshall Jr., Eric D Swern, James Ricky Price, Mark Anthony Ward, Mack Bernard Hucherson, Kenneth Philip, Wesley Watkins



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OFF THE BEATEN PATH

BY PAM POLLOCK

I Shaved My Legs For This?

Country Western singer Deanna Carter had a hit song in 1996 asking, "Did I Shave My Legs For This"? She sings about getting all gussied up and then her man expects her to crack open a cold one for him and fry him some bacon in the skillet.

Girl, after the past couple of weeks, I feel ya.... Now, my man doesn't ask me to do any of that - thank goodness. And, in fact, he's been cracking open quite a few Vanilla Cokes and making me stir fry. No, my problems have included a crash of my work computer (that was one shy of being four years old), the crash of one of the three back-up external hard drives (and the one that had most of the files on it), my Dad's iPhone going into automatic lockdown mode when I was replacing a required SIM card, and an oil leakage on one of our vehicles that had the engine replaced nine months previously.

I am not a calm person. I have not dealt with any of this in a rational manner. I frantically tried for days and days to bring my computer back to life. I called my brother-in-law for help. The fickle little piece of machinery would rise and work and kind of giggle like, "My bad! I was just messing with you." I made sure that everything was backed up, because, you know.... And son-of-a-gun, the main back up drive also failed.

I had to make an emergency trip to a store over ninety miles away on July 2nd to purchase a new computer. My brother-in-law and I then had to update all of my software and then I got hit with upgrade charges because the new computer required a newer version of some of the programs. Can you say "Cha-ching?" I've said "Cha-ching" quite frequently in the past two weeks.

In the middle of all of this turmoil, our cellphones required new SIM cards because of Sprint being bought out by T-Mobile. My son transferred mine without issue, my husband transferred his without issue. And then I met my Dad to do his card transfer and boom boom chakka chakka! We got the new SIM card loaded in the phone and it restarted. Oh yeah.... And then oh nooooo.... the phone was asking for his Apple ID and log-in. We didn't think he had one. We asked for a hint. We tried everything we could think of for an email and a password. Nada, zilch. I tried putting the old SIM card back in the phone. Nope, didn't work. I turned to my old buddy Google for assistance. And then I got desperate and called Sprint/T-Mobile. I was on hold for over an hour listening to some horrible music. I finally talk to a human, and they tell me that I was contact Apple. I spend another hour or more on hold. A customer service rep eventually answers and tells me that the phone is on lockdown and will remain that way until we can prove that we own the phone and then they will permit us to change the Apple ID and password. Did I mention that the phone was purchased in 2017?

I called Sprint/T-Mobile again and yes; I am on hold - for another hour. By the time I am able to talk to the customer service rep, I am cranky and hangry. I explain that I need

a copy of my receipt. The rep wants to upgrade the \$^*(&@! iPhone. "We have some great deals going on right now," she cheerily chirps.

"Are you %&#@*%\$ serious?" I ask her. "My 85-year-old Dad is without a phone RIGHT NOW. Will an upgraded phone help this situation RIGHT NOW?"

"Oh no," she stammered. "You have to get this phone unlocked first."

"Then let's get this done first," I retort.

They are able to get me a receipt and email it to me. I call back Apple. They have me email it to them. I'm like yeah - we are going to get this resolved here and now. And life replies, "Not so fast there Sparky...." Nope, the Apple CS Rep says that they are very busy and it's going to take at least 1 week and up to 30 days for someone to review the info I just emailed.

I go ballistic after I hang up the phone. And my mind just starts racing on other things that I don't like. Dumb things. Things that shouldn't matter to me - but they do.... Why are the pockets on women's pants so tiny? Men get these deep pockets and women? Women get a pocket that is usually not even 2 inches deep. We can't even fit some currency bills and coins in these blasted pockets, let alone a phone or car keys. And why can't we have shirts that actually go down to or cover our butts? And do away with the fugly old lady prints. Yes, I am an old lady, but I don't want no fugly print.

And then I irrationally ponder why obituaries always say, "He/She passed away." No, he/she died. When my Mom died, that's what I wrote in her obituary, she died. And on this subject, for the love of all that is holy, people stop posting, "Rest in peace" or even worse, just typing, "RIP". What else are our loved ones going to do? They are dead. It's not like they are going to go out clubbing or climb a mountain.

And all those Facebook people who post "Thoughts and

prayers" on the news stations and newspaper pages when a tragedy occurs - are ya really giving all of your thoughts and prayers to each and every situation that you type these words? I think not.

And then I got angry because packages are being delivered to my neighbor's house, instead of mine - or I receive an email saying the package has been delivered - and then it's not, until the next day. And the ice cream machine was down again at McDonald's, and I couldn't get my milkshake and the frozen drink machine was doing the spinning thing at Sheetz.

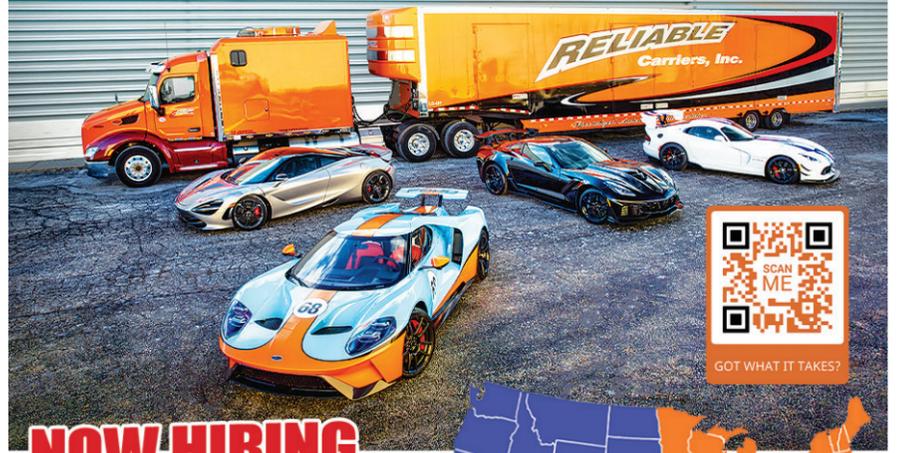
At this point in my life, it's been almost 5 hours since my Dad's phone locked down. I had sent him home a couple of hours previously. I had kept repeating throughout this day that I could have sworn that I had written down a copy of his Apple ID and password (that he's never needed to use) somewhere on my phone and that the info had transferred over to my phone when I had upgraded two years ago. I started going through all of the Notes I had made on my phone and Hallelujah, I found that sucker buried amongst reminders to buy chicken soup and directions to a bakery 2 hours away and a website with genealogical info about some of my ancestors. I grabbed my Dad's phone and imported that ID and password and boom boom chakka chakka! Mama was back in business! I called my Dad on his landline to report the wonderful news.

My new work computer is much faster than the old one and the back-up drive roared back enough to give me some of my needed files - not all, but some. I'll take it.

Apple still hasn't contacted me about info on changing the ID and password. They must be really busy... but they can go pound some salt because my Dad's phone is working just fine. And I will get him that upgrade soon.

And my legs? Haven't shaved in days - may they rest in peace.

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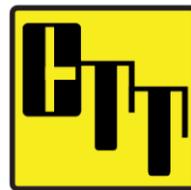
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FMCSA Makes Permanent Its Regulatory Exemption For Windshield-Mounted Safety System Cameras



Previous exemptions for Bendix's windshield-mounted cameras mean the equipment is already approved for use under the new change in FMCSA rules regarding clearance regulations for certain vehicle safety technology devices. Credit: Bendix Commercial Vehicle Systems LLC

AVON, OH... Windshield-mounted video cameras integral to a suite of Bendix Commercial Vehicle Systems LLC (Bendix) advanced safety technologies will remain compliant with Federal Motor Carrier Safety Administration (FMCSA) rules for mounting placement, thanks to an exemption the agency recently made permanent.

FMCSA's rule change, effective May 6, 2022, amends the Federal Motor Carrier Safety Regulations (FMCSRs) to allow certain vehicle safety technology devices to be mounted slightly lower on the interior of commercial motor vehicle (CMV) windshields than was previously permitted. The rule had required devices to be mounted not more than 4 inches below the upper edge of the area swept by the windshield wipers. FMCSA modified the rule to increase that

distance to 8.5 inches. The change makes permanent a temporary exemption the agency granted previously.

In addition, units must be mounted not more than 7 inches above the lower edge of the area swept by the wipers. Devices are still required to remain outside the driver's sight lines to the road, highway signs, and signals. And devices such as antennas or transponders that are mounted at the top of a windshield must be located outside the area swept by the windshield wipers. The amended rule also revises the definition of "vehicle safety technology" to add technologies that had been granted temporary exemptions previously.

As a result of the amended rule, the video cameras for the Bendix® Wingman® Fusion™ collision mitigation technology, AutoVue® Lane Departure Warning (LDW) System by Bendix CVS, and

SafetyDirect® by Bendix CVS will remain compliant. They had already been allowed as part of the temporary exemption.

"This ruling marks another important step in the continuation of the commercial vehicle industry's highway safety efforts," said Fred Andersky, Bendix director – government & industry affairs. "The amendment will make it easier to implement advanced technologies that use multiple sensors – like Wingman® Fusion™ – without fleets, drivers, and truck manufacturers having to worry about violating windshield clearance rules. It updates the regulation in favor of technology – not only for driver assistance systems but also for more automated driving systems that take advantage of additional sensors."

Andersky added, "We must also keep top of mind that drivers are – and will remain – critically important, and maintaining their ability to see the road is essential. The ruling effectively balances the needs of both drivers and the technologies designed to assist them."

In its decision, the FMCSA noted it "believes that the rule has the potential to improve the safety of CMV operations. The Agency also finds that CMVs outfitted with vehicle safety technologies under current exemptions do not present an increased safety risk compared to other CMVs."

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Reaching Out

Here at Pittsburgh Power, we endeavor to impart useful and accurate information to our customers, be they loyal long-time customers or drivers just starting to hear about us. We have covered pretty much all facets of the diesel industry, be it Engines, Electronics, Gearing, healthy eating on the road,

etc. Countless man hours have been spent collecting this information, and a lot of time is spent categorizing and finding ways to get this information to the reader, listener, or watcher. With the quantum surge of technology over the last 10 years alone, it has never been easier to get the word out. Between Social media, Magazines, Radio, and with the upsurge of Podcasting, we have dipped our toes into

pretty much everything. That being said, the potential for cross-marketing between these platforms is a great way to let our customers and potential customers know what is going on with Pittsburgh Power and the industry as a whole. With this in mind, I will take the time to let you know how to access this plethora of multimedia delights and what we do for each platform.

Magazines & Newspapers

Obviously! The written word is one of our first and most trusted ways of relaying information. Thanks to Great Magazines and newspapers such as Movin' Out, 10-4, and Large Car, we have been able to inform and educate drivers, new and old alike. You can find our articles in this tried-and-true format every month.

Radio

Another one of the greats. Most of our customers know our long-standing and great relationship with the word smith, Kevin Rutherford. For years we were a part of his Radio Show segment on Sirius XM known as "The Power Hour" In this weekly show, we would talk about everything from Mechanics, Diagnostics, Business, and Oil sampling. Calls were always welcomed, and we would answer them in whatever way we could. Unfortunately, Kevin is no longer with Sirius XM, but that is not to say that he is off the air. Quite the contrary. Kevin is back and, in true fashion, has developed his own application to keep spreading the word. Which is a great Segway into...

Podcasting

Not entirely new anymore, but most definitely younger than radio. Our latest way of reaching out is Podcasting. As previously stated, Kevin is now on his own podcast and is growing it bigger and better than before. You can continue to listen every Wednesday at 11am EST and call into "The Power Hour." Not only can you listen to our show, but you can also listen to Kevin on several different segments ranging from health to politics. Where? I can hear you asking. The new app can now be found on Apple and Google with the title Let's Truck. On this app, you can listen to all of our older and new material.

Social Media

No stranger to this media, we have participated in all kinds of online applications. You can find us on YouTube,

Facebook, Twitter, Instagram, and TikTok. Each one provides the ability to do something a little different. Facebook, Instagram, and Twitter are used to convey everything from upcoming deals to the goings on in the shop and what to look out for when driving. YouTube is used to educate and inform. You will find Dyno videos, Quick Tips, and installation videos for some of our products. Looking for something a little more humorous? Check out our TikTok page. A little less information and a few more laughs.

Website

Of course, the best way to learn about our products and the best place to buy them is on our official website. You can learn about the company, read articles, and find more in-depth information about what we sell and the services we provide.

We look forward to seeing, hearing, and reading your responses.

Thermostats and Radiator Caps

Preventative Maintenance, with the political recession upon us, it's imperative that we all extend the life of our equipment. Everything is expensive, so each month we will write about a few items you can do to keep your semi-truck running at its best. Caterpillar says that a thermostat should be checked every 2 years. Think about the thermostat, it has a rather important job to perform, when the engine is cold the thermostat stays closed so the coolant does not enter the radiator, to enable the engine to come up to operating

temperature. A cold diesel engine does NOT obtain fuel mileage. The outer diameter of the thermostat rides in a seal to keep the coolant from bypassing the thermostat. The seal does wear out, and when it does it will take longer for the engine to come up to 180 degrees or wherever the engine manufacturer wants the temperature to be. Keep this in mind, it takes 16 degrees for the thermostat to fully open so a 180-degree thermostat will be fully open at 196 degrees. Once the engine is up to operating temperature the thermostat constantly moves in the seal to try to keep the temperature at the degrees the thermostat is set for.

Another item critical to the cooling system is the radiator cap. They are designed to keep a predetermined amount of pressure in the cooling system. When the cap fails and there is no pressure in the system, the coolant does not travel through the engine and heater core as it was designed. The first item you should notice is no heat out of the cab heater. There are various pressure caps available, if you purchased your truck new, check the pressure setting on the top of the cap, and stay with that pressure setting. If your truck is an older one, you may want to check with the truck dealer for the correct pressure radiator cap.

Written by: Jordan Great-house and Bruce Mallinson, Pittsburgh Power, 3600 South Noah Dr., Saxonburg, PA 16056 Phone: (724) 360-4080 Website: PittsburghPower.com

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AREA TRANSPORTATION

A Likely Story - Dedicated Runs

By Roger Clark

Many companies advertise dedicated runs, and every outfit has a different idea what, exactly, is a dedicated run. Some say it's a turn-and-burn, and others think of a one-way delivery. Still others think it means the same kind of freight, and a few define it as anything that attracts new drivers.

Working for America's largest postal carrier, which most people haven't even heard of, we haul only mail. Or dogfood. Or bleach. Or pallets. Or canola oil. And we drive only Volvos. Or Kenworths. Or Peterbilts. Or Internationals.

Thanks to algorithms, (whatever they are), and Artificial Intelligence, (whatever that is), company safety managers can notify the driver of his unsafe practices in less than two weeks. I don't know about y'all, but I can't remember who I flipped off yesterday, never mind a month ago. What I do recall, however, is how close I came last week to a head-on collision with a bozo in his BMW.

I reckon his intelligence was artificial too.

But all is not lost. In fact, nothing is really lost till my wife says it is. But I digress. Where there's light, there's hope, and some of our drivers are truly a source of light. One of those is Chris, a Native American driver based in Albuquerque, New Mexico.

Upbeat, positive, and compassionate, he brings a level of dedication to work that doesn't have a dollar value. Chris never hesitates to go the extramile, find the fastest route, or help a hand from another carrier.

Chosen to celebrate native American graduates at the University Of New Mexico, Chris was scheduled to sing at the ceremony. To accomplish this awesome privilege, while still doing his job, he had to cover 600 miles with a minimum of chaos, then dress for performance without breaking a sweat. Little did any of us know just how tested he would be.

Just a few hours into his day, Chris stopped for fuel, but then had to wait in line.

When he got to the pump, it didn't work, and he had to find another one. When he finally got going, he was stuck for miles behind an oversize load on a two-lane highway. Finally breaking free, he arrived at the relay point in time for a smooth drop-and-hook.

Carefully inspecting his westbound trailer, he discovered a nail in a tire, then noted with some relief that it hadn't caused an air leak. So far, so good, and with his sense of humor intact, he headed back to New Mexico. But approaching the Port Of Entry in Nara Visa, he noticed with dismay they were checking all westbound trucks. Remaining optimistic, Chris crossed the scales with an unblinking green light, and quickly started shifting up.

But suddenly, disaster struck, when an eastbound 18-wheeler flipped right in front of him, skidding to a halt just yards from where Chris could shut down. Immediately jumping out to assist the crashed driver, Chris was able to help the uninjured hand to safety. Now seriously behind schedule, he

never-the-less stayed with the crashed driver till EMS arrived. He even took pictures of the wreck, as a favor to the victim, before turning his attention back to the road.

Now more focused than ever, Chris covered the last 200 miles with laser-like attention, no small feat when racing the clock to rush hour. Arriving at the university, he then changed clothes while being taxed to the campus. Finally, with poise that belied the chaos of his day, Chris delivered a flawless performance that almost hid the running shoes under his outfit. That.....is the definition of a dedicated run!

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Latest Trucking Industry News

ATA Chairman Urges Congress to Take Steps to Address Inflation

Washington, DC... American Trucking Associations Chairman Harold Sumerford Jr. urged members of the House Transportation & Infrastructure Committee to address areas of inflationary pressure on the trucking industry: congestion, fuel prices and labor shortages.

"More than 80% of American communities rely exclusively on trucks for freight services, so capacity constraints on trucking supply chains caused by inflation and short-sighted policies directly impact the costs for those consumers," Sumerford said.

Sumerford, CEO of J&M Tank Lines, Birmingham, Alabama, spoke to Republican committee members during a roundtable on inflation, presenting three areas Congress should focus on: investments in physical infrastructure, fuel costs and workforce development.

In the wake of last year's bipartisan infrastructure bill, Sumerford said Congress should prioritize investments in roads and bridges that enable maximum utilization of trucking capacity to ensure that goods get to market at the lowest possible end cost for consumers. He highlighted the need for infrastructure projects that generate productivity and efficiency as a way to combat inflation, telling lawmakers that "eliminating bottlenecks and making highways more efficient is essential to our economic resilience."

Sumerford also advocated for an "all-of-the-above approach" to reducing fuel costs, noting that diesel prices are \$2 per gallon higher than they were just a year ago.

Finally, Sumerford urged Congress to focus on workforce development initiatives to both address the persistent truck driver shortage and help the trucking industry keep pace with increasing freight demand. He suggested that lawmakers do more in federal workforce programs to "prioritize skilled trades and protect the independent contractor model that empowers tens of thousands of owner-operators to enter the trucking industry and grow successful small businesses."

"The quickest way to ensure supply chains have access to affordable trucking capacity is to improve pathways for students and other workers to begin rewarding careers as truck drivers and owner operators," he said.

ATA Truck Tonnage Index Rose 0.5% in May

Washington, DC... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.5% in May after falling 1.4% in April. In May, the index equaled 117.1 (2015=100) versus 116.5 in April.

"The transition in the freight market continued in May with the index hitting the second highest level since the pandemic started. Specifically on the market transition, ATA's tonnage index is dominated by contract freight. The traditional spot market has slowed as freight carriers are backfilling any losses in freight with loads from shippers that is reducing spot market exposure," said ATA Chief Economist Bob Costello. "Essentially the market is transitioning back to pre-pandemic shares of contract versus spot market."

"Overall, economic indicators that are important to trucking slowed in May, including retail sales, housing starts, and manufacturing output," he said.

April's decline was revised up from our May 24 press

release. Compared with May 2021, the SA index increased 3.7%, which was the ninth straight year-over-year gain and the largest since April 2021. In April, the index was up 2.5% from a year earlier. In 2022, year-to-date and compared with same period in 2021, tonnage was up 2.7%.

The not seasonally adjusted index, which represents the change in tonnage actually hauled by fleets before any seasonal adjustment, equaled 119.7 in May, 4.2% above the April level (114.8). In calculating the index, 100 represents 2015. ATA's For-Hire Truck Tonnage Index is dominated by contract freight as opposed to spot market freight.

Trucking serves as a barometer of the U.S. economy, representing 72.5% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 10.23 billion tons of freight in 2020. Motor carriers collected \$732.3 billion, or 80.4% of total revenue earned by all transport modes.

Inspectors Place More Than 1,200 Commercial Motor Vehicles with Brake Violations Out of Service During CVSA's Unannounced Brake Safety Day

On April 27, 46 jurisdictions in Canada and the U.S. removed 1,290 commercial motor vehicles with brake-related critical vehicle inspection item violations from Canadian and American roadways. That's 14.1% of the 9,132 commercial motor vehicles inspected that day.

This unannounced one-day inspection and enforcement initiative, conducted by members of the Commercial Vehicle Safety Alliance (CVSA), focuses specifically on the brake systems and components on commercial motor vehicles. On Brake Safety Day, CVSA-certified inspectors conduct their usual commercial motor vehicle inspections; however, in addition, for this initiative, they also reported brake-related data to the Alliance.

* Forty-six jurisdictions participated.

* A total of 9,132 inspections were conducted.

* Of the total number of

inspections conducted, 1,290 vehicles were placed out of service.

* The brake-related out-of-service rate was 14.1%.

In addition, inspectors compiled and reported brake hose/tubing violation statistics, which was the focus area for this year's Brake Safety Day. There were 1,534 brake hose/tubing violations. CVSA asked inspectors to submit data on four categories of brake hose/tubing chafing violations:

* A category 1 violation is when the wear extends into the outer protective material. Thirty-two percent of brake hose/tubing chafing violations were identified as this category. A category 1 violation is not an out-of-service condition.

* Category 2 is when wear extends through the outer protective material into the outer rubber cover. This is not an out-of-service violation.

The largest category, 37%

of brake hose/tubing chafing violations were category 2.

* In category 3, wear has made the reinforcement ply visible, but the ply remains intact. Thirteen percent of brake hose/tubing chafing violations were identified as category 3, which is not an out-of-service violation.

* In category 4, chafing has caused any part of the fabric/steel braid reinforcement ply to be frayed, severed or cut through. This is an out-of-service condition. Eighteen percent of brake hose/tubing chafing violations were category 4.

On April 1, CVSA updated the North American Standard Out-of-Service Criteria to amend category 4 to make any tubing/hose damage resulting in the fabric/steel braid reinforcement ply being frayed, damaged or cut an out-of-service violation. Compared to last year, the new category 4 brake hose/tubing chafing violations, as a portion of total brake hose/tubing chafing violations, increased modestly from 17% to 18%, even when accounting for what amounts to combining of categories 4 and 5 from 2021.

In addition, CVSA member jurisdictions equipped with performance-based brake testers (PBBTs) participated in Brake Safety Day activities, conducting 92 inspections with PBBTs, resulting in six, or 6.5%, commercial motor vehicles being placed out of service for insufficient overall vehicle braking efficiency.

CVSA conducts two major brake-safety inspection and enforcement initiatives each year. One is this initiative, a one-day unannounced brake-safety campaign. CVSA does not provide advance notice or warning for Brake Safety Day. The other campaign, Brake Safety Week, is publicly announced well in advance and lasts for a week. This year's Brake Safety Week is scheduled for Aug. 21-27.

Brake Safety Day and Brake Safety Week are part of CVSA's Operation Airbrake program in partnership with the U.S. Federal Motor Carrier Safety Administration, the Canadian Council of Motor Transport Administrators, and Mexico's Ministry of Communications and the National Guard. Operation Airbrake is a comprehensive program dedicated to improving commercial motor vehicle brake safety throughout North America. The goal is to reduce the number of highway crashes caused by faulty braking systems on commercial motor vehicles by conducting roadside inspections and educating drivers, mechanics, owner-operators and others on the importance of proper brake inspection, maintenance and operation.

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PA Court Shuts Down Canadian ELD Enforcement Coming Jan 2023

The Commonwealth Court recently ruled that PennDOT's P3 initiative to toll nine bridges violated Act 88 and has blocked the plan moving forward.

The court ruled in favor of the petitioners South Fayette Township, Bridgeville Borough and Collier Township in a 36-page opinion issued today. The ruling, penned by Judge Ellen Ceisler, states that the Major Bridge P3 Initiative is void ab initio (from the beginning).

Judge Ceisler noted that it was "clear that the (P3) Board had no specific bridges in mind when it approved the initiative in November 2020. There is no indication that the Board engaged in any meaningful consultation with "persons affected" by the Initiative, as Act 88 requires." The opinion went on to state that "Instead, DOT purported to do so afterward once specific bridges were announced. This is inconsistent with Act 88's procedural framework, both as shown by the statute's text and as understood by the Board in its P3 Manual."

The opinion pointed out that the board approved a "multi-billion dollar transportation project based on what was essentially a four-page powerpoint recommendation from DOT that failed to delineate which, or how many, pieces of public infrastructure the Initiative would affect."

The opinion also noted the amicus brief filed by the Pennsylvania Motor Truck Association in a footnote that stated: "Berks County, along with several municipalities in Berks County, and the Pennsylvania

Motor Truck Association filed amicus curiae briefs, in which they raised concerns with the Initiative's approval process, and the anticipated harm caused by the implementation of the Initiative."

Judge Ceisler also issued an injunction in May in a similar case in Cumberland County, halting the projects from moving forward. Now, she has ruled that PennDOT and the P3 Board have violated the law.

"PMTA is grateful to Commonwealth Court for recognizing the necessity to put a halt to all nine bridge tolling projects across the state because it is clear from her opinion that PennDOT violated the P3 law from the beginning," PMTA President and CEO Rebecca Oyler said. "From the day the initiative was announced in November 2020, PMTA has pointed out that the agency failed to follow basic steps not only required by law, but also expected of any government action – communicate before acting."

"Had they communicated with the Pennsylvania trucking industry, they would have heard that the consequences of tolling would be catastrophic. With diesel prices already at record levels, now is the worst possible time to add \$5000+ per truck per year for trucking companies and other small businesses. These are costs that are ultimately passed on to consumers."

"Today is a good day for the trucking industry and for the driving public in Pennsylvania."

TORONTO, Canada... There will be no more delays in enforcement of the electronic logging device (ELD) mandate for federally regulated carriers, authorities confirm to the Canadian Trucking Alliance. The mandate will take effect on Jan. 1, 2023.

CTA has been advised by the Canadian Council of Motor Transport Administrators (CCMTA) that the provinces and territories are firmly committed to enforcing the ELD mandate in January 2023 and no announcements on further delays are expected. If a particular jurisdiction is not able to enforce the rule in January, all others who are ready will proceed with enforcement at that time, regardless.

In recent discussions with CTA's provincial trucking associations and provincial/federal officials responsible for the introduction and enforcement of the ELD mandate, governments across the country have indicated they are busy preparing for enforcement and report no major technical roadblocks that would prevent enforcement in January.

According to these same reports, the only remaining provinces left to finalize their regulatory paths are Nova Scotia, Newfoundland and Labrador, Quebec and British Columbia.

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Southern Pride Trucking – Industry Leader in Jet Engine Transportation



continued from page 1

take it. These engines are valued at 2 to 24 million dollars each, so there is no margin for error.

President Tom Lynch stated, "Owner-operators are the best drivers out there. That is why we utilize 100% Independent Contractor Teams and Solos to serve our customers. Established teams pull open step deck trailers or curtain

side step deck trailers. Solo drivers pull double drops and must have O.D. experience, but don't need Department of Defense clearance. We insist that contractors own their own trailer to maximize their profits. Everyone must be compliant and able to run all 48 states, including California. Our contractors are paid very well and because

of their high earnings, have some of the nicest trucks on the road, with some of the biggest sleepers. When you work at Southern Pride, you will learn the airline "language", so everyone is on the same page. The average age of our drivers is around 50 and Southern Pride enjoys one of the lowest driver turnover rates in the trucking industry.

You have to run but are compensated very well for your efforts. We place a premium on safety and value our drivers. They allow us to do what we do successfully,"

Southern Pride Trucking has long term contracts with all of their customers, which includes most aircraft manufacturers and airlines in the USA.

. Contractors can be located anywhere and are expected to stay out for 6-8 weeks, with 2 weeks off.

The expectations are high, but the rewards are great. In addition to some of the highest compensation in the trucking industry, Southern Pride contractors are respected by the company and shippers alike. Most shippers and receivers are open 24 hours and are waiting for the load, so they are very happy when the driver shows up. Contractors can often stay overnight at the airport or manufacturer after they load or unload. The Southern Pride fleet is presently comprised of around 90 owner-operators and the company has the business to support others with controlled growth. They

are also adding contractors with Conestogas and Curtainside Stepdecks. There are no company trucks or fleet owners in the Southern Pride fleet. To be successful, the driver's lifestyle and Southern Pride system need to intersect. There is very little downtime and deadhead averages about 15%. Southern Pride maintains high mileage

rates that equate to high earnings. Teams average 500-600K annually and solos 300-400K.

Southern Pride Trucking was founded in 1978 in San Diego, California by David Hodgman, a Professional Truck Driver for 20 years. David has a love for racing and is friends with Richard Petty, who owns Southern Pride Carwash. David liked the name and christened his company "Southern Pride Trucking". The company was small and hauling O.D. freight with an occasional load of jet engines when Tom Lynch joined. David and Tom liked the challenge of serving the aeronautics industry and transitioned the company to hauling nearly exclusively for it. Southern Pride also hauls other airline equipment, and even a few military loads. The company is still under the same ownership and management 40 years later.

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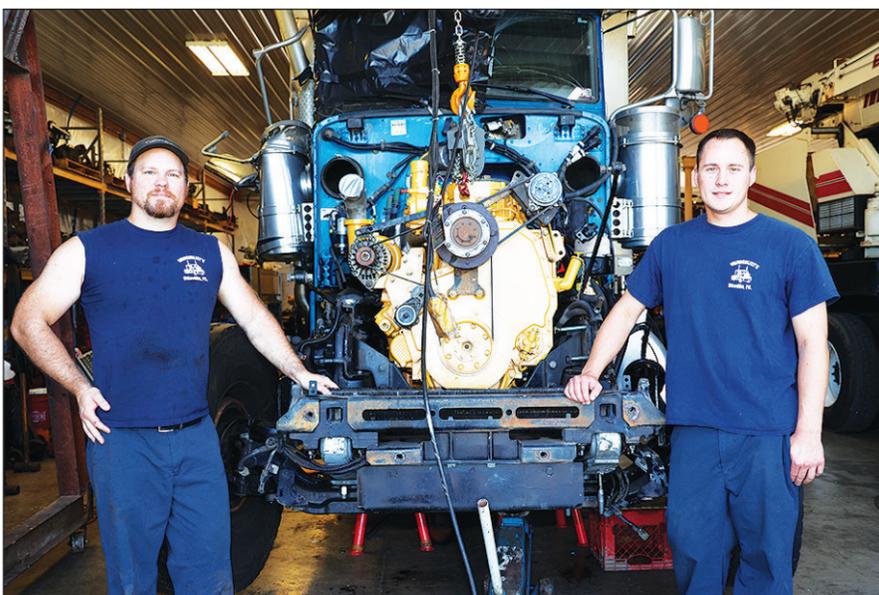
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Vanderlely's Truck Sales & Service, Inc. – Living The American Dream



Vanderlely's new building under construction.



CAT engines are Vanderlely's specialty.

- Photos by Pam Pollock -

continued from page 1

wife, Priscilla. Tom began repairing trucks part time in his driveway after work. Tom and Priscilla started Vanderlely's Garage in 1966 in a 25'x35' garage on 1 acre of land. The couple never borrowed money but expanded as they could afford to. The additions to the business were made in 1971, 1978, 1985, and 1989 and they eventually grew to a 12,000 square foot facility located on 22 acres.

In 1980 they incorporated as Vanderlely's Truck Sales & Service, Inc. Tom still comes to work every day and Priscilla still does the books. The couple's son Tom, Jr., and grandson Tom, III also work at Vanderlely's, along with eleven loyal employees. In 1975, Vanderlely's switched gears from just repairing trucks to buying wrecks from insurance companies and offering pre-owned parts to their customers. Additionally, Vanderlely's began buying used trucks and reconditioning them for re-sale.

Today Vanderlely's has a variety of services that include complete repairs and rebuilding for the entire driveline, from engine to transmission, to driveshaft and rear end. They also offer brake service, as well as general repairs and maintenance. Vanderlely's also has a TD36 Dyno for their

customer's convenience. Their full stocked parts department with new and pre-owned parts, also contains just about everything for Peterbilt tractors and CAT engines, along with other makes. Vanderlely's can rebuild your components, or you can choose to go with a Fuller factory reman transmission or rear end. Vanderlely's has always specialized in reconditioning used trucks, in particular Peterbilts with CAT engines. In the early days, they did a lot of cabovers, but they now concentrate on reconditioning pre-emission trucks. Inventories are tight everywhere, but Vanderlely's currently has a couple of Peterbilts for sale.

About eight years ago, Tom, Jr., and his son Tom, III met Kevin Campbell, "The Fuel Mileage Doctor", who has been the East Coast distributor for Bully Dog Performance products for the past 10 years. They decided that the Bully Dog line would be a great complement to their services for their customers. Today Vanderlely's stocks the full line of Bully Dog products, including manifolds, turbos, and tuners. Vanderlely's can do the installations if you like and will help you get your truck tuned up and going.

The Bully Dog Tuner of

fers a power tune as well as a fuel economy tune. Nearly every engine experiences a fuel economy gain and some Cummins engines gain as much as 1 mpg. FMD Kevin Campbell wants drivers to know that Bully Dog will be introducing a new line of turbos this fall, so watch Movin' Out for details.

Vanderlely's Truck Sales & Service, Inc. had a devastating fire at their facility last year and their Sales Departments and Parts Warehouse were a total loss. The company is in the process of rebuilding and hopes to have the new facility open by the end of the year. Nonetheless, Vanderlely's is open for business and ready to serve you. Tom Vanderlely, Sr. stated, "We are thankful for all of our loyal customers and employees who have kept us going for all of these years." Tom also wanted to remind owner-operators to raise their insurance when they have an expensive repair done.

Vanderlely's Truck Sales & Service, Inc. is located at 34 Durham Rd., Ottsville, PA, north of Philadelphia. For parts, call 610-847-5204, for sales, call 610-847-2102.

You can reach Kevin Campbell, the Fuel Mileage Doctor at 717-320-2259.

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Pacifico Reflections - Ikigai

by: Mike McGough

As a child he was forever building something. Lincoln logs were a perennial Christmas gift. He played with them so much he wore them out. One year he got a Lego set for his birthday. On the shelf in his shop, he still has a little building he built in 1951. With his dad's help, he built a treehouse when he was nine.

At twelve someone bought the vacant lot next to his house. When the contractors came to start the house, he was totally captivated. He didn't want to miss anything, so he left the window open in his bedroom, so the sounds of machinery and hammers became his alarm clock. He sat a folding chair up beside his house so he could watch. The foreman of the company building the house noticed him watching. At the end of a day in early May, he invited this young spectator to come over for a walk through.

When they were done the builder said, "This is a great job, you get to do something every day that's going to make life better." With his parents' permission, and the first of many hardhats he'd wear in life, he became a carpenter's helper, at twenty-five cents an hour. And even though he could have easily walked home for lunch each day, his dad got him a lunch bucket, so he could eat with the crew.

As a side benefit, he was allowed to salvage wood from what would be discarded. The guys on the crew chipped in, bought him a tool belt, and

filled it well with a carpenter's essentials. He felt totally empowered! With a little help, he built a small tool shed for his dad. It had its flaws, but he designed it, he built it, and someone's life was made better because of it.

It wasn't until years later that he realized that the chance to be part of that initial house building, the scrap materials he was allowed to salvage, the tool belt, and the help with building the shed, were real gifts. Those gifts gave him purpose and meaning and the dividends would last a life time. Even though he didn't know it as such, he had found his ikigai. (Ikigai, is an ancient Japanese concept that refers to something that provides one with a purpose in life and offers a reason for living. A French term with Latin roots, raison d'être, embodies the same concept.)

He never forgot what the builder said on his first walk-through at a building site. He really liked the idea of creating something usable that would make life better for others. It didn't shock anyone who knew him that he became a carpenter. He worked on a crew for several years, learned his craft, and saved what money he could. When he thought he was ready, he branched out on his own. A supportive and patient wife made that possible.

They went through some lean times financially, but within a few years, he was making a way for his family, and he was living a life he enjoyed. When a near-by farm went up for sale,

he bought it. Within three years he built sixty-three houses. It was the first of many housing developments he'd build. Over the next fifty years, he built thousands of homes, improving life for a lot of families in his corner of Idaho. He had come a long way since his Lincoln Logs and Lego days, but he was still fascinated with building something useful that could make life better for others. His company slogan pretty much said it all. "We build a house that you can turn into a home!"

At eighty, he turned the company over to his children and grandchildren. They had been running things for years, and they were ready to take over. He entered a new phase of his career. He was going to be a birdhouse builder. His small shop was well fixed for this new venture. Hanging on the wall was the tool belt the crew had bought him more than sixty-five years earlier.

When his retirement was announced there was a story in the local paper. When asked why he decided to retire, he said he felt it was time to change his focus. He shared his interest in the mountain bluebird, the state bird of Idaho. He said, "My plan is to keep building houses, so that someone can make them a home. Now those someones will be mountain blue birds!"

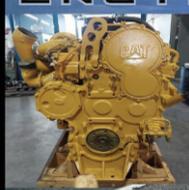
If you haven't yet discovered your ikigai, keep looking. If you have, don't be too quick to give it up. When you need to adapt it a bit throughout the various stages of life, do it. We all need Ikigai!

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Bearing Gifts - Heartland Express Driver Visits Smith Transport



Jacques Lussier was the first Heartland Express driver to visit the Roaring Spring, PA terminal and he delivered a gift to Barry Smith from Mike Gerdin, Chairman, President & CEO of Heartland Express. Jacques was met with a warm welcome from the Smith Transport Executive Team.

Pictured from left to right: Joe Musselman, VP of Fleet Operations; Jacques Lussier, Professional Heartland Express Driver; Barry Smith, Smith Transport Founder; Todd Smith, President & CEO; Chip Castello, Director of Well Services Division; John Popies, CFO; Gary Ernest, VP of Recruiting; Mike Donovan, COO; and David Redline, VP of Finance & Risk Management

Heartland Express Acquires Smith Transport, Inc. And Related Companies

NORTH LIBERTY, IA... Heartland Express, Inc. (NASDAQ: HTLD) ("Heartland"), one of North America's largest and most profitable truckload transportation companies, announced that it has acquired 100% of the equity of dry van truckload carrier Smith Transport, Inc. and related entities ("Smith"), for an aggregate value of approximately \$170 million.

Heartland Comments

Michael Gerdin, Chairman, President, and CEO of Heartland Express, commented: "We are proud to welcome the Smith people, customers, and brand to the Heartland Express family. We are extremely hap-

py to bring aboard a company with a rich tradition of trucking for more than forty years. It is truly an honor to have Smith Transport join our team. The Smith companies will continue to operate from Roaring

Spring, Pennsylvania, under the leadership of Todd Smith, President, with ongoing support from founder and legend Barry Smith. We were attracted to this opportunity for three main reasons: the safe and experienced professional drivers, the high level of service offered to a blue-chip customer base, and the management depth that demonstrate the ability to continue operating independently and profitably. Our plan is to keep Smith the same company that is attractive to customers, drivers, and other personnel, while using our scale to offer better purchasing, more depth, and advantageous cost savings. Our trucking experience is deep across the board with longtime Heartland employees, the knowledge and experience of our Millis leadership, and now adding the Smith attributes to the team. This makes us even stronger as a combined company. The purchase price was funded with existing cash, and the addition of Smith is expected to be immediately accretive to our earnings per share."

About Smith

Founded in 1982, Smith Transport is an asset-based truckload carrier headquartered in Roaring Spring, Pennsylvania, with terminal locations in Pennsylvania, Georgia, and Indiana. Smith primarily provides dry van transportation and other specialized services in the eastern United States. Smith's customer base includes many Fortune 500 companies including expedited transportation

integrators, retailers, beverage manufacturers, and home supply companies, several of whom have been customers for over 20 years. Smith operates a fleet of approximately 850 company tractors, with an average age of less than three years, and approximately 2,000 dry van trailers. The modern fleet is not expected to require any out of cycle investment.

Todd Smith, Smith's President, commented, "As an employee-owned company, our goal was to find the best value and the best home for our people for years to come. We had long thought Heartland was a great fit because their regional presence, respect for professional drivers, and unsurpassed customer service that mirrors our own 2 philosophies. With the ability to pay cash and invest in our headquarters, and the desire for Smith to remain an independent brand operated by the same people, the choice was clear. I'm excited to work with Mike Gerdin and the Heartland team to make this a success for everyone."

Barry Smith, Smith's Founder and Chairman Emeritus, commented, "Building Smith Transport has been my life's work, and I could not have found a better home than Heartland for the Smith family. They offer us long-term stability and the opportunity to grow as part of an industry leader, while retaining our own culture and identity. I look forward to being part of the team to ensure a smooth transition."

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... like son! (Rooster Davis)



Tractor/Trailer Division: 1st - Todd Gribble, 2012 Peterbilt 389

proudly drove their trucks in a Parade down the boardwalk at Branson Landing, to the delight of hundreds of spectators who lined the sidewalks of the town square. The magnificent steeds of steel drove by the Branson Landing Water Fountains, a choreographed light and music show, which featured 120-foot geysers shooting water into the sky and blasting fire cannons blasting.

The drivers and their trucks competed for cash and prizes valued at approximately \$25,000. Twelve drivers were also selected to have their truck featured in the 2023 Shell Rotella SuperRigs calendar.

Winners of the 2022 Shell Rotella® SuperRigs® are:

Best of Show: Theresa DeSantis, 1985 Peterbilt 359, \$10,000 from Shell Rotella, Place in the 2023 Rotella SuperRigs Calendar

Best of Show 1st Runner Up: Truett Novosad, 2007 Peterbilt 379 EXHD, \$4,000 from Shell Rotella

Best of Show 2nd Runner Up: Dean DeSantis, 2018 Peterbilt 389, \$2,000 from Shell Rotella

Tractor/Trailer Division: 1st - Todd Gribble, 2012 Peterbilt 389; 2nd - Truett Novosad, 2005 Peterbilt 379 EHD; 3rd -

Ben Overton, 2020 Kenworth W900B; 4th - Jeron Whittmore, 2018 Peterbilt 389; 5th - Mike Davidson, 2019 Peterbilt 389

Tractor Division: 1st - Kaleb Hammett, 2019 Peterbilt 389; 2nd - Kyle Cousins, 2021 Kenworth W900; 3rd - Kyle Cousins; 2016 Kenworth W900; 4th - Clayton Driskell, 2018 Kenworth W900L; 5th - Tyler Van Der Zwaag; 1995

Peterbilt 379 Classic Division: 1st - David Foster, 2005 Kenworth W900L; 2nd: JR Schlegel, 1985 Kenworth K100C; 3rd - Trevor Timblin, 1982 Peterbilt 362; 4th - Gary Tharp, 1984 Peterbilt 362; 5th - Terry Aslinger; 1996 Peterbilt 379EXHD

Working Truck - Limited Mileage: 1st - Robert Halahan, 2022 Peterbilt 389; 2nd - Bubba Branch, 1996 Kenworth W900; 3rd - Steve Huff, 2022 Kenworth W900L; 4th - Randy Victory, 1986 Peterbilt 359; 5th - Jeremy Thomas, 2005 Peterbilt 379

Show Truck: Brandon Avant, 2010 Peterbilt 389; Kary Bryce, 1959 Peterbilt 351; Don Emmons, 1999 Peterbilt 379; Jeron Whittmore, 1991 Peterbilt 379; Troy Bolin, 1979 Peterbilt 359

Best Interior: Truett Novosad, 2007 Peterbilt 379 EXHD

Best Lights: Randy Victory, 1986 Peterbilt 359

Best Theme: Theresa DeSantis, 1985 Peterbilt 359

Best Chrome: Bubba Branch, 1996 Kenworth W900

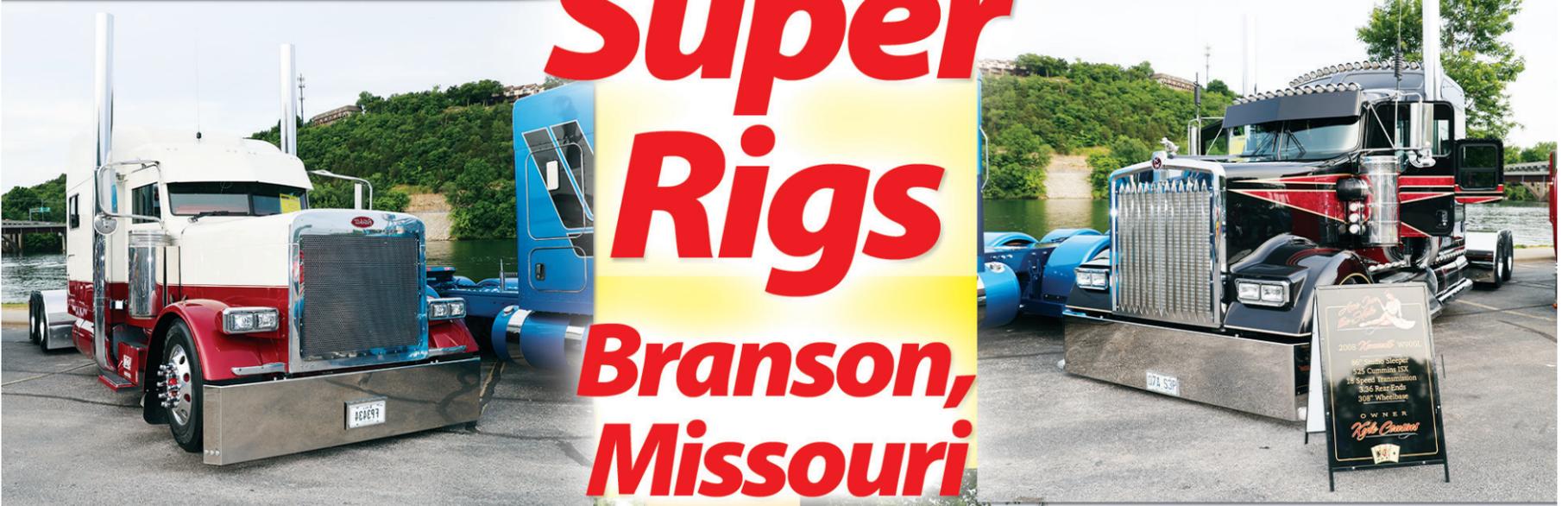
Best Engine: Bubba Branch, 1996 Kenworth W900

People's Choice: Daniel and Phyliss Snow, 1996 Freightliner Classic XL

- Photos by Pam Pollock -
See complete photo coverage of the show at www.movinout.com



Best of Show: Theresa DeSantis, 1985 Peterbilt 359 - photo courtesy of Shell Rotella/Stephen Clark -




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2022 Andrew Mazza Diesel Jam Truck Show & Heavy Equipment Expo



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The 2022 Andrew Mazza Diesel Jam Truck Show & Heavy Equipment Expo, presented by Hunter Truck, Brennan Heavy Equipment, Garofalo Enterprises Diesel Performance, and Old Horse Power Equipment, was held on June 11th at the Circle Drive-In in Dickson City, Pennsylvania.

The Andrew Mazza Foundation was founded in 2016 in mem-

ory and honor of Andrew Mazza, who died in a car accident in 2016. Mazza graduated from Lakeland High School in 2011 and earned a degree in Machinery Tool Technology from Lackawanna Career Technology Center. He loved running heavy equipment, trucks, and snowmobiles.

The Andrew Mazza Diesel Jam Truck Show & Heavy Equipment Expo supports trade

students across NEPA. All trucks were welcome. Other events included a mobile dyno onsite, a heavy-duty equipment rodeo, vendors, food trucks, and live entertainment.

For more information, visit www.AndrewMazzaFoundation.com or find them on Facebook.

All photos by Arron Baker, on behalf of Hunter Truck



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PGT Trucking, Inc. – The Future of Flatbed



The Nikola EV truck.



Cleveland Brothers' Brandon Fritz gave demo rides in the Nikola EV truck at the Innovation Showcase.

By Steve Pollock

ALIQUIPPA, PA.... PGT Trucking, Inc. was recently host to an Innovation Showcase involving electric and hydrogen fuel cell trucks and autonomous vehicles at their Aliquippa, Pennsylvania corporate headquarters. With an eye to the future and conversations with customers about reducing carbon footprints, PGT Trucking has made commitments to try both technologies.

Partnering with Pittsburgh based Locomotion, PGT will take delivery of 1,000 autonomous unit over time. Initially, the Autonomous Relay Convoy, or ARC system, will convoy two trucks – the lead truck with a driver and the second truck with the driver able to log off-duty. Locomotion projects an 8% fuel savings per paired units and the ability to move two loads with a driver team. The first ARC units should launch sometime in 2023.

The second technology PGT Trucking is investing in is Hydrogen Fuel Cell Trucks. PGT has signed a letter of intent to lease 100 Fuel Cell Electric Vehicles, or FCEVs from Arizona based builder Nikola Motors. Nikola provides two technologies: electric trucks and hydrogen fuel cell. Both are built on the same cabover platform with direct drive to the drive axle. At 645 hp and instant torque, loaded or empty; this tractor takes right off instantly and is whisper quiet. The electric truck, which was at the Innovation Showcase, has a range of 350 miles on a single charge. The hydrogen fuel cell equipped truck has a 500-mile range. Both models have zero (0) emissions at the stack. PGT Trucking will receive the first FCEV production unit sometime in 2023-2024.

Pennsylvania-based Cleveland Brothers CAT is now a Nikola Motors dealer and offers complete sales, service, and parts support for Nikola trucks at all of

their locations. Cleveland Brothers provided the Nikola TRE tractor for the Innovation Showcase event. PGT Trucking, Inc. is proud to build and maintain strategic partnerships with companies rooted in quality and driven by innovation. They are excited

to be a driving force in the future of flatbed. Pittsburgh, Pennsylvania based PGT Trucking, Inc. is a premier flatbed hauler, serving the metallurgic industry. The company operates a fleet of over 1,000 power units.



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PGT Trucking, Inc. Appoints New Executive to Lead Sustainability Initiatives



Larry Cox

Aliquippa, PA... PGT Trucking Inc., a multi-service transportation firm offering flatbed, dedicated, international and specialized services, announces the promotion of Laurence Cox to a new executive position as Vice President, Sustainability, leading PGT's decarbonization efforts, effective immediately.

As part of PGT's focus on progressive transportation and fleet evolution, they are embracing change, leveraging technology and stretching their capabilities to continuously improve the services they provide to their customers. In this position, Larry will help lead these projects and ensure a responsible use of resources throughout the company.

"There's an old saying that 'one should either lead, follow or get out of the way.' PGT Trucking has decided to lead with our Future of FlatbedSM initiatives, which will ensure the long-term sustainability of our trucking business," said Cox regarding his promotion.

Larry is a Beaver County, PA, native and received his Engineering degree from Penn State University and his MBA from the University of Chicago.

Biden-Harris Administration Takes Step Forward to Combat Climate Change, Announces Proposed Transportation Greenhouse Gas Emission Reduction Framework

WASHINGTON, DC... To advance President Biden's commitment to combat climate change and bring down costs for families, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced a Notice of Proposed Rulemaking (NPRM) for states and municipalities to track and reduce greenhouse gas (GHG) emissions. President Biden's Bipartisan Infrastructure Law (BIL) makes available more than \$27 billion in federal funding to help State Departments of Transportation (State DOTs) and Metropolitan Planning Organizations (MPOs) meet their declining GHG targets. The new rule would take two important steps to combat climate change:

1. Establish a national framework for tracking state-by-state progress by adding a new GHG performance management measure to the existing FHWA national performance measures to help states track performance and make more informed investment decisions.

2. Create a flexible system under which State DOTs and MPOs would set their own declining targets for on-road greenhouse gas emissions from roadway travel on the National Highway System.

This proposed rule builds

upon and would add greater transparency to the work that 24 states and the District of Columbia are already doing under state law GHG target-setting requirements.

Transportation is the leading source of GHGs in the U.S., and the Biden-Harris Administration has put forward an integrated approach to reducing emissions from the sector while ensuring our economy works for all Americans. This entails the use of Bipartisan Infrastructure Law funding to help state and local governments meet their GHG reduction targets, in addition to efforts to help reduce transportation costs for the American people through the National Highway Traffic Safety Administration's Corporate Average Fuel Economy standards, which are in place to make driving more affordable by increasing fuel efficiency.

Bipartisan Infrastructure Law funding is available through various programs over five years, including but not limited to:

* The Carbon Reduction Program will provide \$6.4 billion in formula funding to states and local governments to develop carbon reduction strategies and fund a wide range of projects designed to reduce carbon emissions

from on-road highway sources.

* The National Electric Vehicle Infrastructure (NEVI) Formula Program will provide \$5 billion to states primarily through a statutory formula to build out a national electric vehicle charging network, an important step towards making electric vehicle charging accessible to all Americans.

* A Discretionary Grant Program for Charging and Fueling Infrastructure will provide \$2.5 billion in competitive funding to states and local governments to deploy electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

* The Congestion Relief Program will provide \$250 million in competitive funding to advance innovative, multimodal solutions to reduce congestion and related economic and environmental costs in the most congested metropolitan areas of the U.S.

* The Reduction of Truck Emissions at Port Facilities Program will provide \$400 million in competitive funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.

* BIL includes more than \$5 billion for the Federal Transit Administration's Low or No Emission Vehicle Program, which will help ensure our nation's transit systems are tackling the climate crisis and working better for all of us.

* BIL also includes \$7.2 billion for the Transportation Alternatives Set-Aside that can help state and local governments carry out environmentally friendly pedestrian and bicycle infrastructure projects.

* Additionally, FTAs \$69 million Transit Oriented Development (TOD) Program provides funding to local communities to integrate land use and transportation planning with new fixed guideway or core capacity transit capital investment projects. BIL also expands TOD funding opportunities through the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation & Improvement Financing (RRIF) programs.

The proposed rule is expected to publish in the Federal Register. A signed copy of the document submitted to the Federal Register for publication is available on FHWA's website. A final rule may be published after FHWA has had the opportunity to review the comments submitted.

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The Circuit Rider



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

Help The Person Who Is Coming Behind You

Many people want to hear good songs and be lifted in spirit through music. The only thing is that most of us depend on someone else to make the music and rhythm of life for us and we miss a great blessing right there.

The Bible teaches that the spiritual man should sing Psalms, and hymns, and spiritual songs to his heart, making glad his spirit.

We lost something when we quit singing ourselves and began depending on radio and television, and the professional performers to sing for us.

It is possible to sing above the storm. It is possible to sing yourself out of the deepest pit when you sing and make melody in your own heart. When you know the notes, you can sing most anything.

When God chooses to make leaders, He doesn't always take them from the places we normally expect them. When Christ was going to put his worldwide mission into effect, He chose His leaders from the common herd of men, including fishermen. You can go through the list of His Disciples and see where they came from.

Of the Disciples, some people said, "They are ignorant and uneducated people." Nevertheless, they knew the notes and they could certainly sing the song.

Another expression has been this one, and I believe it to be a good one, "If you can face the music, someday you can lead the band."

You must go through life's experience before you can help the person who is coming behind you.

CVSA Launches Revitalized Emergency Declarations Site

Greenbelt, MD... The Commercial Vehicle Safety Alliance (CVSA), working with the U.S. Department of Transportation's Federal Highway Administration and the American Association of State Highway and Transportation Officials, has updated, improved and re-released its emergency declarations website.

In addition to the reliable, up-to-date content previously available on the site, the emergency declarations website now also provides:

- * Information on changes to allowable weights through a standard set of pertinent information, which includes contact information for each state's overweight permitting office

- * An interactive map of declarations throughout Canada, Mexico and the U.S.

- * The ability to subscribe to notices of new declarations

- * Information on the issuer of the relief, the type of relief granted, and emergency declarations' beginning and end dates

- * Comprehensive exemption details, including all relevant information for vehicle permits for size, overweight restrictions on interstates, waivers for overweight restrictions on state roads, and marking and lighting relief

- * Contact information for the jurisdiction's issuer

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Bendix Tech Tips: Protecting Wheel-Ends In Off-Highway And Severe-Duty Applications

AVON, OH... All trucks get dirty. But some jobs are dirtier than others and require extra care to prevent contamination and corrosion that can affect brake performance and safety. This installment of the Bendix Tech Tips series provides fleets and drivers with advice

on protecting wheel-ends in off-highway and severe-duty applications where dust and dirt can accumulate quickly and damage components.

Chamber Checks
“Air chambers have been required on air-braked commercial vehicles in the United States for decades, so the

spring brake has been a crucial part of wheel-end safety for a long time now,” said Mark Holley, Bendix director of marketing and customer solutions, Wheel-End. “By design, they help ensure you still have brakes even if you have a wheel-end that’s inoperable. Keeping the spring within the brake chamber intact and corrosion-free is key to maintaining this capability—a broken power spring is the number-one reason for failure, most often caused by contaminants that get into the chamber and weaken the spring.”

It’s a critical enough component that the American Trucking Associations’ Technology & Maintenance Council (TMC) Recommended Practice 604D stresses, “Always replace service or spring brake chambers if there is evidence of significant corrosion damage. Any holes that penetrate through the spring housing or service housing are dangerous and

are cause for the chamber to be replaced immediately.”

While standard chambers are manufactured with drain holes to prevent buildup of corrosive moisture inside, there’s an added risk of these holes becoming clogged by dirt or debris on trucks that operate in environments like construction sites, or on vehicles like cement trucks with axles that are regularly exposed to high levels of grit and dust. The same can be said of chambers on the axles of some types of bottom-dump trailers. Protecting the spring brake chamber life in these applications requires a combination of regular cleaning and inspection.

“When the truck is in for regular maintenance or lubrication every 45 to 60 days, use a plastic pin to clear dust from the air holes,” Holley explained. “If they’re blocked, then that spring is going to fail at some point. Then, remove the dust plug so you can use an air hose

to clean the chamber. Don’t forget to replace the dust plug afterward. You should also use a pressure washer to clean the exterior, but again – you’ve got to make sure the drain holes are clear first so you don’t trap water in the chamber housing.”

Added Protection

There are also specialized parts you can add to in-service vehicles that will enhance protection against contaminants getting where you don’t want them.

If you find you’re replacing spring brakes more often than expected, then consider switching to sealed spring brakes, which are engineered to prevent damaging elements from entering. There are a few different designs on the market: The Bendix® EnduraSure®-Pro spring brake eliminates the drain holes and integrates a one-way check valve into the dust plug. This check valve allows the spring brake to exhaust air while keeping

contaminants out.

In the case of drum brake dust shields, check the mounting bolt torque: If you see egg-shaped holes or dents in the shield, then the bolt has likely been loose for a while and the shield will need to be replaced. Shield damage can also

Don’t Overlook Lubrication

Keeping the brakes’ cam tubes and slack adjusters properly greased is also of heightened importance in high dirt/dust environments, according to Kevin Pfost, Bendix technical service coordinator.

“When you force new lubricant in, you’re also purging the old grease, along with any contaminants that have gotten in there,” Pfost said. “And the dustier the environment, the faster that grease loses its ability to protect and lubricate. In a slack adjuster, that’s going to affect your brake stroke and impede stopping performance.”

With a little extra care and the right maintenance and equipment choices, you can protect your trucks and drivers –

Information in the Bendix Tech Tips series can be found in the Bendix multimedia center at knowledge-dock.com. Further instructional videos and interactive training on stability systems and other safety technologies are available at the Bendix On-Line Brake School, www.brake-school.com. For more information, contact the Bendix Tech Team at 1-800-AIR-BRAKE.

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Bolt Express Recognized as Hyundai Glovis Elite Service Provider



TOLEDO, OH... Bolt Express, an industry leader in Time Critical™ Transportation Services has been recognized as a 2021 Elite Service Provider by Hyundai Glovis.

At the 2022 Hyundai Glovis Club Elite Conference in April, Bolt Express was recognized for its excellence in service by Hyundai Glovis, a logistics supplier for Hyundai Motor America and Kia Motors America. Bolt Express is one of only eight carriers nationwide to be awarded this

designation.

"We are honored to have received this recognition. It is very reassuring to know that our customers trust Bolt Express. Our team of dispatchers and drivers are committed to being the best at what they do, and they deserve all the credit for this award", Steve Mahler, Director of Truckload Operations, Bolt Express.

Bolt's primary services for Hyundai Glovis include domestic ground expedite and cross-border management services which provide door-

to-door visibility and control for all shipments in and out of Mexico.

Headquartered in Toledo, Ohio, Bolt Express provides Time Critical™ transportation solutions throughout the US, Canada, and Mexico. We are committed to being the most trusted and reliable transportation service provider in North America. Our desire to be the best at what we do is reflected in our attitude, our culture, and our quality of work.



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MO 2022

DTNA Combats Theft of CPC Modules

PORTLAND, OR... Daimler Truck North America (DTNA) has announced the launch of a broad company initiative to fight the pervasive theft of common powertrain controller (CPC4) modules from its vehicles.

Reported thefts of CPC4 modules from parked trucks have been on the rise, with thieves seeking reprogramming and reinstallation on other trucks. In one theft in April, modules were reported stolen from 24 trucks waiting to be sold at an auction yard in Pennsylvania. A large number of other thefts have occurred at dealerships and customer terminals. Vehicles cannot operate without a CPC, which controls various engine and powertrain functions.

In response, DTNA has instituted the following anti-theft measures:

* Asking all customers and dealers to report stolen CPCs to both local law enforcement and DTNA at 1-800-FTL-HELP.

* Recommending all dealerships, customers and repair facilities cross reference vehicle identification numbers from CPCs brought in for installation against the company's database of CPCs to ensure the CPC hasn't been stolen or illicitly sold.

* Providing tracking capability through DTNA Service Systems to detect any stolen CPC attempting to be installed on a different VIN.

* Asking any dealership or repair facility with a CPC confirmed stolen to report it to both their local police agency and DTNA.

* Recommending all fleets and customers password-protect their CPCs.

DTNA is further

collaborating with local, state and federal law enforcement agencies to assist in the investigation and prosecution of CPC theft. The company will additionally evaluate and pursue as necessary civil actions for software infringement against those involved in CPC theft and mismanagement.

"The theft of CPC modules is a crime that threatens the livelihood of customers and disrupts our dealers' operations," said Paul Romanaggi, Chief Customer Experience Officer, DTNA. "Daimler Truck North America is committed to doing everything in its power to protect our customers and dealers from this crime, and will support prosecution of anyone found in participating in these thefts."

Love's Travel Stops opens new location in Arkansas

OKLAHOMA CITY, OK... Love's Travel Stops is now serving customers in Clarksville, Arkansas, thanks to a travel stop that opened Thursday. The store located off Interstate 40 (1025 S. Crawford St.) adds 114 truck parking spaces and 115 jobs to Johnson County.

"Opening our 16th location in Arkansas, means giving customers better access to clean and safe places while they're on the road," said Greg Love, co-CEO of Love's. "The new

Love's in Clarksville will offer a variety of fresh food, snacks and drinks located directly off the interstate."

The location is open 24/7 and offers many amenities, including:

* More than 13,000 square feet.

* Bojangles (Opening July 11).

* 114 truck parking spaces.

* 60 car parking spaces.

* Four RV parking spaces.

* Nine diesel bays.

* Eight showers.

* CAT scale.
* Speedco.
* Bean-to-cup gourmet coffee.

* Brand-name snacks.

* Fresh Kitchen concept.

* Mobile to Go Zone with the latest GPS, headsets and smartphone accessories.

* Dog park.

In honor of the grand opening, Love's will donate \$2,000 to the Johnson County 4H Club.

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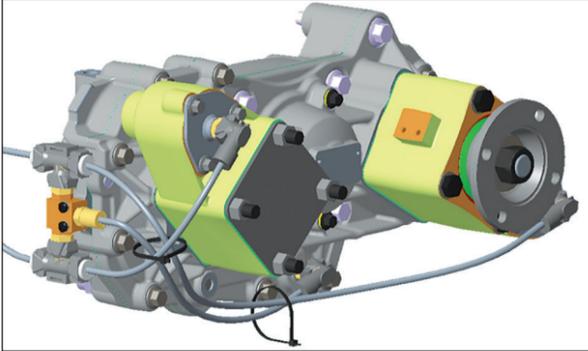
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Volvo Trucks North America Expands Capabilities of Industry-Leading I-Shift Transmission with Dual Power Take-off



Volvo's transmission PTO T4X-J2X (PTRD-D3), a transmission-mounted clutch dependent power take-off (PTO) with two independently clutched rearward facing DIN connections.



Volvo's transmission PTO T4X-J3X (PTRD-D4), a transmission-mounted clutch dependent power take-off (PTO) with two independently clutched rearward facing connections.

Volvo Trucks North America upgrades I-Shift, the industry's most advanced automated manual transmission with digital intelligence. I-Shift now offers a dual power take-off (PTO) that expands the efficien-

cy benefits, transmission functionality and overall cost savings.

The new dual PTO allows I-Shift to incorporate two independently clutched DIN 5462 drives, or one SAE 1410 flange and

one DIN 5462 drive, separated by the vehicle's centerline. By separating the two drives, space is created to allow for the installation of two pumps, simplifying installations and serviceability in the field. The output drives are independently clutched, enabling the vehicle to serve applications either separately or simultaneously.

"Leveraging the new capabilities of a dual PTO in Volvo's I-Shift transmission increases the truck's operational versatility, a customer can haul portland cement one day and aggregate material the next," said Andy Hanson, product marketing manager at Volvo Trucks North America. "Volvo's factory installed PTOs and pumps make the up-fitting process easier, increasing first-time quality and overall reliability for our customers."

The I-Shift transmission with the dual PTO improves functionality, productivity, fleet utilization and versatility. It also compliments the existing single, double and triple PTO suite of offerings. The PTO's factory supplied DIN 5462 ports and SAE 1410 flanges are interchangeable with the SAE

1310 flange and SAE-C and SAE-BB ports, which are all offered through Volvo's parts distribution network. The factory-installed dual PTO, which carry the same warranty as the I-Shift transmission, also includes dash switches to provide independent left and right side control. Volvo installed PTOs can also receive factory installed Parker gear and piston pumps.

An expanded benefit of the I-Shift transmission is that it comes in 12, 13 and 14-speed configurations. I-Shift is also available with an overdrive gear and crawler gears of either 17.5:1 or 32:1, providing the ability to cruise at highway speeds while still allowing for excellent efficiency, "startability" and slow-speed maneuverability.

"For more than 15 years, Volvo Trucks' I-Shift intelligent automated manual transmission has set industry benchmarks for fuel efficiency, vehicle performance, safety and driver comfort. With expanded capabilities thanks to the dual PTO, the Volvo Trucks customer will see more benefits in functionality and cost savings as well," Hanson concludes.

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MOVIN' OUT Calendar of Events

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August 5-7 - Carlisle Truck Nationals – Carlisle Fairgrounds, Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com

August 14 – Millroad Thresherman Truck Show – Effingham County Fairgrounds, Rt. 40, Altamont, IL. Classes include: Show & Shine, Vintage/Most Original, People's Choice, Oldest Truck Pull in front of the Grandstand. For more info, visit wilroadthresherman.org

August 20 – Trivista Motor Show – Trivista Youngstown, 5751 Cerni Place, Youngstown, OH. 44515. Diesel or gas... any number of wheels... if you are proud of it, bring it! Registration at 10 am, show starts at 12 pm. To pre-register contact Ray Cerni at 440-570-5859 or email: rcerni@cerni.com

September 10 – 6th Annual Cable Truck Show – 2876 State Route 286, Saltsburg, PA 15681. Sponsored by Hunter Truck and Kenworth of Pennsylvania. Trophies, Raffles, Music, Beverages, Best Truck, Hotrod, and Motorcycle Contests. Bobtail Trucks only. For more info, call 724-639-9043.

September 10 – SATMC Truck/Tractor Show – Dayton, Pennsylvania Fairgrounds. All trucks welcome. No judging, Food and drinks, Fun for the whole family! For info, call 724-525-4855.

September 23-25 – Truckers 4 Hope Truck Show – Clinton County Fair, 98 Racetrack Road, Mackeyville, PA. 17751. Benefits the Cystic Fibrosis Foundation. Non-judged Truck Show. Semi-Pulls, Tractor Pulls, 4x4 Pulls. Family friendly. Live Music, Beer Tent, Kids Activities, Vendors, Camping, Light Show and Much More! For more info contact Jason Smith @ 570-660-7281 or email: truckers4hope@gmail.com

September 24 – Convoy For Kids – Morans Lounge, 24215 Westernport Rd. SW, Westernport, MD. This event is open to the community as there will be food and drinks available for purchase from B-Rads pizza. The price for admission is \$5 per person and kids under 10 will get in free of charge. Registration for the Convoy will start at 10 am. Motorcycles-\$20; Diesel trucks-\$20; Semi-\$40(includes a Convoy for Kids shirt) For more info see our Facebook page: <https://www.facebook.com/events/561170184875382?ref=newsfeed>

September 24 – Victory Road Truck Show – Butler County Farm Show Grounds, 625 Evans City Rd., Butler, PA 16001. For more info call 724-524-1933

September 28 – October 2 – TenFourDC Truck Show – On The National Mall in Washington, DC. Open to Show Trucks, Working Trucks and Antique Trucks! Only truck show on the National Mall in DC! Visit www.TenFourDC.org or find us on Facebook @ TenFour DC

September 30-October 1 – Mayberry Truck Show – New Location: Bottomley Enterprises Terminal, 452 Oak Grove Church Rd., Mount Airy, NC 27030. Benefits children receiving care from the Brenner Children's Hospital. Convoy thru town, Fireworks, Live Music, Food Trucks, Raffles, Prizes, Calendar Spots, Much More! For more info visit www.mayberrytruckshow.com

October 14-15 - 13th Annual LCM Southern Classic Truck Show - Whites Travel Center Raphine, VA For more info visit www.largecarmag.com for phone 717-806-8907

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

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The Afro-American Truckers Association A Force For Change Like Malcolm X



Shakir

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Community Activist

The brutal global pandemic, raising fuel cost, sky high inflation, and proliferation of fake news, violent insurrection and confusion and economic disruption, political gridlock, governmental breakdown and the deadly racially motivated unprovoked assault on the unarmed Afro-American Community in Buffalo is intensifying Afro-American truckers fearless fight for greater parity, increased employment and promotion more targeted investment and immediate development in inner city communities nationwide

Compel the trucking industry to help revive and show mass support for the President critically important pandemic specific

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Honor Foods Expands Its Redistribution Capabilities To The Western United States With Burris Logistics' Purchase Of The R.W. Zant Company

Philadelphia, PA... Honor Foods expands its foodservice redistribution capability through Burris Logistics' purchase of the R.W. Zant Company. R.W. Zant is a foodservice redistributor with protein expertise located in Los Angeles, CA. The transaction closed on June 21, 2022. Complimentary product portfolios will expand the capabilities of both companies, including immediate increased logistical benefits provided by Burris Logistics' cold chain assets and freight brokerage via Trinity Logistics. Both companies share a proud family heritage and partner-first mentality.

According to Walt Tullis, President of Honor Foods, "This acquisition provides

both Zant and Honor customers with new product offerings that can streamline their procurement and logistics processes and operations. The depth and breadth of core categories like protein, dairy, and frozen vegetables & fruits, in addition to traditional value-added foodservice items, ensures our customers that they are getting the best product selection at the best pricing."

Burris Logistics CEO Donnie Burris added, "It has been an absolute pleasure to work with Bill Zant and his team through this process. R.W. Zant is an incredible family business with incredible people and a wonderful culture. As a multi-generational family business ourselves, we look forward to protecting the her-

itage that is in this business while providing additional growth opportunities for all".

The R.W. Zant Company will continue to be run by the current President, Lourdes Navarro, a long-tenured team member, who will now report to Walt Tullis, President of Honor Foods. To underscore the change in ownership and promote the added capabilities, "An Honor Foods Company" endorsement will be added to R.W. Zant Logo.

Honor Foods, a Burris Logistics Company, was founded in 1949 as a redistributor of prepared foods. Since then, Honor Foods has grown into a premier provider of frozen, refrigerated, dry, and dairy products representing more than 300 brand-name food suppliers and carrying more than 3,000 items. For more information about Honor Foods, please visit Honorfoods.com.

The R.W. Zant Company, founded in 1950, is a nationally recognized food company specializing in all aspects of Protein and Dairy Wholesale Distribution to Food Service and Retail Distributors throughout the western United States. Please visit rwzant.com

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“Wyatt Earp”, a 2005 Peterbilt 379 EXHD (pictured above) won 2nd Place in the Tractor/Trailer Division.

“Doc Holliday”, a 2007 Peterbilt 379 (pictured bottom right) won 1st Runner-up Best of Show.

- Photos by Pam Pollock -

A NOTE FROM EMPLOYEES

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Ascent - Elevating the World of Logistics



By Steve Pollock

BELLEVILLE, MI... Ascent is making significant investments in its company and is focused on growing its owner-operator fleet, Ascent Expedite. To achieve its goal, the company has hired full-time recruiter Steve Eadie, who is familiar with all aspects of the company's operations. Eadie, working with Ascent's marketing team, is tasked to get the company's message out to owner-operators.

Ascent offers Independent Contractors high volumes of well-paid expedited freight. The company handles over 250,000 shipments yearly from Fortune 500 companies and OEMs (original equip-

ment manufacturers), predominantly automotive and agricultural. These are all no-touch direct loads with no brokered freight. Ascent places freight bids according to market conditions, which provides stability and financial responsibility that makes everyone successful.

The loads are posted by Ascent's customers to a proprietary load board, unavailable to the public, where both partner carriers and its own Ascent Expedite dispatch team bid on loads 365 days a year, 7 days a week – there is no forced dispatch. There are loads for tractor-trailers, straight trucks, and sprinter vans, with opportunities

for solos, teams, and fleet owners – both Class A and B CDL holders. In March 2022, Ascent Expedite revised its compensation package, increasing contractors' income by 20-25%. The company offers sign-on, safety, retention, and referral bonuses as well.

Contractors like hauling freight for Ascent, which is evident from its 3.5-year retention rate.

Safety Director Gary Miles stated, "We are not your typical trucking company. Ascent is a third-party logistics provider specializing in expedited ground and air service to automotive and agricultural OEMs, partnering with them to

ensure their success. We created Ascent Expedite to ensure our customers' plant downtime is always protected. Likewise, we have our own fleet of jets located at the historic Willow Run Airport in Belleville, Michigan, to accommodate air charter services for our customers. We have the freight, the lanes and the deep-rooted customer relationships."

Ascent is also one of the safest trucking companies in the country, according to Safestat. The company is an industry leader in safety with no hours-of-service

violations and extremely low CSA scores. All loads are regional, with the average haul length is 370 miles for solo drivers and 900 miles for teams. The hauls are shorter, yet drivers earn more, with less fuel cost and wear-and-tear on equipment. The leasing and operational area starts in Michigan and runs through the Midwest and Southeast to Texas.

If you would like to learn what you can earn at Ascent, please call Steve Eadie at 844-876-5739.



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Working Show Truck Of The Month

W.L. French Excavating Fleet



shining bright. It started out as a Fitzgerald glider kit but now the 275" wheelbase is decked out from the front bumper to the polished rear fenders. Power comes from a CAT 6NZ putting out 550 HP and paired up with an 18-speed Eaton/Fuller transmission. Custom features include flat-top straight pipes, a polished drop visor, and extra cab lights up on the roof.

congratulate W.L. French on 50 fabulous years, and also for being chosen as our August Working Show Truck!

The stunning red & black paint combination is accented by plenty of old school pinstripping. The company is celebrating 50 years in 2022, and they are looking forward to the next fifty. This new school beauty will be old school by the time that birthday rolls around!

Movin' Out would like to



By Robert Conrad

The W.L. French Excavating fleet represents a family-owned company that provides a broad range of excavation services, environmental remediation, and soil & waste management. They work off the premise of "How you do anything is how you do everything!"

While some companies see their equipment simply as tools, the French family feels their equipment is a clear representation of how their company does business. This 2019 Peterbilt 389 is truck #237 in the WLF Excavating Fleet and it always leaves the company yard



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