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## The 2025 75 Chrome Shop Truck Show Turned Up The Heat!



Cachis Transport Inc., truck and trailer was dazzling in the Florida sun at the recent 75 Chrome Shop Truck Show! Turn to pages 14 & 15 for more photos.- photo by Christopher Fiffie -

### More Than 150 Elite Drivers Recognized during PGT Trucking's Annual Celebration



Terrence Fitzgerald, PGT Trucking's Independent Contractor of the Year (left) and Bob Cowart, Regional Director of Operations, Northeast

Aliquippa, PA... PGT Trucking, Inc., an asset-based carrier offering flatbed, dedicated, international, project cargo and specialized shipping solutions, recognized 48 Million Mile Drivers, 102 Safe Drivers, and 22 Premier Professional Drivers during their annual awards celebration in May. Through their professionalism, dedication and integrity, these drivers are unmatched across the PGT

fleet. "When I started PGT 44 years ago, I knew that I needed a team of good people to help build my business, something that remains true to this day," continued on page 20

### Truck Parking Club Offers Solution To The Truck Parking Problem



The Truck Parking Club team pose for a photo outside of the 2025 MATS.

By Steve Pollock

CHATTANOOGA, TN.... Truck Parking Club is working towards solving the truck parking crisis in America one truck at a time. Co-founder Evan Shelley learned about the parking shortage and in 2021, helped found Truck Parking Club to provide the trucking industry with

a solution. In just the past year, the company has grown from 500+ locations to well over 2,000 and is adding about 10 new locations per day.

It is a simple concept, using the free Truck Parking Club app, drivers can book a guaranteed place to park - hourly, daily, weekly or monthly. It is a great tool

for fleets that need a facility to temporarily park tractor-trailers, spot trailers, or relay trailers without having to purchase property or commit to a long term lease to accommodate their business. It is also a way for property owners to monetize extra space they may have available. Many continued on page 12

## Sneak Peek of the 2025 Shell Rotella® SuperRigs® at the Atlanta Motor Speedway



Best of Show - 1st Runner-Up : Raiko G. 1995 Freightliner FLD-120 - photo by Pam Pollock - Our complete story and photo coverage of the show will be in our August edition of Movin' Out.



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**Best of Show  
Kenny Z.**

# Congratulations to all the SuperRigs® 2025 Winners

**Best of Show**  
Kenny Z.

**1st Runner Up**  
Raiko G.

**2nd Runner Up**  
Buck C.

**Tractor Division**

- 1st – David D.
- 2nd – Jerad M.
- 3rd – Lee N.

**Tractor/Trailer Division**

- 1st – Brandon J.
- 2nd – Benjamin Y.
- 3rd – Douglas P.

**Specialized Working Truck**

- 1st – Kevin H.
- 2nd – Joe E.
- 3rd – Ingrid B.

**Classic Division**

- 1st – Todd S.
- 2nd – Zachary H.
- 3rd – David M.

**Show Truck**

- 1st – Kevin J.
- 2nd – John D.
- 3rd – Adam K.

**Best Lights**

- 1st – Kevin J.
- 2nd – Kenny Z.
- 3rd – Douglas P.

**Best Interior**  
Kevin J.

**Best Chrome**  
Kevin H.

**Best Theme**  
Buck C.

**Best Engine**  
Kevin H.

**Virtual People's Choice Award**  
Tarik A.

**Steve Sturgess Award**  
Todd S.



# OFF THE BEATEN PATH

BY PAM POLLOCK



## Baby You Can Drive My Car... (But Imma Gonna Drive You Crazy!)

I see all of these social media posts from couples who have retired and are now traveling all over the USA and often the world. Alas, my spouse and I are NOT retired, have no clue when that will happen – because ya know – we own the business and we work every day. However, we do travel quite a lot for work, especially during the spring, summer, and fall months for truck shows.

After last year's debacle of sitting on an airplane for 13 hours on 3 different tarmacs on what should have been a less than 3 hour flight to Dallas, I told my husband that if a trip was less than 15 hours away, we were driving. So far this year, we've driven to California, Missouri, which ended up taking 14.5 hours due to traffic and also to Atlanta, Georgia just 2 weeks ago for the Shell Rotella SuperRigs, which took us around 14 hours, again because of traffic and construction.

If you've been reading my column over the past 36 years, you will know that the Hubbykins and I don't have those sweet, saccharine Facebook lovey-dovey personalities and relationships. We bicker... a lot. We express our feelings... a lot. We get angry at each other... a lot. He's not always my Sun, my Moon, my Stars – and I'm sure I'm a pain in Uranus to him.

These past 2 trips in May, we took my Chevy Traverse. I insisted on this because:

- A) It's more comfortable
- B) It's got more git-up-and-go than the Equinox and more fuel efficient than the Silverado.
- C) I thought I could help him with the driving

reach in the back seat. He look at me in disbelief and declined my suggestion. I asked him why not. He cheekily replied, "Because I want to get there alive and in one piece." And that's how the fight began...

Actually there was no fight, I just rolled my eyes at him and then shut my eyes and took a nap. I offered several times to take over the driving but he refused. I like to think that I was a co-driver, however, because my right foot pressed that imaginary brake hundreds of times. I also clutched the door assist handle as I screamed, "Watch out! Watch out! Hit the brakes!"

I also thoughtfully reminded him of the speed limit, that there was a hawk flying over the highway, and not to turn the radio to any news stations. After we passed a rest area, I informed him that I needed a bathroom break. He did stop on the way out to Missouri at Uranus Fudge - the irony was not lost on me. I told him that he need to turn left and he ignored me and we had to drive 3 extra miles until he could turn around and go back to where I said.

When our kids were younger and we went on vacation, he would insist on stopping at EVERY weird roadside attraction. I mean EVERY SINGLE ONE. I did not want to stop – but we did. And

now that we are older and empty nesters? I want to stop to see Jesse James Hideout Cave, the Bonnie and Clyde House in Joplin. I want to see every rip-off joint that is hawked along the interstate. But – ohhh no, we have to keep moving!

Speaking of moving, we got stuck in 8 lanes of bumper-to-bumper traffic at 6:30 pm on a Friday night in Atlanta. It was horrible, we were just inching along for around 45 minutes. People were crazy trying to weave across the lanes, jostling for a way to move faster. Spoiler alert, none of us were going anywhere. And that's when my spouse and I became soulmates – we were each other's Sun, Moon, and Stars. We kept looking at each other and calling all of the other moron drivers names – really, really bad names. If someone try to cut us off and there was no place for the other car to pull in BECAUSE WE WERE STUCK IN JAM-PACKED TRAFFIC, I would make a face at them. We high-fived each other. We shared some snack crackers. And for 45 blissful minutes, time stood still. No, really being stuck in that traffic, time did indeed stand still.

We have another truck show to drive to this weekend; it's only 4 hours away. He's driving my car. Your thoughts and prayers would be appreciated.

## Shell, NTT INDYCAR SERIES Put Energy-Efficient Innovation on the Road - Shell Starship To Haul Pennzoil Tech Inspection Trailer for Remainder of INDYCAR Season

Shell and INDYCAR have announced a new phase in their longstanding collaboration: Shell Starship 3.0 will be the official transport vehicle for the Pennzoil Tech Inspection Trailer for the remainder of the 2025 NTT INDYCAR SERIES season, beginning with the Chevrolet Detroit Grand Prix on June 1.

Shell Starship, powered by a Cummins X15NTM natural gas engine and lubricated with Shell Rotella natural gas engine oil, is the first natural gas-powered Class 8 truck to operate within a national racing series fleet in North America.

The truck demonstrates the potential of today's efficient technologies, such as a lightweight aerodynamic carbon fiber body, a camera-based system that reduces drag compared to traditional mirrors and a lightweight chassis, to help lower emissions in the commercial road sector.

In a demonstration run, the Shell Starship 3.0 truck fully loaded and powered by Renewable Natural Gas (RNG) achieved a fuel economy of approximately 9 miles per gallon (MPG) Diesel Gallon Equivalent (DGE) and a range of approximately 890 miles.

Compared to the U.S. average for diesel class 8 trucks, the Shell Starship 3.0 equipped with the Cummins X15N™ natural gas engine and powered by Renewable Natural Gas was able to transport three times more freight per kilogram of CO2 emitted.

The Class 8 truck is now part of INDYCAR's transportation system, hauling the Pennzoil Tech Inspection Trailer, which carries the specialized equipment used to inspect the cars of all INDYCAR teams during race weekends.

Shell's relationship with the series has grown steadily in recent years, including becoming the Official Fuel of the NTT INDYCAR SERIES in 2023 with the introduction of Shell's 100% renewable race fuel[4]. The addition of Shell Starship to INDYCAR's

logistics fleet continues that momentum, providing a visible and tangible demonstration of Shell's commitment to energy-efficient innovation in racing and transport.

By joining the INDYCAR fleet, Shell Starship highlights the shared dedication between Shell, Penske Corporation and INDYCAR to deliver lower-carbon, high-performance solutions that are both scalable and effective.

For more information about Shell Starship and Shell's work in transport decarbonization, visit shell.com/starship.

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PUBLISHER  
Steven M. Pollock

EDITOR  
Pam Pollock

NATIONAL SALES  
Autumn Kellogg  
Dan Pollock  
George Miller

CONTRIBUTING WRITERS  
Dr. Michael McGough  
Bruce Mallinson  
Ron Fraser

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- What's your favorite off-menu item?**  
My favorite menu item is either a bratwurst on a pretzel bun with nacho cheese, or a hot dog with boom boom sauce, bacon, pickles, and diced onions.
- What are some of the perks offered to Drivers through the Driver Freakz Rewards program?**  
Every month there are special offers just for our high flow diesel customers and a discount on fuel every time you use your card. On top of that, if you download our app you can earn points on your purchases and then use the points to get discounts and free items that you choose yourself.
- What do you love the most about Sheetz?**  
I love working for a company that truly cares about their people as well as the customers. We take pride in always pushing to be bigger and better and never settling for what works at the moment.
- What do truckerz order the most?**  
Our drivers typically go for a fried Appz Sampler or one of our Pizza Flatz. One thing I know that people enjoy is the ability to customize their food orders. We see some really cool combos of food and toppings.

## STORE 795 – DEREK RAMEY'S ANSWERS

# WHY THE SHEETZ NOT SPARKLER UP SOME SAVINGZ?

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# High Performance Diesels with Bruce Mallinson

## Rebuilds That Last: The Critical Role of Liner Protrusion

I've been writing for truck magazines since May of 1989, and over the years, we've produced many videos—all focused on Class 8 truck engines. For 47 years, we've been aligned with Cummins. Then, in 2000, the Pittsburgh Power Box led us into the world of Caterpillar engines. A few years later, truck racing brought us to the Series 60 Detroit in 2003.

While these three engine families differ in many ways, they also share key similarities—and one of the most important is liner protrusion.

Liner protrusion is how far the edge of the cylinder liner sticks out above the engine block surface. The OEMs provide a plus-or-minus specification for this measurement. However, if the liner is set at the low end of that spec, you can expect the head gasket to fail around 200,000 to 250,000 miles. That's because the minimum spec simply isn't enough to hold a head gasket together for the long haul—especially not the 800,000 to 1 million miles many of us expect.

After years of building high-performing diesel en-

gines, we've found what works best: setting liner protrusion at .001 inch over the OEM maximum specification. This approach has proven to give us the reliability we—and our customers—demand.

To do this correctly, you'll need an upper counterbore cutting tool, the proper micrometer, and—most importantly—a knowledgeable mechanic who knows how to use the equipment. As the truck owner or operator, it's your responsibility to ask the shop performing your in-chassis or out-of-chassis rebuild if they have

this tool and whether they know the correct spec to set your liners to.

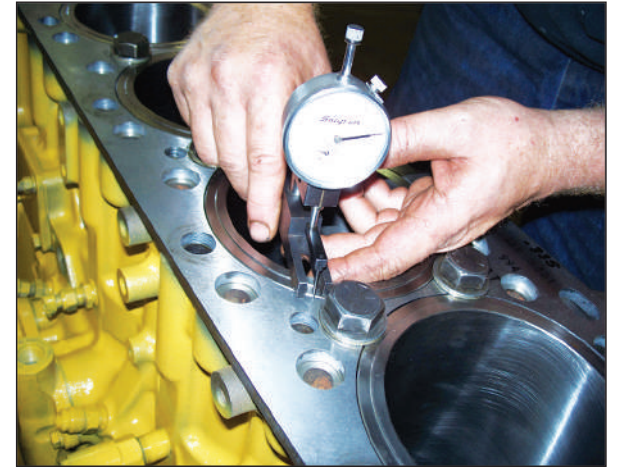
The upper counterbore cutting tool costs \$7,245.00—not including the various cutting disks required for different engines. So don't be surprised if your shop doesn't have it. In fact, many will tell you, "We never have to cut the upper counterbores." If that's their answer, your next question should be: Will you guarantee the head gasket won't blow for at least 500,000 miles? The Bible tells us to build our house on a solid foundation. The same principle applies to your diesel engine. And when it comes to engine longevity, the upper counterbores are part of that foundation.

## Understanding Modern Diesel Engine Components: What Drivers Need to Know

In today's diesel engines, manufacturing methods have evolved—and many of those changes have been in place for years. From camshafts to crankshafts, manufacturers like PACCAR and Detroit Diesel have adopted modern production techniques that offer efficiency and cost-effectiveness without sacrificing performance. But as with any design evolution, there are trade-offs, and it's important for operators and technicians to be aware of what can go wrong when things do.

One common shift in diesel engine design is the use of assembled camshafts and crankshafts. PACCAR and Detroit, for example, often utilize a method in which individual cam or fuel pump lobes are pressed onto a shaft. These changes have been implemented for many years and are considered a standard practice across much of the industry. They offer benefits such as faster manufacturing, reduced material usage, and lighter components.

By contrast, Cummins



Headgasket



Cam shaft

typically uses forged crankshafts in their heavy-duty engines—not pressed crankshafts. Forging is a process where steel is heated and shaped under extreme pressure, resulting in a crankshaft that is significantly stronger and more durable than one that is pressed or cast. Forged components tend to offer better long-term reliability, especially in high-load or high-stress applications.

However, the pressed-lobe method isn't inherently bad. These components are engineered to meet the expected lifespan and duty cycle of modern engines. But as with any system, occasional issues can arise.

At Pittsburgh Power, we recently encountered such a case. A PACCAR MX-13 came into our shop with low fuel pressure. Initially, we suspected the fuel pump lobes—which are integrated into the crankshaft. Upon disassembly,

we discovered that one of the pressed-on lobes had shifted, disrupting the engine's fueling system. It's a rare failure, but one that highlights the importance of understanding how components are built.

Our goal isn't to criticize the technology—it's to help customers stay informed. Knowing how your engine is assembled can help you catch problems early and make better choices when it comes to repairs or upgrades.

These designs have been around for years, but being aware of how they function (and what can fail) is key to keeping your engine on the road, running strong.

Written By: Bruce Mallinson, Owner - Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080, website: www.Pittsburghpower.com

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**Kenny Ziglar II Wins Best of Show at the 2025 Shell Rotella® SuperRigs® at the Atlanta Motor Speedway**



**Kenny Ziglar II of Rawlins, Wyoming and his 2007 Peterbilt 379 won Best of Show. - photo courtesy of Shell Rotella.**

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# Latest Trucking Industry News

## FMCSA Releases Guidance On English Language Proficiency Requirements

By Anthony Cloud, PMTA

On May 20, 2025, the Federal Motor Carrier Safety Administration (FMCSA) released updated guidance detailing the enforcement of English Language Proficiency (ELP) requirements for commercial motor vehicle (CMV) drivers. This action follows President Trump's April 28 executive order mandating stricter adherence to ELP standards.

Key Points of the New FMCSA ELP Guidance

- \* Two-Step Assessment Process: Inspectors will initiate all roadside inspections in English. If a driver appears to have difficulty understanding, the inspector will conduct a two-part assessment:

1. Driver Interview: Evaluates the driver's ability to converse in English without assistance.

2. Traffic Sign Recognition: Assesses the driver's understanding of U.S. highway signs.

- \* Prohibition of Aids: During assessments, the use of interpreters, translation apps, or cue cards is prohibited to ensure an accurate evaluation of the driver's English proficiency.

- \* Immediate Enforcement: Drivers failing to meet ELP standards will be cited for violations under 49 CFR § 391.11(b)(2). While immediate out-of-service orders are not mandated until June 25, 2025, inspectors are authorized to initiate disqualification proceedings for non-compliant drivers.

- \* Border Zone Considerations: In U.S.-Mexico border commercial zones, inspectors will cite ELP violations but will not place drivers out of service or initiate disqualification actions until the policy is fully integrated into the North American Standard Out-of-Service Criteria on June 25, 2025.

This guidance underscores the FMCSA's commitment to enhancing roadway safety by ensuring that all CMV drivers possess sufficient English proficiency to understand traffic signs, communicate with officials, and complete necessary documentation.

For more detailed information, you can access the full FMCSA ELP guidance document here: <https://www.fmcsa.dot.gov/newsroom/updated-internal-agency-enforcement-policy-english-language-proficiency>

Additional Info  
Related Links : <https://www.fmcsa.dot.gov/newsroom/updated-internal-agency-enforcement-policy-english-language-proficiency>

## Trucking Industry Cheers Congress' Abolishment of California's EV Mandates

Washington, DC... The American Trucking Associations is calling the recent votes in the U.S. Senate nullifying California's electric vehicle mandates a "monumental victory" for the trucking industry, common sense, and consumers everywhere.

"California is the breeding ground of all bad public policy, and it's long past time that our nation's leadership in Washington stop abdicating its responsibility to unelected, cubicle-dwelling bureaucrats in Sacramento who have no understanding of the real world and how it works. Today's Senate votes send a resounding message nationwide that this is not the United States of California, nor will it ever be," said ATA President and CEO Chris Spear. "We appreciate the leadership of President Trump, EPA Administration Zeldin, and leaders in Congress who listened to our concerns and acted decisively to reverse these destructive rulemakings, which would have decimated our industry and unleashed a torrent of economic pain on the American families and businesses that we serve."

The Senate voted today to pass two resolutions that will undo damaging regulations set by California and prevent the Golden State from setting de facto national vehicle policies. Last month, ATA sent a letter urging Republican congressional leaders in the House and Senate to put these resolutions on the floor for a vote. The measures were previously passed by the House and now go to the President's desk for his signature.

The resolution championed by Sen. Deb Fischer (R-Nebraska) will revoke an EPA waiver that allowed California and other states to enforce its Advanced Clean Trucks (ACT) regulation. ACT, which has been adopted by 11 states, requires medium- and heavy-duty truck manufacturers to sell increasing percentages of zero-emission vehicles from 2024-2035.

The resolution championed by Sen. Markwayne Mullin (R-Oklahoma) will revoke an EPA waiver that allowed California and other states to enforce its Low NOx Omnibus rule. This rule, which has been adopted by 10 states, imposes stringent emissions standards on new truck sales.

Both mandates are untethered from reality and would have been extraordinarily costly to fully implement. Even states that adopted the standards are acknowledging reality by scaling back and delaying implementation.

Trucks today produce 99% fewer nitrogen oxide (NOx) and particulate matter emissions than those on the road decades ago, and new trucks cut carbon emissions by over 40 percent compared to a truck manufactured in 2010. As a result, 60 of today's trucks emit what just one truck did in 1988.

"Trucking is an industry of innovators. We don't need government mandates to tell us how to reduce our environmental impact—we've been doing it for forty years with a record to show, all while moving an ever-increasing percentage of the goods that Americans expect and depend on every day," said Spear.

The resolutions passed by Congress will not only restore EPA's role as the primary authority empowered to establish achievable, nationwide emissions standards, but they will also block California from issuing similar regulations in the future.

## PMTA Pushing For Approval Of Seat Belt Legislation To Remove Existing Gag Rule

By Kammi Bredbenner

The PA Motor Truck Association (PMTA) continues to work with PA lawmakers to have legislation introduced to amend current law that prevents consideration of the truth about seat belt non-usage when unrestrained occupants injured in crashes file a lawsuit. Under current law, Pennsylvania jurors are asked to render verdicts in lawsuits arising from motor vehicle accidents and are prohibited from hearing evidence that a vehicle occupant had failed to "buckle up". Jurors consequently cannot assess whether a person's refusal to wear a seat belt caused the occupant's injuries. This statute amounts to a "gag rule" preventing the disclosure and discussion of important evidence.

Current Pennsylvania law requires all vehicle occupants to «buckle up». Since 1987, Pennsylvania has mandated all motor vehicle drivers, front seat passengers, and all occupants under the age of 18 to wear a seat belt.

Legislation is needed to allow Pennsylvania jurors to hear and act on the whole truth, so that they may decide based upon complete evidence an unbelted motorist should receive. Fairness demands that a reckless few should not escape accountability for violating Pennsylvania's mandatory seat belt use law and failing to protect themselves. Current law prevents consideration of the truth about seat belt non-usage when unrestrained occupants file a lawsuit.

The legislation PMTA is seeking to have introduced and ultimately passed would remove the seat belt gag rule and allow jurors to evaluate evidence of a plaintiff's non-use or misuse within the full context of the accident circumstances. The legislation PMTA is advocating eliminates the seat belt gag rule in civil lawsuits, replacing it with a provision indicating that evidence of seat belt non-use or misuse may be considered in any civil case for assessing negligence, assumption of risk, injury causation, failure to mitigate damages, or other relevant purposes determined by a court. PMTA is currently seeking sponsors for this important legislation. If successful, this will be the first major step in bringing about lawsuit abuse reform and protecting the trucking industry in Pennsylvania.

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# Movin' Out Presented 50-Year Award By The American Truck Historical Society



By Pam Pollock

SLIPPERY ROCK, PA... Movin' Out is honored to have been presented with the American Truck Historical Society's (ATHS) 50-Year Award. Our plaque arrived in June along with a very nice note from Russell Spawn, Jr, ATHS Nebraska RVP.

Russell wrote, "Dear Steve and Pam, Congratulations on this well-deserved award for serving the trucking industry for 50 years. Thank-you for letting me submit you for the American Truck Historical Society 50-Year Award. Movin' Out, "The Journal of the Trucking Industry" is now forever listed in the Trucking Hall of Fame at the ATHS headquarters in Kansas City, MO.

I personally know from being a long-time fan and knowing many others that

the Movin' Out publication is a favorite of many. Pages full of awesome content can always be found every month. Pictures, news and great ads, plus a calendar of events for trucking shows and gatherings keep truckers in the know.

A big Thank-You to you and your family's dedication." – Russell Spawn, Jr.

The Pollock family thanks Russell and ATHS for this award, which we humbly accept with great pride. We are celebrating our 50<sup>th</sup> year of publication this year and are very grateful to the many loyal readers and advertisers who have taken Movin' Out "along for the ride!" You can pick up your FREE copy of Movin' Out at over 1,400 locations in ALL 50 states.

plus court costs and fees  
If distracted driving results in a fatal crash, courts may impose up to five additional years in prison

What's Still Allowed?  
Hands-free operation (Bluetooth, voice-activated dialing) is permitted. You may use your device:

Only when parked safely off the roadway

To contact emergency services

How It Affects the Existing Texting Ban

Paul Miller's Law builds on Pennsylvania's texting-while-driving ban, which:

Prohibits sending/reading any text-based communication while moving

Remains a primary offense with a \$50 fine

Does not result in points for non-commercial drivers, but does appear on CDL driver records

The law preempts all local distracted driving ordinances, establishing a uniform standard across the state.

Distracted Driving is More Than Just Phones

Distractions behind the wheel also include:

Eating, drinking, grooming

Adjusting the radio or climate settings

Talking to passengers

Looking at crash scenes or roadside activity

Any distraction that takes your eyes or attention off the road increases the risk of a crash.

Safety Starts With Awareness

"Paul Miller's Law" is more than a legal change—it's a public safety message. The loss that inspired this legislation is a reminder that even a few seconds of distraction can have life-altering consequences.

Let's work together to build safer roads in Pennsylvania by keeping our eyes on the road and our hands off our phones.

Learn more at: [www.pa.gov/distracted-driving](http://www.pa.gov/distracted-driving)

## Paul Miller's Law: Pennsylvania's Hands-Free Driving Law Takes Effect

By Anthony Cloud, PMTA

Beginning June 5, 2025, Pennsylvania's new hands-free driving law—Paul Miller's Law—goes into effect, marking a major step forward in the fight against distracted driving. Named in memory of Paul Miller Jr., a 21-year-old killed by a distracted truck driver in 2010, this law makes it a primary traffic offense to use a handheld device while driving.

What the Law Prohibits  
Under the new law, drivers may not hold, support, or manually operate a mobile device while driving. This includes:

Texting, emailing, browsing the web

Taking photos or recording video

Dialing or answering with more than one button press

Reaching for a device in a way that removes you from a proper seated position

The law applies even when your vehicle is temporarily stopped at a red light or in traffic.

What's an "Interactive Mobile Device"?

The law broadly defines a mobile device as any handheld phone, smartphone, tablet, or computer capable of communication, media sharing, or internet access.

What Are the Penalties?  
Grace Period (June 5, 2025 – June 4, 2026): Police will issue written warnings

Beginning June 5, 2026: Violations carry a \$50 fine

## ODOT Launches Online Over-Dimension Permitting System

SALEM, OR... Motor carriers with oversized loads in Oregon have a new way to get the permits they need to ensure their loads are legal and safe. The Oregon Department of Transportation has streamlined the permit process with the launch of Oregon Routing Information Online (ORION).

ORION is a web-based, self-service permitting system provided by our Commerce and Compliance Division. It allows motor carriers to request over-dimension permits 24 hours a day, seven days a week, 365 days a year.

Visit the ORION Project Page to learn more.

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With a remarkable 40-year journey in the turbocharger industry, Switchblade Turbo's founder, Jim Blaylock, has honed his expertise in crafting and repairing top-quality turbocharger systems.



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-Jim Blaylock, Founder

## How It Works

### "Two-in-One" Turbo Technology for Superior Fuel Economy

The Switchblade Turbocharger is engineered with a groundbreaking "two-in-one" VGT design that transforms engine performance and fuel efficiency. The Switchblade utilizes a single internal vane that adjusts with boost pressure.

At low RPM's the Switchblade provides rapid spool-up, eliminating turbo lag and providing more efficient fuel combustion. As the boost pressure increases, the vane opens to allow the turbo to deliver great top-end power. With the Switchblade you get the best of both worlds - quick spool up and unparalleled performance at the top-end.

## 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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# Truck Parking Club Offers Solution To The Truck Parking Problem

continued from page 1

of these locations, located all over the USA, are truck/trailer dealers, repair centers, warehouses, towing companies, shippers, and trucking

companies. A very small number (about 2%) are truck stops. Some locations provide restrooms and other services; others are simply a place to park. The process is simple,

just download the free Truck Parking Club app and choose a location. The app will list available amenities and payment is processed through Apple Pay or your credit card. A 3% bonus is given for each time you load money into your wallet and a 1% loyalty bonus is applied for each time you book a parking spot. Bonuses can be applied to future purchases. You pay nothing until you book a parking space. The app is also networked with many states, providing real time information about available parking spaces at rest areas and some travel plazas. You can also obtain up-to-date information on the truckparkingclub.com website.

Currently over 10,000 drivers are using Truck Parking Club and over 100,000 pieces of equipment are being stored in some fashion. Any disputes on billing or logistics are settled by Truck Parking Club. Fleet managers and dispatchers can also use the app to book parking space for their drivers or their logistical needs. They can also onboard funding to their drivers. All locations are safe and secure. The company offers 24/7/365

customer support by calling 898-899-PARK. You will talk to a real person, and the entire customer service team is made up of former Professional Truck Drivers.

Truck Parking Club has recently entered a strategic partnership with Genlogs, a company that

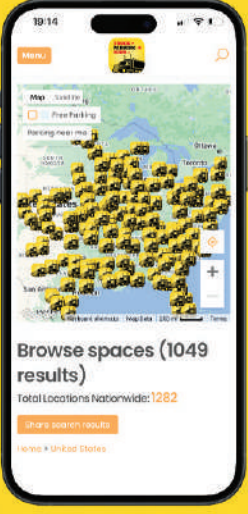
tracks freight movements. The two companies help law enforcement to track stolen equipment.

Whether you are looking for a place to park for your 10 hour break or for the weekend to do your 34 hour restart, Truck Parking Club can help take the stress out of the


process. If you are a property owner, Truck Parking Club can help you be a part of the parking solution. To learn more, visit their website; [www.truckparkingclub.com](http://www.truckparkingclub.com) or phone 888-899-7275. You can download their free app from the app store as well.

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Pictured above: Chasaty and Michael Rainer, Truck Parking Club's Henderson, Texas Property Members. Trucking Parking Club has high praise for the Rainers saying, "They run a great location and have been with us for almost 2 years. They go above and beyond for our Trucker Members that park with them (example: cooking meals for them) and are all around great people."

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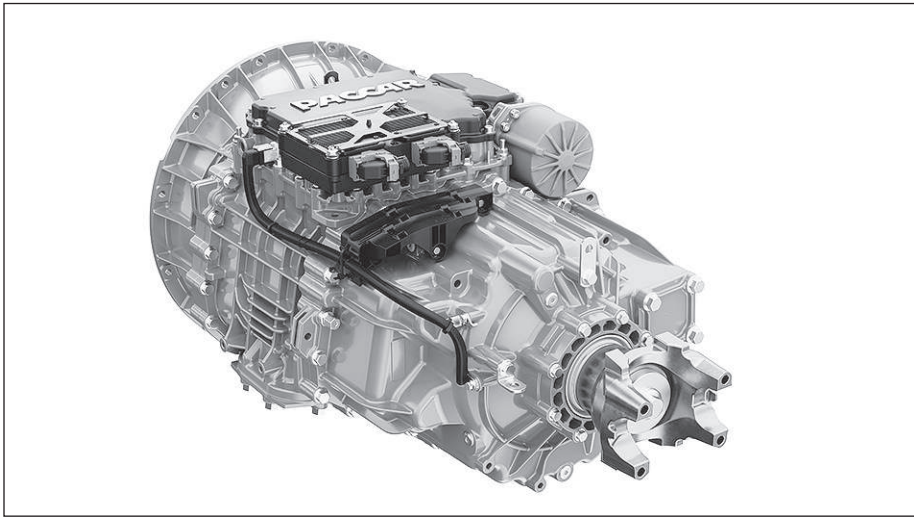


Hunter Shearer, Evan Shelley, and Brent Hutto of Truck Parking Club at the 2025 Mid-America Trucking Show in Louisville, Kentucky. - photo by Dan Pollock -



Truck Parking Club was at the recent Shell Rotella® SuperRigs® Truck Show held in May at the Atlanta Motor Speedway. - photo by Pam Pollock -

## Kenworth Expands PACCAR TX-12 PRO Automated Transmission Availability for PACCAR MX-13 Engines



KIRKLAND, WA... Kenworth announced its PACCAR TX-12 PRO automated transmission is now available with the PACCAR MX-13 engine for Kenworth's T680, T880, and W990. The PACCAR TX-12 PRO is designed to optimize performance for both on and off-highway applications such as dump, plow, tankers, and more. The TX-12 PRO builds upon the standard TX-12, one of the most efficient on-highway automated transmissions.

The TX-12 PRO is optimally engineered to operate with all MX-11 and PX-9 engine ratings – up to 445 hp, 1,700 lb.-ft. of torque, MX-13 engine ratings up to 455 hp and 1,650 lb.-ft. of torque, and 70,000 pounds of gross combination vehicle weight (GCVW).

The PACCAR TX-12 PRO features many of the TX-18 PRO enhanced capabilities for vocational and select off-highway applications, including PACCAR's Extreme Duty clutch for improved low-speed maneuvering, Rock Free mode to help trucks get unstuck in mud or sand, an off-highway calibration tuned for changing soil conditions, and more. The 12-speed gear set provides wide ratio coverage, allowing for excellent maneuverability around job sites.

The TX-12 PRO offers dual PTO openings – a bottom mount 8-bolt and 4-bolt rear mount for a combined 95 hp capacity.

The transmission is equipped with an internal oil temperature sensor. The sensor shows transmission temperatures on the in-cab 15-inch digital display and provides driver notifications in situations causing excessive temperatures.

As with all PACCAR TX-12 and TX-18 transmission models, the TX-12 PRO is standard with Kenworth's driver-friendly column-mounted, right-hand stalk shifter. The shifter places gear selection and engine brake controls at the driver's finger tips for enhanced ergonomics, comfort, and overall performance.

Oil maintenance intervals for the TX-12 PRO are 250,000 miles, and the clutch is maintenance-free.

More information on PACCAR transmissions is available on the PACCAR Powertrain website - <https://paccarpowertrain.com/>.



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# The 2025 75 Chrome Shop Truck Show Turned Up The Heat!



2025 People's Choice Award: Sands, Inc. with "Blacktop Bandit", 2005 Peterbilt 379 w/ Mac End Dump Trailer.



2025 Prime Shine Award: C & E Cattle with "Sound of Silence", 2023 Peterbilt 389 w/ 2026 Wilson Cow Trailer.

- All photos by Christopher Fiffie -

# 2025 75 CHROME SHOP TRUCK SHOW



All photos by  
Christopher Fiffie  
Instnt Images  
Big Rig Videos



See more photos  
of the show  
at our on-line  
Truck show gallery  
at [www.movinout.com](http://www.movinout.com)



# The Show Begins With Duncan Excavating



26 Million pounds of soil was hauled in and out of Acrisure Stadium in Pittsburgh, Pennsylvania for the recent Monster Jam Show. - photo by Pam Pollock -

**By Pam Pollock, Editor**  
SOUTH HILLS, PA...

If you have ever attended a Monster Jam Show or a Monster Energy AMA Supercross Championship, you probably don't stop and think about the behind the scenes work it takes to create the dirt tracks at the stadiums. This was the case for me as well, until last month when I had the opportunity to ride along with Jacob Duncan of Duncan Excavating as he and 17 other tri-axle trucks were hauling 26 million pounds of soil to Acrisure Stadium in Pittsburgh for the Monster Jam Show.

Duncan Excavating is a 3<sup>rd</sup> generation owned company, located in Western Pennsylvania. Jack Duncan founded the company in 1958. His son Jeff

Duncan, who now runs the company after his father's death, told me the story of how his father purchased a used Caterpillar D4 to level some property he bought to build a house in Pittsburgh. People soon started asking about hiring him for machine work, and Duncan Excavating was the result. Over the years the company evolved into the topsoil supply business as well as commercial excavation, and utility work. But Jeff stresses that the company's main focus has always been material handling and soil in particular.

Duncan Excavating's Crafton property consists of 20 acres with approximately 35,000 cubic yards of topsoil on hand. They also run 3 other sites, screening soil in Clinton,

PA; Canonsburg, PA; and Oakdale, PA. Each site consists of a trommel screen, a wheel loader and a track loader and sometimes an articulated haul truck, or a self-loading scraper.

They do projects large and small and are able to tailor a product to any given job, including amended soils for bio cells, sand / clay ball field mixing, and any type of mix that is desired.

Duncan Excavating has been screening soil since the early 1970's. Jeff says that it's not known for sure if they were the first to screen soil, but they were surely one of the first. To their knowledge, Duncan Excavating is the only "soils only" company in the Pittsburgh area, specializing only in the stripping



Duncan Excavating founder Jack Duncan with a 516 McCloskey Trommel Screener.



The Duncan Excavating crew, from left to right: Edward Sloan, Jacob Duncan, Jack E. Duncan, Hunter Suarez, and Garrett Ammon hauled soil to Acrisure Stadium for the recent Monster Jam. - photo by Pam E, Pollock -



Founder Jack Duncan and his son Jeff Duncan, the present owner of Duncan Excavating.

, handling, processing, screening and delivering to an end user.

Duncan also has the knowledge and expertise to select, mix, and custom tailor amended soils for any application. Duncan Excavating has been a part of many soil reliant entertainment events including the indoor Monster Jam Show, (which they have been supplying and hauling soil since the 1980s and were chosen as the "go to" company in the 1990s), Indoor Arena Freestyle Motocross (which was the foundation for the spectacular tricks performed in present day at the shows), Outdoor Supercross, the first ever Outdoor Monster Jam held this past May at Acrisure Stadium in Pittsburgh, and the PBR Rodeo at Consol Energy Center.

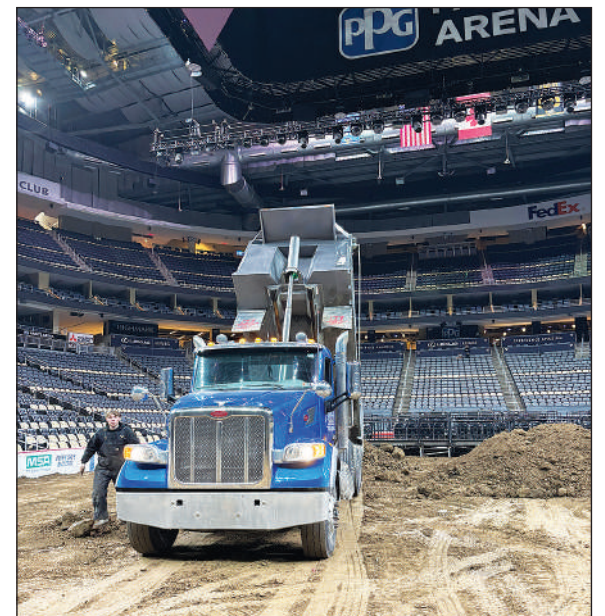
They have also supplied soil for testing and television commercials. Have you ever seen the Audi car and Red Bull commercial? It was filmed on Canton Ave., in Pittsburgh and is the worlds' steepest paved

street - Duncan Excavating supplied and hauled all of the soil for that commercial, which was Duncan's first dealings with Special T tracks. You can view the Audi/Red Bull commercial at this link: <https://www.youtube.com/watch?v=V0gyxV4KNxc>

Jeff Duncan is confident that Duncan Excavating's future is bright with the 3<sup>rd</sup> generation of the Duncans - his sons Jacob, Jack E., Josh, James and daughter Anna, all of whom operate the heavy equipment as well as know how to do many of the repairs, poised to take over the reins of the company in the future.

I joined the Duncan family and some of their employees at the recent Monster Jam Show in Pittsburgh after they had hauled all of that soil to Acrisure Stadium. We cheered as the trucks performed jumps and tricks over the mounds of dirt. And when the show was over for the spectators and the Monster Jam drivers, the crew from Duncan Excavating rolled up their sleeves and began the 12-hour process of hauling all of that soil back out of the stadium. The show truly did begin and end with Duncan Excavating.

Duncan Excavating can be contacted at 412-589-0311.



One of Duncan Excavating's Tri-Axles on the job hauling soil at PPG Arena.

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# OOIDA (Owner-Operator Independent Drivers Association) Opposes Big Beautiful Bill

On May 19, 2025, OOIDA sent the following letter to The Honorable Mike Johnson, Speaker of the U.S. House of Representatives and The Honorable Hakeem Jeffries, Minority Leader, U.S. House of Representatives

Re: Truckers Oppose Reconciliation in Current Form

Dear Speaker Johnson and Minority Leader Jeffries,

The Owner-Operator Independent Drivers Association, which represents 150,000 small-business truckers and professional drivers, opposes the House's reconciliation package in its current form. Not only does the legislation include a new and unnecessary tax on small trucking businesses, it makes permanent policies from the Tax Cuts & Jobs Act (TCJA) that increased employee drivers' tax burden and unfairly denies them new tax relief provisions that benefit all other blue-collar workers.

First, the bill includes a new and unexpected tax on motor carriers to establish a duplicative federal reporting system that

does nothing more than help freight brokers limit their legal liability. Section 100006 of the Committee on Transportation & Infrastructure's portion of the bill would create a new public website to display a motor carrier's fitness to operate in interstate commerce – information the U.S. Department of Transportation already posts publicly. This system would be funded by a new \$100 annual fee on anyone accessing the information, including small business truckers. Our members already pay numerous federal taxes and fees, and as part of this reconciliation process, we believe Congress should be eliminating unnecessary taxes, not creating new ones. As a result, Section 100006 should be eliminated entirely.

Second, the bill makes permanent the elimination of the per diem deduction that benefitted many employee drivers who make their living on the road. We heard from members who received an unexpected tax hike after TCJA was enacted – for as much as thousands

of dollars more than they had anticipated. As part of reconciliation, Congress should be restoring employee drivers' ability to deduct daily meal expenses while on the road, not permanently increasing their tax burden.

Finally, when President Trump first proposed eliminating taxes on overtime pay, we implored Congress to repeal the outdated exemption in the Fair Labor Standards Act (FLSA) that denies employee drivers

guaranteed overtime compensation. By failing to act and leaving this exemption in place, truckers will not benefit from the proposal to exempt overtime wages from taxes. Even if a motor carrier currently pays their drivers overtime (despite not being required), these overtime wages would still be taxed if the reconciliation package were enacted. This means truckers will be denied a new tax benefit guaranteed to virtually every other every blue-collar worker in America.

The trucking industry already struggles with

persistently high turnover rates among drivers; diminishing their compensation compared to other blue-collar occupations will only make the job less attractive. Instead, Congress should be taking the necessary steps to ensure trucking is an appealing and sustainable career choice for Americans. If the House is unable to fix the FLSA's unfair motor carrier exemption through reconciliation, then you must promptly pass H.R. 1962, the GOT Truckers Act, bipartisan legislation that would ensure employee drivers are paid competitively and rightly qualify for the President's "no tax on OT" proposal.

For American truckers, whether owner-operators or employee drivers, this bill surprisingly looks far from beautiful. Not only has the House failed to include trucker's top priorities, some of which we have been imploring legislators to remedy since 2017, but you have astonishingly included new taxes on our members. Regrettably, we are forced to oppose the legislation in its current form.

Sincerely,  
Todd Spencer  
President & CEO

Owner-Operator Independent Drivers Association, Inc.

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# Truck World – Old School With A New Flair



Truck World Hubbard recently added ten new diesel pumps.



There are now 2 handicap accessible showers.



All 7 of Truck World Hubbard's showers have been remodeled.



Truck World Hubbard also remodeled the fuel counter, adding all new transaction equipment.

by Steve Pollock

HUBBARD, OH.... It was a temporary inconvenience, but a permanent improvement and now it is finished! Truck World, located at 6965 Truck World Boulevard, I-80 Exit 234, in Hubbard, Ohio has completed the addition of 10 new diesel pumps, bringing their total to 18. All of the pumps offer high speed fueling with DEF fluid as well as a quicker transaction time, which can be done right at the pump. They also remodeled the fuel counter, adding all new transaction equipment.

Truck World has also remodeled their 7 show-

ers, converting 2 to be handicap accessible. The Drivers Lounge will soon be finished, complete with charging stations for your electronic devices.

Founded in 1971, Truck World Hubbard, Ohio is one of the area's oldest truckstops and still is what a full service truckstop should be – catering to truckers. In-

side drivers will find a full service restaurant, Travelodge Motel, hot dog shop, tool sales, DOT physicals, smoke shop, pub, and Jo-Jo's fully stocked Truckers C-store.

A drive down Truck World Boulevard you will find many companies offering

continued on page 24



## SEPTEMBER 15-17, 2025 DRIVER APPRECIATION DAYS

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Check out Hubbard's upgraded fueling center—with the latest technology including DEF on all fueling lanes, new showers, and a refreshed menu at The Globe.

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# Herman "Tubby" Mebruer – Keep On Truckin'



Herman and Georgia Mebruer with the 1984 International 4300 that Herman drove over-the-road.



Ronnie Patten has driven for Mebruer for 20 years and has been a Professional Truck Driver for 35 years. He is driving one of the Mebruer's 2017 LoneStar trucks. On the trailer is a 1949 International KB6 and a 1964 International V200, which is the 2<sup>nd</sup> truck that Herman drove hauling livestock.

By Steve Pollock



1981 TranStar in memory of Herman and Georgia's daughter Jeanne Lynn Mebruer. - All photos by Steve Pollock -

CALIFORNIA, MO... Herman Mebruer is the kind of guy that when you talk to him, you find out that he is a fascinating individual with plenty of life experiences to share – and nearly all of them are about trucking. The 90-year-old Korean War Veteran is a life-long Trucker and International guy. He quit driving over-the-road at the age of 78 and has no idea how many miles he has driven. However, he still takes an occasional load of gravel.

He married his wife of 67 years, Georgia right out of high school because he was afraid that someone else would get her, he said. Herman founded Herman Mebruer and Son Trucking in 1979 and the company grew to 11 road tractors at one time. They had 48 state authority and did an occasional Canada load, hauling windows, bridge steel on stretch trailers as well as other commodities on flatbeds, vans, and dropdeck trailers.

They even hauled hay, and fertilizer and grain in hopper trailers. My sincere appreciation to Herman, Georgia, and Ronnie for taking time to talk with me at the Truck Meet At The Crossroads this past May. It is always a pleasure to meet wonderful people. Herman never explained how he got the nickname "Tubby", because as you can see, he is anything but.

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# More Than 150 Elite Drivers Recognized During PGT Trucking's Annual Celebration

continued from page 1

stated Pat Gallagher, PGT Trucking Founder and CEO. "PGT's Million Mile and Safe Drivers are the very best at our company, and I am honored and blessed to have them on our side."

This year, PGT held a virtual event through social media, highlighting the individual award presentations made throughout the company. To view a full recap of the campaign, visit: <https://www.pgtrucking.com/2024-million-mile-and-safe-driver-celebration/>

PGT's Million Mile Drivers have driven more than one million miles without a safety incident, a true testament of their commitment to safety and performance. PGT's Safe Drivers have driven for more than five years at the company without a safety incident, being recognized for their safety mindset as they work toward the million mile goal. PGT's Premier Professionals are members of an elite fleet of company drivers who maintain

superior performance and safety standards at all times.

The top award winners include Zachary Springer, recipient of the Bill Wright Award for Team Player of the Year; Ryan Drozynski, recipient of the David Levin Award for Company Driver of the Year; Sam Thompson-Graves, Safety Professional of the Year; Terrence Fitzgerald, recipient of the Harry "Buster" Barnes Award for Independent Contractor of the Year; Clay Jones, recipient of the Hobert Hill Award for Agent of the Year; Jarrod Waugh, Certified PRO Trainer of the Year; Cameron Foutch, Terminal Manager of the Year; Christian McCon, Rookie Driver of the Year; Doug Halulko, PGT MVP of the Year; Michael Carreon, recipient of the Terry "Kuz" Kusniar Award for Premier Professional Driver of the Year; and Laurence Cox, recipient of the President's Award.

PGT also inducted five new Million Mile Drivers:

Timothy Austen, Donald Cunningham, Jr., Raul Delgado, Robert Tudor, and Andrew Utz.

"Our Proud Professionals continually impress me with their hard work, dedication and safe driving, evident by the number of Million Mile and Safe Drivers we recognized this year," stated Gregg Troian, PGT Trucking President. "PGT would not be successful without the contributions from these distinguished individuals, and I congratulate them on this tremendous achievement."

PGT Trucking, Inc. is an asset-based carrier offering flatbed, dedicated, international, project cargo and specialized shipping solutions, building the Future of Flatbed®. PGT is recognized as a 2023-2025 Best Fleets to Drive For® and TCA Elite Fleet certified. At PGT, "Safety is Everyone's Job - All the Time." [www.pgtrucking.com](http://www.pgtrucking.com)



Andrew Utz



Raul Delgado



Zach Springer



Bob Tudor



Jarrod Waugh



Ryan Drozynski



Don Cunningham



Larry Cox



Tim Austen



Cameron Foutch



Mike Carreon



Terrence Fitzgerald



Clay Jones



Christian McCon



Sam Thompson-Graves



Doug Halulko

**Congratulations to PGT Trucking's Proud Professionals!"**

**- All photos courtesy of PGT Trucking -**

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## 2024 MILLION MILE Drivers

### OVER ONE MILLION MILES DRIVEN WITHOUT A SAFETY INCIDENT

#### NEW MILLION MILE DRIVERS

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DONALD CUNNINGHAM JR  
RAUL DELGADO  
ROBERT TUDOR  
ANDREW UTZ

#### OVER ONE MILLION MILES DRIVEN

KEITH ACKERMAN  
RAYMUNDO BARBOZA

MARK BARR  
RALPH BENSON  
DAVID BILBO\*  
TERRY BLANKENSHIP  
BOBBY BURLILE  
STEPHEN CORFEE  
TIMOTHY CUBBON  
LAWRENCE DWOREK JR  
JAMES GALLATIN  
KEVIN GAUT

BARON GOCHENOUR  
GARY HALL  
JAMES HARR JR  
TIM HEARN  
CLIFFORD HEATON  
GERALD HENRY  
JOHN JENKINS  
ERIC KIRKLAND  
GARY LITTLEPAGE JR  
JERRY MATHES  
KEN MCKINNEY

FRANKIE MEDINA SR  
DAVID MOORE  
JAVIER PULIDO  
WILLIAM REDDING  
MARCELINO RIVERA JR  
ANTHONY SHEEHAN  
MICHAEL SILVIS  
DANIEL SULLIVAN  
ROSS TINDALL  
EARLE WILLIAMS

#### OVER TWO MILLION MILES DRIVEN

CLIFFORD BOBIAN  
PATRICK FOLEY  
RODNEY FREEMAN  
DAVID GROSS  
KENNETH MONTGOMERY

#### OVER THREE MILLION MILES DRIVEN

RICKY FRANKLIN  
RANDY KELLY

#### OVER FOUR MILLION MILES DRIVEN

WILLIAM DICKERSON  
GLENN GRAY  
JAMES HAAS

\*In Memoriam

## 2024 SAFE DRIVERS

### OVER FIVE YEARS OF SERVICE AND UNDER ONE MILLION MILES DRIVEN WITHOUT A SAFETY INCIDENT

#### FIVE YEARS/1ST YEAR SAFE DRIVER

DAVID BRAINARD  
BYRON BULLERS JR  
GARY DAVIS  
TROY DAVIS  
HEATH DYER  
TERRENCE FITZGERALD  
ROBERT GAMBLE  
JOSE LUIS GONZALEZ MEDINA  
THOMAS HUTCHINSON II  
CRIS LEWIS  
RALPH METZ JR  
CARL PATTERSON JR  
JOSE LUIS ARAUJO RIBEIRO  
LUIS RIVERA-IRIZARRY  
JONATHAN TIPTON  
JACEK ZALEWSKI

#### SIX YEARS

ADRIAN ALVARADO MIRELES  
BOBBY ARNOLD  
CHARLES BOOTH  
BILLY BOWDEN  
MATTHEW COWGER

STEVEN DEBERRY  
ROBERT GRANACK  
ROBERT GRAVES  
JAMES HAMILTON  
MARK KOSZOWSKI  
JEREMY REITMEYER  
ALBERTO RIVERO DIAZ  
JASON ROBINSON  
CESAR RUIZ  
STRACEY SMITH  
JESUS VALDEZ  
LARRY WARE JR  
BOGDAN YAKIMIV

#### SEVEN YEARS

WENDELL BEATTY  
JABARI CHARLEY  
CURTIS HOLLINS JR  
DAVID KERR  
SETH LOCKWOOD  
DARRELL ROBERSON  
DUSTIN SHOW  
JAMES STEEVES  
WILLIAM THOMAS III  
DONTE WILSON

#### EIGHT YEARS

DWAYNE BRAXTON  
WILLIAM EICHER  
GERALD GILLIAM  
CLARENCE HALL JR  
OSCAR MARTINEZ  
MANSUR MIAH  
DAVID MILLER  
MARCOS MORALES-SANCHEZ  
THOMAS STREATER  
HENRY TAIT  
DAWAYNE TURLEY

#### NINE YEARS

ALMIR BASIC  
COLIN BIVENS  
CHRISTOPHER CHUPP  
JOZEF JASIELEC

TERRY KEYES  
KENT MILLER  
DAVID PONCHAK  
AZRUDIN SUKANOVIC  
LUCIO TOLAYO  
JESSIE WILLIS

#### TEN YEARS

PAUL BROWN  
MICHAEL BUKOVAC  
MICHAEL CARREON  
CHRISTIAN GARCIA  
ANTHONY GILES  
SUVAD LIVADIC  
TAMARA MORRAN  
FRANK NATHANSON  
JARROD WAUGH

#### ELEVEN YEARS

GEORGE BOWLING  
MIRKO CULIC  
RUSSELL JAMES  
MIRSAD OKANOVIC  
JUAN VELASQUEZ

#### TWELVE YEARS

CHAD BOETTNER  
DANIEL BROADWATER  
RICKY CARDWELL  
JOHNNY CLAROS  
KEVIN GRAVES  
THERMON PHILLIPS III  
MICHAEL RAINIER  
RICHARD SHERRICK

#### THIRTEEN YEARS

ORAL JONES  
STEVEN MICHENER  
ALAN SKROSKI  
KEVIN SYKES  
RUBEN VILLATORO  
MICHAEL WILLIAMS  
HADDIS YEMANEAB

#### FOURTEEN YEARS

ENES ALAGIC  
RICHARD BAILEY  
RUSSELL BOGGS  
GEORGE BRAUN  
MICHAEL VEVERS

#### SEVENTEEN YEARS

GEORGE SMITH



# Respect- Earned or Granted?

by Laura Duryea,  
Boyle Transportation  
Director of Driver  
Recruitment and Pro-  
fessional Growth

We talk a lot in our society about respect. "I deserve respect", "Why are you disrespecting me?", "I get no respect", etc. This begs the question, is respect something that is freely given or earned? We are told to respect our elders. Some elders conduct themselves in a way that does not garner respect. Should only elders be respected? Do younger peo-

ple not deserve respect? There are some younger professional drivers and others that are achieving their dreams and acting professionally out there that earn my respect for bringing their best to life every day.

I think this is a point that should be highlighted. Those that are doing their job to the best of their ability every day, day after day, should be respected for showing up and supporting their peers day in and day out. Hard work, empathy, attention to detail, and

connection can go a long way towards earning the respect you deserve.

Respect, once lost, is hard to regain and rebuild. It is tied tightly to trust in this way. Someone who skates by and doesn't care about anything except collecting a check will never earn the respect of their co-workers. Those who silently plug away at their jobs every day without complaint don't get the respect they should have for doing the jobs no one else wants to do.

Professional drivers are

not given enough recognition and respect for driving safe and keeping the motoring public safe every day. Being a professional driver is a stressful job and most do it with dignity and professionalism, but there are those who negatively impact the perception of the Professional driver as well with their lack of respect and dangerous driving habits. Sometimes, it is this group of people that carry the weight for a company without any expectation of recognition who are the real superheroes of the company. Is there anyone in your company that would fall under this category? If you know someone who does this, recognize them for going

above and beyond. Recognition can go a long way towards building loyalty among employees.

Some will say that recognition and respect go hand in hand, but sometimes those employees that get recognition are taking credit for another's work. In this scenario, respect is withdrawn as easily and quickly as it is given.

We should all respect each other unconditionally until given a reason to withdraw that respect. It may help our society heal and recover from a 'Me First' mentality. If car drivers gave more respect to truck drivers, there would be less accidents. If co-workers gave each

other more respect, there would be higher productivity. If we as individuals respect our partners more, we will have more loving and trusting relationships. If we respect ourselves more, we will be healthier and happier as individuals. If we respect ourselves more, we will achieve the self-love necessary to enter into and maintain healthy relationships. We must give ourselves a little grace as we develop that self-respect that will make us stronger individuals and lead to prosperity and excellence in our jobs and personal lives.

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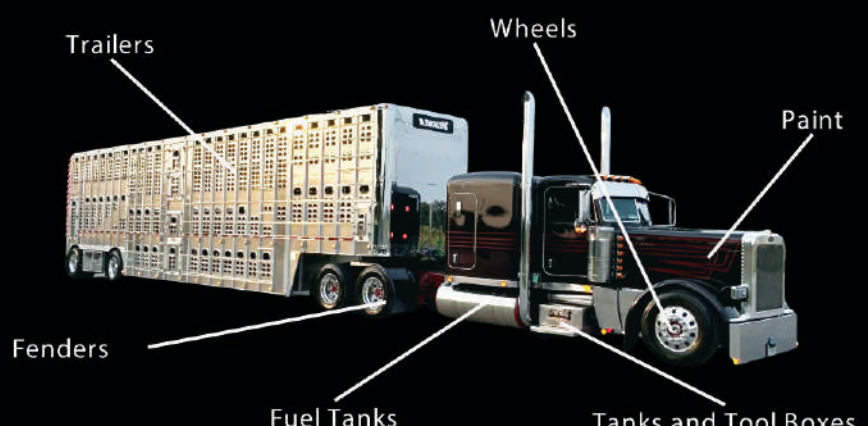
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# From The Chaplain's Desk



By Ron Fraser,  
TFC Global President

## Does God Care About My Pain?

Sometimes our pain is physical and sometimes it is emotional. Our chaplains minister at truck stops, trucking companies, and 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. You cannot even begin to know what goes on behind the scenes in this industry. Effecting both Christian and non-Christian alike.

The comfort in all of this is that we are able to share that God cares about what you are going through, and although physically alone either at home or on the road, you are never out of God's sight.

The Bible tells us "In the same way, the Spirit helps us in our weakness. We do not know what we ought to pray for, but the Spirit Himself intercedes for us through wordless groans. And He who searches our hearts knows the mind of the Spirit, because the Spirit intercedes for God's people in accordance with the will of God." (Romans 8:26-27)

The Lord knows us. He knows us better than anyone ever has or ever will know us. He knows and understands our infirmities, the daily afflictions and addictions that trip us up and restrict us. There is comfort in knowing that no matter what we are going through, the Lord understands and is with us as we suffer.

Do you feel that sometimes no one can compre-

hend the degree of pain, frustration, or depression that you are experiencing? Do you feel that family and friends are almost in an alternate reality without the means to fathom your struggles?

Sometimes it is easier to try to hide what is going on in our lives than to spend time and energy expressing our pain and suffering to others who we feel may not be able to comprehend the depth of our struggles. In doing so we can end up isolating ourselves and missing the comfort and help others could offer to us because we are so weary of trying to explain our situation, or maybe just too embarrassed, or we keep coming across those who either can't comprehend or really have no desire to try. Yet we can also miss true comfort and kindness from those who genuinely care and wish to help.

I've heard the saying, "Every man dies alone." I have often thought that those who suffer mostly do so alone as well. When it comes to suffering too often it seems such things are destined to be endured in silence and loneliness. I suspect that suffering people are among the loneliest and most depressed people on earth, not because they want to be, but because so few people can, or are willing, to try to step

into their shoes and reach them within their pain and misery. Though one may die alone in an ultimate sense, we do not have to believe or accept that we must suffer alone. God will provide a way for us. Whatever is causing your pain, whether physically or emotionally, God can see you through it. There is no pain, no addiction, no sense of hopelessness that God cannot help you overcome if you are willing to turn your life over to Him and accept Jesus Christ as your Savior.

Even when friends and family fail us, even when it seems we are isolated in our own difficult world of suffering and pain, comfort yourself with the knowledge that you are never truly alone. There is a God who cares, and He is with us in our suffering and pain[RF1]. I Peter 5:7 says, "Casting all your care upon him; for He careth for you."

When you are tempted to give up trying to communicate your pain, and tired of the pat answers in response to your pain, keep in mind that God is with you in your affliction, and He understands what you're suffering better than anyone else ever can or will. You're suffering matters to Him. You matter to Him!

# ATA Truck Tonnage Index Declined 0.3% in April

Washington, DC... Trucking activity in the United States slipped again in April as the freight market remained choppy early in the second quarter. Specifically, truck freight tonnage decreased 0.3% after contracting 1.5% in March, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"After surging 2.8% in February, and hitting the highest level since late May 2024, tonnage fell a combined 1.8% in March and April," said ATA Chief Economist Bob Costello. "Unfortunately, a recovery that was expected this year hasn't transpired as the industry deals with a freight market in flux from tariffs and softening economic indicators."

In April, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 113.0, down from 113.3 in March. The index, which is based on 2015 as 100, was up 0.1% from the same month last year, the fourth straight year-over-year increase, albeit the smallest increase over this period.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 112.0 in April, 2.2% below March's reading of 114.6.

Trucking serves as a barometer of the U.S. economy, representing 72.7% of tonnage carried by all modes of domestic freight transportation, including manufactured and re-

tail goods. Trucks hauled 11.27 billion tons of freight in 2024. Motor carriers collected \$906 billion, or 76.9% of total revenue earned by all transport modes.

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# Truck World – Old School With A New Flair

continued from page 18

food and services, including Burger King, Dunkin' Donuts, Blue Beacon Truck Wash, Boss Shop Truck Repair, Bob Sumerel Truck Tires, TRAC Thermo King Service, and a certified scale.

The ample parking lot offers plenty of available spaces, designed with extra width. When you fuel at Truck World, you receive frequent fueler points which are redeemable for cash. Truck World

has "Wheels Keep Turning Sweepstakes" and once a month one lucky winner will receive 25,000 bonus points on their Truck World rewards card.

At the I-80 Exit 234, you will also find service

for Kenworth, Cummins, Detroit, Carrier, transmissions, radiators and even a body shop.

Truck World also owns and operates truckstops at I-76 Bailey Rd. Exit 57 in North Jackson, Ohio and I-90 & SR 7 Exit 229 in Conneaut, Ohio. All three Truck World locations will be hosting Driver Appreciation events on September 16-17-18 with a free lunch for all Professional Truck Drivers. There will also be games, prizes and giveaways!

After over 50 years at I-80 Exit 234 (about 5 miles west of the Ohio-PA state line), Truck World continues to improve their facilities, evolving to ensure reliability and customer satisfaction. Fuel Manager Barry Adkins stated, "We strive to maintain a welcoming facility for Professional Truck Drivers and the motoring public, providing the services they need every day."

# Government of Canada Introduces Bill to Strengthen Border Security

TORONTO, CANADA... Public Safety Minister Gary Anandasangaree has introduced a bill named the Strong Borders Act, which looks to build upon the previous commitments of the federal government and act swiftly to strengthen laws, keep Canadians safe and continue to address concerns around border security, illicit drugs and criminal networks within our cross-border supply chains.

The focus of the bill is to ensure that law enforcement has the tools to crack down on a multitude of issues, including organized crime activities, identifying

fentanyl precursors and money laundering operations, while bringing more controls to our immigration system. More information on the bill can be found here.

On the topic of securing the border, there were some items with potential implications for transporters and members of the Canada-U.S. trade chain, including the ability of enforcement officials to potentially conduct export examinations and the addition of more oversight powers regarding the immigration system:

- \* Amend the Customs Act to secure our borders against illicit drug trafficking, weapons smuggling, and auto theft:
  - obligating owners and operators at certain ports of entry/exit to provide, equip, and maintain facilities for any purpose related to the administration and enforcement of CBSA's mandate which includes the examination and detention of goods destined for export;

- allowing the CBSA access to premises under the control of transporters and warehouse operators to perform examinations in places where goods destined for export are reported, loaded, unloaded, or stored.

- \* Strengthen authorities to cancel, suspend or change immigration documents, and to cancel, suspend or stop accepting new applications;

CTA will be working with officials from Public Safety and the Canada Border Services Agency (CBSA) to communicate further details and provide more commentary on the bill during the Gazette I process.

# MOVING OUT Calendar of Events



**July 10-12 - Walcott Truckers Jamboree** - Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**July 12 - Class 8 On The Lake** - Geneva on the Lake, Ohio (on the Strip). Free Admission, No Registration Fee. Parade of Lights starts at 8:45 pm. Classes: Semi-Truck, Pick-up, Antique, Tow Truck - Bobtail Only, NO trailers. Trophies, Chinese Auction, 50/50 Raffle. Benefits Feed Our Vets food pantry and VFW Riders Post 6846. For more info call Scott at 814-460-2506 or George at 440-812-4429. Or email: [class8onthelake@gmail.com](mailto:class8onthelake@gmail.com)

**July 12 - J&S Chrome Shop Open House and Truck Show** - 4077 Glades Pine Rd., Somerset, PA 724-570-1019.

**July 19 - Tri-State Antique Truck Club Annual Truck Show** - Kenworth of Pennsylvania, 530 S Center Ave., New Stanton, PA No registration fee, fee admission. For more info, call 724-557-4467.

**July 19 - Made In The Shade Truck Show and Shine** - Bulter County Fairgrounds, David City, Nebraska

**July 26 - Keystone Chapter ATCA Truck, Antique Car, Tractor, and Machinery Show** - 139 Municipal St., East Freedom, PA. 8 am-5 pm. Dash plaques while supplies last. No judging, no registration fee. Breakfast/Lunch/Baked Goods. For more info contact Ken Claar @ 814-224-2084.

**August 1-3 - 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](http://www.carlisleevents.com)

**August 1-2 - The Midwest Classic** - Burt Country Fairgrounds, Oakland, Nebraska. Friday Night Fireworks, Saturday Drivers Breakfast, Live Music. For more info call 402-630-8103. [www.themidwestclasstruckshow.com](http://www.themidwestclasstruckshow.com)

**August 8-9 - Badger State Truck 'n Show** - S3347 Sand Rd., Baraboo, WI. Fundraising event for Make-A-Wish, St. Jude Children's Research Hospital, and Local Kids in Need. For more info visit [www.badgerstatetruckshow.org](http://www.badgerstatetruckshow.org)

**August 22-23 - Keystone Largecar Mag Nationals** - Lebanon Valley Expo Center, 80 Rocherty Rd., Lebanon, PA. Vendors, Kids Activities, Silent Auction, Raffles. Mitch Bewley Memorial Park of Lights on Friday night, Sal C Memorial Truck Pulls on Saturday night. For more info contact Randy Kaylor at 717-664-4216 or LargeCarMag at 717-806-8907

**August 23 - Second Annual Kenworth of Cleveland Truck Show** - Kenworth of Cleveland, 4850 Transportation Dr., Sheffield Village, OH. 44054. 10 am - 3 pm. Big Rigs, flashing lights and family excitement! Decorated trucks, fire engines, police cruisers, live demos, music, giveaways, food and fun for all ages. If you want to exhibit your truck, or for more information, call Helena Johnson or Derek Lewallen at 330-659-3770.

**August 23 - Bedford County Convoy of Diesel Dreams** - Bedford County Fairgrounds, Rt. 30 & I-99/220 South Bedford Exit, Bedford, PA. Rain or shine. For more info call Lisa Jay at 814-207-0690 or Lacy Decker at 814-935-4454.

**September 12-13 - Old Town Rig Down** - Downtown Nacogdoches, Texas. Event by the Massey Rose Foundation. 100% of the net proceeds are donated back to the Nacogdoches community - in 2024, over \$250,000 was donated to Nacogdoches charitable organizations! For more info, visit [www.oldtownrigdown.com](http://www.oldtownrigdown.com)

**September 13 - 9 Annual Cable Truck Show** - 2866 State Route 286, Saltsburg, PA 15681. Free Admission. Trophies, Food and Merchandise Vendors, Raffle Baskets, 50/50 Drawings.

**September 20 - 5th Annual DMF Cancer Benefit Truck Show and Truck Pull** - Portage County Fairgrounds, Rt. 44 Randolph, Ohio.

**September 14-20, 2025 - National Truck Driver Appreciation Week (NTDAW)**

**September 16-18 - Truck World Driver Appreciation Event** - Truck World, 6965 Truck World Boulevard, I-80 Exit 234, in Hubbard, Ohio; Truck World, I-76 Bailey Rd. Exit 57 in North Jackson, Ohio; and Truck World, I-90 & SR 7 Exit 229 in Conneaut, Ohio. Free lunch for all Professional Truck Drivers, games, prizes and giveaways!

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

**September 26-28 - Kuhnle Bros. 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](http://www.kuhnlemotorsports.com/semistampede)

**October 24-25 - 3rd Annual Louisiana Truck Show** - Civic Center and Pavillion, Rayne, LA. Visit [www.louisianatruckshows.com](http://www.louisianatruckshows.com)

**November 7-8 - Bennett Stars, Stripes, and White Lines Truck Show** - Atlanta Motor Speedway, 1500 Tara Place, Hampton, GA 30228. The Stars, Stripes, and White Lines Truck Show is an annual event celebrating show trucks from around the country including, elite invite only classes, wash and show classes and patriotic-themed trucks, jeeps, motorcycles and a new open class division that can include anything from a golfcart, 4x4 and street rods. The event will feature elite trucks competing in trucking's National Championship, additional big rig divisions, jeep and motorcycle exhibitions, a \$10,000 Golf Ball Drop, vendors, a kids' zone, a silent auction, and fireworks following the Saturday night concert. Live Music, Veteran Salute, Parade around the track inside Atlanta Motor Speedway. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to [www.sswltruckshow.com](http://www.sswltruckshow.com)

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

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MO 2025



# Something to Think About - More Than Money

by: Mike McGough

During the 1970 production year, an estimated 260,000 trucks rolled off the Chevy pickup production lines. The Chevy K10 models featured four-wheel drive, while the C10 models featured two-wheel drive. They were popular trucks that would evolve through four generations. The first generation appeared during the model years 1960 to 1966. The second generation made its mark during the years 1967 through 1972. A third and fourth generation followed, with the last production year being 2002. Today they're all classics!

When he got his C10, his plan was to restore it. This would be his second venture into the fascinating and entertaining, yet complex and labor-intensive process of vintage vehicle restoration. Previously, his Dad and he had restored a 2003 Mustang GT. Even though his Dad had passed, he still has that car and all the lessons learned in that restoration process. More importantly, he has all the memories; and for him, they are now and always will be priceless!

The C10 he bought needed work, lots of it.

For the next six years, he worked to restore it. The lessons his Dad taught him, both about mechanics and life, and the rich memories that came with those lessons were vivid for him. With time, money and effort, he moved that project along, motivated in no small measure by his Dad and their 2003 Mustang GT. In time he got the truck to a point where it was nearing completion. Then, as often happens, a busy family, personal, and professional life made it necessary for him to take a break from the restoration process.

After being stored for a time, he decided to sell his C10. He did so with mixed emotions, but the time seemed right to move it along. He posted it online. There was interest in his post, and he got some inquiries. He was in no hurry, and he decided early on in the process that he was only going to sell it to the right person. He was patient, then he got a call. It was THE call, the one that would make his decision to sell the absolutely right thing to do!

The guy who called was in his mid-60s. They set a time, and he came to look at the C10. His Grand-

son, in his early teens, was with him. These two were close, really close. Grandpa shared that this was going to be their project—something they'd be working on together. They had time and the desire to tackle a project, and it was going to be this 1970 Chevy C10. But could they afford it?

If you asked a hundred people to define what makes someone a good person, you'd get a wide variety of responses. There'd most assuredly be some overlap, but the range of attributes they'd offer that are demonstrated by good people would be broad. Even though they'd site unique and different attributes, the vast majority would agree on one truth. When you encounter a good person, you'll know it in pretty quick order.

When they came to look at the C10, Grandpa and Grandson may not have gotten any restoration lessons, but they certainly got one about how right people think and act. The asking price was \$15,000, which was actually a low-ball price for that year, make, and model. After some "horse-trading," and an honest admission that they only had so much

they could offer, the guy selling the truck let it go for a little over \$10,000. They took it, and the next phase of this particular C10's restoration was about to begin.

Several years later he was casually sharing the story of his 1970 Chevy C10 pickup. You might expect that the story would have focused on the particulars of the vehicle, its features, and the process he went through to bring it back—not the case. Instead, he talked about selling the truck, the people involved, and the human interaction that bespoke the features of caring, empathetic people, not good vintage trucks.

He said when he met them, he thought of the restoration his Dad and he had gone through with their Mustang. The memories and the lessons learned came back in an instant. He recalled what that has long meant to him. Here was his chance, an opportunity to pay that forward to total strangers, and he seized it.

A few months later, he had the chance to see his C10 in their garage. They were working on it—together! Because of what he had done, that

1970 Chevy pickup, one of 260,000, was a classic model of human kindness. He closed his story with a simply yet profound statement: "Family,

relationships, and memories, mean so much more than money!"

Thanks Don!





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through Gear Head Europe and are being made available to South American markets by Gear Head Lube Brazil. In Australia and in Japan, product testing is currently underway with promising potential as these markets are seeking an environmentally friendly, fifth wheel lubricant. Across the continent, dozens of major truck fleets have implemented Gear Head Lube's patented, soy-based, fifth wheel grease designed to replace petroleum-based products. The innovative new fifth wheel grease pads are clean, driver friendly, and easy to apply. "We are extremely pleased to see the overwhelming interest in our products, not only domes-

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# MOVIN' OUT

# Working Show Truck Of The Month

Duncan Excavating/  
Jacob Duncan, Driver



### By Pam Pollock

Jacob Duncan of Duncan Excavating moves the Earth – literally with his stunning 2025 Peterbilt 567 with a Cummins X15 engine, Allison 4500RDS transmission, 46,000 lbs. Meritor rear end, and a Morocco Welding smooth side aluminum bed.

Jacob, a graduate of Washington and Jefferson College, is the 3<sup>rd</sup> generation to be working in the family business, which

was started in 1958 by his grandfather Jack T. Duncan. Today, his father Jeff Duncan runs the company.

Duncan Excavating hauls screened topsoil and bulk landscape material in the Pittsburgh, Pennsylvania area.

In late April, Duncan Excavating supplied and hauled (along with other dump hauling companies) 26 MILLION pounds of dirt from their soil site in South Park, Pennsylvania

to construct the 2025 Monster Energy AMA Supercross Championship event track at Acrisure. When the race was over, the dirt was moved out of the stadium to a back parking lot just down the street. I did a ride along with Jacob in mid-May as he was moving the 26 MILLION pounds of dirt back to Acrisure Stadium in Pittsburgh for the Monster Jam Truck Show.

It took the drivers of the 12 dump trucks around 12 hours to complete the job.

The Duncans wanted to thank Ryan Fogarty of Hunter Trucks for finding the 2025 Peterbilt 567 truck for them and Mickey Morocco of Morocco Welding.

Thanks for letting me ride shotgun in your awesome Peterbilt 567, Jacob!

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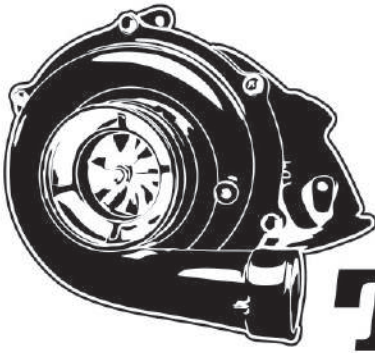
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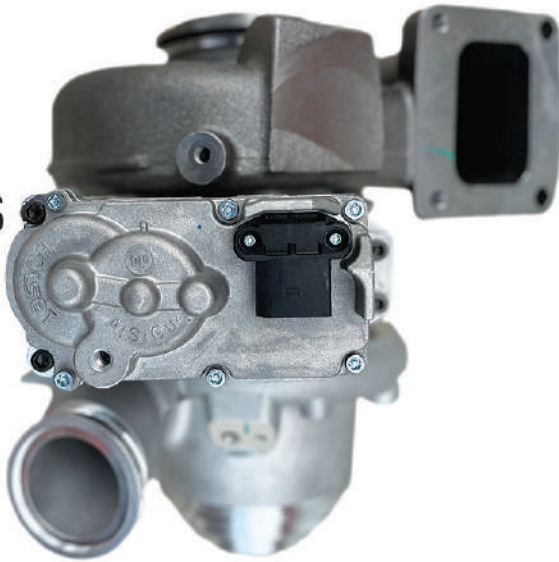
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