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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## All Roads Led To Louisville For The 2025 Mid-America Trucking Show



Winning the Best Use of Chrome – Bobtail at the 2025 PKY Truck Beauty Championship was John Dunnigan's 1985 Peterbilt 359. - Photo by Dan Pollock - Turn to pages 14 & 15 for more photos and story.

### Sheetz and The Pennsylvania Motor Truck Association Show Their Appreciation For Professional Truck Drivers



**By Pam Pollock**

Waynesburg, PA... National Truck Driver Appreciation Week is still months away – the dates for 2025 are September 14-20, but Sheetz and the Pennsylvania Motor Truck Association (PMTA) couldn't wait to

show their appreciation. The two companies partnered to host two early Truck Driver Appreciation Events.

Sheetz and PMTA realize the importance of Professional Truck Drivers, the dedicated men and women who keep America Mov-

ing. The first Appreciation event was held on April 3<sup>rd</sup> at the Sheetz in Waynesburg, Pennsylvania (398 E Roy Furman Hwy., I-79 Exit 14). David McCord, Director of Member Engagement set up a table near the Diesel Islands continued on page 5

### PressureTech™ - Intelligence In Motion



**By Steve Pollock**

WIXOM, MI... AKTV8 launches PressureTech™, a new wireless sensor platform specifically designed for the demanding and rugged commercial vehicle market to enable real-time monitoring of critical vehicle systems. For the past 10 years, the company has specialized in developing air control systems for the

automotive and heavy truck industries. PressureTech™ includes BT wireless tire pressure and load monitoring sensors, with mobile App and telemetry connectivity in one easy to install and configure system. Customers can purchase either sensor solution or combine them to deliver the best value. Critical alerts like tire blowout and axle overload-

ing can be configured for both driver and fleet command center.

Tire Pressure Monitor Sensors (TPMS) are available in two configurations: Thru and Cap. The Thru sensor is screwed onto the existing Schrader tire valve and air can be added without removing the sensor. Low profile, lightweight Cap sensors attach to Schrader stems but do not include inflate-thru capability. This configuration is optimal for automatic tire inflation systems by attaching to the available check port on the hoses. System alerts drivers and fleet command via email to tire under or over pressure, over temperature - providing real-time alerts.

On-Board scales or load monitoring system includes Suspension Pressure Monitor Sensor and durable "Tee" fitting to allow easy installation by splicing into the air suspension air line. Both continued on page 23



Shell Rotella® SuperRigs® 2025 Comes To Atlanta



Julie Wright, Shell Rotella's Marketing and Media Manager. - Photo by Steve Pollock -

By Steve Pollock

LOUISVILLE, KY.... Julie Wright, Shell Rotella's Marketing and Media Manager invites Professional Truck Drivers to the Atlanta Motor Speedway on May 29-31 for the 2025 Shell Rotella® SuperRigs® Competition. The Speedway is south of the Atlanta metro area. At stake is over \$25,000 in cash and prizes and a chance to be chosen for the 2026 Shell Rotella® SuperRigs® calendar.

There is no entry fee and registration is now open at [MyMilesMatter/SuperRigs](https://www.mymilesmatter.com/superRigs), where you will find additional information about the event. Updates have been made for both mileage based Show Truck and Working Truck categories. The Lights category has been expanded to include awards for second and third place in addition to the winner. Shell Rotella® SuperRigs® is open to the pub-

lic with no admission fee. There will be food trucks and activities all three days. A Truck Parade will take place on Thursday evening. Friday night will include light judging, a concert, and fireworks. The three day event concludes on Saturday with the trophy and award presentation. While at the Mid-America Trucking Show in Louisville, Kentucky, I also met with Karin Haumann, OEM technical service

manager for Shell. Karin stated, "Shell is on track and progressing across all portfolios to meet the new PC-12 engine oil standards that take effect on January 1, 2027. " The new formulations will boost fuel economy, lower emissions, and will be formulated to be more compatible with today's emission systems. Shell is currently in the field trial stage.

ATA Truck Tonnage Index Jumped 3% in February

Washington , DC... Trucking activity in the United States surged 3% in February, marking the largest sequential increase in several years. February's gains followed a slight decline in January, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

"After a scant 0.1% decline in January, which wasn't bad considering the harsh winter weather and California wildfires, truck tonnage had a robust gain in February" said ATA Chief Economist Bob Costello. "This outcome fits well with our growing optimism for the truck freight market after a two-year recession. Some of the gain in February was due to accelerated imports early in the year as shippers rushed to bring products into the U.S. before tariffs hit. Even accounting for this, the first two months of the year were positive, all things considered, indicating that the freight recovery has indeed begun."

In February, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 115.2, up from 111.9 in January. The index, which is based on 2015 as 100, was up 0.6% from the same month last year, the second straight year-over-year increase, which hasn't happened since early 2023.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 104.8 in February, 4.7% below January's reading of 110.0. s



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# OFF THE BEATEN PATH

BY PAM POLLOCK

## I'm Tired, Boss (But I Won't Back Down)

I'm feeling like John Coffey from The Green Mile movie. It's almost the middle of April – it's been raining for two days; we had snow earlier this week. My arthritis is in full swing – my knees, my ankle, my neck, shoulder and even my fingers are rebelling. My esophagus wanted to join the party. Yay, me! I'm so lucky!

I'm tired, Boss. I'm tired listening to both sides of the political parties bicker and fight, in the newspapers, the television and radio, and on social media. Some people on Facebook have been posting, "And if you don't like what I am saying, UNFRIEND me!!!" Yep, they used lots of exclamation points. These were from both Republican and Democrat voters. I thought about it for a couple of hours and then, I did unfriend them. I go to Facebook to see cute photo of my friends and family's kids, pets, flowers, and birds. I like to catch up on the gossip. I don't want to read any political bs.

I'm tired of appliances breaking down (I'm looking at you four-year old deep freezer who bit the dust and the brand new replacement we purchased arrived broken as well) and vehicles making weird noises and praying that the auto repair won't be expensive. We all know that's not gonna happen...

I'm tired, Boss. I'm tired of deadlines and dealing with snippy emails and people who are not grateful. I'm tired of being told to treat people one way, but I am supposed to just roll over and let them walk all over me in return. Spoiler alert, I jump right back up when I am kicked down. My Boss won't let me send nasty reply emails, but I still write them and save them on my hard drive, and I will hold a grudge against that person for the rest of my life. Ya see, I, too don't forget. Like never, ever. I don't back down...

One of our readers, David, called the office yesterday. I had a wonderful conversation with him. He told me, "Your column in the first thing I turn to when I get my new copy of Movin' Out. Sometimes you get a little crazy." And ya know, it's true. I do get a little crazy-eyed when I am riled up.

I am not going to lie; David's comments stroked my ego. I didn't tell him sometimes I get very tired of writing this column. I've been writing it for 36 years and I am a very boring, old Grandma now. I

just got excited because I scored a 30% off coupon on some shapewear for my son's upcoming wedding. I got totally carried away today and had a can of Coke AND a frozen Coke from McDonald's! I didn't get dressed at all last Saturday.

Life kind of sucks for all of us right now. But I've realized that as tired as I am, I am also strong in spirit. I won't back down. I'm going to complain, I'm going to whine. I'm going to write a bunch of strongly worded emails in rebuttal, show them to my spouse and then sigh dramatically and put them in a folder on my computer's desktop. And I'm going to finish building this newspaper and be grateful for readers like David, and our advertisers and everyone who thanks us for giving them free show coverage and news releases. And I'm gonna dig out the Easter candy a week early.

Unlike John Coffey, I'm not ready to walk that Green Mile just yet. I'm tired, but not as lonely as a sparrow in the rain.

# OOIDA Supports Bill To Prevent Dangerous FMCSA Mandate - Restricted Truck Speeds Mean Rolling Roadblocks, Road Rage

Washington, DC... The Owner-Operator Independent Drivers Association (OOIDA) announced its strong support for the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE) Act. The legislation was introduced by Congressman Josh Brecheen (OK-2) to prohibit the Federal Motor Carrier Safety Administration (FMCSA) from promulgating any rule or regulation mandating speed limiters on large commercial motor vehicles (CMVs).

Speed limiting devices on large trucks have been proven to create unnecessary congestion and dangerous speed differentials among vehicles. This results in higher rates of vehicle interaction and higher crash rates.

"Nobody understands and appreciates road safety more than truck drivers," said OOIDA President Todd Spencer. "We want to get to our destination as safely as possible just like everyone else on the road. A federal speed limiter mandate would

force trucks to speeds below the flow of traffic, increasing interactions between vehicles and leading to more crashes. It would be like an obstacle course for passenger vehicle drivers on our highways. OOIDA and our 150,000 members in small business trucking across America thank Representative Brecheen for his leadership in working to keep our roadways safe for truckers and for all road users by fighting to prevent a speed limiter mandate."

"Under the Biden Administration, we saw blatant overreach that would have required speed limiters as low as 60 mph for heavy-duty trucks," said Representative Brecheen (R-OK). "For example, if a rancher is transporting tractors across state lines, under this rule, the federal government would require a speed limiter device when above 26,000 lbs. I have spent years driving a semi hauling heavy equipment and years in different ranch vehicles hauling livestock and farm equipment. Safety is enhanced

in keeping with the flow of traffic as set by state law, not on a one-size-fits-all regulation enforced by bureaucrats in Washington. The DRIVE Act will ensure a future administration cannot revive this dangerous rule."

"The National Association of Small Trucking Companies strongly supports the Deregulating Restrictions on Interstate Vehicles and Eighteen-Wheelers (DRIVE Act). Mandating speed limiters on commercial vehicles would increase speed differentials between cars and trucks, increase traffic density, and increase impatience and risky driving by those behind a plodding truck. Mandatory speed limiters would likely cost more lives and cause more accidents and injuries. NASTC commends the DRIVE Act for stopping a predictable regulatory disaster," said David Owen, President, National Association of Small Trucking Companies.

The DRIVE Act was introduced in response to an FMCSA rulemaking pro-

cess announced in April 2022. The agency has received more than 15,000 comments on the proposal, the majority from truck drives expressing opposition.

Supportive Organizations

- \* American Farm Bureau Federation
- \* Associated Equipment Distributors
- \* Mid-West Truckers Association
- \* National Association of Small Trucking Companies
- \* National Cattlemen's Beef Association
- \* National Ready Mixed Concrete Association
- \* North American Punjabi Trucking Association
- \* Owner-Operator Independent Drivers Association
- \* Owner-Operator Independent Drivers Association
- \* Towing and Recovery Association of America, Inc
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# Sheetz and The Pennsylvania Motor Truck Association Show Their Appreciation For Professional Truck Drivers



Wally Eckels, Company Driver for White's Equipment stopped by for some Shetz swag after fueling his truck at the Sheetz diesel island. Wally has been a Professional Truck Driver for 32 years.



Zakat Express, Inc. Company Driver Vitali fuels his truck at the Sheetz in Waynesburg, PA.



David McCord, PMTA Director of Member Engagement; Dan Pollock, Movin' Out National Account Manager; and Skylyn Specie, Waynesburg Sheetz employee greeted Professional Truck Drivers during the Appreciation Day.

continued from page 1

(high winds kept him from putting up the hospitality tent). Sheetz generously donated trucker hats, travel toothbrushes, air fresheners, and MTO cards that can be redeemed for free food. Drivers also had the opportunity to win a Sheetz gift card. PMTA also had items to giveaway. Movin' Out's Dan Pollock, National Account Manager and Pam Pollock, Editor drove down to cover

the event. We enjoyed meeting and talking to drivers. The next event was planned for April 23<sup>rd</sup> from 10:00 am-2:00 pm (Movin' Out had gone to press before this Driver Appreciation Day but we plan to also cover this event) at the Sheetz in Barkeyville, PA, ) 5775 State Route 8, Harrisville, PA I-80 Exit 29). Once again, PMTA will be on hand with Sheetz and PMTA giveaways and gift

card drawings. Our sincere thanks and gratitude to ALL Professional Truck Drivers – you are truly appreciated each and every day! Additional photos can be found at [www.movinout.com](http://www.movinout.com)

**- All Photos by Pam Pollock -**

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# High Performance Diesels with Bruce Mallinson

## All The Small Things

Every once in a while, something unusual rolls into the shop—and today was one of those days. On April 4th at exactly 1:31 PM, one of our mechanics walked into my office and said, “You’re going to want to hear this one.”

The truck? A car hauler. The problem? A small air leveling valve. The damage? Nearly \$13,000.

Here’s what went down:

While hauling over the road, the driver experienced a malfunction in the air leveling valve located at

the rear of the truck. At first glance, this might seem like a minor issue, but that single component failure set off a catastrophic chain of events.

The valve’s failure caused the rear suspension to drop suddenly while the truck was in motion. This dramatically changed the driveline angle. Instead of transferring power smoothly to the rear end, the driveline began forcefully pushing into the back of the transmission.

This pressure didn’t just

stop there. The force continued through the entire drivetrain:

- \* The transmission was pushed forward into the clutch.
- \* The clutch then jammed into the clutch fork.
- \* As well as pressing into the flywheel and pilot bearing

Each part along the way took damage. And as any experienced driver or mechanic knows, when the driveline starts applying force where it shouldn’t, you don’t just replace one



- \* Flywheel housing bearings for the fork
- \* Flywheel
- \* Pilot bearing

It was a complete overhaul. While the customer could have opted for a more budget-friendly rebuild, he made the decision to replace everything with brand-new parts. At that level of damage, he wanted a clean slate and peace of mind.

So what can we learn from this cautionary tale?

First and foremost: never underestimate a small part. Something as simple as a leveling valve can lead to thousands in damage when it fails at the wrong time.

Second: preventative maintenance matters. We know truckers are busy. The job is demanding, and downtime means lost income. But even five minutes of inspection before a trip can make the difference between a profitable load and a \$13,000 shop bill.

Check your suspension. Watch for air leaks. Listen for unfamiliar noises. If something feels off, trust your instincts. A part that looks “good enough” might not be. It could be the one thing standing between you and a long, expensive detour.

Now, we’re not saying you can prevent every breakdown. Sometimes, things go sideways no matter how careful you are. Trucking is tough, and fluke incidents happen. But if there’s even a small chance that a pre-trip walkaround or regular maintenance can prevent a disaster like this, it’s worth every second.

So, whether you’re running local or cross-country, hauling cars or freight, let this be a reminder: stay sharp, stay ahead of issues, and take nothing for granted. Because when one small part fails, it can take a whole drivetrain with it.

Written by: Jordan Great-house, Marketing Manager, Pittsburgh Power 3600 South Noah Drive, Sax-onburg, PA 16056 Phone (724) 360-4080



component—you replace a whole series of them.

But the story doesn’t end there.

When our team removed the transmission to assess the damage, they found something even more alarming: the transmission cooler had also failed. It was leaking coolant into the transmission oil. If you’ve ever seen oil contaminated with coolant, you know the damage it

can do. In this case, it was bad enough to destroy the transmission bearings and severely damage the gears.

The result? Sparkly oil—that dreaded glitter that tells you the internal components have ground themselves to dust.

So what had to be replaced?

- \* Transmission
- \* Transmission cooler
- \* Clutch
- \* Clutch fork

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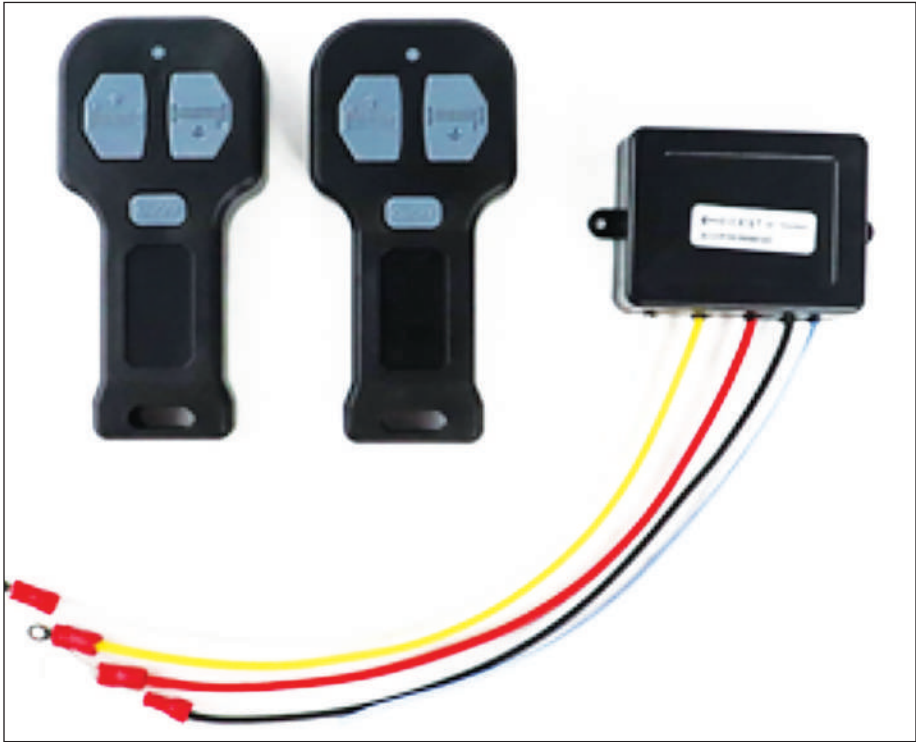
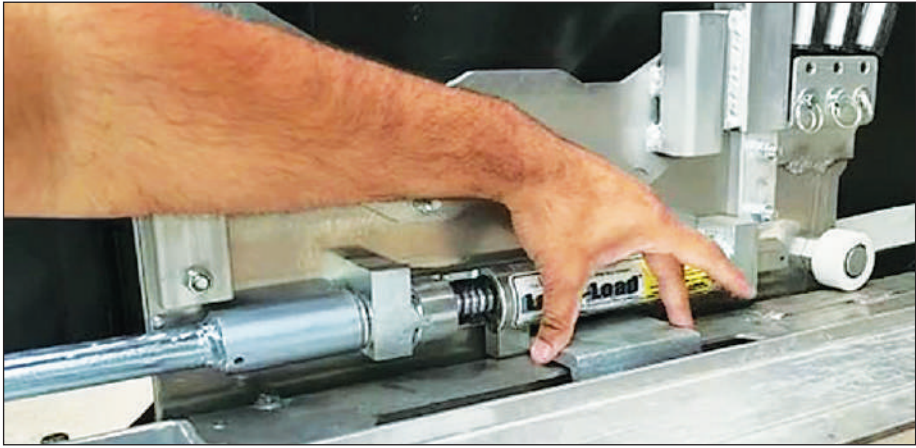
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# Three Professional Drivers Recognized as 2024 TCA Highway Angels of the Year

Professional truck drivers Jason Corino of Melton Truck Lines, Michael Dorsey of Mercer Transportation, and Daljit Sohi of Triple Eight Transport have been named the 2024 TCA Highway Angels of the Year by the Truckload Carriers Association (TCA). These exceptional drivers were announced and celebrated at a luncheon awards program held earlier today during TCA's annual convention in Phoenix. TCA Highway Angel sponsors EpicVue and Northland Insurance introduced the TCA Highway Angels of the Year, and each driver received standing ovations for their heroic actions.

Here are the remarkable stories of the 2024 TCA Highway Angels of the Year:

Jason Corino's heroic actions took place on November 29, 2023, while driving on US 491 in Cortez, Colorado. Corino witnessed a road rage incident escalate when a car was pulled over by the police. As he approached the scene, the suspect emerged from the car and opened fire on the officer. Without hesitation, Corino slammed on his brakes to stop traffic behind him, potentially saving lives. He also captured the entire incident on his truck camera, which later became crucial evidence in the investigation. Tragically, the officer succumbed to his injuries, and the suspect was later fatally shot in a confrontation with law enforcement. Corino's bravery and quick thinking helped save lives and made him an invaluable witness in the investigation.

Michael Dorsey's heroic act took place on September 26, 2024, during a catastrophic flood in Erwin, Tennessee. While loading his flatbed truck at an industrial park, Dorsey became aware that floodwaters from Hurricane Helene were rapidly rising. With a nearby river swelling dangerously, Dorsey allowed 10 people to take refuge on his trailer. As the floodwaters overtook the area, Dorsey and his passengers were forced to cling to the trailer, which was eventually separated by the current. Despite being knocked unconscious, Dorsey's determination to survive led him to save six lives. His selflessness and bravery in the face of disaster make him a true hero and TCA Highway Angel of the Year.

Daljit Sohi's act of kindness and generosity took place on November 29, 2024, while traveling from Banff to Salmon Arm in western Canada. Sohi noticed a woman unknowingly drop her purse at a rest stop while tending to her child. Inside the purse was \$1,100 in cash, a gold chain, and other important personal items. Without hesitation, Sohi retrieved the purse and

followed the woman and her family for three hours in an effort to return it. When he finally caught up with them and returned the purse, the woman offered him a reward, which he humbly declined. Sohi's selfless actions in returning the purse with everything intact demonstrate his generosity and kindness, making him a well-deserving TCA Highway Angel of the Year.

Each of these drivers will receive a complimentary EpicVue satellite TV package, which includes a 24-inch flatscreen TV, a DVR, and a one-year subscription to over 100 channels of DIRECTV programming, including premium channels such as HBO, Cinemax, Showtime, and the NFL Sunday Ticket.

Since 1997, TCA's Highway Angel program has recognized professional truck drivers who have gone above and beyond in helping others while on the job. From each year's recipients, one is selected as Highway Angel of the Year because they best embody the spirit of the program.

To learn more about the TCA Highway Angel program and should you wish to nominate a deserving driver, please visit [www.highwayangel.org](http://www.highwayangel.org).

The TCA Highway Angel program is sponsored by EpicVue, Northland Insurance, and DriverFacts.

# R&M Trucking Takes Delivery of First Volvo VNR Electric Truck as First Volvo on Demand Customer



**R&M Trucking has deployed the first Volvo VNR Electric truck as part of the Volvo on Demand Truck-as-a-Service initiative from Volvo Trucks North America and Volvo Financial Services.**

Volvo on Demand is a highly flexible, Truck-as-a-Service subscription initiative, designed to drive the adoption of zero-tailpipe emission technology by removing large upfront capital investments. Now, the very first Volvo on Demand customer in the U.S., R&M Trucking has started their subscription with a Volvo VNR Electric truck – carrying out local and regional deliveries at O'Hare

International Airport in Chicago.

Volvo on Demand is an innovative and highly customizable Truck-as-a-Service initiative from Volvo Trucks North America and Volvo Financial Services (VFS). The service is designed to simplify the acquisition process for battery-electric trucks, reducing the upfront investment required and offering qualified customers flexible term options as short as 12 months.

The program includes Volvo Trucks' industry-leading Gold Contract, with the option to bundle, route planning and optimization guidance, as well as consultations to identify the best charging solutions. A competitive mileage rate throughout the contract term provides flexibility, with a single monthly invoice encompassing all selected services.

R&M Trucking operates a fleet of 300 trucks, ranging from Class 6 to Class 8, making daily runs of 70-100 miles from the airport to surrounding Chicago suburbs.

R&M Trucking will operate a 6x4 tractor with a six-battery configuration, offering a range of up to 275 miles and the ability to achieve an 80 percent charge in about 90 minutes. The company is also installing infrastructure at its warehouse to support overnight charging for the Volvo VNR Electric.

R&M Trucking has customers who want deliveries made with battery-electric trucks to meet supply chain sustainability goals and has worked closely with VFS and their local Volvo dealership M&K Truck Centers in Des Plaines, Illinois to make fact-based decisions about the business impact of purchasing and operating battery-electric trucks. R&M Trucking determined that Volvo on Demand was the most economical way for it to operate a battery-electric Class 8 tractor.



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# Kuhnle Wins Big At The 2025 PKY Truck Beauty Championship



Brian Kuhnle, Kuhnle Brothers and his 2024 Kenworth W900/2025 Mac Tanker won 1st Place in the New Truck - Combo Division at the 2025 PKY Truck Beauty Championship at the Mid-America Trucking Show held in March.

## ATA Backs Bipartisan Effort to Eliminate Truck and Trailer Tax

Washington, DC... The American Trucking Associations applauded congressional leaders for introducing legislation to repeal the antiquated federal excise tax on the purchase of new trucks and trailers.

The FET began in 1917 to help finance World War I. Today, it is the highest percentage federal excise tax – at 12 percent – levied on any product, amounting to a \$6 billion annual burden on the trucking industry. In many cases, this exorbitant additional expense simply puts new trucks out of reach, and small businesses with less access to capital are disproportionately harmed. 96% of U.S. trucking companies are small businesses operating 10 trucks or fewer. Keeping this tax on the books decreases orders for trucks and trailers, consequently reducing manufacturing jobs. It also delays the deployment of new trucks and trailers, which have greater environmental and safety benefits compared to older models still on the road.

The Modern, Clean, and Safe Trucks Act of 2025 was introduced in the House by a bipartisan coalition of Congressmen led by Reps. Doug LaMalfa (R-California), Chris Pappas (D-New Hampshire), Darin LaHood (R-Illinois), Salud Carbajal (D-California), and Max Miller (R-Ohio).

## ATA Applauds Introduction of Bills to Roll Back California's Waiver

Washington, DC... The American Trucking Associations recognized Members of Congress for introducing resolutions in the House of Representatives to immediately revoke the Advanced Clean Trucks and Omnibus NOx waivers granted to California. Earlier this week, ATA President & CEO Chris Spear sent a letter to Republican leaders in the House and Senate urging them to move this legislation forward quickly.

The measures of disapproval were introduced by Reps. John Joyce (R-Pennsylvania), John James (R-Michigan), Jay Obernolte (R-California), Russ Fulcher (R-Idaho), Doug LaMalfa (R-California), Kevin Kiley (R-California), and Lisa McClain (R-Michigan).

“The trucking industry commends our congressional champions for introducing these resolutions, which would take the regulatory keys away from unelected CARB bureaucrats whose mad dash to zero poses a grave threat to the supply chain and our economy,” Spear said. “The patchwork of unachievable EV mandates enabled by EPA’s waivers to California threatened to significantly raise costs for American consumers without delivering the promised environmental benefits.”

“Thanks to the leadership of these lawmakers, Congress can restore the EPA’s authority to set commonsense, achievable national standards that promote innovation and put us back on the path to lowering emissions while accounting for the operational realities of our essential industry,” Spear continued. “We look forward to working with Members of Congress in both chambers to pass these resolutions expeditiously and send them to President Trump’s desk where they can be signed into law.”

Trucks today produce 99% fewer nitrogen oxide 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.

This progress was made possible through a collaborative relationship between the Environmental Protection Agency and the trucking industry. By repealing California’s waivers, EPA will be empowered to develop realistic, technology-neutral federal emissions standards that will benefit our environment, preserve and create jobs, and set the trucking industry and supply chain up for success.

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-Jim Blaylock, Founder

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## Customer Testimonials

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

-Jon Haller, M+D Repair, Ohio

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

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

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

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

-Ian Manger, White Sulphur Springs, MT



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# Bennett Family of Companies Patriotic Truck



This beautiful Bennett truck caught our eye at the recent Mid-America Trucking Show in Louisville, Kentucky. The patriotic graphics pay tribute to the member of the American Armed Forces. A.J. Haley, a Professional Truck Driver for 43 years, is the driver of the truck. The passenger side of his rig is a tribute to his wife's military service as a Nurse. - photo by Dan Pollock -

## Bendix Earns Ohio EPA's Encouraging Environmental Excellence (E3) Gold Award

Bendix Commercial Vehicle Systems LLC (Bendix) has been awarded the Ohio Environmental Protection Agency's (EPA) Encouraging Environmental Excellence (E3) Gold Award, marking the company's highest recognition yet with the Ohio EPA for environmental stewardship and sustainability leadership. The Ohio EPA selected Bendix for Gold in recogni-

tion of the company's sustainability initiatives at its new headquarters in Avon, Ohio, and across its North American operations. The E3 Gold Award is reserved for businesses, nonprofits, and government agencies that go well beyond compliance with environmental regulations, demonstrating leadership in resource conservation, pollution prevention, and green building practices.



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# PA Turnpike, Trucking Community Share Strong Safety Commitment



### By The Pennsylvania Turnpike Commission

Safety drives the trucking industry, just as it drives everything we do at the Pennsylvania Turnpike Commission.

From deploying digital road condition updates to steadily improving customer amenities, we are committed to innovation that safely increases reliability, efficiency and value for the approximately 35 million commercial vehicles traveling our system annually.

#### Safety firsts

Last month, we launched a new text messaging, the latest in a series of industry-leading initiatives targeted at the trucking community. This new text messaging service, available exclusively to PA Turnpike customers, provides real-time, automated communication about unexpected traffic backlogs.

The service isn't for use during construction or con-

gestion scenarios, and it is essential to comply with all laws prohibiting texting and driving. Instead, when vehicles are at a complete stop due to a major incident, text INFO to 47676. Information and expected clearance times will be relayed every 15 minutes until the situation is resolved.

Dedicated Truck Lanes in construction zones may seem routine, but they're critical to improving safety. Moving to typically wider left lanes enhances traffic flow while protecting drains beneath the roadway from heavier vehicles.

When drivers are ready to pull off the road, the PA Turnpike proactively shares truck parking information along the system. Advertised on changeable message boards near nine service plazas between 5 p.m. and 2 a.m. daily, it provides real-time data on available parking at the approaching service pla-

zas, making sure drivers know when safe parking is available. All service plazas have easy on/off ramps and offer bathrooms, fuel and food amenities.

Finally, the Turnpike's automated traffic management software is integrated with wayfinding apps like 511PA, Google Maps and Waze and digital resources such as Drivewyze's Smart Roadway and INRIX for real-time slowdown, congestion and traffic incident alerts; Trimble Maps includes our truck parking feed.

#### Building improvements

Truck parking is a top industry issue, and the PA Turnpike actively collaborates on solutions with regulatory and commercial partners.

In the last seven years, we expanded truck parking at three service plazas – Sideling Hill, Lawn and Highspire – adding more than 160 new spots.

Unexpected Traffic Backlog?



**47676**

TEXT INFO TO 47676 FOR UPDATES



As a nearly 85-year-old roadway, we rely on construction projects to preserve America's first superhighway and prepare for future travel needs. Regular resurfacing keeps roads smooth; guardrail and barrier upgrades enhance vehicle containment and reduce crash severity. Bridge replacement and total reconstruction – rebuilding and expanding the roadway – improve overall safety and system mobility.

In January, we upgraded to Open Road Tolling east of Reading and along the entire Northeast Extension. This cashless, free-flowing mode of electronic toll collection charges customers as they drive at highway speed beneath overhead structures – called gantries – located between interchanges.

Fewer obstructions mean less congestion entering or exiting our system, or along feeder roads,

which can cause additional crashes due to stop-and-go traffic. This also lessens potential collisions at toll-booths caused by anxious decision-making or sudden swerves to change lanes.

Education and appreciation

Truckers are among our most frequent customers, and we routinely seek opportunities to celebrate their contributions to the nation's economy and educate the public on safety.

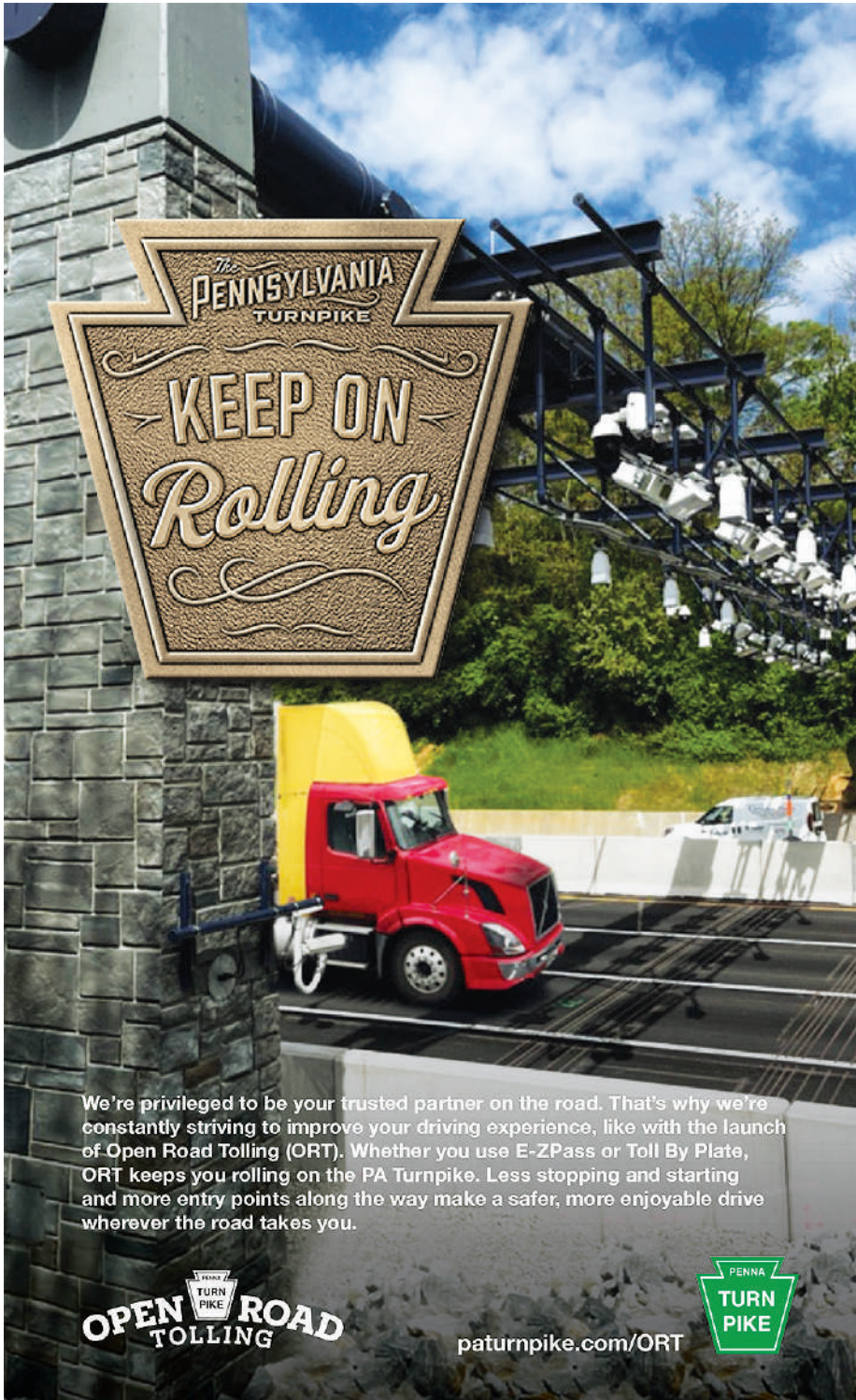
Our service plazas hosted Trucker Appreciation Week events with the Pennsylvania Motor Truck Association in September and "We Appreciate You Every Day" events in April.

Truckers also benefit from two initiatives that reinforce the concept that all drivers are responsible for maintaining awareness behind the wheel.

Go Orange, honoring fallen PA Turnpike workers, celebrates its 10th anniversary this year. During 2025, we'll recognize safety advancements and inspire continued commitment to protecting lives in work zones. You can "Go Orange. Take the Pledge to Drive Safe." by visiting [idriveorange.com](http://idriveorange.com).

The second, October's National Slow Down, Move Over Day, highlights Pennsylvania's law requiring reduced speeds or moves to adjacent lanes when encountering stalled vehicles, tow trucks and law enforcement.



The Pennsylvania Turnpike is prioritizing opportunities that strengthen relationships with freight haulers and drivers. By maximizing trucker productivity and welfare, we're honoring our commitment to providing a safe, reliable and efficient roadway that supports national commerce.



We're privileged to be your trusted partner on the road. That's why we're constantly striving to improve your driving experience, like with the launch of Open Road Tolling (ORT). Whether you use E-ZPass or Toll By Plate, ORT keeps you rolling on the PA Turnpike. Less stopping and starting and more entry points along the way make a safer, more enjoyable drive wherever the road takes you.

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# All Roads Led To Louisville For The 2025 Mid-America Trucking Show

By Pam Pollock

Over 54,000 attendees traveled to Louisville, Kentucky for the 54<sup>th</sup> Annual Mid-America Trucking Show held at the Kentucky Fair and Expo Center on March 27-29.

The show featured 853 exhibitors from 44 states and 19 countries, educational seminars, the PKY Truck Beauty Champi-

onship with 180 trucks competing for trophies, the Big Rig Build-Off, the MATS Wall of Fame, a Friday Night Concert featuring Tony Justice and Colt Ford.

Mark your calendars for next year's MATS, which be held on March 26-28, 2026.

## MATS 2025 PKY Truck Beauty Championship Winners List

Big Rig Build Off – Winner: Luke Rethwisch, 1987 Peterbilt 359

People's Choice: Brant Arnold, 1970 Peterbilt 358M Working Truck – Bobtail: Best of Show: Tommy Stine, 2022 Peterbilt 389; 2nd: Raiko Graveran, 1995 Freightliner FLD-120; 3rd: Eric Gibbons, 2024 Peterbilt 389

Working Truck – Combo: Best of Show: Cole Johnson, 2019 Peterbilt 389/2025 Muv-All 35-ton; 2nd: Josh Reed, 2013 Peterbilt 389/2025 Mac Flatbed/Conestoga; 3rd: Daniel and Phyllis Snow, 1996 Freightliner Classic XL/2006 Utility DS4000

Limited Mileage – Bobtail with Miles: Best of Show: Matt Green, 1965 Peterbilt 351; 2nd: Kevin Voigt, 1998 Freightliner FLB; 3rd: Ken Daughters, 2001 Peterbilt 379

Limited Mileage – Bobtail with No Miles: Best of Show: Troy Massey, 2022 Kenworth W900; 2nd: Brian Bourke, 2023 Peterbilt 389; 3rd: John Dunnigan, 1985 Peterbilt 359

Limited Mileage – Combo: Best of Show: Tyler Van Der Zwaag, 1986 International 9670/2025 Wilson; 2nd: Cole Barbieri, 2023 Peterbilt 389/2014 Western Step Deck; 3rd: Chad Ellison, 2023 Peterbilt 389/2026 Wilson Livestock

New Truck – Bobtail: 1st: Brian Harney, 2024 Peterbilt 389X; 2nd: Brandon Smith, 2024 Peterbilt 389; 3rd: Nick Kimball, 2025 Peterbilt 589

New Truck – Combo: 1st: Brian Kuhnle, 2024 Kenworth W900/2025 Mac Tanker

First Show – Bobtail: 1st: Gregory Alberalla, 2023 Peterbilt 389; 2nd: Dave Koliha, 2018 Peterbilt 389; 3rd: Connor Moran, 2022 Peterbilt 389 Wrecker

First Show – Combo: 1st: Dekontee Durette, 2022 Peterbilt 389 Pride and Class/2023 Great Dane; 2nd: Michael Ligas, 2025 Freightliner Argosy/2025 Trailstar Dump; 3rd: Steve Sitts, 2025 Peterbilt 589/2025 East 8-axle MMX Flatbed

Antique Original: 1st: Greg Kendall, 1982 Kenworth K100; 2nd: Greg Kendall, 2000 Peterbilt 379 EXHD; 3rd: Greg Kendall, 1987 Peterbilt Classic 359

Antique Custom – Bobtail: 1st: Kyle Weaver, 1981 Kenworth W900A; 2nd: Casey Morden, 1986 Peterbilt 359; 3rd: Jonathan Dyck, 1979 Peterbilt 352

Antique Custom – Combo: 1st: Robbie Johnson, 1983 Kenworth W900/2024 Mac Conestoga

Antique – Engine: 1st: Kyle Weaver, 1981 Kenworth W900A

Antique – Paint: 1st: Greg Kendall, 1982 Kenworth K100 Antique – Interior: 1st: Greg Kendall, 2000 Peterbilt 379 EXHD

Working Truck – Company Owned: 1st: Sy Kunesh Jr., 2024 Peterbilt 389/2014 Mac Flatbed/Curtainside; 2nd: Levi Turnage, 2005 Peterbilt 379 EXHD/2008 Walker 3A Sanitary Tanker; 3rd: Thomas Christoferson, 2011 Peterbilt 389

Working Truck – Engine: 1st: Josh Reed, 2013 Peterbilt 389/Mac Flatbed/Conestoga; 2nd: Raiko Graveran, 1995 Freightliner FLD-120; 3rd: Phillip Couch, 1999 Freightliner Classic

Working Truck – Bobtail, Paint & Graphics: 1st: Eric Gibbons, 2024 Peterbilt 389; 2nd: Thomas Christoferson, 2011 Peterbilt 389; 3rd: Brian Pete, 2023 Peterbilt 389

Working Truck – Combo, Paint & Graphics: 1st: Josh Reed, 2013 Peterbilt 389/2025 Mac Flatbed/Conestoga; 2nd: Tarik Al-Amin II, 2023 Kenworth W900L/2023 Great Dane Tri-Temp Super Seal; 3rd: Cole Johnson, 2019 Peterbilt 389/2025 Muv-All 35-ton

Working Truck – Bobtail, Lights: 1st: Brian Harney, 2024 Peterbilt 389X; 2nd: Tommy Stine, 2022 Peterbilt 389; 3rd: Thomas Christoferson, 2011 Peterbilt 389

Working Truck – Combo, Lights: 1st: Daniel and Phyllis Snow, 1996 Freightliner Classic XL/2006 Utility DS4000; 2nd: Cole Johnson, 2019 Peterbilt 389/2025



Working Truck – Bobtail: Best of Show: Tommy Stine, 2022 Peterbilt 389



Working Truck – Combo: Best of Show: Cole Johnson, 2019 Peterbilt 389/2025 Muv-All 35-ton

Muv-All 35-ton; 3rd: Sy Kunesh Jr., 2024 Peterbilt 389/2014 Mac Flatbed/Curtainside

Best Use of Chrome – Bobtail: 1st: John Dunnigan, 1985 Peterbilt 359

Best Use of Chrome – Combo: 1st: Cole Barbieri, 2023 Peterbilt 389/2014 Western Step Deck

Working Truck – Interior, Cab Only: 1st: Cole Johnson, 2019 Peterbilt 389/2025 Muv-All 35-ton; 2nd: Ryan Moore, 2016 Peterbilt 389/2025 Tremcar 304SS; 3rd: Tommy Stine, 2022 Peterbilt 389

Working Truck – Interior, OEM Sleeper: 1st: Brian Pete, 2023 Peterbilt 389; 2nd: Sy Kunesh Jr., 2024 Peterbilt 389/2014 Mac Fatbed/Curtainside; 3rd: Robert Gonzales, 2024 Peterbilt 579

Working Truck – Interior, Aftermarket Sleeper: 1st: Daniel and Phyllis Snow, 1996 Freightliner Classic XL/2006 Utility DS4000;

Limited Mileage – Interior: 1st: Edward Homfeld, 2024 Peterbilt 389

Limited Mileage – Engine: 1st: John Dunnigan, 1985 Peterbilt 359

Limited Mileage – Bobtail Paint: 1st: Brian Bourke, 2023 Peterbilt 389

Limited Mileage – Combo Paint: 1st: Cole Barbieri, 2023 Peterbilt 389/2014 Western Step Deck

Limited Mileage – Bobtail, Lights with Miles: 1st: Ken Daughters, 2001 Peterbilt 379

Limited Mileage – Bobtail, Lights With No Miles: 1st: Edward Homfeld, 2024 Peterbilt 389

Limited Mileage – Combo, Lights: 1st: Cole Barbieri, 2023 Peterbilt 389/2014 Western step deck

Troy “The Legend” Huddleston Award, presented by RoadWorks: Tarik Al-Amin, 1995 Freightliner FLD/2021 Great Dane Super Seal

Rockwood Running Late Award (last arrival): Hugo Torres, 2001 Peterbilt 379/2018 Utility

**- All Photos by Dan Pollock -**

**Turn to page 19 for more photos from the show.**



Mid-America  
Trucking Show  
Louisville, Ky.

2025



All photos by Dan Pollock • See Our Complete Photo Gallery at [www.movinout.com](http://www.movinout.com)



## From The Chaplain's Desk



By Ron Fraser,  
TFC Global President

We have seen several storms lately of various kinds. Some that created large amounts of devastation. These storms were unwanted and unwelcome, but they came any way.

That holds true for the storms we face in life.

Mark 4:37-41 is a good reminder of what we need to consider when we are hit with the "Storms of Life".

A friend of mine who is a Professional Driver in

every sense of the word recently endured a very difficult time in his life. A time in which I am sure he could see no way out. A storm in life, as we will call it. We all find ourselves during life's storms at times. The Bible tells us that "it rains on the just and the unjust alike". Matthew 5:45. However, as obedient Children of God, we are not at the mercy of those storms. We have access to a peace amid the storms, a refuge, a strong tower, a savior, knowledge that we serve a God that speaks to the wind and calms the seas, but it's up to us to walk in the power of that knowledge.

The scriptures are clear that God does not want us walking in fear but rather, standing in faith. We can

stand in faith against the spirit of fear only because of the knowledge of God's proven faithfulness to come through on His promises. However, while His Love is contingent on nothing, the promises of God are contingent on our obedience to His commandments. This is why we find over and over in scripture, that there is a correlation between walking in obedience to God's instructions and commandments and walking in the peace of God. There is a comfort and strength in knowing that, if God called you to it, He would get you through it. Trust Him and be at peace. The truth is that life for a Christian isn't really about avoiding the storms but rather learning to keep our focus on Jesus in the midst of them. If you never encounter a stormy sea, you'll never learn how to calm one and you'll never understand the majesty, power, compassion, and faithfulness of the God you serve.

## ATA Urges Congress to Revoke California Emissions Waivers

Washington, DC... American Trucking Associations sent a letter to Republican leaders in the House and Senate, calling on them to take the regulatory keys away from California and prevent the Golden State from setting de facto national emissions policies in the future.

Specifically, in his letter to House Speaker Mike Johnson, House Majority Leader Steve Scalise, Senate Majority Leader John Thune, and Senate Majority Whip John Barraso, ATA President & CEO Chris Spear urged Congress to:

- \* Use the Congressional Review Act to immediately revoke the Advanced Clean Trucks and Omnibus NOx waivers granted to California by the Biden Administration and adopted by 10 other states.

- \* Amend the Clean Air

Act to revoke the statute's waiver authority, preserving federal purview over interstate commerce.

"As the primary mover of more than three quarters of the nation's freight, the trucking industry requires uniform, national rules and standards to facilitate interstate commerce and deliver for American businesses and families safely and efficiently," Spear wrote. "When the Biden Administration granted waivers to California under the Clean Air Act, establishing technically unachievable emission standards along unrealistic timelines, it created a cascade of consequences that are now reverberating across the country, setting the trucking industry up for failure, and threatening to upend the supply chain for consumers."

With purchase cycles

already underway, fleets face difficult decisions that will impact their operations and costs for years to come. Beginning with the 2024 model year, ACT mandates that manufacturers progressively increase zero-emission vehicle sales.

"As you look at various legislative vehicles to expedite a range of policy priorities this year, we ask that you consider any and all legislative means to address this issue, which affects every consumer and business across the country," Spear continued.

Trucks today produce 99% fewer nitrogen oxide 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.

This progress was made possible through a collaborative relationship between the Environmental Protection Agency and the trucking industry. By repealing California's waivers, EPA will be empowered to develop realistic, technology-neutral federal emissions standards that will benefit our environment, preserve and create jobs, and set the trucking industry and supply chain up for success



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## Hunter Truck Honored with Circle of Excellence Award from The National Business Research Institute

Hunter Truck has recently joined the National Business Research Institute's (NBRI) Circle of Excellence.

The NBRI Circle of Excellence Award honors organizations that achieve outstanding Customer Experience based on thorough, science-driven customer research. To qualify, companies must either rank at or above the 75th percentile in their industry or improve their score by more than five percentiles from the previous year.

"I am proud of our team's commitment to continuously enhancing the customer experience. This recognition by the NBRI Circle of Excellence reflects our dedication to not only meeting but exceeding our customers' needs across all touchpoints," said Jeff Walters, Senior Vice President of Service. "We will continue to leverage data-driven insights to refine our processes and ensure we remain focused on what truly matters to our customers: exceptional service and long-lasting relationships."

Hunter Truck is eval-

uated against industry benchmarks drawn from NBRI's extensive survey database and currently ranks in the 71st percentile. NBRI recognizes Hunter Truck's leadership for its dedication to data-driven customer research and ongoing efforts to enhance the Customer Experience.

"We are incredibly proud of our service team for achieving this milestone. Their hard work and dedication are reflected in this award, and we are committed to pushing even further to exceed expectations this year," said Erica Henderson, Corporate Sales Assistant.

At Hunter Truck, we are committed to continuously improving upon how best we can serve our customers across parts, sales, and service. Our team is focused on identifying the key factors that drive our overall satisfaction and customer loyalty. Through NBRI's advanced statistical modeling of our data, it provides us with insight and actionable steps to improve our customer experience throughout our

dealership network.

"Great business leaders understand how exceptional customer experiences improve business performance. They take the time to listen to their customers, identify and tackle important business issues, and create interactions that build customer loyalty," says Steve Moylan, President at NBRI. "Hunter Truck's high achievement in earning this distinguished award is a direct result of Hunter Truck's dedication to measuring and improving their customer experience."

Hunter Truck is a family-owned authorized dealer of Peterbilt trucks. Hunter has provided four generations of trucking solutions and an unparalleled commitment to personalized service, parts, and sales.

A name that's been synonymous with reliability since 1938, we have a long-standing relationship with premium-quality truck producer, Peterbilt Motors, and operate 19 locations across Pennsylvania, New York, New Jersey, and West Virginia.



# OOIDA Updates



Left to right: OOIDA Executive Vice President Lewie Pugh and Todd Spencer, President of OOIDA in front of the Wall of Thanks to Truckers. Hundreds of individuals signed the Wall during the recent Mid-America Trucking Show. - photo by Steve Pollock

## By Steve Pollock

LOUISVILLE, KY... OOIDA Executive Vice President Lewie Pugh and the OOIDA team have been very busy in Washington, DC, lobbying for Owner-Operators specifically, and all Professional Truck Drivers generally on a number of issues.

In a recent issue with Lewie Pugh at the Mid-America Trucking Show (MATS), I asked him about some of the issues

facing Professional Truck Drivers.

Movin' Out: "What are the biggest issues facing Professional Truck Drivers today?"

Lewie: "The economy, tariffs, broker transparency, driver pay, and parking."

Movin' Out: "How will tariffs impact truckers?"

Lewie: "The pre-buy should bump up freight volumes, but if they continue, things could slow. Down. Overall, we see

little change. Drivers may have to shift to a different market with what they are doing now if things should slow."

Movin' Out: "OOIDA recently formed a strategic partnership with Truckstop.com, an internet based load service. What does that mean for OOIDA members?"

Lewie: "OOIDA members receive a discount and Truckstop's online load board is supported by

carrier first technologies and enhanced security features. Truckstop.com offers our members factoring services and most importantly, vets their brokers, helping to eliminate broker fraud and abuse."

Movin' Out: "How is OOIDA addressing the increasing number of foreign drivers?"

Lewie: "OOIDA has petitioned the CVSA to require drivers to speak and write English before passing the CDL test and to regulate non-domicile drivers obtaining CDL licenses. Some states currently allow non-English speaking drivers to take their CDL test using an interpreter. We feel it creates a safety issue if Professional Truck Drivers can't read or write English while operating a commercial vehicle. It also creates logistical challenges for carriers and anyone else who interfaces with them on a regular basis."

OOIDA (Owner-Operator Independent Driver Association) is an advocacy group for Owner-Operators and all Professional Truck Drivers. They tirelessly lobby for Professional Truck Drivers with Washington legislators and offer many benefits to their members.

## OOIDA Applauds Bipartisan, Bicameral Bill to Reverse 1938 Law Denying Truckers Overtime Pay

WASHINGTON, DC... The Owner-Operator Independent Drivers Association (OOIDA) has announced its strong support for the bipartisan Guaranteeing Overtime for Truckers Act (GOT Truckers Act), legislation introduced by U.S. Representative Jeff Van Drew (R-NJ), U.S. Representative Mark Takano (D-CA), U.S. Senator Alex Padilla (D-CA), and U.S. Senator Ed Markey (D-MA) to ensure truckers receive overtime pay just like nearly every other segment of the American workforce.

"America's truckers are the backbone of our economy, keeping goods moving and ensuring our supply chain stays strong," said Owner-Operator Independent Drivers Association President Todd Spencer. "Yet, despite their essential role, trucking remains one of the few professions in America denied guaranteed overtime pay. It's long past time the hard work of the men and women behind the wheel are fairly compensated. By discounting a trucker's time, 'big trucking' has driven wages downward, treating truckers as disposable rather than the skilled professionals they are."

Truckers are the backbone of America's supply chain, frequently

working over 70 hours per week keeping grocery shelves stocked and critical medical supplies moving across our nation's highways. Unbelievably, outdated federal law from 1938 denies truckers guaranteed overtime pay for all these hours they work.

The Fair Labor Standards Act (FLSA), which sets federal policies on minimum wage and other labor protections, currently exempts truckers from its general requirement to pay employees time-and-a-half after 40 hours in a workweek. While this exemption was originally designed to prevent truckers from working too many hours, it now actually prevents truckers from being fairly compensated for all the hours they work.

To put truck drivers on the same playing field as nearly every other worker in America, the GOT Truckers Act was introduced to ensure that truckers are finally paid the overtime wages they've worked for.

The Guaranteeing Overtime for Truckers Act is supported by the International Brotherhood of Teamsters, the Owner-Operator Independent Drivers Association, the Truck Safety Coalition, and the Institute for Safer Trucking.



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# Latest Trucking Industry News

## Together for Safer Roads Launches TSR Direct Vision Leadership Council

New York, NY... Together for Safer Roads (TSR), a leading non-governmental organization dedicated to advancing road safety through cross-sector collaboration and technological innovation, proudly announces the formation of the TSR Direct Vision Leadership Council.

Making sure that drivers can see what's happening on the road in front, and to the side of them, is essential to reducing roadway fatalities and injuries. Research shows that driving a conventionally designed truck results in a 23% increase in pedestrian collisions versus trucks optimized for direct vision. In contrast, in London, where trucks have been required to meet a direct vision standard since 2019, the city has recorded a 49% reduction in the number of fatal collisions involving large trucks and a 64% reduction in crashes causing severe injuries where vision was a factor.

"Introducing direct vision vehicles into fleets — especially those operating in urban environments — can help reduce traffic crashes, injuries, and fatalities," said Peter Goldwasser, TSR's Executive Director. "Our new Direct Vision Leadership Council provides an essential forum for key stakeholders — drivers, manufacturers, fleet managers and operators, and insurance and safety experts — to share information about the potential and practicalities of direct vision vehicles and provide their expertise to guide future safety research and development."

Composed of vehicle OEMs, large and small fleet operators, insurance providers, and other key stakeholders, the formation of the Council follows TSR publishing its foundational 'Direct Vision Transition Guide: An Operator's Guide to Transforming Fleets for Safety' and coincides with a number of pilot programs launched to demonstrate the safety benefits of direct vision vehicles.

One key goal of the Leadership Council's work will be to identify barriers and address challenges that can hinder widespread adoption of direct vision vehicles in North American fleets. Challenges include lack of awareness about the benefits of direct vision; procurement policies restricting what types of vehicles municipal governments can buy; and perceptions that direct vision vehicles are only applicable in the waste/recycling space. In addition, the Leadership Council will help TSR and supporting researchers gather information on financial, road safety, and

workplace safety benefits that can come from deploying direct vision vehicles.

To overcome these hurdles and expand the market for high-vision trucks in North America, TSR's Direct Vision Leadership Council will:

- \* Identify misconceptions and answer questions about direct vision vehicles and support TSR in the development of key messaging materials;
  - \* Provide data on crashes to develop empirical analyses of direct vision benefits, such as safety as well as claims and insurance costs;
  - \* Identify procurement barriers and suggest opportunities to address them; and
  - \* Leverage internal resources to spread information about direct vision vehicles to primary and secondary market purchasers.
- Learn more at [www.togetherforsaferroads.org](http://www.togetherforsaferroads.org).

## Federal Lawsuits Seek To Block California's Heavy Diesel Regulations

By Rebecca Oyler, PMTA

Recently filed petitions aim to put the breaks on CARB's Omnibus Low-NOx regulation

Multiple coalitions of industry groups have recently filed lawsuits seeking to block California's new "Omnibus" Low-NOx regulation, which affects businesses across the country that use heavy-duty diesel trucks. The suits, filed in the U.S. Court of Appeals for the Ninth Circuit, challenge the EPA's decision to rubber stamp the regulation, which sets record-low thresholds for emissions from new heavy-duty vehicles and engines.

The Clean Air Act generally gives the EPA the power to set vehicle emissions standards for the country, while forbidding states from creating their own alternative standards. But the Act exempts California (and only California) from

that prohibition, allowing it to craft its own vehicle emission standards. Once the EPA approves California's standards, every state must choose either the EPA's standards or California's standards. To date, 17 states (including Pennsylvania) and D.C. have implemented standards created by California under this federal regime.

Many of PMTA's members are all too familiar with California's burdensome emissions regulations, since Pennsylvania adopts California's standards for emissions for heavy diesel engines on a rolling basis. PMTA is a named plaintiff in a separate lawsuit, filed in the Commonwealth Court of Pennsylvania, challenging the state regulations that purportedly permit this rolling incorporation of California law in the Commonwealth of Pennsylvania.

## Five Professional Drivers Recognized as 2025 TCA Drivers of the Year

Truckload Carriers Association's (TCA) Annual Convention in Phoenix, Arizona, TCA, alongside sponsors Cummins Inc. and Love's Travel Stops, proudly announce the five winners of the 2025 TCA Professional Drivers of the Year. Chosen from a competitive group of nominees, these drivers were recognized for their outstanding contributions to the trucking industry, their unwavering commitment to safety, and their exceptional leadership both on and off the road. Each driver received \$20,000 and was greeted with a standing ovation during the awards ceremony.

The 2025 TCA Professional Drivers of the Year are: Perry Carter, Cargo Transporters; Scott Lindsey, Cheema Freightlines; Toby Wallis, Freymiller; Walter Jackson, Landstar; and Gerald Rhoden, Stevens Transport

## Trucking Industry Backs Bill Cracking Down on Costly, Dangerous Staged Accidents

The American Trucking Associations applauded Congressmen Mike Collins (R-Georgia) and Brandon Gill (R-Texas) for introducing the Staged Accident Fraud Prevention Act.

The bill would make it a federal crime to engineer a crash with a commercial motor vehicle. This hazardous and increasingly pervasive phenomenon is being used by criminals to manipulate the legal system and extort seven-figure settlements from trucking companies.

"When con artists seeking a big payday intentionally collide with commercial motor vehicles, their reckless disregard for safety puts innocent truck drivers and the motoring public at risk. These unscrupulous individuals perpetuate their selfish actions by filing frivolous lawsuits against honest trucking companies, raising costs for consumer goods and contributing to soaring insurance premiums," said American Trucking Associations Senior Vice President of Legislative Affairs Henry Hanscom. "ATA commends Congressmen Mike Collins and Brandon Gill for introducing the Staged Accident Fraud Prevention Act, which would close legal loopholes that criminals are exploiting to attack America's hardworking truckers. By establishing clear, enforceable criminal penalties that apply to all of the conspirators involved in staged collisions, we can finally put an end to this dangerous and costly practice."

A wide range of schemes in recent years have targeted trucking companies, and these sophisticated fraudsters often have ties to organized crime. One such criminal ring was exposed in Louisiana for staging accidents with unsuspecting commercial trucks beginning in 2011. To date, 63 people have been indicted in the federal probe into this conspiracy, including plaintiff attorneys who are alleged to have been the masterminds.

The Staged Accident Fraud Prevention Act would provide a strong, necessary deterrent to prevent these dangerous and costly schemes from taking root, while offering critical protections to the motor carriers and drivers who tirelessly power our nation's economy and supply chain.

Specifically, the bill establishes straightforward criminal penalties not just for the drivers who stage these collisions — but also for the attorneys, physicians, and other co-conspirators who knowingly participate in the fraud to extort victimized motor carriers.

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# 2025 Big Rig Build-Off At The Mid-America Trucking Show



First Class Services Inc. sponsored the Big Rig Build-Off at the 2025 Mid-America Trucking Show.



Winner of the 2025 Big Rig Build-Off: Luke Rethwisch, 1987 Peterbilt 359



Davis Bros. Designs entry: a 1987 Peterbilt 359 owned by 4 State Trucks' Bryan "Bossman" Martin.



1988 Peterbilt 362 built by Will Warner, Jr. & Cody Warner of Bill Warner and Son Trucking.

- All Photos By Dan Pollock -

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### Trucking Industry Praises Reopening of GHG3

Washington, DC... Following the announcement that the U.S. Environmental Protection Agency will reopen the Phase 3 Greenhouse Gas emissions standards and review the federal NOx standard, American Trucking Associations President & CEO Chris Spear issued this statement:

“We commend President Trump and EPA Administrator Zeldin for restoring common sense to our nation’s environmental laws and demonstrating bold leadership on this critical issue that affects not only the 8.5 million men and women who work in truck-

ing, but all Americans. “GHG3 in its current form is unachievable given the state of battery-electric technology and the sheer lack of charging infrastructure. This rule has been an albatross for the trucking industry, threatening to reduce equipment availability, increase costs for businesses and consumers, and cause major supply chain disruptions.

“It is critically important that the federal government set realistic standards with achievable targets and timelines. Prior to the imposition of GHG3, EPA used a collaborate process that served the agency and the trucking industry well and allowed us to make monumental progress to reduce emissions. As a result, sixty trucks today emit the same amount as one truck manufactured in 1988.

“The trucking industry welcomes the resumption of this productive partnership with EPA. Crafting a new national rule will prevent states like California from attempting to make an end run around the administration, creating a patchwork of impossible mandates that would jeopardize our economy. ATA looks forward to working with the Trump Administration to develop realistic, technology-neutral federal emissions standards that will benefit our environment, preserve and create jobs, and set our industry and supply chain up for success.”



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3. What do you love the most about Sheetz?  
The best part about working for Sheetz are the connections that I have made. I have worked with many great people that have taught me so many lifelong skills. As a store manager, I have the ability to develop the employees around me and hopefully share skills that they can use for the rest of their lives.

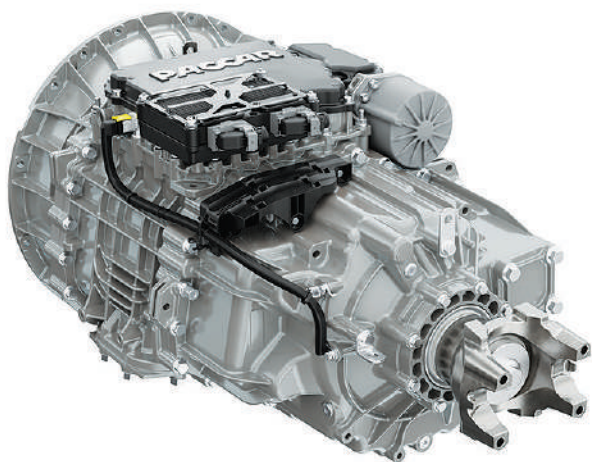
4. What do truckerz love the most about Sheetz?  
Truckerz want easy in-and-out access to our lots, a clean environment, hassle free fuel pumps, clean restrooms, and a smiling face that greets them. We have all that, and then some!

5. What loyalty program offers do you see truckerz redeeming the most?  
By far our best hit has been the Sheetz trucker hats. The promotion ended months ago and I still see truckerz rockin' the hat

STORE 843 – DANIEL'S ANSWERS



# Peterbilt Announces Availability of TX-12 PRO Automated Transmission with MX-13 Engines



“The seamless integration of the TX-12 PRO transmission and the PACCAR MX-13 engine creates a robust powertrain configuration for many types of on-highway and vocational applications,” said Erik Johnson, assistant general manager, Sales and Marketing for Peterbilt. “This advanced powertrain delivers superior fuel efficiency and uptime for our customers.”

Operating with the MX-13 engine, the TX-12 PRO supports up to 1,700 lb.-ft. of torque and is ideal for applications such as dump trucks, tankers, municipality vehicles and more.

Visit your nearest Peterbilt dealer or <https://paccarpowertrain.com/products/tx-12/> for additional information.

Denton, TX... Peterbilt is pleased to announce the availability of the PACCAR TX-12 PRO automated transmission with PACCAR MX-13 engines for the Peterbilt Models 579, 567

and 589. The new transmission-engine combination offers optimized performance for both on and off highway applications such as dump trucks and tankers.

The TX-12 PRO builds on the TX-12 foundation, as one of the most efficient on-highway transmissions, with increased versatility and productivity for more rugged applications.

# Peterbilt Announces Availability of Bendix® Fusion™ Stop & Auto-Go Advanced for Model 579



Denton, TX... Peterbilt is pleased to announce the availability of Bendix® Fusion™ Stop & Auto-Go Advanced on the Model 579.

The new system uses a new forward-facing camera and upgraded software to enhance collision mitigation for both moving and sta-

tionary vehicles. It includes two new features: Pedestrian Automatic Emergency Braking (PAEB) and High Beam Assist. This Fusion system includes previously available technologies such as Automatic Emergency Braking (AEB), Active Cruise with Braking (ACB), and Lane Departure Warning (LDW). The system also prioritizes alerts to help minimize driver distraction. The Bendix® Fusion™ Stop & Auto-Go Advanced is available with

the PACCAR MX-11 and MX-13 engines paired with the TX-12 transmission or with the Cummins X15 engine paired with the Eaton Endurant 12-speed transmission. The Model 579 with Bendix® Fusion™ Stop & Auto-Go Advanced is available for order now. For more information find your local Peterbilt dealer or visit <https://www.peterbilt.com/>.



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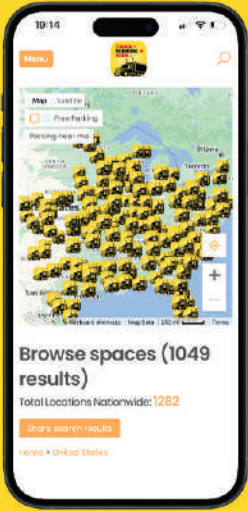
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# The Importance of Trust

by **Laura Duryea,**  
**Boyle Transportation**  
**Director of Driver Recruitment and Professional Growth**

Trust is inherent in our society. We trust that we will wake up in the morning. We trust our partner will not harm us. We trust our family will always be there for us in times of need. We trust that our fellow drivers will not hit us when we leave our driveway or place of work. As Professional Drivers, trust is critical to the company/driver

relationship. Drivers trust the company will support them when they are in trouble. Drivers trust that the company will have their back when making a judgement call about the safe operation of their truck in questionable weather conditions. Drivers trust that the company will follow through on the promises that are presented during the hiring process.

Trust is a fragile concept and once broken is difficult to rebuild. How do we protect and pre-

serve trust? How do we build trust in our organizations? How do we ensure that trust is not broken? It is our responsibility to the professional driver that we are very clear about expectations the company has so they can fulfill their responsibilities to the best of their ability. Are the drivers ever asked about their expectations? Drivers' expectations can vary widely based on the individual. Some drivers just want to get paid fairly for the work given. That is a low

bar that some companies still cannot meet. Some drivers have an inherently distrustful nature due to past experiences with other companies. Some drivers have had such bad experiences that they cannot believe it when a company tries to do right by them.

How do organizations overcome this distrust? Most drivers just want clear expectations and want to do a good job for the company. Of course, as in any sector of society, you will have those that take advantage of every loop hole and do all they can to get out of work or skate by on the bare minimum. Some drivers will put little effort into their jobs because they don't see the value in maximum effort for a company that they feel does not support them. Some drivers also don't trust that they will be recognized for their hard work.

How do we create organizations that support professional drivers and create an environment where drivers feel supported and trust is part of that equation. We need to treat drivers as human beings and not just revenue generators for the company. They have

families, interests, and hobbies. They have likes and dislikes. They like to communicate in different ways. They want to be seen as a name and not a number.

In our industry, companies advertise on this platform. Drive for XYZ company where you are a name and not a number. How many companies take the time to learn about their drivers? As a former professional driver, I can tell you that knowing the company cares for you and will support you is the intangible benefit of driving for anyone. Without that trust, there is no bond of loyalty to the company.

It is our responsibility to build that trust that will lead to satisfied and loyal employees. Keep notes on your drivers so you can ask them about the things that matter to them outside of work. Support the charities they care about. Make sure they have the tools they need to be successful. They can feel the care that the company does or does not feel for them. Satisfaction leads to greater safety compliance and driver retention and all companies in our industry need a little more of that.

## Plan Now for the ATHS National Convention & Truck Show

KANSAS CITY, MO... The American Truck Historical Society (ATHS) invites truck enthusiasts, industry professionals, and the general public to attend the 2025 ATHS National Convention & Truck Show, taking place June 5-7 at the Alliant Energy Center, 1919 Alliant Energy Center Way, Madison, Wisconsin. This premier event will showcase approximately 1,000 trucks and trailers of all shapes and sizes, alongside a vendor expo, educational sessions led by industry experts, and valuable networking opportunities.

Admission includes access to the Truck Show, Vendor Expo, and Learning Sessions. Pre-sale tickets are available online or by phone

For additional event details, visit [ATHS.org/convention/2025-convention](https://ATHS.org/convention/2025-convention). Download the ATHS Connect mobile app for the best event experience. Search "ATHS Connect" in your mobile app store.

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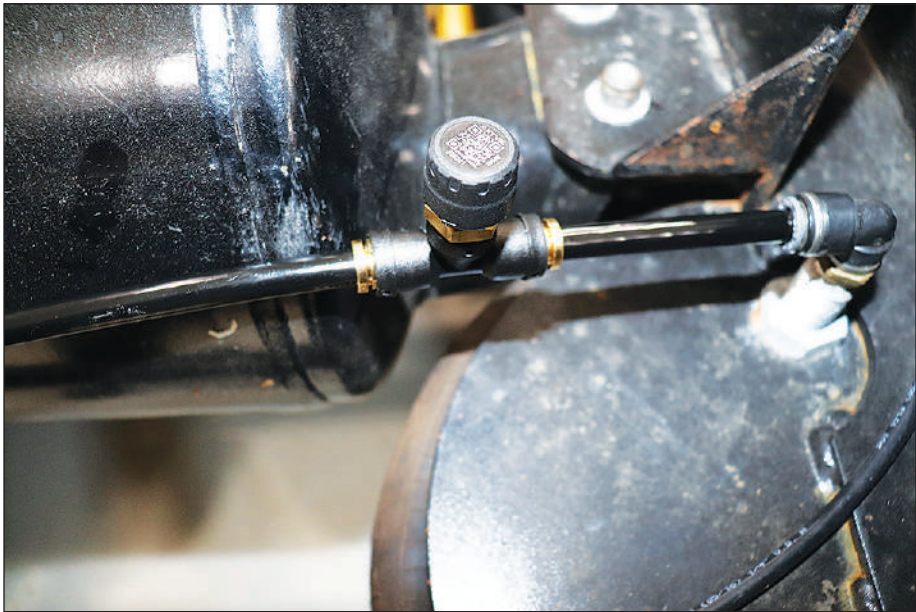
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continued from page 1

and 1/2" Tee fittings are included in the kit. Tractor-trailers will need two kits, one for the tractor and another for the trailer. Once the system is calibrated over scales, it automatically detects and reports axle loading and unloading

events and can be configured for lift axles as well. Over-load alerts can be configured for driver and fleet command - providing real-time alerts. A Range Extender module can be added to increase wireless range

from back of a trailer to the truck. A Gateway module will launch soon to connect PressureTech to telematics systems and enable an external diagnostic LED to visually alert drivers to vehicle Issues. All systems are designed for ease of installation and the batteries will last over 2 years and can be replaced. All products are designed to withstand the rigors of use on heavy-duty trucks. Using the free PressureTech mobile App, Sensors can be configured quickly by scanning the laser etched QR code on the sensor's top. The App provides real-time alerts and can be set up to send email notifications to the driver or fleet command-

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BY AKTV8

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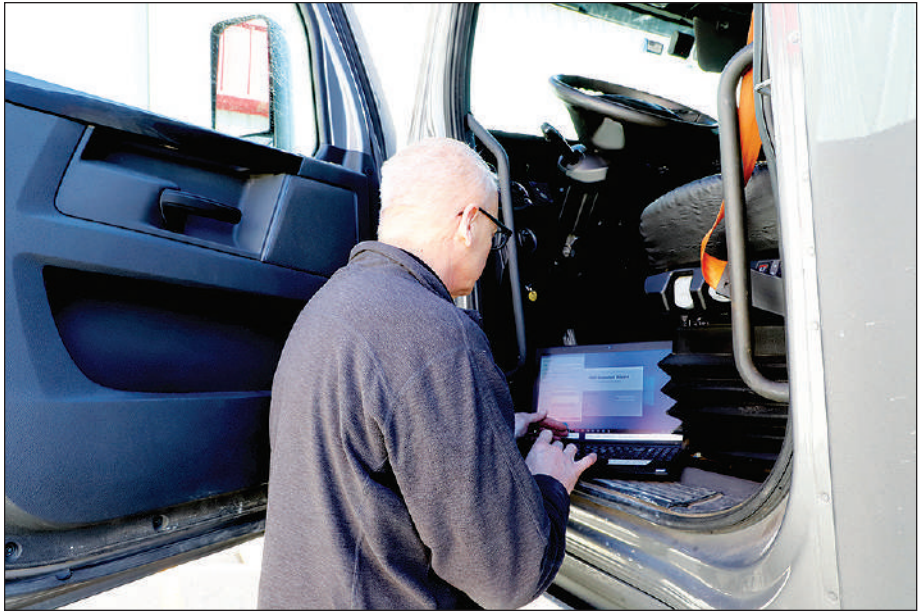
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# Goin' To California?



By Steve Pollock

YOUNGSTOWN, OH... If you are going to California in your truck, you may have heard that effective January 2025, you must have your truck emission certified twice a year for the first two years and four times a year after that.

Fyda Freightliner of Youngstown, Ohio is pleased to announce that they are now a credentialed California Clean Truck Check Station with 5 trained and certified technicians on duty. The company is one of only two Freightliner dealers and one of a handful of truck dealers across the country to offer this service. Fyda Freightliner offers a computer port test for OBD trucks of all makes from model years 1996-2025. The test only takes a few minutes and no appointment is needed. When passed, the results are emailed directly to the California Air Resources Board's (CARB) Clean Truck website and to the driver. The driver also gets a printout. If the truck fails and the driver has the repairs done at Fyda Freightliner, they will not charge you for retesting.

Drivers are reminded that if your check engine light is on, it will be a guaranteed failure. Most often the issue is an emission sensor or other emission system issue.

Fyda Freightliner of Youngstown is conveniently located at 5260 Seventy-Six Drive, in Youngstown, Ohio – the south side of I-80 exit 223. For additional information, call the Service Department at 330-797-0224

or visit them online at [www.fydafreightliner.com](http://www.fydafreightliner.com)

Fyda Freightliner Youngstown would also like make drivers aware that they are also now servicing PACCAR MX engines.

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Retired Truck Driver John Sobolewski Jr. has written a book about his sixteen-year adventure with the Hallamore Motor Transportation Company, the largest crane, rigging and heavy-haul company in New England. His story is about the flatbed and heavy haul division of trucking, and about the load after

load of all the machinery that came out of the factories that started closing in the 70's, 80's and 90's. Sobolewski's story is also about all the factories in Stratford and Bridgeport, as he transported over 2,000 over-sized loads across the country without a chargeable accident or any speeding tickets.

This book is a must for any rigger who has had to jack a 100 ton transformer in 90 degree heat or a driver who has had to tarp a load 20 degrees below zero! Hallamore: A True Story is available for purchase at Amazon. Scan the QR code above for more information.

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# Kenworth Announces Sunset of the Iconic W900, T800, and C500 Models



Kenworth has announced it will end production of its legacy 1.9-meter cab Class 8 trucks, which includes Kenworth's W900 (W900L and W900B models), T800W (wide-hood), and the C500 in 2026. The decision is due to evolving emissions regulations and component constraints as the industry moves forward with new, more efficient, and better

integrated technologies and products. A final call for truck orders will be announced later in 2025. "We know these legacy Kenworth models are an integral part of our history here at Kenworth, which makes this decision a difficult but necessary one as we enter the next era of trucking," said Kevin Haygood, who is Kenworth's assistant general manager

for sales and marketing. "As we transition to future products, Kenworth remains committed to honoring the spirit of these iconic trucks by delivering innovation, efficiency, and the same level of craftsmanship that our customers and drivers have trusted for generations." W900 Series: A Timeless Classic The W900 is one of the most iconic trucks in North

America's trucking history, known for its classic long hood, conventional design, rugged durability, and driver-focused comfort and style. Since the W900's introduction in 1963, it quickly became a favorite among owner operators and fleet drivers. The W900's versatility and customizable platform made it a reliable choice for long-haul, heavy-haul, logging, dump, and other

vocational and on-highway applications. "The W900 is truly historic in that it's helped shape North American trucking culture and tradition as we know it today," said Haygood. "Often seen at truck shows, featured in movies and on TV, and shown at other events, it's an iconic truck that's cherished for its classic styling by our customers and truck aficionados. While production of these trucks is coming to an end, we look forward to seeing them on our roads and at truck shows for many years to come." T800: A Vocational Workhorse Since its introduction in 1986, the T800 set a high bar for the standard in vocational trucks by blending durability, performance, and jobsite versatility. The T800W has remained a favorite among operators in heavy-haul and off-road applications and is built to accommodate large engines with increased cooling capacity and rugged components. The tried-and-true toughness of the T800W has made it ideal for specialized heavy-haul, oilfield work, logging, and other demanding jobs. C500: For the Most Rugged Terrain First produced in

1972, the C500 is one of the toughest and most rugged vocational trucks ever built. It's specifically designed for extreme heavy-haul, oilfield, logging, mining, and off-road applications where weight capacity, durability, power, and reliability are critical. To ensure a smooth transition, Kenworth is providing comprehensive support and guidance to dealers and customers. Kenworth's W990 T880 are well-positioned to continue Kenworth's tradition of excellence, offering best-in-class driver comfort, efficiency, and reliability. Kenworth's latest T880S, with the newly designed performance hood, offers high horsepower engines and increased cooling capacity. The T880S Performance Hood is compatible with large displacement engines including the Cummins X15, rated up to 605 hp and 2,050 lb.-ft. of torque, making it a viable option for T800W applications. As part of the phase-out process for its legacy trucks, Kenworth is advising dealers and customers to place final orders as soon as possible. For the latest regarding timelines during this transition, contact your local Kenworth dealer.

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# Something to Think About - Frustration & Toleration

**by: Mike McGough**  
Frustrations are a part of life. If ever you find a person who has absolutely no frustrations, you are likely to have also found an all but disengaged individual. To avoid any and all frustrations would seem to require a removal or serious

isolation from the continuing ebb and flow of life. A certain level of frustration is inevitable. Nevertheless, the intensity and duration of the impact of frustrating people, situations, and things are far more often than not well within your power to control. But only

if you choose to exercise that power!  
One of the best ways to define and thus better understand the term “frustrating” is to look at some common synonyms. On somewhat of a continuum from bad to worse, these terms can be viewed in

three different stages of intensity. Stage one is those folks, circumstances, and items that are pesky, annoying, and irksome. Stage two frustrations tend to be vexing, worrisome, and disturbing. And when life's frustrations have intensified, either over time or severity, they can easily become exasperating, infuriating, and downright maddening. The net impact of life's frustrations, both in force and extent, seems to be directly related to how you choose to deal with them. Oh, to be sure, some sources of frustration can be eliminated totally by breaking ties with them, just letting them go their own way, and putting them behind you. But since that's not always practical, or even in your best interests, learning to deal proactively with frustration is generally the most advisable option. Recently, a personal leadership coach began a research project to learn more about how individuals react to frustration. His research model was going to be highly informal. Instead of an online survey or some other method of contacting a large number of people, he decided he was going to take a more personal approach. For this study he was going to rely completely on one-on-one, face-to-face conversations. He developed no specific questions, but rather he wanted to casually chat with people about their frustrations. After more than two years of these informal chats, he

had learned a great deal. Although not a shock, nearly every person he spoke with made it clear that they didn't like feeling frustrated. Most also agreed that a certain level of frustration was inevitable. He found it interesting that even though he'd introduce the word “frustration” into these conversation, many of the people he talked with had other words that they'd used synonymously. They included, such words as stressful, embarrassing, worrisome, troublesome, inconvenient, unsettling, and bothersome. Several of the people he chatted with openly shared some of the ways they cope with their frustrations. In these responses there was a rather wide range of tactical, or how-to, insights. Some emphasized avoidance. Their focus was on learning their frustration triggers, then, at least as much as possible, avoiding them. As some of them noted, such an approach can tend to limit what they were willing to try and people with whom they choose to engage for fear of some potential frustrations. Some who suggested they simply ignore their frustraters also shared that doing so was anything but simple. Although fewer in number than those who advocated avoiding and ignoring, there were those who claimed their go-to response to frustrations was to deal with them directly. They'd serve prompt and undisputable notice that they had had enough and

would tolerate no more. Another recurring comment from people who suggested such an approach was that they had often damaged and even ended relationships in the process. While relaxing on a sea-side bench with a fresh macaroon in hand, the coach chatted with a young guy. They engaged in conversation as though they had known each other for years. Before ending their chat, the young man said, “You know, we all have a choice. We can let frustrations control us, or we can control how we react to them. There's a line in the sand that you need to keep in mind. That line represents a delicate balance between what you'll allow to frustrate you and what you're willing to tolerate and accept. When I begin feeling frustrated, I remind myself that it could control me. That's when I call up a little understanding and some empathy. Some calm and patient toleration often becomes frustration's best antidote. It doesn't always eliminate them, but it generally reduces their uncomfortable and unnecessary impact.” There will always be some frustrations in your life, but you can reduce their influence. The next time you feel your frustration level rising, give someone, some thing, or some situation the gift of your genuine toleration. At the same time, you'll be giving yourself the gift of less frustration. Thanks Gabe!

## MOVIN' OUT Calendar of Events



**May 2-3 – Equipment Express 5th Annual Truck Show and Crawfish Boil** – 1109 Foundation Dr., Caldwell, TX. For more info, [www.equipexp.com/truckshow](http://www.equipexp.com/truckshow)

**May 2-3 – Midwest Pride In Your Ride Truck & Tractor Show** – Tri-State Raceway, Earlville, IA. All proceeds benefit the American Cancer Society. For more info call 563-580-8200 or 563-608-5564 or visit [www.midwestprideinyourride.org](http://www.midwestprideinyourride.org)

**May 3-4 – Truck Meet At The Crossroads** – The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. Non-Judged Truck Show, Supper and Light Show, Church Service For more info, call 573-796-1927. Email: [Karen@horseandbuggychrome.com](mailto:Karen@horseandbuggychrome.com), Website: [www.horseandbuggychrome.com](http://www.horseandbuggychrome.com)

**May 8-10 - 13th Annual East Coast Truckers Jamboree** – Kenly 95, 923 Johnston Parkway, I-95 Exit 106, Kenly, NC. Semi-Truck Show, Drawings, prizes, musical entertainment, food, Lights At Night and much more! For more info, visit [www.kenly95.com/trucker-jamboree/](http://www.kenly95.com/trucker-jamboree/)

**May 10 – 36th Annual Make-A-Wish Mother's Day Convoy** – Manheim Pennsylvania Auto Auction, 1190 Lancaster Road, Manheim, PA 17545. For more info, visit [www.wishconvoy.org](http://www.wishconvoy.org)

**May 23-24 – Large Cars & Guitars IV at Bristol Baby!** – Bristol Motor Speedway, 151 Speedway Blvd, Bristol, TN 37620. Convoy, Light Show, Food Trucks, Musical Entertainment featuring Montgomery Gentry, Evie Shane, Tony Justice, and Emi Sunshine. Proceeds to benefit Susan G. Komen and Speedway Children's Charities. Register at [www.largecarsguitars.com](http://www.largecarsguitars.com)

**May 29-31 - 43rd Shell Rotella SuperRigs** – Atlanta Motor Speedway, 1500 Tara Pl, Hampton, GA 30228. Over \$25,000 in cash and prizes to be awarded across more than 20 categories, including Best Chrome, Best Lights, and the prestigious Best of Show. The chance for 12 drives to earn a coveted spot in the 2026 Shell Rotella SuperRigs Calendar. Registration details will be announced soon.

**June 5-8 – 22nd Annual Wheel Jam Truck Show** – “Memories of Scot” – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

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

**June 22 – American Truck Historical Society ATHS Nutmeg Chapter Show** – Brooklyn Fair Grounds, Route 169, Brooklyn, CT. 8:00am-3:00 pm. For more info, call Charlie Dainton @ 860-933-5407.

**June 27-29 – 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](http://www.kuhnlemotorsports.com/semistampede)

**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 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 lat. 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 8-9 – Badger State Truck'n Show** – 53347 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.badgerstatetrucknshow.org](http://www.badgerstatetrucknshow.org)

**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.

**August 23 - Second Annual Kenworth of Cleveland Truck Show**– Kenworth of Cleveland, 4850 Transportation Dr., Sheffield Village, OH. 44054. 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, contact Helena Johnson at

**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 - 9h 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 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)

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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# Working Show Truck Of The Month

Richie Foster/Reinsfelder, Inc.



Vanessa Pagel and Richie Foster

When he's not out of the road, Richie enjoys spending time with his 3 daughters: Mikayla, Bryauna, and Rylie and his girlfriend Vanessa Pagel, who occasionally accompanies him on the road.

Richie wanted to acknowledge and thank Eddie and Patrick and the team at Reinsfelder, 4 State Trucks, and Roadworks, in

addition to the companies mentioned above.

Richie said his passion is his family, his truck, his hauls, the truck shows and meeting new people and visiting with old friends. He's a man who truly loves what he is doing and although the trucking industry has changed significantly in his 33 years of driving, he plans to keep on truckin'.

By Pam Pollock  
ZELIENOPLE, PA... The third time was the charm for meeting up with Reinsfelder Company Driver Richie Foster for this month's Working Show Truck of the Month feature. A Professional Truck Driver for 33 years (right out of high school after obtaining his CDL), Richie actually began driving truck when he was a teenager in 11<sup>th</sup>

grade driving the mill dump truck inside the LTV Steel Mill property. Richie has been driving for Reinsfelder for 10 years hauling commodities, more specifically grid circuit breakers for power energy from Pennsylvania to all lower 48 states. Reinsfelder gave Richie full control on spec'ing his 2022 Peterbilt 389, which was purchased at Hunter

Truck, who installed the grill, lights and visor. The truck is powered by a Cummins X15 565 horsepower, 18 speed with 365 rears. The air ride on the front is 12 gauge and was installed by 4 State Trucks. Clearfield Customs painted the truck, Kevin Montgomery of Morocco Welding did the lighting (including slick under glow lights) , deck plates, step

box, stainless covers, and the rear center panel. Kevin and Richie also installed the shag carpeting. The interior was customized by Randy at Spare Time Fabrication. Richie had the head-lights switched out to 379 double squares. The truck shines bright at night, featuring over 35 lights on the tractor and 40 lights on the 2018XL Specialized trailer.



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(3) 2021 REITNOUER BUBBA W/ MERLOT CONESTOGA 48"x102"x 87.5" Inside HT, B/H w/Mandoor, Hend 30K Suspension, Winch Track, Coil Pkg \$47,900



(3) 2025 EAGER BEAVER 35GSL PT PAVER LOWBOY 48'x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, \$72,250 Incl FET



(12) NEW WABASH COMBO FLATS W/ REAR AXLE SLIDE, 53"x102", Alum Floor, Winch Track Both Sides, Hend Air Ride, Alum Outer Wheels \$42,950 Incl FET



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(8) NEW WABASH COMBO 734 LOW PROFILE DROPS, 53"x102", 36' Rear Deck Ht. Sliding Rear Axle, Cal Legal Alum Outer Wheels, \$59,750 Incl FET



(10) 2025 FONTANE 55LCC,, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, \$108,750



(16) 2013 HEIL 9200 GALLON TROUGH BOTTOM PETRO TANKS 3200/2300/1100/2600, One Double B/H 60" Box, EV0/OPS Box Air EV, \$47,500



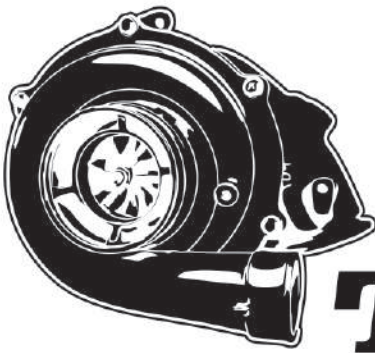
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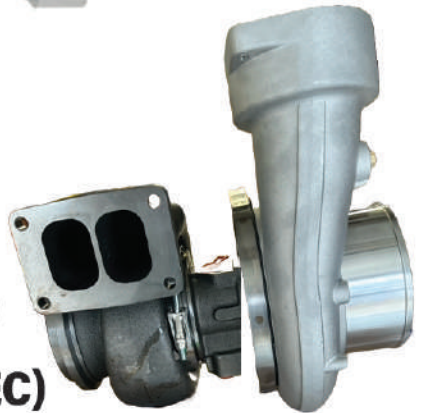
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