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"THE JOURNAL OF THE TRUCKING INDUSTRY"

2025 Carlisle National Trucks Breaks Show Attendance Record



Damian Minter's 1955 Kenworth 923 won the Movin' Out Choice Trophy at the 2025 Carlisle Truck Nationals. - photo by Pam Pollock - Turn to pages 13 & 14 for the story and additional photos.

Hermann Services Becomes New Jersey's Largest Electric Truck Fleet With 15-Vehicle Peterbilt Commitment



(L-R) Kyle Crawford, Mitesh Naik, Jeff Hermann, Jeff Hunter, and Jack Lewis in front of Hermann Service's newest Peterbilt 579EV. Turn to page 18 for story.

I-65 Truck & Accessories Partners With 4 State Trucks



4 State Trucks, home of the Chrome Shop Mafia in Joplin, MO, is proud to announce an exciting new partnership with I-65 Truck and Accessories Sales LLC, a chrome shop and truck service center located in Remington, IN. As of January 2025, I-65 Truck and Accessories is now an authorized dealer of 4 State Trucks products. "This joint venture is continued on page 10

Something to Think About - Big Turkey Day

by: Mike McGough

Most everyone has a favorite holiday, and there are any number of ways that people demonstrate which holiday is indeed their favorite. When asked, they can tell you why. Often you don't even have ask; by what they do, you just know.

Her favorite holiday is Christmas; it always has been, and there's little doubt it always will be. She has a specific date on which she begins to turn the house into her personal version of a Christmas homestead. It's artfully done through a long and careful process that takes hours and requires countless trips to the attic, retrieving tub after tub of decorations. One at a time the tubs are emptied, and once again the pieces delicately stored from previous years take their place in the montage that forms the warm mosaic of how she sees her favorite holiday.

On November 1st, she begins drinking a holiday coffee blend—not a day before. Between Thanksgiving and Christmas, she begins watching Christmas movies. Some she's seen more times than she can count, but that's of little or no concern—they're Christmas movies! And every year she makes the same comment when it's once again time to store Christmas away until the next year. "It's so much more fun putting Christmas up than packing it away."

Over the years she has found special ways to make "her" holiday bright for others. Special food, phone calls to family and friends, donations to those in need, and generally sharing in the joy of the season. However, one thing she did many years ago, has caught on and has become its own little holiday within a holiday.

As the Grandchildren were old enough to be aware of Christmas, she planned a day to begin the season for them. On that day, the Friday after Thanksgiving, she planned a deliberate, purposeful, and meaningful transition into the Christmas season. It all started with advent calendars and Christmas jammies. The change in the seasons had been made, and Christmas time was under way. One year one of the Grandkids ask what that day was called. Off the cuff and with absolutely no hesitation she said, "Well it's Big Turkey Day." And with that a new holiday was born.

It started small, but over the years it's grown. Everyone in the family is involved, including those who have joined the team over the years. She now shops year-round for those special items that can include hats, gloves, slippers, T-shirts and the traditional jammies to candy, decorations, and even household items like soap, napkins, and condiments that carry a Christmas theme. Of course, there is always an advent calendar, but anything Christmas is fair game!

For the four little people who celebrated that first Big Turkey Day and many since, it's become a colorful thread in the fabric of the family's holiday season. Even though they're now all adults out in the world making their way in life, they still enjoy Big Turkey Day each year. It's a tradition, something to look forward to, something to do together, a day set aside for opening the Christmas season, something to be cherished and remembered.

As is often the case, a little family tradition can be so appreciated that it's just assumed that everyone does it. That was demonstrated a few years ago, when one of those little people asked her boyfriend, "When does your family celebrate Big Turkey Day?" She was somewhat surprised to learn that he had no clue what she was referring to. Nonetheless later that year, he became one of the new participants in the day.

This year, a new family will be taking part, since one of those little people is now married. Over the years, those four initial celebrants have spread the holiday to Pittsburgh, Carlisle, West Virginia, and Indiana. This year, for the first time, Big Turkey will be celebrated on two continents. One those little people, will be celebrating the day in Germany.

When she started, it was small; a kindness, some generosity, an expression of love, a tangible sharing of something that has great meaning for her. Inspired by such genuine and pure motivations, it's no small wonder that it's continued and developed into so much more. Powered by the same motivations that prompted it in the first place, it's become its own family tradition, and as such it's built its own legacy.

As the holiday season opens, be reminded of what Lincoln called "... the better angels of our nature." Tangible gifts are appreciated, but the truest gift, the real legacy of the season, is found in the spirit of kindness, generosity, and love that prompted and sustains traditions like Big Turkey Day!

Thank you very much Nana!

Shell Rotella® Launches What is PC-12? Knowledge Hub to Educate the Trucking Industry on Upcoming PC-12 Heavy-Duty Engine Oil Category

HOUSTON, TX... Shell Rotella® today announced the launch of the What is PC-12? Knowledge Hub, a new educational resource designed to help fleets, owner-operators, and industry professionals understand the upcoming API PC-12 diesel engine oil category.

As heavy duty diesel engines evolve to meet new performance demands and emissions regulations, PC-12 (Proposed Category 12) will represent the next generation of oil standards, following the current API CK-4 and FA-4 specifications. The new category, expected to be licensed by the American Petroleum Institute (API) in January 2027, will ensure that future engine oils meet stricter durability, efficiency, and emissions requirements.

"API PC-12 will be an important change for diesel engines that operate in trucks," said Julie Wright, Shell Rotella North American Brand Manager. "Shell Rotella wants to help ensure fleets, owner-operators, technicians and consumers have an easy-to-understand resource that explains what's changing, why it matters, and how to prepare for the new engine oils. We aim to support the industry through this transition, just as we've done with previous category changes."

What is PC-12? serves as a central hub for:

- * Understanding the PC-12 Journey: How category development began, key milestones, and what's next in the process.

- * Technical Insights: What performance improvements are being evaluated and how PC-12 oils will help protect next-generation diesel engines.

- * Educational Content: Articles, FAQs, and expert perspectives on the evolution of heavy duty engine oil standards.

- * Industry Readiness: Guidance for fleets and drivers on planning for the transition once PC-12 is introduced.

Shell Lubricants is at the forefront of preparing for the transition to PC-12 engine oils to meet the needs of current and future engine technologies. We are dedicated to ensuring that Shell Rotella oils meet the new specifications set by API and the needs of our customers. What is PC-12? will help ensure that customers have the knowledge and tools needed to make informed decisions as the new category approaches.

"At Shell Lubricants, we view PC-12 not just as an update to meet changing emissions standards, but as an opportunity to advance engine protection and efficiency," said Karin Haumann, Shell OEM Technical Manager and chairperson of the API New Category Development Team. "What is PC-12? underscores our continued commitment to supporting the vital people who keep our world moving."

For more information, visit the What is PC-12? Knowledge Hub and follow Shell Rotella on social media for updates on the development of the new engine oil category.



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Photo: Shell Rotella® SuperRigs® 2025 Best of Show Winner, Kenny Ziglar II, and his family.

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OFF THE BEATEN PATH

BY PAM POLLOCK

Airing Of The Grievances – Festivus 2025

I'll begin this column by stating that I am tired, I am cranky, and I am most definitely grumpy. My darling spouse could probably add several adjectives to this description.

My meanness has led me to recall the episode of "Seinfeld" where Frank Constanza took over the Festivus dinner, to tell his friends and family about all the disappointments that he experienced in the past year.

Buckle up Buttercups, this is gonna be a wild ride.

I'm tired of the Frozen Coke and ice cream machines always breaking down at McDonald's. I'm tired of price gouging and buying stuff that either arrives broken or breaks within 1 or 2 uses.

Whoever told all people working in customer service jobs to cheerfully (and phonily) reply to the customer, "Of course!" – well, if I ever find you, Imma gonna bop you on the nose.

I have finally eliminated most of the scam phones that I had been receiving nonstop and it's only [sic] costing me an extra \$10.00 per month. If the phone company can stop these calls – why do I have to pay for this? Is this a privilege to not be bothered for 10 hours a day with spam calls??

Don't even get me started on the government, politicians, and health insurance.

Where do those missing socks hide? I put 6 socks in the washer and dryer but only have 5 socks when I am folding my clothes.

Technology and all electronic devices are a rip-off. My very 1st Mac computer lasted almost 20 years – now I am lucky if I can get 4 years out of a computer. Remember when you bought your software outright? Not any more, now you have to pay a monthly/yearly fee that is exorbitant.

Why do men ALWAYS get 2 deep front pockets and 2 back pockets in their

pants? But the women? We're screwed, child, we're screwed.

Still salty that Chef Boyardee no longer includes the cheese in their pizza kit. And Shake 'n Bake got rid of their plastic bags – how the frug am I supposed to shake my chicken so I can bake it. Don't offer me reasonable explanations and choices, people – I am airing my grievances here.

Hallmark Movies – bring back Ryan Pavey! And plus so, I am also a "Hallmark Heartie" and Elizabeth belongs with Lucas, not Nathan.

I curse in your general direction – this is directed to everyone who leaves their grocery cart in the middle of the aisle and then casually meanders over to another aisle. And what's up with the people who pick up every pack of hamburger and spends 10 minutes

inspecting each pack? Do you have a set of weights installed in your hands? And then, here's the kicker – they walk away from the meat counter and don't buy anything.

I feel guilty, I'm gonna stop my whining. Let's think happy thoughts – children dancing around the Christmas tree, the glow of outdoor lights and the trees enveloped in glittering snow, and me hopefully getting a new housecoat because I scorched mine (ala Jo from the Little Women book) from standing too close to the fireplace. I also ripped the zipper because even though I am 64 years old, I still sit on my knees and that put the kibosh on my poor housecoat.

I hope you and your family have a wonderful Christmas season – and if you don't – well, you can always air YOUR grievances!

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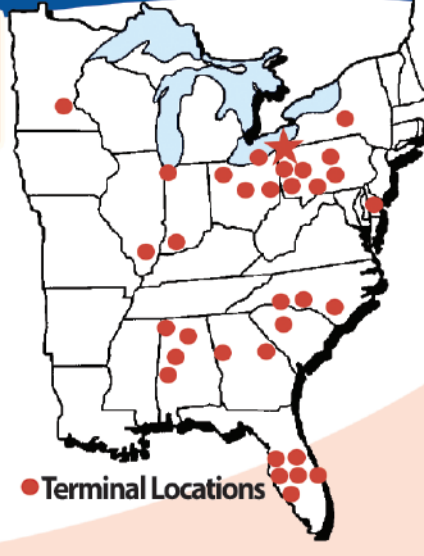
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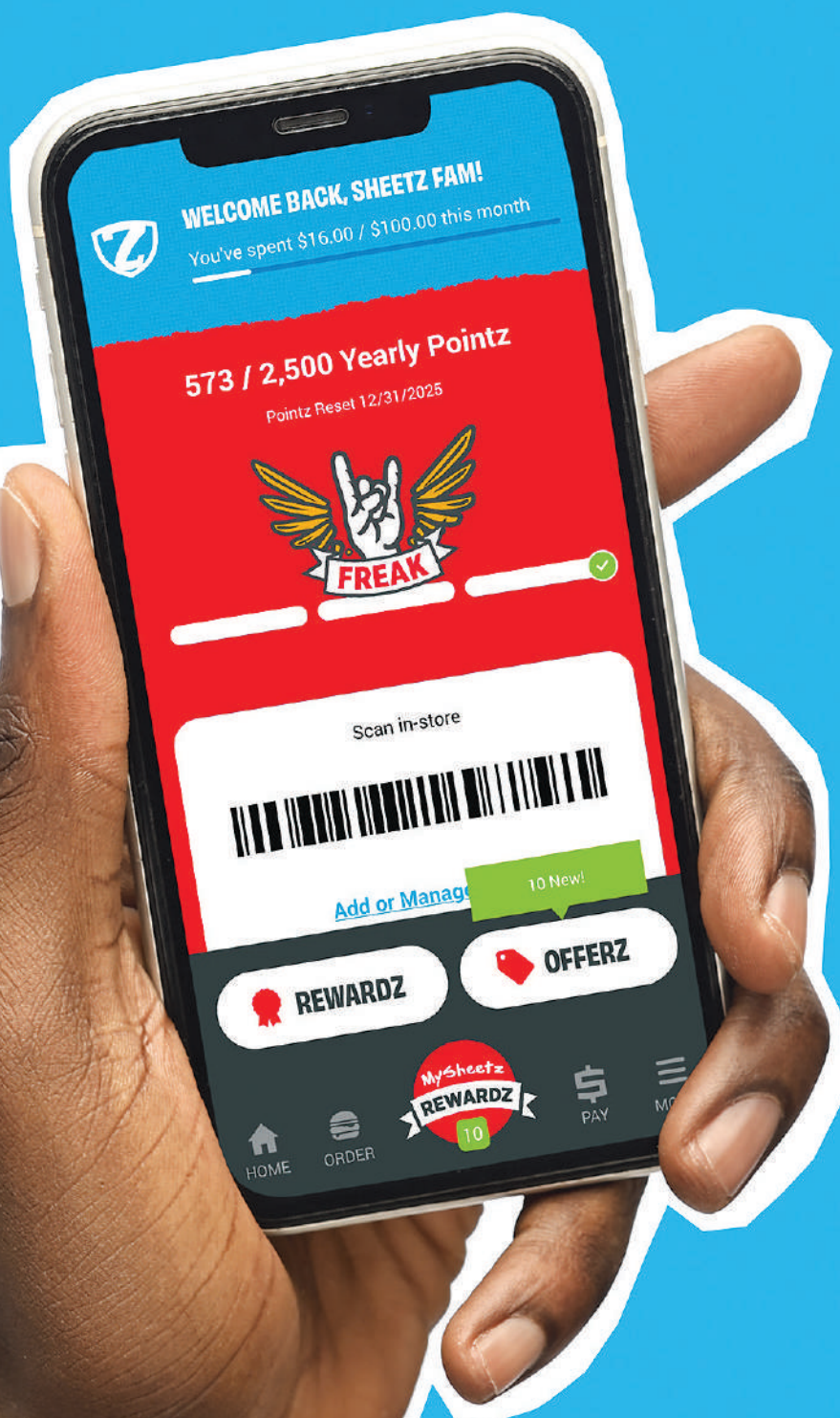
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High Performance Diesels with Bruce Mallinson

Rods And Mains Gone Awry

The job ticket called for rods and mains on a Detroit Series 60—typically a straightforward, sameday repair. The customer arrived at Pittsburgh Power expecting a routine bearing refresh: new connectingrod and main bearings, torque to spec, and back on the road. Once we pulled the oil pan, the scope changed. What looked routine was not.

During teardown, the crank gear was found to

have a large section of teeth missing. The bull gear was also damaged, and metal debris was present in the pan.

In an ideal world, extensive damage to both gears would point to a three-quarter block replacement or a full geartrain overhaul, since adjacent components may also be compromised. Given schedule and budget constraints, we discussed risk, cost, and downtime with the owner and agreed

on a targeted plan: thoroughly clean the engine, replace the bull gear and crank gear, and proceed with the rods and mains as planned.

Can you change the crank gear without pulling the crank? On a Series 60, yes. The crankshaft timing gear is pressfit; with the correct puller and installer, it can be removed and installed accurately. This is a controlled, hydraulic, tool-driven process. The gear mounts at the front of the crank, drives the bull gear, and engages the oilpump

drive gear—details that matter when diagnosing the failure.

With the plan set, we disassembled to the level required for gear work. We flushed the internals with mineral spirits repeatedly until clean. After a gear failure, reassembly requires a contaminationfree environment; any remaining debris can damage journals, bearings, or pumps. We pressed on the new crank gear to specification, installed the new bull gear, torqued the rods and mains, verified clearances, and inspected all related components.

The truck arrived for a bearing refresh and left with a renewed front gear train. The owner received a solution that respected their constraints, and the engine is back in service. That leaves an important question: how can a crank gear and bull gear fail while the oil pump remained unaffected?

One plausible explanation is localized tooth overload between the crank gear and bull gear that did not involve the sector where the crank gear meshes with the oilpump drive gear. The Series 60's crank gear engages the bull gear over one sector and the oilpump gear over another. If the initiating event occurred in the bullgear sector, you can destroy teeth there while the oilpump mesh remains intact. Gear failures can be highly localized.

Another possibility is torsional vibration from a worn or failed crankshaft damper. Without proper damping, oscillations fatigue the tooth roots with cyclic loads until material is lost. The bull gear typically sees higher and more variable torque because it drives multiple accessories, so it tends to fail first. The oil pump sees a steadier load with lower inertia changes, making it less likely to be the initial failure point.

A brief accessory seizure could also transmit a shock through the bull gear. Because it distributes torque to the fuel pump drive, air compressor, water pump, and other accessories, a momentary bind can shear



one or two adjacent teeth without affecting the oil-pump mesh.

Prior repair history matters as well. Pressfit gears require proper heating, alignment, and seating depth. A crank gear installed with slight runout can gradually degrade the mesh. The failure appears sudden even though the process began long before. In such cases, the bullgear mesh, which carries more variable load, often shows damage first. The oil pump, with steadier loading, may not exhibit the same symptoms.

In summary, the oil pump likely survived due to geometry and duty cycle. The crank gear's engage-

ment arcs allow damage to be confined to the bull-gear sector. If the failure occurred there, the oil-pump mesh would not encounter the broken teeth. Operationally, the pump's steadier load profile makes catastrophic tooth failure less likely. It is still vulnerable to issues like starvation or contamination, but in scenarios driven by shock loads, misalignment, or torsional vibration, it is less likely to be the primary failure.

Written by: Jordan Great-house, Marketing Manager, Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA, 16056. Phone (724) 360-4080. Website: www.Pittsburghpower.com

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Custom Built Mfg. Delivers Custom Wrecker to Bigler Boyz



Bigler Boyz's 2026 Kenworth W900 Twin Steer Wrecker built by Custom Built Mfg., LLC.

By Steve Pollock

KANE, PA... Custom builds can take a while to execute. Bigler Boyz's custom 2026 Kenworth W900 wrecker took 2 years from start to finish – 14 months in planning and finished 10 months after placing the order with Youngstown Kenworth's Dave Claypool.

The twin steer conversion was installed in Canada before the truck arrived at Custom Built Mfg., LLC. Custom Built Mfg. installed the 75 ton boom with two 60,000 pound winches, two 20,000 pound winches, and a 50,000 pound drag winch. They also installed the subframe, tool boxes and pretty much everything else. To date, this is the biggest wrecker they have ever built.

The Kenworth is powered by a 605 hp Cummins with 52,000 pound rears and an 18 speed transmission.

Custom Built Mfg. owners Derek and Nick Dangelo have been building custom wreckers for 20 years. Each wrecker is custom built. They have built wreckers for Bigler Boyz, McClymonds Supply & Transit, Hovis, and Bricen Towing, to name a few.



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Latest Trucking Industry News

ATA Applauds DOT Crackdown on CDL Mills

Washington, DC... The American Trucking Associations applauded an announcement by the U.S. Department of Transportation and Federal Motor Carrier Safety Administration that aligns with ATA's longstanding priority to keep roads safe by enhancing training, testing, and licensing standards for CDL-holders.

USDOT Secretary Sean Duffy and FMCSA Administrator Derek Barrs unveiled new actions to investigate and crack down on fraudulent "CDL mills" and other noncompliant Entry-Level Driver Training (ELDT) programs across the country. Additionally, the agencies pledged to continue their effort to enforce English language proficiency standards as a baseline requirement for operating on our nation's roadways.

"Proper driver training is the baseline for highway safety, which is why we commend Secretary Duffy and Administrator Barrs for closing dangerous loopholes, enforcing existing regulations, and ensuring that only qualified, well-trained drivers are operating on our nation's roadways," said ATA President & CEO Chris Spear. "Thanks to their leadership, we are making significant strides to root out bad actors and ensure every new commercial driver receives high-quality, consistent training before getting behind the wheel."

"As the largest national association representing the trucking industry, ATA and its members recognize the critical importance of a trained, qualified driver workforce," Spear continued. "By continuing to partner with the Trump Administration, we can ensure that all drivers meet our high standards of safety and professionalism."

Currently, CDL schools are allowed to self-certify that their training programs comply with federal ELDT standards before their students test for a commercial driver's license. These providers are then listed in FMCSA's Training Provider Registry, which is intended to serve as a trusted resource for drivers and motor carriers. However, the integrity of that system has been undermined by insufficient oversight and enforcement to verify that providers are, in fact, meeting required safety

and training standards.

ATA has repeatedly called for stronger oversight and accountability to eliminate fraudulent or substandard CDL training providers that undermine roadway safety and public confidence. Earlier this month, ATA sent a letter to Congress urging greater federal action to identify and remove noncompliant training providers from FMCSA's Training Provider Registry as well as strengthen enforcement of ELDT moving forward. In April, ATA also sent a letter to DOT outlining specific enforcement measures needed to strengthen compliance with ELDT requirements and protect the integrity of the training, testing, and licensing processes nationwide.

FMCSA Re-Issues Temporary Waiver for Medical Examiner's Certificates

By Anthony Cloud, PMTA

The Federal Motor Carrier Safety Administration (FMCSA) has re-issued a temporary waiver allowing interstate CDL holders, commercial learner's permit (CLP) holders, and motor carriers to continue relying on a paper copy of the medical examiner's certificate as proof of a driver's medical certification. This waiver allows paper certificates to remain valid for up to 60 days after the date of issuance.

The waiver is in effect from October 13, 2025, through January 10, 2026.

This action is intended to support drivers, carriers, and State Driver's Licensing Agencies (SDLAs) during the ongoing transition to the secure electronic transmission of medical certification data required under the National Registry II (NRII) final rule. FMCSA determined that reissuing the waiver is in the public interest to prevent unnecessary hardship on drivers and employers due to potential processing delays outside of their control.

FMCSA also recommends that certified medical examiners continue issuing paper medical examiner's certificates (Form MCSA-5876) to drivers, in addition to submitting examination results electronically, until further notice.

The full contents of the re-issued waiver are available on FMCSA's website.

For more information and resources related to NRII, visit the FMCSA NRII Learning Center.

Q3 Truckstop.com/ Bloomberg Survey: Carriers Remain Resilient as Market Pressures Persist

Boise, ID... A new Q3 2025 survey of owner-operators and small fleets from Truckstop.com and Bloomberg Intelligence shows a mixed economic outlook, with expectations for volume and freight recoveries moving in different directions.

"Many believe the bottom may be near in terms of volumes, and are cautiously preparing for better days ahead, despite ongoing pessimism on rate recovery," said Todd Markusic, Customer Insights Manager at Truckstop.com.

Volume Held Steady, Outlook Hopeful

Load volume trends in Q3 indicated a return to stability. Most carriers (60%) saw volumes in Q3 2025 either up or the same as the same period last year, and 80% expect volumes to either increase (50%) or remain flat (30%) over the next six months. Forty-four percent were unsure when the market would bottom out and rebound.

Confidence Despite Rate Pressures

Fifteen percent of carriers said their Q3 revenue grew year over year. Another 42% reported revenue stayed steady YoY. When asked about the next six months, 37% expect rates to improve, down from 55% at the start of the year.

Despite the uncertainty, carriers signaled a bit more appetite for capital investment, with 29% planning to buy new tractors or trailers in the next six months—up from 21% in Q2.

The Impact of Tariffs and CDL Rules

On the policy front, most carriers (69%) believe tariffs will harm the trucking industry, up 4 points from Q2. Regarding the recent federal enforcement of English-language proficiency requirements, 79% expect it to affect

trucking, and 41% think it will have a significant impact.

Overall, carriers are committed: fewer than 1 in 10 carriers are considering leaving the industry in the next 6 months. This number has stayed the same since Q1. In fact, job satisfaction rose in Q3: 60% of carriers say they are satisfied with their work, up from 54% in Q2. Only 15% report being dissatisfied.

"The industry's current conditions are testing every business, especially small fleets," Markusic said. "But carriers are adapting and showing resiliency."

The Truckstop.com/ Bloomberg Intelligence survey gathered insights from 211 carriers, of which 80% were owner-operators or small fleets with five or fewer trucks. Flatbed carriers made up the largest segment at 59%.

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continued from page 1

incredibly exciting for all of us, as it represents a shared commitment with the folks at I-65, to now be delivering top-quality products and service to more loyal customers that are based out the upper central USA,” said Bryan Martin, owner of 4 State Trucks.

Get ready for an even bigger inventory selection. This recent partnership allows for a wider availability of 4 State Trucks chrome and accessories , repair parts and collision repair parts to the huge and concentrated customer base in Indiana, and

even portions of Illinois, Ohio and Michigan.

Anyone looking to purchase a new part for their rig will now have greater access to top-of-the-line brands like BESTfit, Vendetta, Bawer, Legendary, Chrome Shop Mafia and TPHD, among others.

Conveniently located between Chicago and Indianapolis, I-65 Truck and Accessories is nestled right off Highway 24 and offers ample truck and trailer parking for customers.

Aftermarket parts can easily be ordered and shipped to I-65's store

location in Indiana to be picked up and installed in one convenient spot.

Galen Hoover, owner of I-65 Truck and Accessories, stated “I couldn't be any more excited about the future! With our commitment to customer service, our conveniently located storefront, sizeable warehouse and our Installation dept..... and now- the addition of the 100's of thousands of unique, high quality, and affordable parts from our friends at 4 State Trucks, it's a whole new day for our shoppers.”

Driven by shared values and goals, this emerging business partnership allows both companies to improve on what matters most: customer satisfaction, the widest parts offering and convenience.

The biggest chrome shop in northern Indiana, they operate a fully stocked and modern chrome shop, offer new parts, used parts, replace-

ment components, and repair services for most all the parts they sell for heavy-duty commercial vehicles. They even offer road service for emergency breakdowns in the area.

4 State Trucks is a long-standing provider of aftermarket semi-truck parts and accessories in the Midwest. Most noted for Chrome, Accessories, and Crash Repair parts for both Heavy duty and

Med Duty trucks, based in Joplin, Missouri - the company is dedicated to helping drivers build the truck of their dreams and keep their big rigs on the road with high-value truck parts.



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-Jim Blaylock, Founder

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Customer Testimonials

"I tried about every other turbo on the market, but the results we've seen with the Switchblade regarding fuel efficiency are incredible. Switchblade Turbochargers took our Cummins ISX15 from 5 MPG to 7.1 MPG. In our industry, those gains are huge. Great customer service. I'm only buying Switchblade from now on."

-Jon Haller, M+D Repair, Ohio

"The Switchblade Turbo extended our oil change intervals from 109 hours to >200 hours—no questions asked. The black smoke on all of my rigs has reduced immensely, and the improved fuel mileage is the cherry on top. The Switchblade pulls everything I have down the road."

-Jeff Anderson, Anderson Construction, Blackfoot, ID - "JPayDirt" on YouTube

"I purchased a Switchblade Turbo for my B Model CAT and it performs every bit as good as Jim described. Overall better engine response & performance, 150-200 cooler EGT's, and fuel mileage increase from 5.3 MPG to 6.4 MPG pulling an average gross weight of 120,000lbs."

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."

-Ian Manger, White Sulphur Springs, MT



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2025 Carlisle Truck Nationals



2025 Carlisle Truck Nationals Winners List

Bobtail- Sleeper 2014 & Prior: 1st:Christina Ferrell, 1983 Kenworth W900L; 2nd: Manny Brito, 2006 Scania R 620; 3rd: REXX Grett, 2000 Kenworth W900L
Bobtail - Sleeper 2015-Present: 1st: Chet Ciaglo, 2020 Peterbilt 389; 2nd: Charlie Brake, 2020 Kenworth W900L; 3rd: Jesse Jones, 2024 Peterbilt
Bobtail- Day Cab: 1st: Mark Bowman, 2010 Mack CXUX13; 2nd: Ty Togonon, 2008 Kenworth W900L; 3rd: Dan Vogel, 2007 Peterbilt 379
Dump Truck - Triple Axle & Up: 1st: Walker & Sons, 1996 Peterbilt 379; 2nd: Jonathan Kosicki, 2022 Peterbilt 389; 3rd: Brian Anders, 2006 Peterbilt 379
Dump Truck - Single Axle & Up: 1st: Andrew Hartmann, 2025 Kenworth W900L; 2nd: Ryan Weakland, 2005 Kenworth T300
Small & Medium Roll Back: 1st: Pellas Towing & Recovery, 2022 Peterbilt 337; 2nd: Pellas Towing & Recovery, 2024 Peterbilt 536; 3rd: Lehmans Towing, 2024 Hino L6
Large Roll Back: 1st: Kevin Hunter, 2022 Peterbilt 567; 2nd: Brett Sickler, 2016 Peterbilt 348; 3rd: James Ellerman, 2024 Western Sta 49X
Small & Medium Wrecker: 1st: Jacob Richcreek,2020 Ford F550; 2nd: Jacob Richcreek, 1988 International 9300

Hunter, 2025 Kenworth W900; 2nd: Christian Van Schack, 2019 Kenworth W900L; 3rd: Kevin, Hunter, 2023 Kenworth W900L
Antique: 1st: Walker & Sons, 1973 Peterbilt 359; Many Lopez, 1979 Kenworth W900A; 3rd: Tom Stonebraker, 1939 Mack EE
Military: 1st: Deb Baker, 1993 AM General
Car Carrier: 1st: Paul Powers, 2025 Peterbilt 589; 2nd: Paul Powers, 2023 International MV
Rat Rods 1st: Ben McGhee, 2001 International 4900 First Place
Movin' Out's Choice: Damian Minter , 1955 Kenworth 923
Large Car Magazine's Choice: Joshua Lemp, 2008 Peterbilt 389
Bill Miller's Choice: Kevin Hunter, 2024 Kenworth W900L
Best Truck Name: Jeff Kromer ,1987 Peterbilt ½ 379 – “Shrinkflation”
Best Graphics: Billy Zirkle, 2015 Peterbilt 389
Best Paint: Bryant Mann, 1998 Peterbilt 379
Best Interior: Chad Walker, 1985 Peterbilt 359 Extended Hood
Best Custom Chrome: Ralko Graveran, 1995 Freightliner FLD-120
Best Sleeper: Trostle Hill Garage, 1995 Kenworth W900L
Best Lights: Billy Zirkle, 2015 Peterbilt 389
Best Fleet: 1st: HJ Towing; 2nd: Hunter Contracting
BEST OF SHOW: Richard Soldinger, 1947 Peterbilt 530
Largest Fleet Challenge: 1st: H.J. Towing; 2nd: Hunter Contracting
Coolest Convoy: H.J. Towing



December 13 – 2nd Annual Santa's Hauler Truck Show – The Boiler Room,I-20 Truckstop, 12089 Stemley Rd., Lincoln, AL. Free to the public, all proceeds go to children in need. Door prizes, 50/50 Drawing. For more info call 205-505-2199 or email: purplemooselle@gmail.com
March 26-28, 2026 - Mid-America Trucking Show–Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com
April 24-26, 2026 – 75 Chrome Shop's 28th Annual Big Rig Truck Show –. 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. For more info visit www.75chromeshop.com/truck-show
May 2, 2026 - Truck Meet At The Crossroads – The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. For more info, call 573-796-1927. Email: Karen@horseandbuggychrome.com, Website: www.horseandbuggychrome.com
June 4-7, 2026 – 23rd Annual Wheel Jam Truck Show – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit www.wheeljamtruck-show.com
June 25-27, 2026 – 44th Annual Shell SuperRigs – Bristol Motor Speedway, Bristol, TN.
June 26-28, 2026 – Kuhnle Bros. Semi Stampede – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede
July 9-11, 2026 – Walcott Truckers Jamboree – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>
August 7-9, 2026 - Carlisle Truck Nationals - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit www.carlisleevents.com
September 25-27 – Kuhnle Brothers Unc's Fall Brawl – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampede

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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Large Wrecker: 1st: Pellas Towing & Recovery, 2023 Peterbilt 567; 2nd: Rich Falzone, 2025 Western Star 49X; 3rd: Jacob Richcreek, 2024 Peterbilt 389
Construction & Service Truck: 1st: Michael Walters, 2024 Oshkosh S Series Front Disch; 2nd: Tyler Matsumoto, 2002 Chevy C3500HD; 3rd: Shawn Laferty, 2025 Ford F550
Specialty Truck: 1st: Bill Warner & Son Towing, 2022 Peterbilt 389; 2nd: Josh Riccio, 2016 Peterbilt 389; 3rd: Bill Bare, 2022 Ford F550
Tractor Trailer Combo 2014 & Prior: 1st: Shane Fissler, 1975 Peterbilt 359; 2nd: Samuel Folley, 1999 Kenworth W900L; 3rd: Michael Bryant, 2004 Peterbilt 379
Tractor Trailer Combo 2015 To Present: 1st: Kevin

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The last week in October, they rolled out of Aliquippa, beginning their cross-country journey through Pennsylvania, Ohio, Missouri, Oklahoma, New Mexico, and Arizona, before arriving in Palo Alto, California, just ahead of the team.

PGT Trucking delivered the football equipment for the fame and the Pitt Panthers delivered the win – defeating the Stanford Cardinals by a score of 35-20!

#H2P #PittFootball #PGT

Photos courtesy of PGT Trucking/Thomas Mann

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“I Came Into Trucking Looking for a Fresh Start”

From one truck to a thriving fleet, Chris Schwanke built something far greater than success.



Chris Schwanke

On a cool Kentucky morning, sunlight bounces off a line of gleaming Peterbilts, each polished enough to catch the reflection of their owner’s quiet pride. Standing between them, hands in pockets and a knowing smile on his face, is Chris Schwanke, a man who rebuilt his life one mile, one truck, and one relationship at a time.

“I came into trucking looking for a fresh start,” Chris says. “But I found a lot more than that.” Before the highway became his calling, Chris spent fifteen years running a construction company in northwest Indiana. The work was steady but the reward never seemed to match the effort. So, in 2018, he left it all behind and headed south to Arkansas. He didn’t know it

then, but that leap of faith would open the road to something bigger: a new career, a new mission, and a new way to serve others. Everything he saw in Arkansas job listings read, CDL required. His father had been a driver, and the idea had always lingered in the back of his mind. “I figured I’d give it a year,” he recalls. “One year turned into six trucks.” Chris started at Prime

Inc., where he earned his license, bought his first truck, and, true to form, started helping others do the same. The student quickly became the teacher. Soon he was training new drivers, mentoring friends, and building a reputation for treating everyone like family. “I can’t be successful all by myself,” he says. “I’m only as good as the people who work with me and for me.”

That belief became the foundation of his small fleet, now operating under Mercer Transportation. What began as one truck has grown into a thriving operation run with his wife, Judy, who manages fuel costs, payroll, and dispatch from home. He’s also quick to credit Sarah Newton, his Mercer coordinator, for playing a vital role in keeping everything running smoothly.

“Sarah is an integral part of my business,” Chris says. “She understands what we’re trying to do and helps us make it happen. Without people like her, I couldn’t be as successful as I am.”

Chris is the kind of leader who builds people, not just trucks. Jamar Mincy, one of Chris’s first students, remembers meeting him during what he calls “one of the roughest times” in his life. “I was ready to quit trucking,” Mincy says. “Chris believed in me when I didn’t believe in myself. He showed me the ropes, gave me confidence, and pushed me to keep going. He’s more than a trainer, he’s a role model.”

Mentorship runs deep in Chris’s family, too. His nephew Zachary Schwanke, now a Mercer fleet owner himself, describes his uncle as “a father figure who helped raise me.”

“The most important lesson he ever gave me,” Zachary says, “was to be a man of your word. If you say you’re going to be there for someone, be there.”

That sense of responsibility isn’t new to Chris. It’s been a part of his life long before trucking. Back in Michigan City, Indiana, he served as president of the city council, managing a \$42 million budget and leading community initiatives. He’s always believed leadership means showing up, whether that’s at a council meeting, a truck yard, or a neighbor’s door at 1 a.m. to shovel snow for someone in need.

These days, his leadership takes a new form through his membership in the Guardian Riders, a nonprofit motorcycle group that supports veterans and their families. The group raises funds and lends hands to help with everything from replacing roofs to building

wheelchair ramps for vets in need.

Earlier this year, Chris hauled a special load of grave markers for veterans from Georgia to Michigan City, Indiana, his hometown.

“When you stand in that warehouse surrounded by hundreds of headstones,” he says, “you realize each one represents a life that served this country. Getting them where they belong? That meant something to me.”

Though Chris isn’t a veteran himself, his respect for service runs deep. His father and nephew both served, and through Guardian Riders, he honors that legacy in action. “How do you not give back?” he asks. “Look at what we’ve been blessed with. It’s just the right thing to do.”

When he talks about Mercer, his gratitude is quiet but clear. “At Mercer, I found a home,” he says. “They care about their people, they care about veterans, and they give you the freedom to build something meaningful. That’s what keeps me here.”

As the morning sun climbs higher, Chris steps up onto the running board of his truck, scanning the lot as his drivers roll in. He waves, checks a mirror, and smiles. The engines rumble to life, a low steady chorus that feels less like work and more like rhythm... The sound of a life rebuilt on purpose.

The open road has been more than miles for Chris Schwanke. It’s been a road to second chances, leadership, and making a difference.


Merry Christmas

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While snow falls and lights shine bright,
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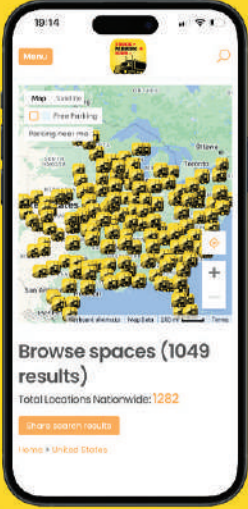
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Boyle Transportation Driver Honored as TCA Highway Angel for Heroic Actions in Texas



The Truckload Carriers Association (TCA) has named Amity Cataldo of Boyle Transportation a TCA Highway Angel for her quick actions and compassion following a serious crash in Texas.

In the early morning hours of September 24, 2025, while traveling outside Amarillo, Texas, Cataldo witnessed a truck overturn directly in front of her. Without hesitation, she safely slowed her own truck, activated her four-way flashers to warn approaching traffic, and called 911.

"His tires went off the

road; it was in a construction zone, it had been raining, there was mud from the construction on the road — I feel so bad for this driver," said Cataldo.

She then rushed to the injured driver's side, finding him disoriented and bleeding.

"The driver was out of the truck but he was really confused," she said. "The poor kid — he was really cut up — he was bleeding on his arms and his knuckles."

Cataldo stayed with him, offering reassurance and care until emergency crews arrived minutes later.

Her willingness to act swiftly and selflessly helped prevent further danger on the road and ensured the injured driver was not alone during those critical moments.

"What I did was what I would hope any other driver would do," she said.

Since the TCA Highway Angel program's inception in August 1997, nearly 1,500 professional truck drivers have been recognized as TCA Highway Angels for exemplary kindness, courtesy, and courage displayed while on the job. Thanks to the program's presenting sponsor, EpicVue, and supporting sponsors, DriverFacts and Northland Insurance, TCA is able to showcase outstanding drivers like Cataldo.

OOIDA Members Recognized for Safety Milestone

The following OOIDA members were recently recognized for at least one year of safe, accident-free driving of a commercial tractor-trailer.

Antonio Menjivar, Laredo, Texas – 11 years.

Allen Fisher, Glenville, West Virginia – 23 years.

Ray McGinnis, Fort Collins, Colorado – 9 years.

Jesus Otero, Hammond, Indiana – 28 years.

The OOIDA Safe Driving Award Program is designed to recognize and reward OOIDA members for their safe, accident-free years while operating a commercial vehicle. Safe driving awards are available to all eligible OOIDA members who qualify based upon the number of years for which the member has operated a commercial vehicle without being involved in a preventable accident.

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Hermann Services Becomes New Jersey's Largest Electric Truck Fleet With 15-Vehicle Peterbilt Commitment



& beverage, retail, and building materials.

"It's incredibly exciting to have the state's largest EV fleet right here in the 16th district," said Assemblywoman Michelle Drulis. "I commend both Hermann Total Distribution Services and Peterbilt for their respective leadership and foresight. They understand the big picture, not just the health benefits for our community through reduced pollution, but also the positive impact on our climate and the cost savings from lower maintenance this affords companies. This is a win for our environment, our economy, and our future."

"We are excited to pursue this opportunity alongside our long-time trusted partner, Hermann Services. At dsm-firmenich we are passionate about driving sustainability across our global network with our suppliers. This is an exciting time for Hermann Services, and we are grateful to be a part of it, celebrating the progress and shared commitment to CO2 reduction together." Said Chris Hrabinski, Procurement Director for Logistics Americas

Learn more at www.huntertruck.com or www.hermanntds.com



Left to right: Jeff Hunter and Jeff Hermann.

Monmouth Junction, NJ... Hermann Services, approaching its 100th year of operation, will officially become New Jersey's largest electric commercial vehicle fleet following today's signing ceremony for 15 new Peterbilt electric trucks. The milestone announcement, attended by many state legislators and state officials, positions the family-owned logistics company at the forefront of sustainable transportation while strengthening its competitive advantage in serving environmentally-conscious clients across the Northeast and Southwest regions.

"As we approach our centennial, Hermann Services is proving that legacy companies can lead transformation," said Jeff Hermann, CEO of Hermann Services. "This fleet expansion represents more than environmental stewardship; it's a strategic investment that attracts forward-thinking clients who demand sustainable supply chain partners. We're not just reducing emissions; we're positioning Hermann Services as the logistics provid-

er of choice for companies serious about their environmental commitments."

The electric fleet expansion builds on Hermann Services' successful 2024 pilot program, funded through the New Jersey Economic Development Authority's NJZIP program. The initial electric truck deployment demonstrated both operational viability and client appeal, with several major customers specifically requesting electric vehicle transportation options for their freight needs.

Funding for the 15 EV truck expansion was provided by the New Jersey Economic Development Authority alongside the New Jersey Department of Environmental Protection and the New Jersey Board of Public Utilities' Regional Greenhouse Gas Initiative (RGGI) Strategic Funding Plan.

"Peterbilt leads the industry with the most complete lineup of high-performance, zero-emissions electric vehicles to support the sustainability goals of customers like Hermann Services. Designed for

performance and efficiency, Peterbilt electric vehicles offer industry-leading versatility, fast-charging capabilities, and advanced safety features," said Erik Johnson, assistant general manager, Sales and Marketing for Peterbilt.

"Transportation is the largest source of greenhouse gas emissions in New Jersey, and the transition to EV fleets is essential for protecting the air we breathe and ensuring the integrity of our climate. By investing in one of the largest electric truck fleets in the region, Hermann and Peterbilt are proving that sustainability and innovation go hand in hand. New Jersey is glad to support companies like Hermann and Peterbilt as they cut emissions, create jobs, and strengthen New Jersey's economy," said Senator Andrew Zwicker

"These trucks are as state-of-the-art as you can possibly be in a Class 8 tractor," said Paul Fehn, Director of Electric Vehicle Sales, Hunter Truck. "Hermann Services will be among the first in the nation to own this Next Evo-

lution of electric vehicles, a defining endorsement of their commitment to sustainable transportation."

The timing aligns with growing client demand for sustainable logistics partnerships. Hermann

Services reports increased RFP requirements for environmental sustainability metrics and carbon footprint reporting from prospective customers across their core industries: chemicals, industrial goods, food

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All Photos by Pam Pollock
See our complete photo coverage of the show in our on line photo gallery
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KW of PA's McKees Rocks Location Is Moving!

Kenworth of Pennsylvania has some exciting news to share! The McKees Rocks location is moving into a new facility in Leetsdale, PA! The new address is: 201 Center Avenue, 201 Center Avenue, Leetsdale, PA 15056.

With this move, Kenworth of Pennsylvania will be able to improve its service to the Greater Pittsburgh Metropolitan area. With additional service bays, increased parts inventory/availability, large parking lot, and easy access from PA Route 65 and Interstate 79, our new facility will allow us to better serve all our customer's needs.

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Some of the Kenworth of PA Carlisle Team at the 2025 Carlisle Truck Nationals.



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From The Chaplain's Desk



By Ron Fraser,
TFC Global President

Community In The Trucking Industry?

I have heard all the excuses why community among believers in the trucking industry cannot happen. And that is just what they are.... EXCUSES. On top of that we have ignored the biblical mandate God has given us concerning the need for believers to meet together no matter what their occupation or time constraints.

Why is community with other Christian believers so important?

Christian community is a big deal. Even among the trucking community. It's important for our happiness and growth. And it's not an optional part of the Christian life. When we are in close relationships with other believers, we have people to pray for us, support us, encourage us, exhort us and serve alongside us.

The question we as a ministry would ask is "Is the trucking community ready to recognize the need that exists for community

among the professional driver, his family and others who are part of the trucking industry? We should be, because as I said earlier it is not an optional part of the Christian Life!

Our chaplain's minister in trucking companies, truck stops, as well as in companies related to the trucking industry. On a day-to-day basis, they deal with issues of addiction, pornography, depression, suicide, broken marriages and human trafficking and shootings. You, I am sure, know what goes on behind the scenes in this industry. Effecting both Christian and non-Christian alike. Isn't it time we come together to pray, counsel and support one another?


The Bible gives us verses like: "And let us consider how to stir up one another to love and good works, not neglecting to meet together, as is the habit of some, but encouraging one another, and all the more as you see the Day drawing near." (Hebrews 10:24-25.)


When we are in close relationships with other believers, we have people to pray for us, support us, encourage us, exhort us and serve alongside us. We have people that we can minister to and are able to "Do Life "with. Just like any relationship, there are difficulties within Christian community, but it's totally worth it!

If you are looking for Christian Community, find a church, A TFC


Global ICTA TruckersLife Care Center, an ICTA breakfast meeting or TAP meeting in your region that teaches the Bible and stresses that the only way to be saved is through faith in Jesus Christ. Come early to the gatherings and meet others like you from the trucking community and engage in conversations. Jump into a small group bible study and other mid-week activities held by a TFC Global chaplain in your region. Invite other members of the trucking community to join you at these meetings. Meaningful relationships can take time to develop, but if you keep working at it, it'll happen.

If you need help developing Christian Community, call TFC Global at 717-426-9977 and we will help you find a group near you. If you are the wife of a driver or company owner, we can help you find one of our ICTA (International Christian Trucking Association) meetings near you. If you are the wife of a driver or company owner, we can help you find a TAP (Talk and Prayer) group near you. The bible is clear on this. We need to be in community and TFC Global has provided a way for this to happen in the trucking industry.





LET'S KEEP MAKING HIGH WAGES HAPPEN!



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I have been with Sheetz for 8 years.

2. **What's your favorite off-menu item?**
My favorite off-menu item is our selection of Ty stuffed animals, special holiday toys, and Sheetz-branded apparel. I have a ten-year-old daughter (Madilyn) at home, and I love to see her face light up when I bring her home a special surprise.

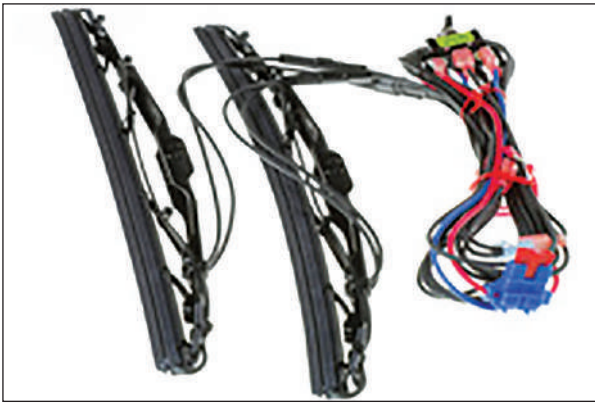
3. **What are some of the perks offered to Drivers through the Driver Freakz Rewards program?**
The Truckerz Sheetz Cards offer a wide variety of specials they can take advantage of. They are able to collect points for each dollar they spend, just like with a regular Sheetz Card. They also receive free Fizz City drinks and self-serve coffee with fuel purchases. We are currently offering free breakfast sandwiches from MTO with a diesel purchase. During Trucker Appreciation Month, we offer free trucker hats...and they love them!

4. **What do you love the most about Sheetz?**
My favorite part of working for Sheetz is the people. I love the team at the store level, the employees who support our stores, and the customers. I love helping someone not only reach their potential but realize it's further than they ever imagined. Hearing how working for Sheetz has changed their lives and the lives of their families is incredibly rewarding. We have countless team members who have earned promotions or relocated for new opportunities. We also get to know our customers very well and can turn a bad day into a good one for them just by listening and being that smiling face they see every time they come in.

5. **What do truckerz order the most?**
Truckerz have a wide variety of favorites, and we have everything they're looking for. We see a lot of breakfast sandwiches, burritos, and now the street tacos being ordered. They also love the great deal they get with our hot dogs.

STORE 760 – DANIELLE'S ANSWERS

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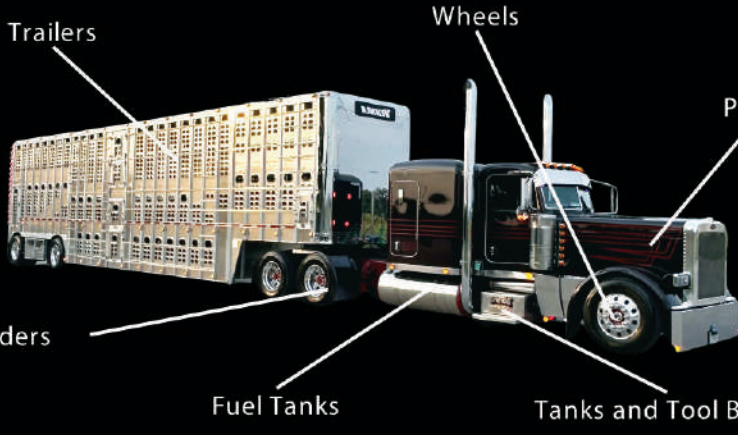
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MOVIN' OUT



Working Show Truck Of The Month

Kevin Hunter/Hunter Contracting, LLC



Kelly and Kevin Hunter



This month's working show truck is a 2024 Kenworth W900 owned by Kevin Hunter, Hunter Contracting, LLC. It's powered by a CAT C17, 1150 horsepower, 18 speed transmission, and 46,000 lb. rears. Kevin said he bought the truck new in 2023 and tore it completely apart, repainting and customizing everything.

Some of the "Wow" factors of the truck are all stainless steel brackets, the transmission, the paint job, color match floor, and a custom painted dash.

Hunter Contracting, LLC's sleek 2024 Kenworth W900 is just one of many trucks at the company. Owner Kevin Hunter meticulously maintains his fleet of trucks. Based in Western Pennsylvania, Hunter's signature red and black paint scheme make them highly recognizable as they haul heavy equipment east of the Mississippi.

Kevin and his wife Kelly have four children: Jaxon, Erik, Khloe, and Kevin, Jr.

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(12) 2026 MANAC STEEL DROPS, 48"x102", 10' Top, 38" Main, Galv C/M's 10'1" Hend Air Spread, Rear Axle Dump, Winch Track, \$45,500 Ind FET



(20) 2026 VANGAURD VXP PLATE VANS, 53'x102"x13'6", 101" Ins Width, Alum Roof, Hend Air Ride, 48" Log Posts, TireMaax Pro, \$38,895 Ind FET



(5) 2019 HEIL PETROLEUM TANKS, 9200 Gal., 3200/2300/1100//2600, Trough Bottoms, One Double B/H, Air EV's, Civacon Top & Bottom Probes, Air Ride, Disc Brakes \$69,500



Qty 100 75 Reitnouer Maxmisers and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides. \$23,950



(10) 2025 FONTANE 55LCC,, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, \$112,950



(6) NEW EAGER BEAVER 35GSL PT PAVER LOWBOY 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, \$77,250 Ind FET



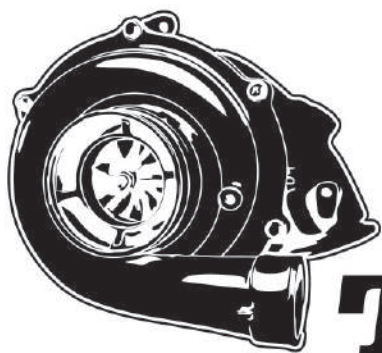
(6) NEW WABASH COMBO W/REAR AXLE SLIDES, 53'x102", Alum Floor, Winch Track Both Sides, Cal Legal, Alum Outer Wheels, \$35,950 Plus FET



(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, \$41,900



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