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Peterbilt Supports United Way with Annual Pride & Class Parade



The 2025 Peterbilt Pride & Class Parade was held in Denton, Texas on October 17th. Turn to page 20 for story and more photos. - Photo by Bret Redman -

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By Steve Pollock
PITTSBURGH, PA... Tri-State Trailer Sales, Inc. is one the nation's largest full-service Heavy Haul and Specialized dealerships. Whether you need a 20-ton or 90-ton trailer, there are hundreds in stock and on order at Tri-

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LCS services semi, non-semi and over-dimensional trailer markets with aerodynamic flat and round top rolling tarp systems and its own European hard top, soft side curtain system.

LCS also offers service

for all tarping systems relating to agricultural and aggregate trailers as well as parts. Originally focusing on servicing a 500-mile radius of Cadiz, LCS presence for the past three years has been bringing customers from far and wide that

continued on page7

Shell Rotella Names David McKinney as Fourth Judge for 2026 SuperRigs

HOUSTON, TX... Shell Rotella is pleased to announce that David McKinney, owner of a multi-truck family-run fleet and a well-known figure in the trucking industry, will serve as a judge at the 2026 Shell Rotella SuperRigs truck beauty contest. McKinney joins the judging panel as the fourth judge for this year's event, which will take place June 25-27, at Bristol Motor Speedway in Bristol, Tennessee.

Shell Rotella SuperRigs is North America's premier truck beauty contest, celebrating the pride, craftsmanship, and hard work of professional drivers and their rigs. McKinney will join judges Eric Harley, Jami Jones and Mike Gaffin in selecting category and Best of Show winners.

"We are thrilled to have David McKinney as a new judge for Shell Rotella SuperRigs to add to the experience of our veteran judges and to bring his perspective to the contest," said Julie Wright, North American Brand Manager at Shell Rotella. "Our priority is to continue to advance SuperRigs and remain one of the leading truck show experiences for drivers across North America."

McKinney brings decades of firsthand trucking experience to the judging panel. He began driving at age 21 and purchased his first truck just a year later. His career has spanned flatbed hauling and coast-to-coast air freight, giving him a broad understanding of the industry and the demands placed on today's drivers. After years as a one-truck operation, McKinney began expanding his business approximately 15 years ago and now operates a family-owned fleet built on a reputation for quality and integrity. His fleet includes 18 meticulously maintained working trucks, including his 2016 Peterbilt Pride and Class 389 named "Part Time," in his family-run business that includes his wife Connie and sons Dalton and Dill.

McKinney understands what it takes to prepare and show a truck at SuperRigs, having entered several times in the past. This has provided him with deep familiarity about the competition, judging criteria, and the level of craftsmanship required to stand out on the SuperRigs stage. He began building and showing trucks in 2016 and quickly became immersed in the truck show community, where he says the relationships formed have become an extended family.

"Integrity and honesty are what matter most to me, and that's what I want to be remembered for," McKinney said. "I'm excited to be a judge, be part of the SuperRigs family, and bring a different perspective to the judging panel."

As a SuperRigs judge, McKinney will evaluate trucks across multiple categories, drawing from his experience as both a longtime competitor and small fleet owner who understands the balance between show-quality presentation and real-world performance.

"David represents the heart of what SuperRigs is about," said Julie Wright, North American Brand Manager at Shell Rotella. "His pride in workmanship, commitment to integrity, and firsthand knowledge of what it takes to compete at SuperRigs make him an excellent addition to this year's judging panel."

SuperRigs offers more than \$25,000 in cash and prizes, welcoming drivers from across the U.S. and Canada to compete and celebrate trucking culture during a weekend designed for the entire trucking community.

For updates on the Shell Rotella SuperRigs competition, visit www.rotella.com/superrigs. Be sure to follow Shell Rotella on Facebook, X and Instagram for additional updates and photos from the competition. Join the conversation via social media using the hashtag #SuperRigs2026.

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STORE 898 – AMBERLY'S ANSWERS

- How long have you been with Sheetz?**
I've been with Sheetz for 10 years. I started as an employee, moved up to shift supervisor, then kitchen manager, and I've been a store manager for a little over five years. I opened Store 898 in September 2025.
- What's your favorite off-menu item?**
My favorite off-menu item is a spicy chicken wrap with shredded cheese, jalapeño ranch, and sour cream. Get it toasted for a little extra crunch.
- What are some of the perks offered to Drivers through the Driver Freakz Rewards program?**
Sheetz offers lots of perks, like 3¢ off every gallon with a registered Sheetz card and deals on made-to-order food and drinks when you shop in store. For truck drivers, pumping 50 gallons of diesel unlocks monthly perks like a free breakfast sandwich, a half sub, or a sampler of fried food favorites.
- What do you love the most about Sheetz?**
What I love most about Sheetz is how family-friendly the company is and how much support it offers employees and their families. I also love that we're always evolving and adapting to changes, which helps both our employees and our customers.
- What do truckerz order the most?**
Most truckers order our special made to order subs, they can customize them any way they like. We offer so many variations of breads, meats, cheeses. The options are endless.

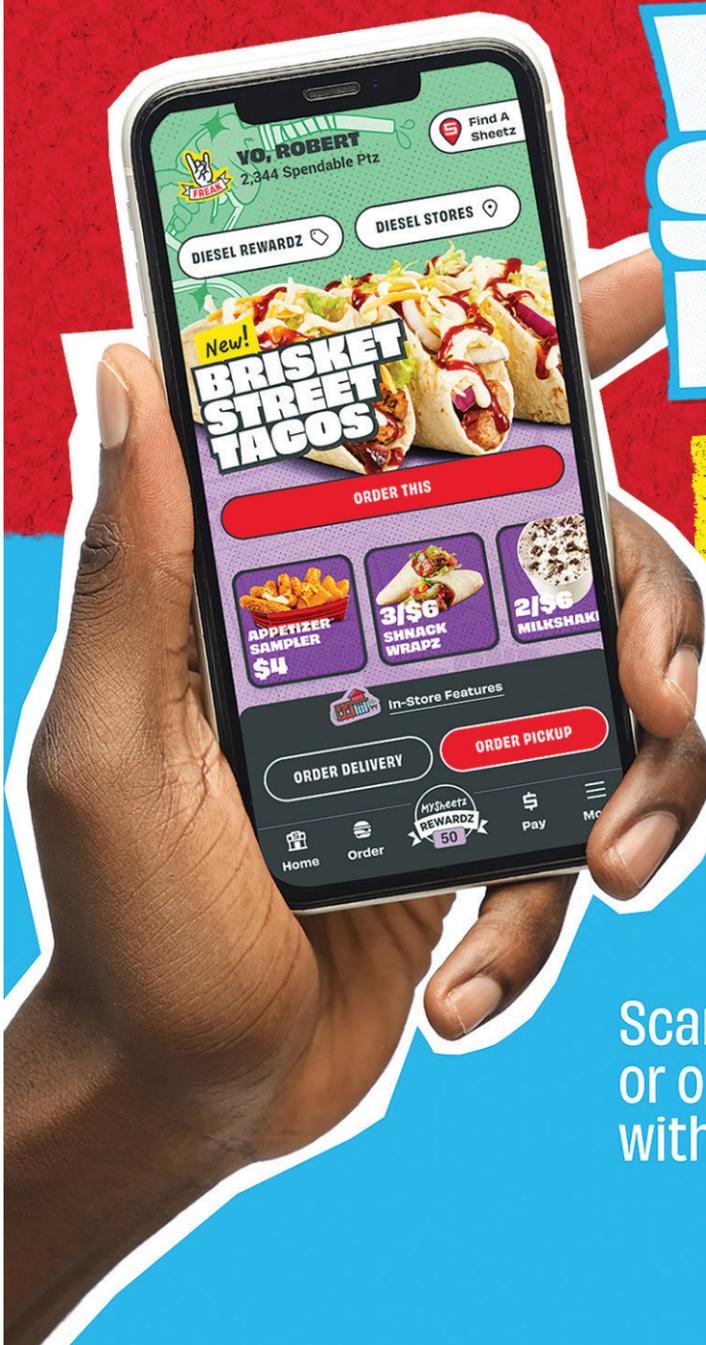
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High Performance Diesels with Bruce Mallinson

Inside the Shop: A Detroit Diesel Series 60 Hard Start That Revealed a Costly Mistake

At Pittsburgh Power, we see a wide range of diesel engine problems come through our doors every day. From minor drivability complaints to full engine overhauls, no two jobs are ever quite the same. Occasionally, however, a repair turns into a lesson worth sharing. Recently, one such case involved a Detroit Diesel Series 60 engine and a hard start complaint that uncovered a much deeper issue.

The Detroit Diesel Series 60 is one of the most well known heavy duty engines ever produced. Introduced in the late 1980s, it was among the first electronically controlled diesel engines used in on highway trucks. Its inline six design, overhead camshaft, and reputation for durability made it a favorite in long haul trucking, buses, and vocational applications for decades.

The truck arrived at our

facility under its own power, but the driver reported increasingly difficult cold starts. The engine would crank longer than normal before firing, and the issue had been getting progressively worse. The owner wanted to address the problem before it turned into something more serious.

As with any diagnostic process, our technicians began with the basics. Fuel pressure tests were

performed and came back within specification. The electrical and starting systems were checked and showed no obvious faults. With no clear answer from external testing, we made the decision to dig deeper.

Given the symptoms, the next logical step was to pull the cylinder head for a visual inspection. What we discovered immediately raised concern. Cylinder number three showed severe vertical scoring along the cylinder wall. This type of damage is not typical of normal wear and pointed directly to a mechanical failure.

After receiving authorization from the owner, we removed the piston from the affected cylinder. Once the piston was out, the root cause became obvious. The oil control ring had been completely destroyed. The ring was pulverized, and fragments had gouged the cylinder wall as the engine continued to operate. The cylinder wall damage was extensive and would have only worsened had the engine remained in service.

Piston rings play a critical role in any diesel engine. They seal combustion pressure, regulate oil on the cylinder walls, and help transfer heat from the piston to the liner. In high compression diesel engines like the Series 60, proper ring installation is absolutely essential. When rings fail, the results can be catastrophic.

Fortunately, the damage was isolated. The remaining cylinders showed no signs of scoring or abnormal wear. The crankshaft, bearings, camshaft, and valve train were all in good condition. Before any repairs began, the engine was thoroughly cleaned and flushed to remove metal debris and prevent secondary damage elsewhere in the system.

The troubling part of this story came from the engine's recent history. The owner informed us that the



engine had been rebuilt not long ago by a small independent shop. Based on the evidence, we strongly suspect the oil rings were not installed correctly during that rebuild.

Proper piston installation requires that all three rings are correctly seated in their grooves, evenly compressed, and well lubricated before the piston is inserted into the cylinder. A quality ring compressor is essential. If even one ring does not seat properly and the piston is forced into the bore, the ring can crack, weaken, or break outright.

In this case, it appears the top oil ring may not have compressed correctly. Instead of stopping and correcting the issue, the piston was likely forced into the cylinder. The result was a damaged ring that eventually failed once the engine was put back into service. That failure led directly to the scoring we observed in cylinder number three.

At Pittsburgh Power, we have been using the same ring compressor for more than thirty years. It has never failed us. There is an old saying in this industry that they do not make them like they used to, and this job reinforced that belief. Proper tools and proven procedures matter, especially

when someone's livelihood depends on the reliability of their equipment.

The repair process involved replacing the damaged piston and cylinder, restoring proper clearances, and reassembling the engine to factory specifications. After completion, the engine was primed, started, and tested. The hard start issue was completely resolved, and the Series 60 now starts cleanly and runs exactly as it should.

The moral of this story is simple but important. Choosing who works on your engine is not a decision to take lightly. A rebuild that seems like a bargain upfront can quickly become far more expensive if attention to detail is lacking. Diesel engines demand precision, experience, and respect for the process.

At Pittsburgh Power, we believe doing the job right the first time is the only acceptable approach. This Detroit Diesel Series 60 serves as a reminder that shortcuts in the shop can turn into long detours on the road.

Written By: Jordan Greathouse, Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA 16056 Website: www.PittsburghPower.com Phone (724) 360-408

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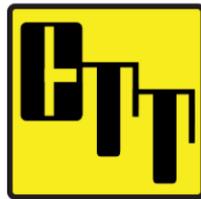


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continued from page 1

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Latest Trucking Industry News

USDOT Wants To Hear From Pennsylvania Carriers

By Kammi Bredbenner, PMTA

Motor carriers once again have a seat at the table.

The U.S. Department of Transportation (USDOT) has announced that the Federal Motor Carrier Safety Administration (FMCSA) is accepting nominations for their Motor Carrier Safety Advisory Committee (MCSAC), an influential advisory body that provides FMCSA with real-world, stakeholder-driven recommendations on commercial motor vehicle safety programs, regulations, and policies. This committee plays a direct role on in advising FMCSA on safety programs, regulations, and policies that impact carriers, drivers, and fleets nationwide.

For Pennsylvania carriers, this is a critical opportunity to bring practical, boots-on-the-ground experience into federal decision-making—and to ensure trucking regulations are effective, balanced, and rooted in reality.

Why This Matters to PMTA Members

Federal trucking regulations shape everything from hours of service and driver qualifications to compliance requirements and medical standards. Too often, policies are developed without enough input from those who live with them every day.

* By serving on this advisory committee, carriers and industry professionals can:

* Provide real-world insight into how regulations affect safety and operations

* Advocate for data-driven, practical solutions that improve safety without unnecessary burden

* Help ensure FMCSA policies are grounded in experience, not theory

* Represent the voice of small and mid-sized carriers, which are often under-represented

As FMCSA Administrator Derek D. Barrs noted, informed and balanced stakeholder input is essential to advancing the agency's safety mission. These committees exist to make sure industry expertise is part of that process.

Motor Carrier Safety Advisory Committee (MCSAC)

The MCSAC advises FMCSA on a broad range of commercial motor vehicle safety issues, including:

* Motor carrier operations

* Driver qualifications

* Hours of service

* Emerging safety challenges

The committee consists of 20 members representing industry, safety advocates, labor, law enforce-

ment, and state and local government. Importantly, FMCSA is actively seeking participation from motor carriers, including small businesses and individual drivers.

The committee, first launched in 2006, is being relaunched after a hiatus and is expected to meet twice per year moving forward—making now an especially important time for industry participation.

Longtime committee member Todd Spencer of the Owner-Operator Independent Drivers Association has repeatedly emphasized the importance of evaluating whether regulations actually improve safety, noting that compliance alone does not always equate to better outcomes. Those perspectives have helped drive FMCSA's recent efforts to remove unnecessary regulations—proof that carrier voices do make a difference.

Who Should Apply
FMCSA encourages nominations that reflect

a broad range of perspectives. Qualified individuals may self-nominate or be nominated by an organization. Past committee members are also welcome to apply.

Nominees should demonstrate:

* Relevant professional experience or credentials

* Knowledge of commercial motor vehicle operations or safety

* A strong interest in advancing highway safety

How to Apply
Nominations must be received by February 23 and should include:

* Name, title, and contact information

* A cover letter or letter of support explaining why the nominee should be considered

* A resume or curriculum vitae

* A short biography outlining professional and academic credentials

* An affirmative statement that the nominee meets eligibility requirements

Additional submission

details are available in the official Federal Register notices.

A Call to Pennsylvania Carriers

Policy decisions made in Washington directly affect trucking operations in Pennsylvania every day. PMTA encourages qualified carrier members, safety professionals, and industry experts to consider applying—or nominating a colleague—to ensure our industry's voice remains strong, informed, and influential.

This is more than a committee appointment. It's a chance to help shape the future of trucking safety with experience, logic, and a commitment to meaningful improvement.

If you want a say in the rules that govern our industry, now is the time to step forward.

Questions may be directed to FMCSA at mc-sac@dot.gov or mrb@dot.gov.

\$200 Million Secured for Truck Parking Following ATA's Advocacy

Washington, DC... The American Trucking Associations heralded a historic first, as Congress took the unprecedented step of approving dedicated funding for truck parking projects. The groundbreaking action, which follows years of advocacy led by ATA, will provide \$200 million that must be used solely to expand the availability of truck parking. This provision, along with numerous other measures designed to support truckers and strengthen the supply chain, was included in the final fiscal year 2026 appropriations package. The legislation now heads to the President's desk to be signed into law.

Truck Parking
Addressing the severe, ongoing shortage of truck parking has been a centerpiece of ATA's advocacy. Last year, top ATA leaders testified multiple times about this issue on Capitol Hill, and ATA members raised this topic directly with their Members of Congress during a record-setting Call On Washington season.

U.S. Congressman Steve Womack (R-AR), the chairman of the House Transportation Appropriations Subcommittee and a key ally of ATA, was instrumental in securing the \$200 million truck parking line item in the FY26 appropriations package. While previous laws, such as the Bipartisan Infrastructure Law, have made funds available that could be used for truck parking, Congress has never before allocated funding specifically and exclusively for expanding truck parking capacity.

"When truck drivers finish their shift or take their federally mandated rest break, the last thing they should have to worry about is finding a safe place to park. Unfortunately, chronic underinvestment in this essential infrastructure has resulted in severe shortages, making it extremely difficult for truck drivers to do their jobs and creating significant hazards for all motorists," said ATA President & CEO Chris Spear. "This substantial new funding that ATA championed will help us turn a corner on this issue. We thank the members of the House and Senate Appropriations Committees for prioritizing truck parking, the first time that Congress has allocated funds specifically for this purpose. We are especially appreciative of the decisive leadership of Congressman Womack for ensuring the truck parking provision was incorporated in the final bill."

According to a U.S. Department of Transportation study, 98% of truck drivers regularly experience problems locating safe parking. An analysis by the American Transportation Research Institute found that the average driver sacrifices 56 minutes of drive time per day. This results in \$6,813 in lost wages for truck drivers each year.

More Pro-Trucking Provisions

In addition to the significant victory on truck parking, ATA secured multiple other priorities in the FY26 funding package, such as:

* Directing USDOT to provide a report and develop a strategy to respond to cargo theft.

* Addressing distracted and impaired driving;

* Studying the growing issue of predatory towing;

* Reporting on the availability and feasibility of technologies that could measure intoxication, including marijuana impairment;

* Demanding the issuance of long-overdue guidance that will allow motor carriers to use hair testing to detect drug use;

* Providing an update on the establishment of a national AV framework;

* Requiring a study on congestion pricing, specifically relating to its effect on finances, safety, emissions, and congestion;

* Strengthening oversight of the Training Provider Registry; and

* Enforcing English language proficiency requirements.

"From enhancing the efficiency of our supply chain to improving the safety of our roadways, the pro-trucking policies in this legislation give our industry many reasons to celebrate," said Spear. "By leveraging ATA's strong partnerships with lawmakers on Capitol Hill, we were able to overcome partisan gridlock to help strengthen the trucking industry and deliver progress on some of the most pressing challenges facing our members."

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ATA Truck Tonnage Index Rose 0.4% in December 2025

Washington, DC... Trucking activity in the United States increased slightly in December, but volumes remained at low levels after significant declines in September and October. Specifically, truck freight tonnage increased 0.4% after rising 0.2% in November, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"Despite two consecutive gains, tonnage remains at low levels as the freight metric contracted a total

of 2.7% in September and October," said ATA Chief Economist Bob Costello. "Soft manufacturing and construction activity are continuing to suppress freight levels, as they did for much of last year. For 2025 in total, tonnage rose just 0.1% over the 2024 average, although it was the first annual gain since 2022."

In December, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 112.9, up from 112.4 in November. The index, which is based on 2015 as 100, increased 0.9% from the same month in 2024 after decreasing the two previous months on a year-over-year basis. For the fourth quarter, the index average

fell 1.8% from the third quarter, the largest sequential quarterly decline since the second quarter of 2023, and was down 0.3% from the final three months in 2024.

November's SA gain was unchanged from what was first reported in our December 23 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 111.9 in December, 4.3% above November's reading of 107.3.

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 retail 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.

Both indices are dominated by contract freight, as opposed to traditional spot market freight. The tonnage index is calculated on surveys from its membership and has been doing so since the 1970s. This is a preliminary figure and subject to change in the final report issued around the 5th day of each month. The report includes month-to-month and year-over-year results, relevant economic comparisons, and key financial indicators.

* 2024 estimates include forecasts.

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2026 Wheel Jam Truck Show Aims To Lend A Helping Hand



Scot Marone's beautiful truck was on display at the 2025 Wheel Jam Truck Show. Scot was the founder of the Wheel Jam Truck Show and his legacy lives on in providing a quality, fun-filled truck show for Professional Truck Drivers. - photo by Nita Sitterley.

HURON, SD... Plans are underway for the 2026 Wheel Jam Truck Show which will be held on June 4-7 at the South Dakota Fairgrounds in Huron, South Dakota.

The Wheel Jam Truck Show is now a nonprofit event so that Scot Marone's Legacy will carry on for years to come! The Wheel Jam Truck Show is able to designate the donations towards traveling expenses/ lodging/food for families in need through the Avera

and Sanford Foundations. The Avera Foundation and Sanford Health Foundation are the philanthropic arms of their respective major Midwest health systems, raising funds to support patient care, research, equipment, and community health initiatives. Both focus on enhancing services, covering patient needs, and driving medical advancements through donations. The streets of Huron are open again for the very popular Truck Parade Sunday

morning at 11:00 am after a 2 year hiatus!

There is a full line-up of events to be held all weekend -

- Dynamic Engine Brake Competition, which will start at 10:00 am on Saturday
- Judged Truck Show - judging begins at 1:00 pm on Saturday with Rags Down. The trophies will be presented on Saturday night at the meal so the trucks can have them on display on Saturday night;

• The aforementioned Parade

- Trucker Meal and Social
- Light Show will take place after the free concert on Friday night with Long Haul Paul and Ja'net Eastman.
- Show 'N' Shine
- There will also be Stock Car Races, Car Shows, Bike Shows, Live Music, and BBQ Championships. Charles Gracey with SiriusXM's Trucking Sense and Hard Shell Life will also be attending.

Maximum Overdrive Sponsors are Ambush Apparel, Full Tilt Performance, S&B Truck Alignment, and Selland Trucking.

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continued from page 1

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Stewardship Over Ambition



Brent Wooten and his family

Most careers aren't built in straight lines. They bend toward responsibility.

Long before Brent Wooten ever managed freight or led an agency, he was learning what it meant to step in when something needed steady hands. He gave up opportunities that looked impressive on paper in favor of commitments that mattered in real life. Over time, that pattern became a philosophy: protect what you're given, take care of people, and let the results

follow.

Decades later, that same approach defines his work as a Mercer Transportation agent. Not because it was carefully planned, but because stewardship, once practiced long enough, tends to shape everything it touches.

After high school, Wooten earned a vocal performance scholarship and planned to pursue music. When the economy faltered and his father lost his job, that path changed. He en-

tered the workforce to help support his family, taking a job in a furniture factory where he loaded trucks and worked alongside drivers on the dock. It wasn't a strategic career move. It was a response to necessity.

Later, he returned to the same school system he graduated from to help rebuild a struggling band program. What began as a temporary effort stretched into years of work across multiple schools, eventually restoring the program

to more than 160 marching students. Leaving education came only when it became clear that passion alone couldn't support a growing family. Once again, Wooten chose responsibility over preference.

That mindset carried into law enforcement, where he worked in prison transport and corrections. The environment was demanding and the situations often tense, but it further shaped how he viewed people. Respect mattered, even when circumstances were difficult.

After leaving law enforcement, Wooten moved into management with Orkin, where he gained valuable experience leading teams, serving customers, and handling responsibility at scale. That role sharpened his leadership skills and ultimately became his introduction to the transportation industry.

One moment from his law enforcement years stayed with him. A former student arrived at the jail on drug charges, confident until he recognized a familiar face. Wooten pulled him aside and reminded

him that one mistake didn't have to define his life. Years later, that student became a productive member of society. For Wooten, it reinforced a belief that would follow him everywhere: how you treat people in their worst moments often matters more than what you say in their best ones.

After gaining experience in the business, Wooten stepped into agency ownership and has continued building his career at Mercer through consistency, hard work, and a commitment to doing things the right way. From the beginning, honesty set the tone.

On just his second day at Mercer, a frustrated driver called with a problem and accused dispatchers of being "certified liars." Wooten didn't deflect. "I told him I wasn't smart enough to be a liar," he recalls. "If I lie once, I've got to remember every lie after that. I'd rather try to do it right the first time." The driver went quiet. Then he kept calling. Years later, long after retirement, the relationship remains.

Wooten is open about the fact that his faith is central to his daily life and leadership. He credits God as the source of his direction, strength, and any success he has experienced, both personally and professionally.

Moments like that capture what Mercer reinforced rather than changed. Trust compounds when it's handled carefully. Leadership recognized that consistency and gave Wooten the opportunity to grow an agency without asking him to abandon the values that got him there. When his father passed away unexpectedly, the response from Mercer wasn't procedural.

Calls came from across the company, reinforcing that this was more than a workplace. It was a community that showed up when it mattered.

As an agency owner, growth brought new challenges. Hiring, training, and leading people meant accepting responsibility for more than outcomes. Wooten believes in treating employees like family, even when that makes decisions harder. Letting people stumble, grow, and sometimes move on has been one of the most difficult parts of leadership.

Rather than chasing expansion for its own sake, he focused on depth. Learning customers' businesses from the inside out. Freight, to him, isn't just a shipment. It's a full circle. "Everything you're wearing right now was on a truck at some point," he says. "There's a lot of pride in being part of that."

That perspective extends to drivers as well. He often reminds his team that many drivers spend long hours alone, carrying the weight of distance and responsibility. Not every call needs a solution. "A lot of times," he says, "people just want to be heard."

In an industry that moves faster every year, Wooten believes perspective remains a competitive advantage. Technology matters. Efficiency matters. But relationships still outlast markets.

When asked how he measures success, he doesn't point to plaques or rankings. He points to phone calls that continue years later, to people who return, and to a career built not on ambition, but on stewardship. Remaining thankful, he says, is what keeps everything else in focus.

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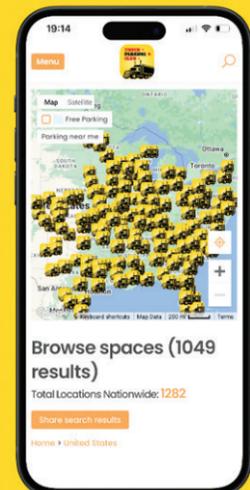


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CVSA Approves 17 Changes to the 2026 North American Standard Out-of-Service Criteria

By Anthony Cloud, PMTA

The Commercial Vehicle Safety Alliance (CVSA) has officially approved 17 changes to the 2026 North American Standard Out-of-Service Criteria (OOSC) following the 2025 fall issues ballot.

Under CVSA bylaws, proposed OOSC changes must receive majority approval from Class I member jurisdictions. In 2025, 51 of 70 jurisdictions voted, and the Alliance approved 17 amendments that will take effect April 1, 2026.

These changes impact driver qualification enforcement, alcohol thresholds, ELD tampering, brake measurements, cargo securement, wheels and rims, hazardous materials placarding, and federal out-of-service orders.

The 2026 edition will:

Be printed on green paper

Denote changes with an asterisk (*)

Be effective throughout North America beginning April 1, 2026

Be available in English, French, and Spanish

Launch in the CVSA OOSC mobile app on April 1

Be available for purchase (print and electronic) in February 2026

Key Driver-Related Changes (Part I)

1. CDL and Non-CDL Endorsements & Restrictions

Endorsements and re-

strictions are now separated and clarified, particularly regarding proper violation codes.

Important clarification:

A valid CDL with a restriction violation does not invalidate the license. It does not automatically trigger violations of 383.23 or 391.11(b)(5). Enforcement will rely on state authority for the out-of-service action.

Why it matters: Safety departments must ensure drivers understand restrictions (e.g., air brake, intrastate) and that compliance staff document violations correctly.

2. Intrastate (K) Restriction Clarification

A new note clarifies that drivers with an intrastate (K) restriction are only placed out of service if operating outside their home state at the time of inspection.

FMCSA indicated the restriction is meant to keep drivers within their state of issuance — not to prohibit the intrastate leg of an interstate movement.

Operational takeaway: Verify dispatch routing aligns with driver restriction status.

3. Alcohol Threshold Clarification

The OOSC now aligns with federal thresholds:

Wine or beer at 0.5% alcohol content or more

Any distilled spirits

Possession while on duty now clearly meets the OOSC threshold.

4. False RODS & ELD Tampering

Language was expanded to address:

Situations where inspectors can determine falsification.

Situations where ELD tampering prevents determination of duty status

A new OOS condition applies if tampering makes it impossible to determine events.

This is significant. If hours cannot be reconstructed, enforcement action will follow.

5. AOB RD References Removed

With the removal of 49 CFR 395.15, references to automatic onboard recording devices (AOBRDs) were removed from the OOSC.

Vehicle-Related Changes (Part II)

Brake System Revisions

Several notable updates include:

Service gladhands terminology changed to "service air connections"

Clarification that disconnected trailer air lines only trigger OOS if the 20% defective brake threshold is met

Hydraulic and electric brake lining thickness standardized to less than 1/16" (1.6 mm)

"Parking brake" updated to "parking/emergency brake"

Fleet implication: Ensure maintenance teams understand measurement standards and documenta-

tion reflects updated terminology.

Cargo Securement

Added OOS criteria for the ExTe Com90 hydraulic log securement system

Added a wire rope damage chart to the tiedown defect table

Coupling Devices

New language addresses countersunk screws in upper couplers. All present bolts must be tight.

Wheels, Rims & Hubs

Missing rim pieces over 3 inches now OOS

Cracks from center hole to stud hole removed as imminent hazard

Clear hubcap OOS condition removed due to enforcement inconsistency

Passenger-Carrying Vehicles

Emergency exits marked as such must now include operating instructions — even if the exit is not a required one.

Hazardous Materials (Part III)

If a vehicle is missing placards for multiple divisions within the same hazard class, the vehicle must be placed out of service.

Administrative (Part IV)

A chart outlining the seven types of FMCSA out-of-service orders has been added to assist inspectors with proper application.

What Safety Leaders Should Be Doing Now

Schedule review of updated criteria before April 1, 2026

Update internal audit checklists

Review driver restriction tracking processes

Reinforce anti-tampering policies regarding ELDs

Verify brake measurement standards with maintenance vendors

Register for the February 10 CVSA webinar

The OOSC changes

are not academic updates — they directly impact roadside outcomes, CSA exposure, and audit defensibility.

As always, preparation before April 1 is significantly less expensive than explanation after.



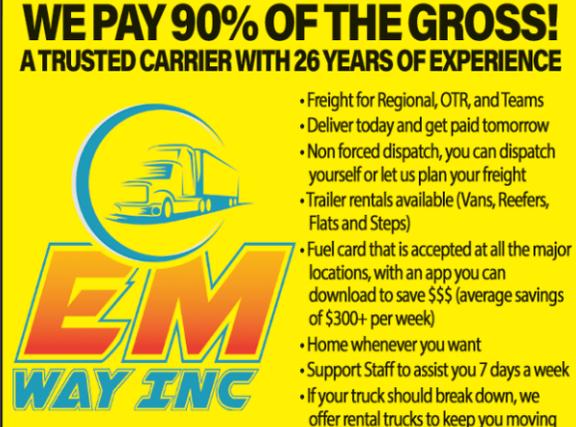
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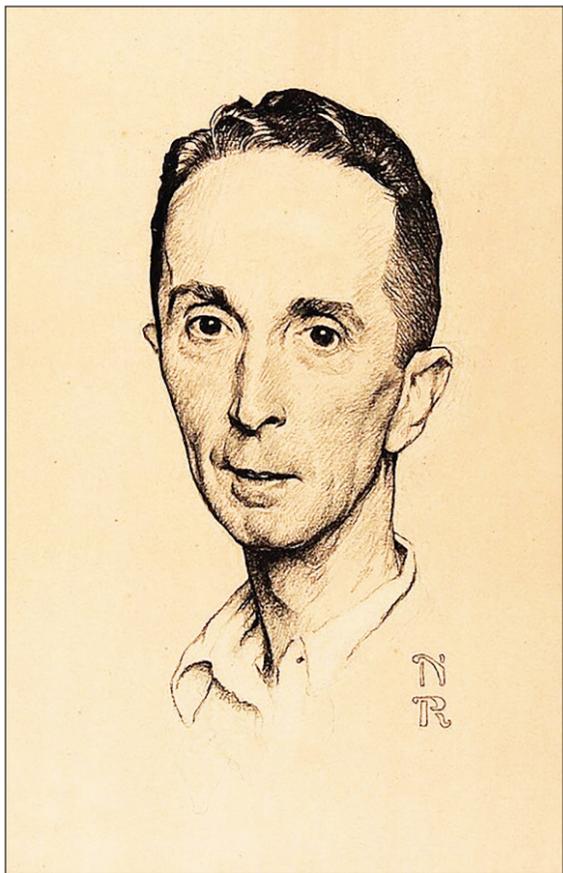


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Founders & Guardians - Norman Rockwell



Neil Armstrong's first step on the moon occurred on July 20, 1969. Rockwell's painting *Man's First Step on the Moon* was commissioned by *Look* magazine. It was completed in 1966 and published in 1967, in anticipation of NASA's imminent lunar landing.

By: Michael R. McGough
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"Commonplaces never become tiresome. It is we who become tired when we cease to

be curious and appreciative." - (Norman Rockwell)

Norman Perceval Rock-

well was born on Saturday, February 3, 1894 in New York City. He was the youngest of two sons born to Jarvis and Anne Mary Rockwell. At age 14, while still in high school, he studied at The New York School of Art. Two years later he left high school to

begin his full-time study of art at The National Academy of Design. He later attended The Art Students League in New York. From an early age, he was focused on what would be his life's work.

During his early career, Rockwell found plenty of work, including a salaried position as an illustrator and art editor for *Boys Life*, the publication of the Boy Scouts of America (BSA). When he began working for *The Saturday Evening Post* in 1916, he left his position with BSA, but their relationship continued.

Norman Rockwell married Irene O'Connell in 1916. The following year, the couple moved to New Rochelle, NY. Their marriage ended in divorce in 1930. That same year he remarried. He and Mary Barstow, a school teacher, were married for 29 years. They had three sons.

In 1939, the Rockwells moved to Arlington, VT. Life in this small town, was the inspiration of many of Norman's most notable illustrations. In 1953, they relocated to Stockbridge, Massachusetts, another model of small-town America. Following the death of his second wife, Rockwell married again in 1961. He and Mary Punderton were among the most popular and respected couples in Stockbridge.

Rockwell's 47-year relationship with *The Post* began with the first of his more than 320 covers titled, *Boy with Baby Carriage*. It appeared on May 20, 1916 edition. Through those illustrations, he offered readers a running visual account of life in everyday America for nearly five decades. Although his work was dismissed by critics from certain segments of the art community, its popularity among the masses was enormous.

Although he saw no action during WWI, Rockwell served as a military artist. In 1943, during the height of WWII, he completed what may be his most enduring work and a major contribution to the war effort. His *Four Freedoms* series vividly illustrated to a world at war four universal freedoms described by President Roosevelt in his 1941 State of the Union Address. The paintings appeared in consecutive issues of *The Post* with essays by *Post* writers. The works titled, *Freedom of Speech*, *Freedom to Worship*, *Freedom from Want*, and *Freedom from Fear*, were taken on a nationwide tour sponsored by *The Post* and the U.S. Treasury. As a result of that tour, more than \$130 million was raised for the war effort, through the sale of war bonds.

In 1963, Rockwell ended his working relationship with *The Post*. His final cover appeared on the December 14th edition. It was a portrait of former President John F. Kennedy, who had been assassinated the previous month. The following year, *Look* magazine began publishing his work.

From this new venue at *Look*, 68-year-old Norman Rockwell's paintings illustrated core realities of the United States in the 1960s, including poverty, civil rights and the space age. One of his most graphic and enduring works is *The Problem We All Live With*. It was the centerfold of the January 14, 1964 edition of *Look*. Ten years after the Supreme Court declared segregated schools to be unconstitutional, the painting shows six-year-old Ruby Bridges being escorted to school by federal marshals. Rockwell had shined a light on the reality that Americans can either be part of the problem or part of the solution.

His last commission, completed for BSA, was titled, *The Spirit of 1976*. Over a span of nearly 64 years, Norman Rockwell provided the Boy Scouts with more than 470 illustrations, for their magazines, calendars, and other publications. This was the longest professional

association of his storied career. Although Rockwell was not a boy scout, in 1938, he was awarded the Silver Buffalo, BSA's highest award for service to Scouting.

President Gerald Ford, himself an Eagle Scout, awarded Rockwell the Presidential Medal of Freedom in 1977. Ford said Rockwell's "... vivid and affectionate portraits of our country and ourselves have become a beloved part of the American tradition." The following year, at the age of 84, Norman Perceval Rockwell passed away from emphysema. In 2008, he was posthumously named the Official State Artist of Massachusetts.

Rockwell's contributions to the American Dream are best found in his optimistically uncomplicated chronicling of commonplaces. His curiosity and appreciation for them powered his idealized portrayal of American life. Through the administrations of eleven presidents, his picturesque narration of America life offered recurring glimpses of who we were, who we should be, and when we falter, who we could become again. "The Story Teller of America" described his life's work this way. "I showed the America I knew and observed to others who might not have noticed."

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The Mid-America Trucking Show Announces Return of Free Friday Concert Featuring Frank Foster, Mark Ware, and Long Haul Paul



enhancing the entertainment offerings that make MATS a must-attend event for trucking professionals, families, and music fans alike.

For details about the Friday concert, please visit: <https://trucking-show.com/mats-concert/> MATS 2026 runs March 26–28, 2026, at the Kentucky Exposition Center, bringing together thousands of attendees, hundreds of exhibitors, and industry

leaders for three days of product showcases, hands-on demonstrations, education sessions, and special events. Registration for the show is open now.

Since 1972, the Mid-America Trucking Show (MATS) has grown to be the world's largest and longest-running annual heavy-duty trucking event. MATS is the place to experience everything from new technologies to networking with in-

dustry thought leaders. This is where the industry's largest brands and promising startups do business, form partnerships, and make meaningful connections. More than 800 exhibitors and 50,000 attendees are expected from across the globe at MATS this year, making it the education and innovation epicenter of the trucking industry. The entire industry connects at MATS 54 on March 26-28, 2026.

The Mid-America Trucking Show (MATS) is excited to announce the return of its highly anticipated Friday Concert, sponsored by Bennett Family of Companies, a free live music event on Friday, March 27, 2026, at 7:00 PM ET in Freedom Hall at the Kentucky Exposition Center in Louisville, Kentucky.

A longtime favorite among attendees, the Friday Concert celebrates the trucking community with great music and camaraderie following a full day of exhibits, education, and net-

working at MATS 2026. This year's concert will feature performances by Frank Foster, Mark Ware, and Long Haul Paul. Foster is known as a chart-topping country artist who delivers a gritty blend of Southern rock and honest country, Ware is known for his scorching blend of Southern soul and gritty storytelling, and Paul is known as a journeyman storyteller, delivering lyrics steeped in folk and americana.

"We're thrilled to bring back the Friday Concert as part of the MATS experience," said Toby

Young, President of the Mid-America Trucking Show. "This event has become a signature celebration for the trucking community, an opportunity for attendees to relax, enjoy great music, and connect with fellow professionals after a day at the show."

The concert is free for all registered MATS attendees. Complimentary tickets will be available for pickup at Bennett booth #39201 at the show on Thursday and Friday. This year's concert experience is made possible through the support of sponsors,



EXPERIENCE MORE

The Mid-America Trucking Show is the largest annual heavy-duty trucking event in the world. With over 1,000,000 sq. ft. of exhibits and events, you will discover the newest industry products, experience hands-on demonstrations, talk with product experts and engineers, and participate in educational seminars and special events.

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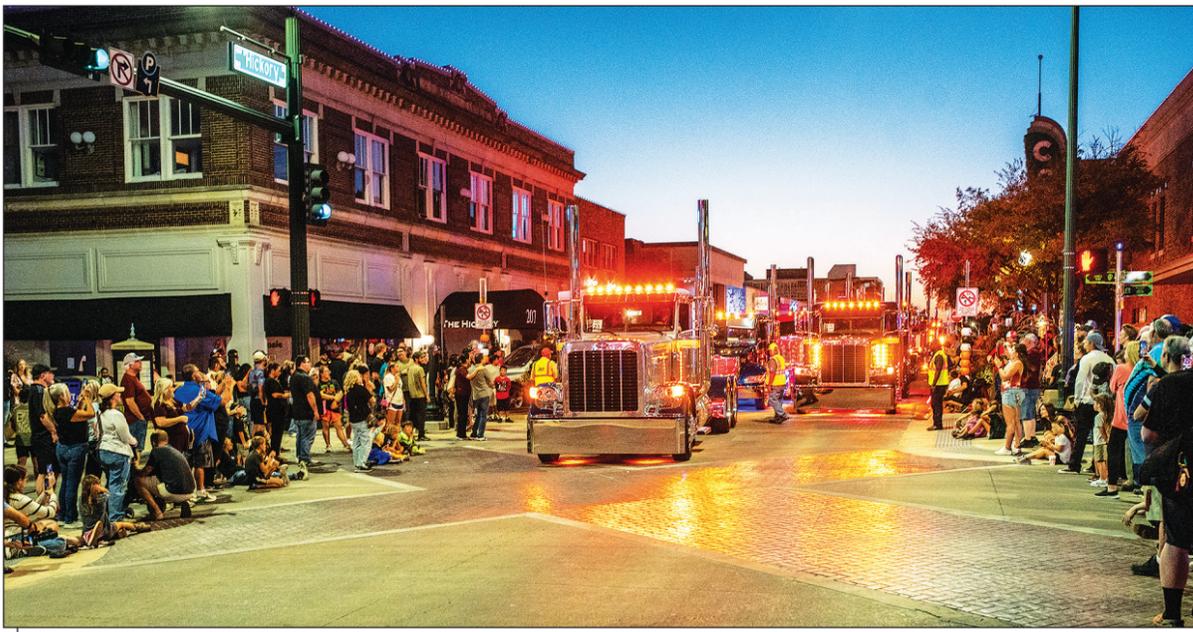


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MATS 2026

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Peterbilt Supports United Way with Annual Pride & Class Parade



Denton, TX... Peterbilt proudly supports the local community through its annual United Way Giving Campaign, culminating in the highly anticipated Peterbilt Pride & Class Parade.

The week-long campaign is an opportunity for Peterbilt employees to contribute to the cause through a variety of company-led fundraising events, initiatives and individual donations.

"The United Way Giving Campaign is a reflection of Peterbilt's commitment to our community," said Jake Montero, Peterbilt general manager and PACCAR vice president. "The parade is a fantastic tradition that unites our employees, customers and the Denton community. It celebrates the dedication of our employees and their shared loyalty and passion with Peterbilt owners, dealers and fans."

Making its debut in 2016, the Pride & Class Parade has grown into a signature event that embodies the spirit of Peterbilt's red oval, combining the enthusiasm of locally built trucks with the energy and appreciation for the Denton community.

Peterbilt owners and drivers from across North America travelled to Denton to showcase their customized trucks. This year's parade featured an impressive lineup of Peterbilt trucks, ranging from a classic 1969 Model 358 to the legendary 2026 Model 589.

"Peterbilt and United Way of Denton County have built a longstanding partnership that has strengthened our community for more than three decades," said Gary Henderson, President and CEO of United Way of Denton County. "Peterbilt's ongoing financial support and employee engagement have created a meaningful and lasting impact across Denton County."

Every Peterbilt truck that rolls off the assembly line represents the company's heritage of quality, innovation and pride from inspired styling and premium materials to meticulous attention to detail. Together, Peterbilt and its employees continue to build exceptional trucks and a stronger community.

To learn more about Peterbilt's complete lineup of trucks visit peterbilt.com/trucks/all and to explore how Peterbilt supports local communities, visit peterbilt.com/news-and-events/peterbilt-cares.



- Photos by

Bret Redman -

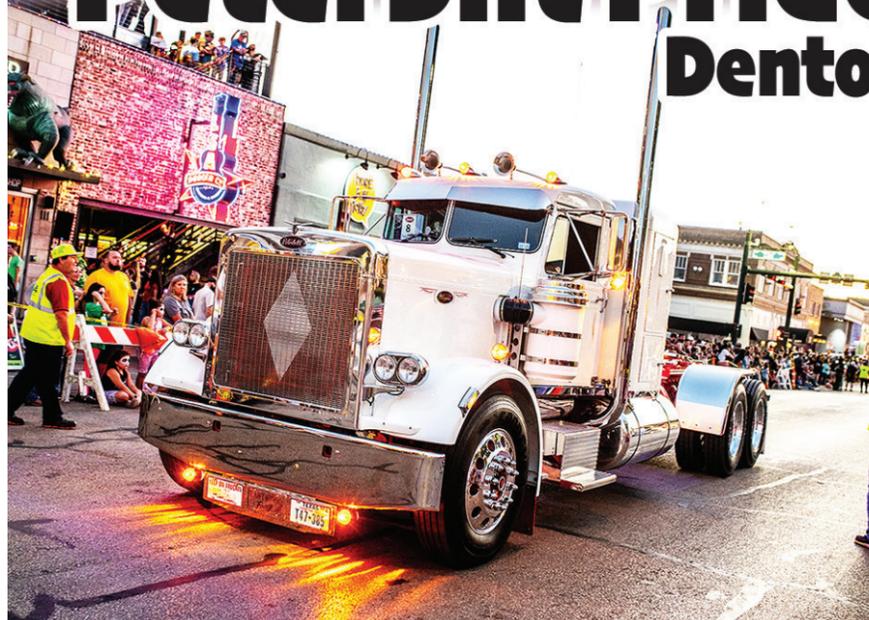
All Photos by Bret Redman

2025

See more photos from the show on line in our Truck Show Gallery @www.movinout.com

Peterbilt Pride & Class Parade

Denton, Texas



From The Chaplain's Desk



By Ron Fraser, TFC Global President

"Then Jesus told his disciples, 'If anyone would come after me, let him deny himself and take up his cross and follow me. For whoever would save his life will lose it, but whoever loses his life for my sake will find it.'"

—Matthew 16:24–25

It came to me in the quiet of a parking lot, in one of those in-between moments when you are not yet home and no longer at work, sitting in the car with the engine off, hands still on the steering wheel, staring through the windshield without really looking at anything. I had finished a long visit and was in no hurry to start the drive. The afternoon light had softened, settling across the dashboard, making the inside of the car feel almost still. A delivery truck idled nearby. Somewhere, a door closed. Nothing urgent. Nothing dramatic. Just a pause.

And in that pause, I noticed how tired my body felt. Not the kind of exhaustion that comes from a single hard day, but the slower kind that builds quietly over time, the kind you carry without naming, the kind you adjust to and call normal. I sat there longer than I meant to.

Later, driving home, a line from Jesus surfaced without warning, not a verse I was reaching for, just something that rose up alongside the moment: *"If anyone would come after me, let him deny himself and take up his cross and follow me. For whoever would save his life will lose it, but whoever loses his life for my sake will find it"* (Matthew 16:24–25). I've heard those words framed as a demand, a test, a call to toughness. But that afternoon they didn't sound sharp or severe. They sounded honest, almost weary, like Jesus was naming something He knew we would feel.

Here's the tension I keep bumping into, both in myself and in the people, I sit with, faith can start to feel heavy when it quietly becomes about holding yourself together.

er. About staying faithful enough, strong enough, surrendered enough. About carrying the weight of belief without ever admitting how much it weighs. We don't usually say that part out loud. We say we trust God. We say we're following Jesus. And we mean it. But underneath that, there's often a second project running alongside faith—the project of self-preservation. Staying useful. Staying composed. Staying in control. Saving a version of ourselves that feels safer than vulnerability.

When life presses in, through grief, anxiety, illness, or exhaustion, that project starts to fail. The weight shows up. Faith, instead of feeling like rest, begins to feel like another thing we have to carry. I'm not always sure what to do with that. Some days I try to pray it away. Some days I try to outwork it. And some days, if I'm honest, I just keep going, hoping it doesn't catch up with me.

What keeps drawing me back to Jesus, though, is that His life doesn't follow that pattern. The self-giving life of Jesus isn't about holding Himself together. It's about giving Himself away. Not recklessly. Not dramatically. But steadily. Presently. With open hands. Long before the cross, His life is already poured out for the sick, the overlooked, the exhausted, the unsure. Even in Gethsemane, when He prays, "Not my will, but yours," there's no pretense of strength. Just honesty. Just presence. Just a willingness to stay rather than escape.

That changes the way I hear "take up your cross." It doesn't sound like an invitation to add more weight. It sounds like

permission to stop saving myself. Because maybe what Jesus is naming is this: the life we're trying to protect is often the very thing wearing us down. And the life He offers isn't found through effort or control, but through release.

I think again of that quiet moment in the parking lot, sitting with the engine off, hands still on the wheel, not moving because I could feel the weight I was carrying. Not quitting. Not collapsing. Just pausing long enough to notice it. Faith might feel heavy not because we're failing, but because we're still gripping too tightly. We are still trying to manage what was never meant to be carried alone.

The metaphor that stays with me is unfinished stone. Rough edges. Not polished. You can't force it into shape without breaking something. You have to work with it slowly, patiently, letting it be what it is.

Maybe following Jesus is less about strength than it is about surrender. Less about saving our lives than letting them be given. And maybe finding real life begins there.

Upcoming Delivery Of Volvo VNR Electric Trucks To City Harvest Marks Major Step In 'Bronx Is Breathing' Initiative



Volvo Trucks North America announced that three zero-tailpipe-emission Volvo VNR Electric trucks will be delivered in 2026 to City Harvest, New York City's largest food rescue organization, as part of the Bronx is Breathing project. Supported by a \$10 million award from the New York Clean Transportation Prizes program, the initiative is designed to reduce noise and emissions for South Bronx neighborhoods bordering one of the nation's busiest freight corridors.

"City Harvest rescues and delivers millions of pounds of food to New Yorkers every year. We are proud that these new electric trucks will support that crucial mission with

cleaner, quieter operations," said Keith Brandis, Head of Policy & Regulatory Affairs, North America, Volvo Group's Trucks Technology & Industrial Division. "The Bronx is Breathing initiative shows how targeted infrastructure investment and community partnerships can accelerate the adoption of electric trucks in dense urban freight environments."

Each Volvo VNR Electric truck will be equipped with battery-electric transport refrigeration units, enabling true zero-tailpipe emissions during food rescue and delivery operations across all five New York City boroughs. City Harvest will initially charge the vehicles at a new charging installation being deployed at the Fulton Fish Market Cooperative in the Hunts Point Food Distribution Center in the Bronx. In the coming years, charging operations will shift to a freight-focused public charging hub being developed by MN8 Energy in the Hunts Point Food Distribution Center, which will feature 32 DC fast chargers, including stalls for heavy-duty Class 8 trucks plus 10 Level-2 chargers, when it becomes operational in 2029.

The Volvo VNR Electric truck is purpose-built for urban routes where trucks operate near homes, schools, and businesses. With zero-tailpipe emissions, the VNR Electric helps improve local air quality in densely populated communities long impacted by transportation-related pollution. Its quieter operation also reduces noise during early-morning or late-night deliveries, creating a more comfortable environment for drivers and city residents.

City Harvest's trucks are part of a broader eight-vehicle Volvo Group deployment funded through the project, supporting food distribution, waste operations, and local deliveries in Hunts Point. City Harvest rescues and delivers over 86 million pounds of food annually in New York City. This amounts to approximately 250,000 pounds of food every day. This is made possible through their fleet of trucks that picks up excess food that would otherwise go to waste from grocers, farms, manufacturers, and restaurants and delivers it to food pantries, soup kitchens, and other community programs across the five boroughs.

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B-COOL® will have several popular models for sale at \$888 at the truck show, as well as on their website, www.bcoolaircon.com. Additionally, they will also have their new portable air conditioners, refrigerator units and portable cooler-freezers.

Visit B-Cool® Air Conditioning at the Mid-America Trucking Show on March 26-28 in booth #16173 in the North Wing.

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FirstLine Funding Group – Providing Reliable Cash Flow

By Steve Pollock

ANKENY, IA.... While freight factoring is not a new concept to the trucking industry, the services provided by FirstLine Funding Group is. First and foremost, the company is focused on customer care. When you call, you will talk with a person and

have a dedicated account manager. If they are not available, they will contact you as quickly as possible. FirstLine Funding Group's priority is communicating with the customer.

FirstLine Funding Group has an in-house team for credit inquiries

and a collections team that also takes care of broker bond filings.

Being a division of First Bank & Trust with branches in Southeast South Dakota and the Minneapolis, Minnesota area allows FirstLine Funding Group to offer additional services beyond factoring. FirstLine Funding Group also offers equipment financing, fuel advances, and credit checks on shippers and brokers on their mobile app for their customers. The company also has two fuel card partnerships that are universally accepted, one offering fuel discounts upwards to 40¢ off per gallon at in network travel plazas.



**Amy Neal, Business Development Manager
FirstLine Funding Group**

FirstLine Funding Group services are available to owner/operators as well as small and large carriers. Invoices can be submitted by email or the company's mobile app. Multiple funding options are available.

FirstLine Funding Group is proud to offer their customers a comprehensive support network for all of

their services. With offices in Madison, South Dakota and Ankeny, Iowa, FirstLine Funding is ready to serve you. Mention this ad to receive a special incentive. Call them at 877-609-6717, and press 4 for sales or visit them online at www.firstlinefundinggroup.com

Van Spot Rates Decline, But Higher Rates Expected

Data from Truckstop.com and FTR Transportation Intelligence for the week ended January 23 shows further decreases in broker-posted spot rates as expected following the holiday surge.

However, a massive winter storm over the weekend, which included not only major precipitation but also extreme cold, is widely expected to drive up spot rates for dry van and, especially, refrigerated equipment.

Given that trucking capacity clearly is tighter today than it was in January 2024, rate increases at least matching those from a year ago – 6.6 cents for dry van and 12.3 cents for refrigerated – would seem likely. Rate surges closer to the peak in February 2021 – 18.8 cents for dry van and 28.8 cents for refrigerated – would reinforce the notion that trucking capacity is quite tight but not showing up in market dynamics due to weak freight volume.

Slightly weaker load postings week over week, coupled with slightly more truck postings, resulted in a Market Demand Index of 111.9, which is down from the levels in the two prior 2026 weeks but otherwise the strongest since April 2025.



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All Photos by High Gear Photography 2025 Visit our Truck Show Gallery @www.movinout.com

MIDWEST PRIDE IN YOUR RIDE TRUCK SHOW



PGT Trucking Named As One of The 2026 TCA Elite Fleet Certified Carriers

The Truckload Carriers Association (TCA) is proud to announce the 2026 class of TCA Elite Fleetcertified carriers, marking the second year of the program recognizing the best places to drive in the truckload industry.

Building on the success of its inaugural year, the TCA Elite Fleet initiative continues to spotlight North American for-hire truckload carriers that demonstrate excellence in creating supportive, rewarding, and driver-focused work environments.

Developed in partnership with the University of Denver's Transportation & Supply Chain Institute, the TCA Elite Fleet certification honors carriers that prioritize competitive compensation, strong safety cultures, driver engagement, and innovative practices designed to enhance quality of life behind the wheel.

Certified fleets underwent a comprehensive evaluation process that examined critical performance indicators including safety, driver satisfaction, turnover, compensation and benefits, equipment quality, operational efficiency, and overall driver experience. To ensure credibility and transparency, surveys of company drivers and independent contractors were again used to validate carrier submissions.

TCA President Jim Ward commented on the program's

continued impact: "Following a successful first year, the TCA Elite Fleet program has quickly become a meaningful benchmark for excellence in our industry. The carriers recognized in 2026 have demonstrated a strong commitment to investing in their drivers and fostering environments where professionals can thrive. We commend these fleets for raising the bar and helping move our industry forward, and we look forward to celebrating their achievements at our upcoming event."

Congratulations to the 2026 TCA Elite Fleets

AAT Carriers Inc.; American Central Transport; Arlo G Lott Trucking, Inc.; Bison Transport Inc.; Brenny Specialized, Inc.; Cargo Transporters, Inc.; Chalk Mountain Services of Texas; Cheema Freightlines, LLC; Chief Carriers; Christenson Transportation; Covenant Transport LLC; Crawford Trucking Inc; Decker Truck Line, Inc.; ; Don Hummer Trucking Corp.; Dutch Maid Logistics; Erb Transport Ltd; Fortigo Freight Services Inc; Fortune Transportation Company; Fremont Contract Carriers; FTC Transportation; Garner Trucking; Grand Island Express; Halvor

Lines Inc.; Hill Bros; Jetco Delivery; Kriska Holdings Limited; Landstar System, Inc.; Liberty Linehaul West, Inc.; Lion Force Transport Inc; Lynch Logistics; Magnum Transportation; Marten Transport; Maverick Transportation; MCK Trucking Inc.; Mill

Creek Motor Freight Ltd; Moeller Trucking, Inc.; National Carriers; NFI Industries; Northern Logistics; Nussbaum Transportation; Peters Brothers, Inc.; PGT Trucking, Inc.; Prime Inc.; R.E. Garrison Trucking, Inc.; Raider Express Inc; Ralph Moyle, Inc.; Roy-

al Logistics; Spring Creek Carriers Inc; Spur Freight Services Inc; Stokes Trucking; Transpro Freight Systems; TransX Ltd.; Tucker Freight Lines; Veriha Trucking, LLC; Werner Enterprises; Western Dairy Transport; Wilson Logistics, Inc.

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Heroes On The PA Turnpike



Pictured are PA Turnpike Maintenance Department employees, John Gallagher, left, and Doug Sarver, right with nurse Cindy Zimmerman, center.

Pennsylvania Turnpike Commission Maintenance Department employees John Gallagher and Doug Sarver had just completed a job on the roadway and were heading back to the Devault Maintenance Shed in Malvern, Pa., when they saw a car stopped on the westbound shoulder. The female driver appeared to be in distress, so Gallagher and Sarver called the PA Turnpike Traffic Operations

Center (TOC) for an ambulance. After they approached the passenger, they quickly realized she was having a serious medical episode. Gallagher stayed with her to make sure she was safe while Sarver waited outside the vehicle.

As the woman collapsed, a passing motorist and Temple Health nurse stopped to offer support. Cindy Zimmerman performed life-saving CPR until the ambulance arrived;

Pennsylvania State Police later confirmed the woman survived.

Supporting motorists is part of the PA Turnpike's commitment to safety. Drivers on the Pennsylvania Turnpike are never alone thanks to maintenance teams, a 24/7 operations center, and nearby emergency professionals. For help, motorists can dial *11 anywhere on the roadway.

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MO 2026

MOVIN' OUT Calendar of Events



March 26-28 - Mid-America Trucking Show—Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 24-26 - 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 - 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

May 16 - Semi-Crazy Cornfield Roundup at Wasp's Truck Stop - Audubon Truck Stop on Hwy 71 just north of I-80 an ATHS multi-chapter gathering but all are welcome. Contact Russell Spawn Jr. 402-680-6121 or Wade Becl 515-494-9199 for more information.

June 2-6 - ATHS National Convention and Truck Show - Ozark Empire Fairgrounds, Springfield, Missouri. Get your kicks on Route 66! More info coming soon!

June 4-7 - 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.wheeljamtruckshow.com

June 25-27 - 44th Annual Shell SuperRigs - Bristol Motor Speedway, Bristol, TN.

June 26-27 - Chrome N Smoke Truck Show - Osmond, Nebraska. Contact Taylor Bucholz 402-640-0259 for more information.

June 26-28 - 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

June 28 - American Truck Historical Society ATHS Nutmeg Chapter Show - Brooklyn Fair Grounds, Route 169 Brooklyn, CT. 8:00am-3:00pm. For more info, call Harold Foskett 860 465-7503.

July 9-11 - 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 18 Made In The Shade Truck Show - David City, Nebraska. For more information contact Benny Schultz 402-641-3991.

July 25 -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 at 814-224-2084

August 7-9 - 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

August 14-15 - The Midwest Classic Truck Show - Oakland, Nebraska. For more information call Brock Gadberry 402-680-8103,

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

November 6-7 - Bennett Stars, Stripes, and White Lines Truck Show - EchoPark Speedway, McDonough, Georgia. 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. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to www.swltruckshow.com

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

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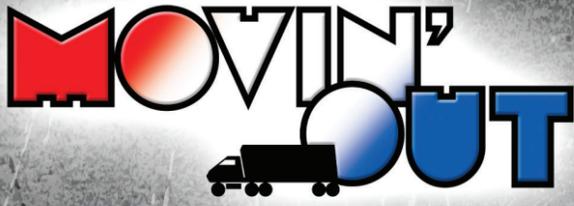



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Working Show Truck Of The Month

Daniel & Phyllis Snow



Daniel and Phyllis Snow have been familiar faces at many truck shows for years. The couple has owned their 1996 Freightliner XL "The Goose" for 20 years and have logged an incredible 3,155,000

miles on the truck. It is powered by a 700 hp 12.7 Detroit with a 13 speed OD transmission and 3:73 rear end. The Freightliner features "Suicide Doors" and other custom touches, many of which

were added while on the road. Daniel has a work shop in the nose of the trailer and loves his tools. While the couple calls Harrison, Arkansas their home, they don't get there very often.

After years of hauling freight, these days the Snows spend their time traveling between truck shows, recruiting for the Bennett Family of Companies, whom they thank for sponsoring them.



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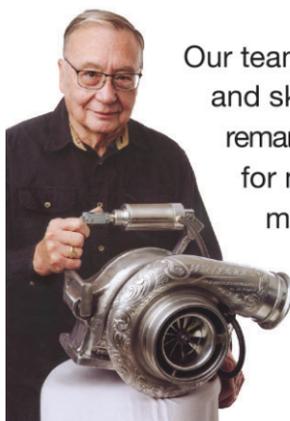


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-Jim Blaylock, Founder

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 installed a Switchblade on my '99 IH 9400 with a Cummins N14 Select. Fully loaded at 80k lbs, I went from 5mpg to 6.7mpg. Unloaded went from 6.0mpg - 8.2mpg. It spools up super quick, gets me into higher gears faster, and runs very smoothly. I'm saving > \$16,000 for every 100k miles I drive"
-Todd F. - Houston, TX

"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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