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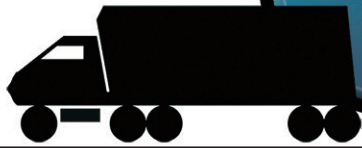
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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## MATS 2026 Drives Optimism for the Year Ahead



The PKY Truck Beauty Championship is a popular event at the Mid-America Trucking Show, which was held March 26-28 at the Kentucky Fair and Expo Center in Louisville, Kentucky. This beauty, owned by Paul Brookhart, was part of the truck show competition. Turn to pages 12 & 13 for more photos and story.  
- photo by Dan Pollock -

### Ready To Beat The Heat This Summer? B-Cool – The Cooler Way To Go



brand of products. Designed and engineered for a variety of road and off-road vehicles and equipment. Beat-the-heat pricing starts at just \$888, and you can cool almost any vehicle or equipment you operate.

"How did b-cool get started?" I asked.

Steven Andersen: "I have a history as an Entrepreneur. In the early 2000's I was part of a team that developed lithium-ion batteries for a variety of applications, including power packs for power tools and telecom applications. We sold this company in 2008-2009. I worked for the buyer for the transition period and then retired.

Retirement was quite boring and I started looking at new opportunities.

continued on page 21

Long Haul – Short Haul – Off-Road – On-Site, no matter what you drive, the goal is to be comfortable – stay alert – be safe – be productive and save money.

Summer is coming and

the forecast is for another "hotter" summer.

I recently sat down with Steven Andersen, Founder and Owner of DC Power Solutions Inc. The company manufactures, markets and distributes the B-Cool

### Interview With OOIDA's Executive Vice President Lewie Pugh



From left to right: Josh Klein, Deputy Communication Director for OOIDA, Lewie Pugh, Executive Vice President of the Owner/Operator Independent Driver Association (OOIDA); George O'Connor, Government Affairs/Director of Public Affairs for OOIDA. - photo by Steve Pollock -

By Steve Pollock

LOUISVILLE, KY... Lewie Pugh, Executive Vice President of the Owner/Operator Independent Driver Association (OOIDA); George O'Con-

nor, Government Affairs/Director of Public Affairs for OOIDA; and Josh Klein, Deputy Communication Director for OOIDA were kind enough to share some of their valuable time with

Movin' Out at the recent Mid-America Trucking Show, updating us on changes in the trucking industry.

Lewie was very busy last continued on page 17

## 44<sup>th</sup> Annual Shell Rotella SuperRigs<sup>®</sup> To Be Held At The Bristol Motor Speedway



Julie Wright with Adam Kimball's 1990 Peterbilt 379. Adam won 3rd place in the Show Truck division at the 2025 Shell SuperRigs<sup>®</sup> and was the February truck in 2026 Shell SuperRigs calendar. - photo by Steve Pollock -

By Steve Pollock

BRISTOL, TN... Julie Wright, Shell Rotella Brand Manager was at the Shell Rotella booth at the recent Mid-America Trucking Show in Louisville, Kentucky and announced that the

2026 Shell Rotella SuperRigs<sup>®</sup> Competition will be held at the Bristol Motor Speedway in Bristol, Tennessee on June 25-27. Over \$25,000 in prizes will be awarded at this year's event. There will be 12 categories and

4 judges.

The event will feature a Light Show, Fireworks, and expanded activities for the whole family. And of course 12 lucky participants will be chosen to be photographed for the 2027 Shell Rotella

SuperRigs<sup>®</sup> calendar! Julie also said that there were some surprises coming as well.

Visit [www.rotella.com/superrigs](http://www.rotella.com/superrigs) for details and to register, go to Register online at <https://sr-registration.com/>

Karin Haumann, Shell OEM Technical Service Manager was also on hand to give us an update on the new Proposed Category 12 (PC-12) oils that will be coming. The API specs have been voted in and finalized as of January 1<sup>st</sup> of this year and the 1 year manda-

tory waiting period has begun. The licensing will begin on January 1, 2027, and product will appear sometime after. Karin said that Shell is developing their PC-12 oils and will be ready to meet all deadlines.

The PC-12 oils have been developed at the request of engine manufacturers to aid in meeting new emission and fuel economy standards. The PC-12 oils will offer additional thermal stability and better acid treatment benefitting DPFs.



Left to right: Mike Gaffin, "The Boston Trucker", Julie Wright, and Karin Haumann. - photo by Steve Pollock -

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# Off The Beaten Path

BY PAM POLLOCK



Movin' Out "Paper Boys" Dave Hill and Mark Hoffman. I've decided to promote them to "Paper Men." - photo by Jack Roddy -

## Yesterday They Were Mere "Paper Boys"... But Henceforth, They Shall Be Known As "Paper Men"

Most of the Movin' Out crew attended the 2026 Mid-America Trucking Show in Louisville, Kentucky last month. When I say "most", I am not including myself because I stayed home to keep the office running. I'm lying... I stayed home because that show kicks my butt and I'm no longer a spring chicken. And now I feel like a complete jagoff because my husband, who just turned 68 years old and my 89 year old Dad went to the show while I stayed home and ate 4 bags of jelly beans and watched Hallmark movies. I'm lying again... I have no remorse in doing any of that.

Any who... back to my story. My Dad texted me the above photo during the show and asked me if I knew these two gentlemen. I'm not gonna lie - (wow, I've been doing a lot of lying, haven't I?) - at first, I had no clue who they were. So, I zoomed in on their MATS badges and immediately started to smile when I read their names!

Over thirty years ago, I was working at the Movin' Out booth at MATS. I was wearing a dress and standing on the edge of our booth carpet, handing out copies of Movin' Out. Dave Hill and Mark Hoffman were walking by and I pretty much forced them

to take a newspaper. They were good sports and not only accepted a copy of Movin' Out, but they started to work the booth alongside

me, calling out to show attendees and passing out newspapers. If I recall correctly, we had a friendly competition to see who the

winner was but I have no recollection as to who actually one.

I nicknamed Dave and Mark the Movin' Out "Paper Boys", took their photo and published it in the next month's issue. Over the years, they would stop at our booth and pass out a few newspapers for old time's sake. I still called them my "Paper Boys".

I haven't been to MATS since 2012 so I was very happy and surprised when my Dad sent me the photo of Dave and Mark. I feel that after 30 years, they deserve a promotion so I am officially giving them the title of "Paper Men". Pay and the benefits are still the same - which is zilch, but the title is one they can

wear with pride.

Thanks Dave and Mark for the friendship, smiles and laughs that we have shared over the years. I'd like to say that I will see you at next year's truck show, but I think we all know that's lie.

And this is no lie, my gratitude to Steve, Dan,

George, and Jack (my Dad) for working so hard every year at the show so I can eat four bags of jelly beans and binge watch Hallmark movies. You're also not getting a pay raise but you can order a double shot of bourbon at dinner.

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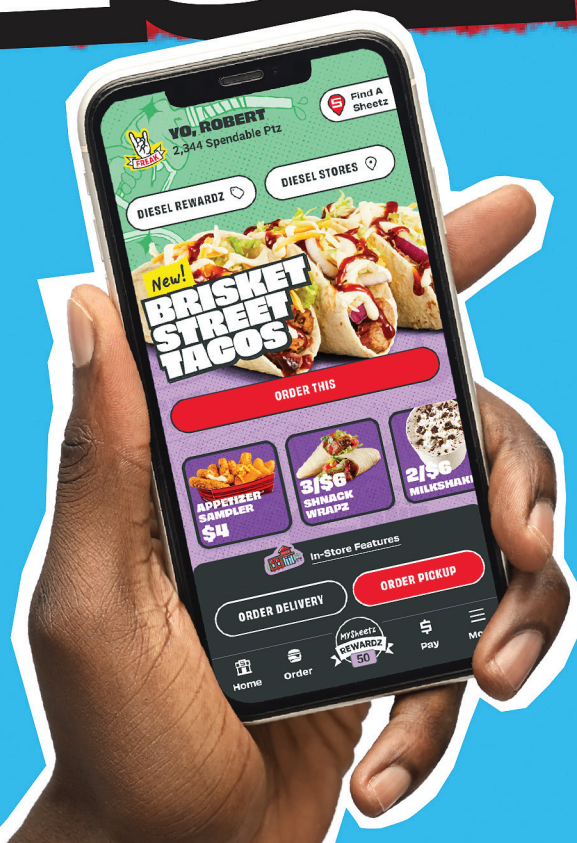
## STORE 874 – MICHAEL'S ANSWERS

- How long have you been with Sheetz?**  
 I have been with Sheetz since April of 2005, so almost 21 years. I started as a facilities worker at store 242 in Frederick MD. I have moved my way up to the Store Manager position through the years and learned so much about business management and people management. This company has paved the way for me to be successful in my profession and as a father and husband.
- What's your favorite off-menu item?**  
 My go to item is the Protein Platter because you get 2 protein items, fryz, and a side item ( I always get the rice and beans). It's a full meal and gets me through my day until dinner at home.
- What are some of the perks offered to Driverz through the Driver Freakz Rewards program?**  
 The diesel drivers will always get their 3 cents off fuel which adds up over time for them. Every month we do a new promotion for fueling at our station. Currently they get \$5 off any MTO order if they pump 100 gallons.
- What do you love the most about Sheetz?**  
 I don't know if I could choose just one thing here. I love our innovation. I love our customer focus. I love our variety. I love our family feel. I love our commitment to development. I love that we make taking care of people a priority. I love how much our leadership is involved in everyday business. I love our focus on longevity as a company. I love that we give back to communities. I could go on and on about all the things I love about this company but there likely would be no end to the list.
- What do truckerz order the most?**  
 They like breakfast after resting overnight in our parking lot. They like a quick snack of hot dogs and appetizers. Some of our regulars love the grande burritos and pizzas to take with them on their long trips. They load up on pork rinds or chips from the sales floor and wash it down with any of our hundreds of drink selections. You know the energy drinks that keep them up driving those long hours are super popular as well.

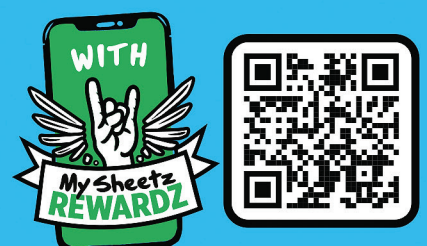
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# High Performance Diesels with Bruce Mallinson

## The Unpredictability of Modern Trucking

Modern trucking has become incredibly unpredictable. At Pittsburgh Power, we are seeing more and more situations where a truck presents what looks like a simple, straightforward fault, only for the true cause to be buried much deeper within the layers of electronics and aftertreatment systems that now define today's diesel engines.

Not long ago, diagnosing a problem often meant tracing a mechanical failure or replacing a clearly worn component. Today, however, a single electronic anomaly

can trigger a chain reaction of events that leaves behind damage long after the original issue has disappeared. That is exactly what we encountered in this case.

A customer came into the shop with aftertreatment NOx sensor fault codes, indicating emissions readings higher than the system would allow. On the surface, this might suggest a failing NOx sensor or an issue with DEF dosing. But modern systems rarely make it that simple.

Our technicians immediately accessed the ECM

and began running multiple regeneration cycles while carefully monitoring engine temperatures, exhaust conditions, and particulate matter levels. During these controlled tests, everything appeared normal. Regeneration temperatures climbed into the expected range of approximately 1,000 to 1,100 degrees Fahrenheit, which is where the system needs to be to properly burn off accumulated soot in the DPF.

At this stage, nothing in the live data explained the customer's complaint. No

irregular spikes, no abnormal readings, no signs of an active failure. This is where experience becomes critical. When the present does not explain the problem, you have to look into the past.

Digging deeper into the regeneration history revealed the turning point. The logs showed that the system had been performing regenerations consistently at roughly 100 engine-hour intervals, which aligned with the truck's operating pattern. Everything was stable and predictable until one single event changed the trajectory of the entire system.

During one regeneration cycle, temperatures spiked to over 1,500 degrees Fahrenheit.

While high temperatures can occur under certain conditions, a spike of that magnitude introduces extreme thermal stress. Under the wrong circumstances, especially if the filter is heavily loaded or airflow is compromised, that kind of heat can begin to damage the internal ceramic structure of the DPF. It only takes one event to start that process.

From that point forward, the truck's behavior changed. Regeneration frequency increased dramatically, dropping from around every 100 hours to roughly every 30 hours. That shift is a major warning sign. Frequent regenerations typically indicate that the system is struggling to maintain proper efficiency, often due to incomplete soot burn-off, restricted flow, or internal damage within the aftertreatment components.

What made this case particularly challenging was the delay between cause and effect. The abnormal regeneration event had occurred approximately 200 engine hours before the truck arrived at Pittsburgh Power. By the time we had the truck in our shop, the original fault was no longer active. There were no repeat events, no active spikes, and no direct way to recreate what had happened.

This is the reality of modern diagnostics. A single "ghost fault" can occur once, leave behind permanent damage, and never show itself again. Technicians are then left piecing together clues from historical data while dealing with the con-



sequences rather than the cause.

With the regeneration data pointing in a clear direction, the next step was physical inspection. We removed the DPF and SCR assembly from the frame to get a closer look inside. What we found confirmed everything the logs had suggested.

The DPF substrate showed clear signs of heat damage. There was visible discoloration, including a distinct off-color area and browning along the edges where the structure had begun to deteriorate. Internally, the substrate was compromised. A simple tap test further revealed the extent of the damage. Solid areas produced a dense, consistent tone, while the damaged sections sounded hollow, indicating cracking and structural failure within the filter.

In situations like this, the NOx sensor fault code is often misleading. High downstream NOx readings do not necessarily mean the sensor itself has failed. Instead, they can reflect reduced efficiency in the aftertreatment system as a whole. When the DPF or SCR is compromised, the system can no longer properly process emissions, and the sensors simply report what they are seeing.

At this point, the customer faced a decision that many drivers know all too well. With the truck needing to get back on the road and the root cause event long gone, there was no practical way to fully reconstruct the original failure in a controlled environment. The only viable solution was to

replace the damaged DPF, perform a monitored regeneration to confirm proper operation, and have the driver continue to monitor performance moving forward.

This case highlights a larger issue across the industry. As emissions systems and electronic controls continue to evolve, they bring with them increased precision but also increased complexity. That complexity makes diagnosis more difficult, repairs more costly, and intermittent issues far more frustrating for drivers and fleet owners alike.

What used to be a visible, mechanical failure is now often an invisible, momentary event buried in data logs. And when that event only happens once, it can leave lasting damage without leaving behind a clear trail.

That is why shops like Pittsburgh Power are more important than ever. Our role is not just to read fault codes, but to interpret the full story behind them. We dig into the data, analyze patterns, and connect the dots between what the truck is doing now and what it experienced hundreds of hours ago.

Modern trucking may be unpredictable, but drivers do not have to face that uncertainty alone. When these complex, one-time failures occur, we are here to help the trucking community find answers, make informed decisions, and get back on the road with confidence.

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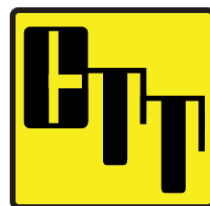


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# Founders & Guardians - Harriet Tubman



On her trips north to freedom, Tubman used the North Star as her guiding light. She did so based on her belief that, "God's time is always near. He set the North Star in the heavens; He gave me the strength in my limbs; He meant I should be free."

By: Michael R. McGough  
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"I had reasoned this out in my mind; there was one of two things I had the right to, liberty or death; if I could not have one, I would have the other." - Harriet Tubman

Although the exact date of her birth is not known, Araminta "Minty" Ross was born c.1822, in the late winter or early spring. She was one of nine children born into the enslaved family of Harriet and Benjamin Ross. Her father was an enslaved timberman in Dorchester County in

Maryland's Eastern Shore, and her mother was an enslaved domestic worker. As was common, the Ross family was slip up among other enslavers.

As a child, Minty was the victim of beatings and whippings at the hands of her enslavers. Early in her adolescent years she suffered a head injury when an irate overseer threw a heavy weight at another enslaved person but hit her by mistake. Complications from that injury, including headaches, seizures, and periods of unconsciousness, were with her the

rest of her life. Early in life, she developed an intense spirituality, which motivated her to seek freedom for herself and then to lead others as they sought it. She believed strongly that liberation from enslavement was a public and democratic imperative. Her deep faith was a constant source of strength in the worst of times, and a source of endurance under the cruelest and most brutal circumstances.

As a young woman, Araminta struggled to find some level of independent action. She negotiated with her enslaver so she could select her own work assignments. He agreed but only under the condition that she pay him a portion of any money that she made. Because of that arrangement, she had the chance to reunite and work with her father. That experience in the timber fields brought her in contact with enslaved sailors and others who were familiar with that region and the network that had developed to support enslaved people trying to move north to liberation and freedom—the Underground Railroad.

At age 22, Araminta Ross married a freedman named John Tubman. Once married, she changed her name to Harriet Tubman. Times with her husband

and her father would be pleasant memories, but they were short lived. When her enslaver died in 1849, it was likely that she would be sold to settle his debts. That's when she decided to make her way to freedom in Pennsylvania. After a brief stay in Philadelphia, she returned to Maryland to begin leading others to freedom. She found her husband only to learn that he had remarried. Although deeply hurt, she refused to give up her freedom, and she resolved to continue leading others north to freedom. The Fugitive Slave Act of 1850 required the return of fugitive slaves, even if they were found living in a free state. "Moses," as Tubman was known by those she led, then began moving her freedom seekers further north into Canada.

In 1857, she moved her parents and some other members of her family to Auburn, New York. She purchased a house from William H. Seward, a New York Senator and an abolitionist who became Lincoln's Secretary of State. The next year, she met with abolitionist John Brown. She provided inspiration and helped him plan his raid on the US arsenal at Harper's Ferry, Virginia (later West Virginia).

During the Civil War

(1861-1865), Tubman became a Union spy, informant, nurse, and cook. In June of 1863, she played a major role in a raid along the Combahee River in South Carolina. Soldiers involved in that action, set fire to several plantations, destroyed Confederate supply lines, and freed more than 700 slaves. Many of those enslaved individuals joined the Union forces. Tubman was awarded a military pension for her service.

In 1869, Tubman returned to Auburn, and married Nelson Davis, a Civil War veteran who had himself been enslaved. They adopted a daughter who they named Gertie. Following the passage of the 13th Amendment which ended slavery, Tubman and other abolitionists turned their attention to racial equality and universal suffrage. Harriet became a cofounder of the National Association of Colored Women. She was also an active supporter of the Freedmen's Bureau, established to expand opportunities and provide basic supports for formerly enslaved people. Harriett Tubman, died on March 10, 1913 of pneumonia.

Tubman has been recognized and memorialized in many ways. She has been honored as the namesake

of naval vessels, roads, schools, and parks. She has been memorialized on postage stamps and commemorative coins. By an act of Congress in 1990, May 10th was designated as an American holiday known as Harriet Tubman Day. And in 2024, she was posthumously commissioned a one-star general in the Maryland Army National Guard.

When in 1849, Tubman realized that, "... there was one of two things I had the right to, liberty or death. ..." she chose liberty. Finding her path toward the American Dream was a personal pursuit that required difficult decisions and stoic commitment. Having found her path, she made herself accessible to those seeking that same passage toward that Dream. Harriet Tubman's legacy, rests solidly in her courage, strength of character, and compassion. In her struggle to find personal freedom, she came to terms with harsh realities. She did so to move closer to the opportunities she sought for herself and others. Through it all, she demanded the respect of equality, and she won it. For those seeking a path toward the American Dream, she offers a legacy-laden model of what respect, real universal human respect, is all about!




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# Latest Trucking Industry News

## ATA Truck Tonnage Index Surged 2.6% in February

Washington, DC... Trucking activity in the United States jumped in February, pushing tonnage levels to the highest point in three years. Specifically, truck freight tonnage increased 2.6% after gaining 0.7% in January, according to the American Trucking Association's advanced seasonally adjusted For-Hire Truck Tonnage Index.

"February's robust gain is great to see, but the size of the gain is likely magnified due to lower industry capacity," said ATA Chief Economist Bob Costello. "With that said, particularly after a very prolonged freight recession, improving volumes in any manner is welcomed."

In February, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 116.2, up from 113.3 in January. The index, which is based on 2015 as 100, increased 2.1% from the same month in 2025, the largest year-over-year gain since October 2022. During the first two months of the year, tonnage was up 1.4% from the same period last year. In 2025, the tonnage index was flat compared to the 2024 average.

January's SA increase was revised up slightly from what was first reported in our February 24 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled 106.9 in February, 1.5% below January's reading of 108.5.

Trucking serves as a barometer of the U.S. economy, representing 72.7% of tonnage carried by all modes of domestic freight transportation, including manufactured and retail goods. Trucks hauled 11.27 billion tons of freight in 2024. Motor carriers collected \$906 billion, or 76.9% of total revenue earned by all transport modes.

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

\* 2024 estimates include forecasts.

## PMTA Supports Dalilah's Law

By Kammi Bredbenner, PMTA

The Pennsylvania Motor Truck Association supports Dalilah's Law and efforts to strengthen oversight of the commercial driver's license system.

A safe and reliable trucking workforce is critical to Pennsylvania's economy, where trucks move the vast majority of goods across the Commonwealth each day. Maintaining strong, consistent CDL standards is key to ensuring that only qualified, properly trained drivers are operating on our roadways.

Dalilah's Law takes meaningful steps to improve accountability in how CDLs are issued and monitored. By promoting greater consistency among states and strengthening enforcement, the legislation helps prevent misuse of the system and reinforces the high standards expected of professional drivers.

For Pennsylvania carriers and drivers who prioritize safety and compliance, these reforms help level the playing field while enhancing public confidence in the industry. PMTA supports policies that protect both the motoring public and the integrity of the trucking profession.

PMTA will continue working with federal and state partners to advance solutions that improve highway safety, support responsible carriers, and keep Pennsylvania's freight network moving efficiently.

## A United Front for Freight on Capitol Hill

On Capitol Hill, the trucking industry stood shoulder to shoulder with the rail industry to press Congress for action on policies that will improve the movement of freight, strengthen safety, and support the men and women who keep America moving.

ATA President & CEO Chris Spear held a series of meetings with influential members of the U.S. House of Representatives and was joined by Ian Jefferies, his counterpart at the Association of American Railroads.

ATA and AAR are the voices of industries that collectively provide millions of good jobs. As representatives of two essential components of the supply chain, they share a commitment to commonsense solutions that address real-world threats facing American commerce.

Cargo Theft

Spear and Jefferies first met with House Majority Leader Steve Scalise, where the discussion centered on the urgent need to pass the Combating Organized Retail Crime Act, a measure that targets sophisticated criminal schemes that endanger drivers and drive up costs for consumers.

As the second-in-command of the House of Representatives, the Majority Leader has the responsibility of managing the floor calendar. The ATA and AAR leaders strategized with Rep. Scalise to map out the path ahead and, ultimately, schedule a vote. They emphasized that enacting this legislation would not only provide a boost to the trucking and rail sectors, it would also directly address Americans' growing concerns about affordability.

Organized cargo theft has exploded in recent years, fueled by highly coordinated criminal networks that operate across state and international borders. In addition to posing a national security risk, these thefts cost the trucking industry \$18 million every day and cost the overall supply chain up to \$35 billion annually.

ATA is a leading advocate for the Combating Organized Retail Crime Act, which would establish a unified federal response, improve coordination among law enforcement agencies, and finally give authorities the tools they need to dismantle these operations and hold criminals accountable. While on Capitol Hill, Spear and Jefferies also stopped by the office of Rep. David Joyce (R-OH), the bill sponsor, to devise how to continue to generate legislative momentum.

Surface Reauthorization

Spear also sat down with House Transportation & Infrastructure Committee Ranking Member Rick Larsen to discuss an additional priority: the upcoming surface transportation reauthorization.

T&I is one of the key committees that holds jurisdiction over the renewal of the nation's highway programs, which is imperative to modernize infrastructure and address long-standing bottlenecks hindering the freight network.

Roads and bridges are the shop floor for America's truck drivers. Sustained, reliable investment is essential to improving safety, reducing congestion, and supporting economic growth. As Congress ramps up work on the next highway bill, ATA is advocating for policies that reflect the operational realities of trucking and the broader supply chain, building on priorities that Spear has consistently advanced on Capitol Hill.

Advocacy in Action

By working alongside our partners in rail, ATA is reinforcing the message that good public policy benefits the supply chain across modes and industries.

For ATA, this advocacy is about delivering results for our member motor carriers—small and large—and for the professional drivers who serve communities in every corner of the country. Whether it is cracking down on organized crime, strengthening safety standards, or investing in infrastructure, ATA will continue to engage lawmakers on both sides of the aisle to advance practical solutions.

America's supply chain depends on it.

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# History Is Coming, History Is Coming! Freedom Truck Mobile Museums Rolls Across America



Professional Truck Driver Steve Parese is driving a 2025 International LoneStar and the trailer is a 53' Double Expandable Spevco trailer. - All Photos by Pam Pollock For complete photo coverage of the Freedom Truck Mobile Museum's visit to Slippery Rock, go to the Movin' Out website at [www.movinout.com](http://www.movinout.com)



Professional Truck Driver Steve Parese and Sebastian Bisnow.

**By Pam Pollock**  
SLIPPERY ROCK, PA...  
From the mountains to the prairies, six "Freedom

Trucks" are spreading the news about the path to America's 250 years of Independence. Much like

Paul Revere on his Midnight Ride, these Mobile Museums, known as "Freedom Trucks," are travers-

ing across the USA from March until December 2026, spreading the word and bringing history to life to young and old alike. The 1,000 square foot Mobile Museums are transported via 18 wheel Trucks and the museums are housed inside the expandable 53' Trailers.

When you step through the doors of the mobile museums, you are stepping back into history, beginning with the Original 13 Colonies declaring Independence from England. There is no fee to visit the Freedom Truck Mobile Museums.

Our small town of Slippery Rock, Pennsylvania was host to one of the

Freedom Truck Mobile Museums on March 27<sup>th</sup> and 28<sup>th</sup>. I took my four grandchildren and we were very impressed with the set-up and the amount of new information that we learned. There are a lot of interactive exhibits including a "Are you a loyalist or patriot" quiz, a kiosk to sign your name digitally to the Declaration, and a wall of 50 American heroes spanning 250 years from the beginning of America gaining her Independence to modern day. There's displays featuring Abraham Lincoln, American Abolitionist Frederick Douglass, and Martin Luther King.

Professional Truck Driver Steve Parese was driv-

ing the Freedom Truck and Mobile Museum at the Slippery Rock stop. Steve told me that he began driving truck in 1976 when he still a teenager and has been in the trucking industry his entire life with over 1 million miles driven.

Steve Parese is driving a 2025 International LoneStar and the trailer is a 53' Double Expandable Spevco trailer.

Working alongside Steve are Sebastian Bisnow and Dean Shirley. Sebastian and Dean conduct the tours and answer any questions that attendees may have. Steve, Sebastian, and Dean's tour area is com-

continued on page 11

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# History Is Coming, History Is Coming! Freedom Truck Mobile Museums Rolls Across America



The Freedom Truck Mobile Museum is filled with interactive history displays.

continued from page 10  
prised of the Mid-Atlantic and New England areas.

Freedom Truck Mobile Museums were created in partnership with PragerU and Hillsdale College and made possible by The Institute of Museum and Library Services (IMLS).

Tour dates for the six Freedom Truck Mobile Museums include:

April 27 - May 3 - Nazareth, PA, Bushkill Twp. Volunteer Fire Company Carnival, 155 Firehouse Dr., Nazareth, PA 18064

May 1-2 -The Great Education and Resource Expo, The Foundry Church, 1491 E SR 434, Winter Springs, FL 32708

May 3-4 -Ashland Community Event, Ashland

High School, 311 N J E Humphreys St. Ashland, KS 67831

May 7 - 8 - Wildwood, FL, Villages Public Library at Pinellas Plaza, 7375 Powell Rd, Suite 100 Wildwood, FL 34785

May 7 - 8 - Live Oak Community Event, Live Oak Community Building, 10200 O Street Live Oak, CA 95953

May 7 - 8 - Augusta Celebrates America 250!, Augusta High School, 2020 Ohio St. Augusta, KS 67010

May 10-12 - Pinecrest, FL, Saint Louis Covenant School, 7270 SW 120th St., Pinecrest, FL 33156

May 11 - 25 - Urbandale, IA, Living History Farms, 11121 Hickman

Road, Urbandale, IA 50322  
May 14 - 16 - Miami, FL, Florida International University, 11200 SW 8th Street, Miami, FL, 33199

May 14 - 16 - Monthly 250th Celebration, Northwestern Middle School, 3431 N 400 W

Kokomo, IN 46901

May 19 - 23 - Hurricane, UT, Liberty Village, 2250 W Liberty Way, Hurricane, UT 84737

May 27 - 28 - MVAOC-OU High School, 410 S 6th Street Mapleton, IA 51034

May 30 - 31 - America's 250th Celebration, Sloan Public Library, 502 Evans Street Sloan, IA 51055

Request a Freedom Truck at your event or location by filling out a form at <https://freedom250.org/>

# Kenworth Introduces Limited-Edition TourAmerica Paint Scheme



KIRKLAND, WA... Kenworth announced the launch of a special edition paint scheme created in celebration of the Freedom 250 initiative, a nationwide effort honoring the Nation's 250th birthday and highlighting the spirit of American trucking. The new design pays tribute to the iconic mid-1990s TourAmerica T600 paint scheme, reimagined and refined for modern production while preserving its recognizable heritage.

The commemorative paint scheme is now available to order on the Kenworth T680, W900L, W990, and T880 models equipped with sleepers. Developed in collaboration with Kenworth's design

and engineering teams, the refreshed look blends classic styling with contemporary finishes, offering customers a unique way to celebrate trucking history while supporting a meaningful national milestone.

"This paint scheme is a nod to an important era in Kenworth's legacy," said Kevin Haygood, Kenworth's assistant general manager for sales and marketing. "The original TourAmerica T600 represented innovation and pride for drivers across the country. Bringing that design forward for today's models allows us to honor that history as we celebrate our nation's 250th birthday."

As part of its commitment to the Freedom 250 Tour, Kenworth donated a T680

with a 76-inch integral sleeper to support the event's fleet of Mobile Museums, known as "Freedom Trucks," which will travel throughout the United States in 2026. These historical trailers deliver interactive and inspiring educational content to students, families, and communities nationwide. Kenworth's donation underscores the company's longstanding dedication to the trucking community, veterans, and organizations that strengthen and support drivers across the country.

Kenworth Truck Company, founded in 1923, specializes in the design and manufacture of The World's Best® heavy- and medium-duty trucks.

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Photo by Dallas Chandler at Semi Casual



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# 2026 PKY Memorial Truck Beauty Championship



**Limited Mileage: Combo: Best of Show: Chad & Brad Sand, "Asphalt Outlaw," 2016 Peterbilt 389 and 2018 MAC trailer**



**Big Rig Build Off: Winner Randy Menkel, Never Satisfied Builds/J&L Contracting, 1985 Peterbilt 359**



**Antique: Paint: Winner: Wayne Smith, "Gangsta Hauler," 1968 Kenworth W925A**

## PKY Memorial Truck Beauty Championship Winners List

**People's Choice:** Jason Flores, "Alfalfa Cruiser," 2018 Peterbilt and 2018 XL double flatbeds  
**Big Rig Build Off:** Randy Menkel, Never Satisfied Builds/J&L Contracting, 1985 Peterbilt 359  
**Limited Mileage:** Bobtail with No Miles: Best of Show: CJ Nairn, 2025 Kenworth W900L; 2nd: Jared Nelson, "Curb Appeal," 2022 Peterbilt 389; 3rd: Eddie Homfeld, "Crown Jewel," a 2024 Peterbilt 389  
**Limited Mileage: Combo:** Best of Show: Chad & Brad Sand, "Asphalt Outlaw,"

2016 Peterbilt 389 and 2018 MAC trailer; 2nd: Jason Flores; 3rd: Jerry Mies, "Mooving Violation," 2007 Peterbilt 379 and 2022 Walker  
**Working Truck: Bobtail:** Best of Show: Phillip Couch, "New Testament," 1999 Freightliner Classic XL; 2nd: Austin Badders, "Fine Wine," 1983 Peterbilt 359; 3rd: Ashton Kaley, 1995 Kenworth W900  
**Working Truck: Combo:** Best of Show: Blake Ray, 2020 Peterbilt 389 & 2026 Mac trailer; 2nd: Tucker Jacob, 2024 Peterbilt 389 & 2024 Eby; 3rd: John Treadway, "Teal Appeal," 1998 Peterbilt 379 & 2017 Great Dane  
**Antique: Original/Combo:** 1st: Ethan Tipton, "Wildcard," 1972 Brockway 457; 2nd: Thomas Menges, "Sweet, Smooth & Sassy," 1986 Mack RW 613 Superliner; 3rd: Earl Chapman, "Pearl," a 1966 Peterbilt 352  
**Antique: Custom/Combo:** 1st: Jaden Warner, 1988 Peterbilt 362; 2nd: Brian Sweet, 1979 Kenworth W900A; 3rd: Casey Field, "Curley," a 1969

Peterbilt 359  
**Antique: Original/Combo:** 1st: Bruce Jones, 2000 Peterbilt 379 & 2025 MAC; 2nd: Jason Sanders, 1994 Kenworth W900 & 2014 Great Dane  
**Antique: Engine:** Winner: Brant Arnold, "F5," 1970 Peterbilt 289M  
**Antique: Paint:** Winner: Wayne Smith, "Gangsta Hauler," 1968 Kenworth W925A  
**Antique: Interior:** Winner: Brian Sweet, 1979 Kenworth W900A  
**Limited Mileage: Interior:** Winner: Jerry Mies  
**Limited Mileage: Engine:** 1st: Eddie Homfeld  
**Limited Mileage: Bobtail/Paint:** Winner: Jared Nelson  
**Limited Mileage: Combo/Paint:** Winner: Jason Flores  
**Limited Mileage: Bobtail/Lights:** 1st: Eddie Homfeld; 2nd: Bryant Mann; 3rd: Jared Nelson  
**Limited Mileage: Combo/Lights:** 1st: Chad & Brad Sand; 2nd: Jason Flores; 3rd: Jerry Mies  
**Working Truck: Bobtail/Company Owned:** Winner: David

Dyck, 2025 Peterbilt 589  
**Working Truck: Combo/Company Owned:** Winner: Rob Baesel, "Henhouse," 2024 Peterbilt 389 & 2025 MAC  
**Working Truck: Engine:** 1st: Blake Ray, 2020 Peterbilt 389 & 2026 MAC; 2nd: Tucker Jacob, 2024 Peterbilt 389 & 2024 Eby; 3rd: Rob Baesel  
**Working Truck: Bobtail/Paint & Graphics:** 1st: Phillip Couch, "New Testament," 1999 Freightliner Classic XL; 2nd: Ashton Kaley, 1995 Kenworth W900; 3rd: Douglas Prier, 2026 Kenworth W900  
**Working Truck: Combo/Paint & Graphics:** 1st: Rob Baesel; 2nd: Mark Aragon. "Slammed Distraction," 2003 Peterbilt 379EXHD & 2020 Wilson; 3rd: John Treadway  
**Working Truck: Bobtail/Lights:** 1st: Richie Foster, "Controversy," 2022 Peterbilt 389; 2nd: Nicholas Deal, 2007 International 9900I; 3rd: David Dyck, 2025 Peterbilt 589  
**Working Truck: Combo/**

**Lights:** 1st: Jeff Dills, 2007 Peterbilt 379 & 2001 Utility 3000R; 2nd: Blake Ray, 2020 Peterbilt 389 & 2026 MAC; 3rd: John Treadway  
**Working Truck: Interior/Cab Only:** 1st: Mark Aragon with "Slammed Distraction," 2003 Peterbilt 379EXHD & 2020 Wilson; 2nd: Rob Baesel; 3rd: Ashton Kaley, 1995 Kenworth W900  
**Working Truck: Interior/OEM Sleeper:** 1st: Blake Ray, 2020 Peterbilt 389 & 2026 MAC; 2nd: John Treadway; 3rd: Tucker Jacob, 2024 Peterbilt 389 & 2024 Eby  
**Working Truck: Interior/Aftermarket Sleeper:** Winner: Dean Cross, 2000 Peterbilt 379 & 2022 Utility 3000R  
**New Truck:** Winner: Douglas Prier, 2026 Kenworth W900  
**First Show: Bobtail:** 1st: Park Mastre, 2020 Peterbilt 389; 2nd: David Duncan, 1984 Peterbilt 359; 3rd: Nathan Van Tilburg, "The Eliminator," 2001 Peterbilt 379  
**First Show: Combo:** 1st: Jeff Dills, 2007 Peterbilt 379 & 2001 Utility 3000R; 2nd: Milan Duncan, 1998 Peterbilt

379 & 2020 Reitnour Big Bubba; 3rd: Lance Galpin, 1987 Kenworth W900B & 1981 Western Alloy  
**Wrecker:** Winner: Jacob Ripley, "Wreckless Behavior," 2025 Kenworth W900B  
**Troy "The Legend" Huddleston Award:** Winner: Tyler LaMontagne, "Nelly Bell," 1983 Peterbilt 359  
**Rockwood Running Late Award:** Winner: Paul Brookhart, "Pendleton," 2001 Peterbilt 379  
**Bette Garber Memorial Award:** Winner: Austin Badders, "Sexual Chocolate," 1983 Peterbilt 359  
**Bennett Louisville Invite Winner:** Winner: Tucker Jacob, 2024 Peterbilt 389 & 2024 Eby

**- All Photos by Dan Pollock -**

# Mid-America Trucking Show Louisville, Ky.



# The New Oils Are Coming!



Left to right: Adia Stockton, Senior Specialist at API and Beth Wilson, Manager API.

### By Steve Pollock

WASHINGTON, DC... Engine manufacturers needed some help from oil manufacturers to meet new emissions and fuel economy standards and Oil MFGs answered the call by developing Proposed Category 12 (PC-12) oils.

The PC-12 oils were designed for new diesel engines, reducing emissions, helping with fuel economy, and reducing DPF oxidation. The last time new oil categories were adopted was 10 years ago. The PC-12 category will begin licensing in January 2027 and soon after product will be available on the shelf.

The American Petroleum Institute (API) is a standards-setting organization that certifies and licenses engine oils. When the new PC-12 oils are available, API CL-4 will replace the current CK4 category and API FB-4 will replace the current FA-4 category. The new API Service Category CL-4 and API FB-4 "Donut" certification marks are now available.

The API offers some DEF Dos and Don'ts:

•If the temperature is too cold, the DEF will freeze, changing the chemical composition.

•If the nozzle is crystalized – do NOT use it!

•If it is too hot, the DEF compound downgrades and won't work as well.

You can't control the weather, but maybe when conditions warrant, you maybe be further ahead buying a gallon or two inside.

# Little Texas to Celebrate America's Truckers at 48th Annual Walcott Truckers Jamboree

WALCOTT, IA ... Little Texas is coming back to the World's Largest Truckstop! The award-winning group, famous for iconic songs like "God Bless Texas" and "You and Forever and Me", is set to take the stage at 7:00 PM on Friday, July 10th during the Walcott Truckers Jamboree. Attendees can enjoy more than just great live concerts, including a Super Truck Beauty Contest, Antique Truck Display, Exhibits, Iowa pork chop cookout, Trucker Olympics, and so much more at the event.

Also performing on the main stage: Dani Lynn Howe Band, The Schmidt Brothers, Angela Meyer and the Western Stars, and Shiny Shiny Black. Thursday and Friday night concerts will begin at 5:00 PM, followed by Super Trucks Lights at Night display and fireworks beginning at 9:00 PM. Saturday's concert will begin at 1:00 PM.

The 48th Annual Walcott Truckers Jamboree will be held July 9-11, 2026 at the Iowa 80 Truckstop, I-80 Exit 284, Walcott, Iowa. Admission and parking are FREE! Shuttles will be provided from the parking area to the event grounds. See the full schedule of events at truckersjamboree.com.

## Celebrating Excellence: PMTA Honors 2025 Driver of the Year

### By Kammi Bredbenner, PMTA

The Pennsylvania Motor Truck Association proudly recognized twelve outstanding professional drivers their annual banquet—individuals who represent the very best of Pennsylvania's trucking industry.

Together, these elite drivers have achieved an incredible milestone: 27.6 million safe miles.

To put that into perspective, that's the equivalent of more than 1,100 trips around the Earth's equator or roughly 115 journeys to the moon. These aren't just miles—they are a testament to disciplined decision-making, technical expertise, defensive driving, and an unwavering commitment to safety.

Each month in 2025, one driver from a PMTA member company was selected for exemplifying the highest standards of professionalism, leadership, and integrity. These twelve honorees were then considered for the association's highest recognition.

### 2025 Driver of the Year.

The evening's top honor—Driver of the Year—was awarded to Gorman Folcomer of FedEx Freight.

With an extraordinary 33 years of safe driving without a preventable accident, Gorman's career sets a benchmark for excellence in the industry. His achievements include both the President's Safety Team and Master President's Safety Team honors, recognizing decades of accident- and injury-free performance.

Gorman's consistency, professionalism, and dedication to safety make him a truly deserving recipient of this prestigious award.

Congratulations Gorman!



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# Judgements



By John Broderick

When the driver starts out his day, he faces everyday decisions that can affect his routine and legality. Such things as taking time to fill out his logbook. Keeping these log books is an attempt for both the company and the police to keep track of the movements of not only the driver but also the equipment and the load. In those days, keeping paper logs was an art form. The driver could manipulate them to say pretty much what he needed them to say. Now if the driver got caught lying on his logbook it could be a major fine to him and to the company, so he had to take care to do it right.

After waking from a sound sleep, he slipped into the driver's seat and being only half awake started down the road. He put off filling out his log, in a hurry to make some time. Driving down the road he saw the infamous sign 'Truck scale

ahead.'

As he topped the rise, he saw the scale house on the right, but on this day, he also saw in the scale yard full of construction equipment and laborers with hard hats. Upon seeing this he assumed that the scale was under construction and closed. Thinking nothing of it he drove right by the scale off ramp and up the highway. Getting not more than a mile farther, he saw the flashing lights in his rearview mirror and started to worry. The Alabama State Patrol was not known for being lenient on breaking traffic laws. The driver felt the tension, considering he failed to fill out his log book and was unsure of any other violations that the trooper might find. The trooper pulled around the front of the truck and slowly got out of his car. You see and know what these troopers look like in their creased pants, the blue or brown uniforms with the belts and straps and of course the flat straight brim hats with the dark sun glasses underneath. This is what the driver saw walking up to his window.

After checking his license and the truck registration, the driver was instructed to lock up his truck and come with him. As he got into the squad car and started down the road, he asked the trooper where he was being taken and the trooper replied, "To the courthouse." The driver asked him what the charges were and he was

informed that he was being charged with bypassing the scale house. As they rode on the route to the courthouse, the driver struck up a conversation with the trooper. Most policemen are reasonable people so they fell into light conversation. They soon got to the crux of the matter and the driver asked him what the fine was for bypassing the scale house.

Now having been on the road for a couple of weeks his wallet was empty. His advances on this trip had been maxed out. He was going to have to call into the company for a further advance and he needed to know how much money was needed for the fine. The trooper informed him that the normal fine was \$100 just for passing the scale house but this judge had just been elected to the bench, so he did not know her very well. In talking to him, the driver felt that the trooper did not approve of her very much. This concerned the driver a little bit. Now the driver was someone that was a large man with a look of mayhem in his face. His hair was long and his beard was full. Pushing 300 pounds, he was an intimidating presence and trying to be jovial, he made the remark to the trooper, "Maybe she likes long hair!" Considering the money situation, the driver had to call the company to have them send a ComChek for him (this is a way of sending money to be cashed at a bank). Having accomplished this task, he went into the courthouse with enough cash to pay the \$100 fine and be done with

this ordeal.

There seems to be nothing more ominous than sitting in a judge's chamber waiting for the judgment on the breaking of the law. As he sat there, the trooper stood nearby seemingly at attention. Soon the door to the room opened and a beautiful middle-aged woman walk in and proceeded to sit behind the desk. She was well dressed long blonde hair and was nothing like what he had pictured in his mind. She seemed to be aggravated that she had to take part in this small play. She sternly looked at him then she looked at the trooper and asked, "What is going on here?". The trooper standing at attention told the judge of the infraction that was made by passing the scale house. The judge turned and looked at the driver and asked him, "How do you plead?" With all seriousness the driver looked at the patrolman then looked at the judge, slipped forward out of the chair got down on one knee and pronounced, "I plead insanity Your Honor!" At this gesture the judge immediately broke out into laughter. She announced she found him guilty of the charges and pronounced a \$10 fine. The Trooper immediately emphasized that the fine for this infraction was \$100. The judge in turn responded, "This is my court and I set the fines and the fine will be \$10!" The judge smiled at the driver and walked back out of the room and the trooper looked at the driver and with all seriousness shook his head as in disgust. He

then informed the driver that he was under no obligation to take him back to his truck but that he was going that way anyway and he would drop him off at his truck.

The first 10 minutes of the 15-minute ride back to his truck was an atmosphere of quiet intensity. In sight of his truck, the trooper put a little snicker on his

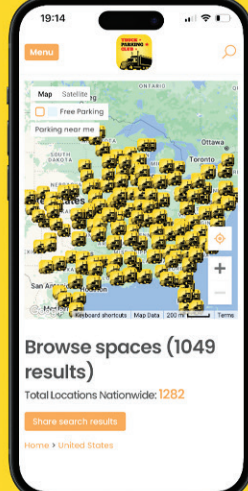
face and said "I guess she did like long hair!" and laughed.

On that day the driver broke the law, got a cash advance from the company, and walked away with money in his pocket a smile on the trooper's face and a reputation in the judge's eyes.


Who says crime does not pay!

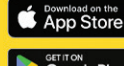

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# Where It All Comes Together - People, Pride & Mercer At MATS



Every year, the Mid-America Trucking Show turns Louisville into something larger than itself. The buildings don't change, but the energy does. It hums. It stretches. It fills every aisle of the KY Expo Center with movement and conversation. And for Mercer, it's never just another event. It's a place we've grown up in.

We've been part of MATS long enough to see it evolve, and to evolve with it. What started as a presence has become something people now recognize as its own destination. Mercertown has always been a gathering point. This year, that feeling settled in early.

The first thing people noticed was the scale. Not just the size of the space, but how alive it felt. A custom-built stage anchored the space, built in-house to host live broadcasts with SiriusXM, KC Philips and Charles Gracey. Overhead, a four-sided Mercer banner turned slowly, visible from across the floor like a lighthouse. And parked within it all was an award-winning truck: Eddie and Jessica Telles' black and chrome Peterbilt. Polished to the point where it didn't just re-

flect light, it held attention.

For many, that first impression carried through the entire weekend. Anthony Starks, Mercer's Recruiting Manager, put it simply, "The size of the booth and how cool everything looked with SiriusXM and Eddie & Jessica's truck were enough to make you stop and take it all in."

But MATS has a way of expanding on you the longer you're there. Mercer recruiter Tim Allen described it as "walking into a trucker's heaven," recalling the moment he crossed the show floor and realized just how far it stretched. For others, it wasn't just the size, but the people. Daron Donahue, Brokerage Qualifications Coordinator at Mercer, noted how unexpected it was to see families woven into the experience, while Mercer Recruiter Brian Barnes admitted he wasn't prepared for the sheer number of people moving through the space.

And yet, inside our booth, something steadier took hold.

There was pride. You could see it in the way people wore the Mercer shirt. You could hear it in conversations that didn't feel transactional. Barnes said it best: "I felt like the popular kid at the dance, and everyone wanted to dance with me." It was a light-hearted way of describing something real. People wanted to engage. They wanted to talk. They wanted to stay.

That extended beyond the booth itself. Next-Gen Trucking students came through, spending time with our staff and owner operators, asking questions, listening closely. There was something grounding about those moments. The industry, often defined by miles and margins, felt personal again.

Even the smallest interactions carried weight. Donahue recalled children stopping by for footballs and bouncy balls, only for

their parents to return later, conversations turning into something more meaningful. Barnes described the shift that came with meeting drivers' families face-to-face, realizing the work supports more than just a single operator: "I am helping a family... find a better opportunity in this business."

For those who have been to MATS before, there was also a noticeable difference in tone this year. The conversations felt lighter. More open. There was, as many described it, a sense of promise in the air. Not certainty, but momentum.

That same energy started back on campus during Mercer's annual driver celebration, the Jamboree, where Charles Gracey, the SiriusXM team, Eddie and Jessica, and the Next-Gen group joined us off the show floor. It felt like a continuation rather than a separate event. The same conversations, the same openness, just in a different setting.

Brokerage Tracking Specialist Sharmyn Nobles summed up what many were thinking in her own way: "MATS is a massive event...but our booth is dope and eye-catching." It's a simple observation, but it speaks to something deeper. The goal was never just to be seen. It was to create a space where people felt comfortable enough to stay.

By the end of the weekend, that's what lingered. Not the size of the show or the number of people who passed through, but the interactions that happened within it. The stories shared. The relationships reinforced. The new ones just beginning.

Mercer has been coming to MATS for a long time. Long enough to understand that what matters most isn't what you build, but what people feel when they step into it. This year, more than anything, it felt like they belonged.

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# Interview With OOIDA's Executive Vice President Lewie Pugh

continued from page 1

last year making six trips to Washington, DC and testifying before Congress on three occasions. George and Josh were most helpful providing statistics and added insight during our interview.

Movin' Out: "What are some of the 'wins' for OOIDA and the trucking industry in 2025?" Lewie: "The introduction of Dalilah's Law (H.R. 5688) which ends CDL mills, stops non-domicile CDL abuse, enforces English language proficiency, and fights foreign dispatch fraud. After 40 years, the trucking industry finally admitting there is no 'driver shortage.' \$200 million dollars allocated for additional truck parking. We took on costly EPA mandates, accountability and transparency for brokers, stronger enforcement of safety including English language proficiency, eliminated speed limiters, basic respect for truckers, restroom access, and hours of service revisions."

Movin' Out: "How would you define working with

the current administration?"

Lewie: "The Trump Administration is listening, including Transportation Secretary Duffy and FMC-SA head Derek Barrs. In fact, Secretary Duffy and Dalilah Coleman paid a visit to the Mid-America Trucking Show (MATS)."

Movin' Out: "What are some of the challenges yet to come?"

Lewie: "The 'highway bill,' which is the legislative Super Bowl for trucking needs to be renewed before September. It comes up every 5 years, but we may be looking at a short-term band aid if it doesn't get done this year. This is the bill we will use to push harder for broker transparency and get Dalilah's Law across the finish line."

Movin' Out: "How many unqualified drivers do you think will be eliminated from the driver pool?"

Lewie: "We estimate about 200,000 drivers overall and around 7,500 CDL mills (schools). It has been too easy to get into the trucking industry causing safety and efficiency issues."

ciency issues.

Movin' Out: "Are the number of Owner-Operators increasing or decreasing?"

Lewie: "Currently declining due to market conditions. I would like to see the economy turn around so Owner-Operators can start making money again. What most people are not aware of is that 52.5% of all truckload carriers are one truck companies. Here is a surprising statistic - 96% of all carriers are made up of fleets of 10 trucks or less. When economic conditions improve, we will see more Owner-Operators and small fleets grow."

At OOIDA we appreciate what Professional Truck Drivers do. We are their voice and advocate in Washington, DC. OOIDA is fighting the good fight for Owner-Operators. If you are an Owner-Operator, we welcome you to join us in this fight. If you join, use promo code FIGHT25 to get 1 year of OOIDA membership for only \$25.

# Truckers For Troops Seeking Care Package Requests For Deployed Military



Truckers for Troops® is accepting care package requests for deployed military serving in combat areas.

The program, operated by the Owner-Operator Independent Drivers Association - OOIDA, has supported U.S. troops overseas and veterans at home since 2007 thanks to the generosity of OOIDA's members who are primarily small-business truckers.

We would appreciate any coverage you can provide to help us reach families and friends of deployed military

personnel who may wish to request a package.

What's in the care packages

Packages are typically large boxes weighing about 70 pounds and measuring approximately 18 x 16 x 14 inches. They are filled with a variety of useful and morale-boosting items such as snacks, toiletries, games, lip balm, socks, hygiene supplies, condiments, hot sauce and other requested items.

How to request a care package

Anyone wishing to re-

quest a care package for a deployed family member or friend may email the service member's full name, complete mailing address and projected stateside return date to troops@ooida.com.

Program impact

Over the past 18 years, Truckers for Troops has raised more than \$800,000, sent more than 3,288 care packages and served more than 39,400 members of the military. In addition to sending packages to troops in combat zones, the program has also supported veterans facilities, including those serving wounded, disabled and unhoused veterans, as well as the Veterans Community Project.

Want to donate? Visit <https://www.ooida.com/t4t/>

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# From The Chaplain's Desk



By Ron Fraser,  
TFC Global President

"In repentance and rest is your salvation, in quietness and trust is your strength" (Isaiah 30:15).

This is a gentle sentence, but it carries surprising weight when you try to live it. Most of us do not experience life as quietness and trust. Life often feels hurried, loud, and demanding. There are responsibilities to meet, conversations to have, and decisions that cannot wait very long. Our minds move quickly from one concern to the next. Sometimes we wake up tired because our thoughts

started running long before our feet touched the floor.

I see this often in my work as a hospice chaplain. People carry more than they show. Beneath the surface of ordinary conversation there are worries about health, strained relationships, financial pressure, and the quiet fear of not knowing what the future holds. And when those things press in, our instinct is usually the same. We try harder. We think harder. We plan harder. We even pray with an intensity that sometimes feels more like

effort than trust. Somewhere deep inside, we believe that if we push long enough, we might regain control.

But Isaiah offers a very different understanding of strength. He tells us that strength is not found in constant effort. Strength grows in quietness and trust. That idea can feel unsettling at first because our culture teaches us to believe that strength looks like action and productivity. Yet the great truth about God in this passage is that He often works most deeply when we stop trying to hold everything together ourselves. Stillness is not weakness. Stillness is trust. It is the quiet decision to loosen our grip on things we were never meant to control in the first place.

When you begin to notice this pattern in Scripture, you start seeing it throughout the life of Jesus. Jesus lived a profoundly self-giving life. He spent His days teaching, healing, and responding to the needs of people who constantly surrounded Him. Yet woven throughout the Gospels is another rhythm that is easy to miss. Jesus stepped away. Luke 5:16 tells us, "Jesus often withdrew to lonely places and prayed." That one word, often, says a great deal. Jesus did not

wait for a quiet moment to appear. He created space for quiet. Even in the middle of overwhelming need, He stepped away from the crowds and rested in the presence of His Father.

Jesus understood something we tend to forget: the soul cannot remain healthy if it lives in constant urgency. From a mental health perspective, this matters deeply. When our thoughts run endlessly, analyzing, worrying, replaying conversations, and anticipating problems, we slowly begin to believe the subtle lie that everything depends on us. Our bodies carry the tension. Our minds grow tired but refuse to stop. We keep moving, but something inside us grows weary.

Stillness interrupts that pattern. It reminds us that we are not responsible for holding the whole world together. And strangely enough, that realization brings relief. I sometimes think about this when I watch a field after a long winter. In early spring it still looks quiet. The soil seems dark and empty. Nothing appears to be happening at all. But beneath the surface something important is already underway. Seeds buried months earlier have begun to soften. Roots are pushing gently into the soil. Life is forming in places no

one can see yet.

God's work in our lives often looks like that. On the surface, it may seem as though nothing is changing. We pray. We wait. The circumstances remain the same. But beneath what we can see, God is quietly at work, shaping something new. Isaiah reminds us that faith is not always loud or dramatic. Sometimes faith simply means sitting still long enough to remember that God is already present in the middle of what feels uncertain.

Sometimes faith is a quiet

prayer that says, "Lord, I trust You with what I cannot fix." And then you breathe. Not because every problem has already been solved, but because you know who is tending the soil of our lives. In God's hands, stillness becomes strength. The psalmist said it well centuries ago: "Be still and know that I am God" (Psalm 46:10). Sometimes the most faithful thing you can do is stop long enough to remember that the One who tends the field has not forgotten what He planted.

## ATA's Statement on EPA's Removal of DEF Sensor Requirement

Washington, DC... Following the announcement that the U.S. Environmental Protection Agency (EPA) is removing the diesel exhaust fluid sensor requirement, American Trucking Associations Vice President of Energy & Environmental Affairs Patrick Kelly released this statement:

"The American Trucking Associations welcomes EPA's updated guidance providing additional flexibility on diesel exhaust fluid (DEF) quality monitoring and preventing forced shutdowns.

"As we have previously said, these systems have too often sidelined otherwise safe, compliant trucks due to faulty or unreliable DEF quality sensors, an issue that was compounded by widespread parts shortages in recent years. When a bad sensor can trigger a full inducement, the result is unnecessary downtime, unnecessary towing costs, strained supply chains, and higher costs across the board.

"EPA's decision to provide manufacturers with flexibility to suspend these inducements—and eliminate problematic sensors altogether by monitoring a truck's actual emissions—is a pragmatic solution that reflects how these systems perform in the real world.

"ATA appreciates EPA's willingness to listen to industry and act. We will continue working with the agency and our industry partners to ensure emissions regulations are both effective and workable for the men and women who keep America's goods moving."

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## Ingrid Brown Named Women In Trucking Association's 2026 Driver of the Year

by Women In Trucking Staff  
LOUISVILLE, Ky. – March 28, 2026 – The Women In Trucking Association (WIT) is proud to announce that Ingrid Brown, professional driver and operations manager, Blackjack Express, LLC, is the recipient of the 2026 Driver of the Year Award, sponsored by Walmart.

Brown was among four finalists for the award. The other finalists included Fabiola Campos-Buenavista, professional driver and driver development instructor, FedEx Freight; Gina Jones, company driver, Werner®; and Kellylynn McLaughlin, national transportation driver dump and roll off, Clean Harbors Environmental Services.

The announcement was made during the Salute to Women Behind the Wheel event, hosted by WIT at the Mid-America Trucking Show (MATS) in Louisville, Ky. The event is a tribute to trailblazing female truck drivers whose dedication and accomplishments are elevating the standard of professionalism in the industry.

"We are proud to recognize Ingrid, whose tireless commitment to excellence, safety, and empowering women in this industry sets a standard that inspires us all," said Jennifer Hedrick, CAE, WIT president and CEO.

Brown has built a 46-year career in trucking defined by determination, safety advocacy, and leadership. Starting out as an independent owner-operator of Rollin' B LLC, she currently serves as operations manager for specialized refrigerated fleet and continues to drive for Blackjack Express LLC, hauling heavy, oversize, and refrigerated freight.

Brown has built an extraordinary legacy, earning honors including the National Association of Small Trucking Companies (NASTC) Woman Driver of the Year Award, the TA Petro Citizen Driver Award, and Inaugural Inductee at the Mid-America Trucking Show Wall of Fame.

A charter member of the Women In Trucking Association since 2007, Brown is currently serving her second term on the board of director and as liaison to the Women In Trucking Foundation board of directors. A tireless public advocate, a Federal Motor Carrier Safety Administration (FMCSA) safety collaborator, and a three-time melanoma cancer survivor, she has dedicated her life to uplifting her industry, mentoring fellow drivers, and serving her community – embodying everything the Driver of the Year honor represents.

Brown's commitment

to safety and advocacy in trucking has been highlighted by her peers and leaders. "Ingrid consistently operates with the highest standards of safety, reliability, and integrity, understanding that her actions reflect not only on her company, but on the trucking industry as a whole," shared Kristy Knichel, president of Knichel Logistics. "Through her actions, attitude, and dedication, she elevates the profession and inspires those around her."

Presented with the support of Walmart, this annual award was established to highlight the outstanding female drivers who champion safety at the highest level while positively shaping the public's understanding and appreciation of the trucking industry.

"Walmart is proud to sponsor the Driver of the Year award because it reflects our commitment to safety, excellence, and a culture of belonging across transportation. Ingrid Brown embodies what this recognition stands for, a seasoned professional whose leadership, safety advocacy and dedication to the industry have made a meaningful impact. Congrats to Ingrid for being named Driver of the Year!" shared Ryan McDaniel, Walmart Senior Vice President, Transportation.

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### FUN FOR EVERYONE

Enjoy monster truck shows, the High Truck Competition, Rolling Exhaust Contest, Rolling Burnout Contest, Low Truck Limbo, Frame Dragging Competition, and the Club Challenge & Coolest Club awards. Don't miss the Fleet Challenge & Finest Fleet awards, the 2026 Americana-Themed Truck Display, Carlisle Elite Awards (Friday only), and the must-see Big Rig Glow Show.



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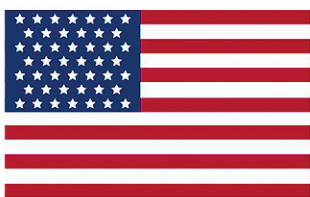


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# Ready To Beat The Heat This Summer? B-Cool – The Cooler Way To Go



continued from page 1

nities. In 2012 I designed an industrial emergency hi-bay light fixture with a lithium battery inside the fixture. Worked very well and had some good sales. But the lighting business is fiercely competitive and just includes too much variety. I sold my part of the company and drifted into DC Powered Air Conditioners for all types

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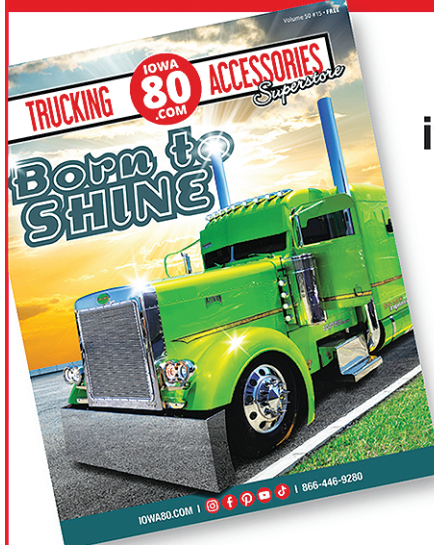


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# MOVIN' OUT

## Calendar of Events



**April 24-26 – 75 Chrome Shop's 28th Annual Big Rig Truck Show** – 75 Chrome Shop, I-75 Exit 329 & SR 44, Wildwood, FL. Light Show, Food, Fun, Entertainment. Contestants from all over the USA will be competing for 75 Chrome Shop's "Prime Time" Trophy and The People's Choice Award. For more info visit [www.75chromeshop.com/truck-show](http://www.75chromeshop.com/truck-show)

**May 2 - Truck Meet At The Crossroads** – The Crossroads Shopping Plaza, 31716 Old Eighty Seven, California, MO. Hosted by Horse & Buggy Accessories. For more info, call 573-796-1927. Email: [Karen@horseandbuggychrome.com](mailto:Karen@horseandbuggychrome.com), Website: [www.horseandbuggychrome.com](http://www.horseandbuggychrome.com)

**May 2- Mid-Atlantic Truck Show** – hosted by The Peterbilt Store, 12821 Salem Ave, Hagerstown, MD 21740. Truck Show is FREE and open to all Heavy-Duty Makes and Models. No trailers. Awards: Best in Show, People's Choice, The Pete Store's Choice. Each award category includes 1st-3rd place trophies, with 1st place receiving a \$1,000 The Pete Store credit. For more info visit: <https://www.thepetstore.com/w/the-pete-store-s-midatlantic-truck-show>

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

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

**June 4-7 – 23rd Annual Wheel Jam Truck Show** – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit [www.wheeljamtruckshow.com](http://www.wheeljamtruckshow.com)

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

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

**June 26-28 – Kuhnle Bros. Semi Stampede** – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit [www.kuhnlemotorsports.com/semistampede](http://www.kuhnlemotorsports.com/semistampede)

**June 26-28 - 14th Annual Ohio Vintage Truck Reunion** – Ashland County Fairgrounds, 2042 Claremont Ave., Ashland, Ohio. Hosted by the Ohio Chapters of the American Truck Historical Society. Hundreds of Vintage Trucks, Trucking Memorabilia Display, Swap Meet, On-Site Camping with RV Hookups, Truck Crawl, Jake-Off, Light Show, Truck Model Contest, Truck Swap Meet, Country Convoy, and More! In place of Registration and Admission fees, donations to Ashland Food Bank and Shriner's Transportation are appreciated. Contact Bill Peters – [wep515@gmail.com](mailto:wep515@gmail.com), phone 330-682-1707. [www.ohvintkreru.com](http://www.ohvintkreru.com)

**June 27-28 –Wicked Big Car Show & Truck Show Nationals** – New Hampshire Motor Speedway, 1122 NH-106, Loudon, NH 03307. Supporting Speedway Children's Charities. Chicken Light Night Parade, Show Trucks, Show Cards, Mobile Dyno, Burnouts, Drifting, Legends Races, Onsite Camping, Food Trucks, Vendors, and Much More! For more info email [info@wickedbigcarshow.com](mailto:info@wickedbigcarshow.com) Website: [www.wickedbigentertainmentgroup.com](http://www.wickedbigentertainmentgroup.com)

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

**July 9-11 – Walcott Truckers Jamboree** – Iowa 80 Truckstop, I-80 Exit 284, Walcott, IA. Super Beauty Truck Show, Antique Truck Display, Trucker Olympics Games, Exhibits, Fireworks, Live Music and much more!! For more information go to <http://iowa80truckstop.com/trucker-jamboree/>

**July 11 – Class 8 On The Lake** – Geneva on the Lake, Ohio (on the Strip). Benefits Feed Our Vets Food Pantry. No registration fee! Free Admission! Parade of Lights starts at 8:45 pm. Classes: Semi-Truck, Pickup, Antique, Tow Truck (Bobtail Only, No Trailers), Rat Rod. Chinese Auction, 50/50 Raffle. For more info contact Scott – 814-460-2506, George 440-812-4429. Email: [class8onthelake@gmail.com](mailto:class8onthelake@gmail.com)

**July 18 - Tri State Antique Truck Club Annual Show** - Kenworth of PA, 530 N. Center Ave. New Stanton, PA. All trucks welcome. No registration fee. 10-3. More information 724-557-4467

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

**July 24-25 –Rigs On Route 66** – Downtown Miami, Oklahoma. A benefit for the Children's Advocacy Center. Truck Show, Vendors, Family and Community Event. Contact Steve Huff @ 918-513-2837, Email: [huff456@gmail.com](mailto:huff456@gmail.com) Website: [www.rigson66.com](http://www.rigson66.com)

**July 25 –Keystone Chapter ATCA Truck, Antique Car, Tractor, and Machinery Show** – 139 Municipal St., East Freedom, PA 8 am – 5 pm. Dash Plaques while supplies last. No judging, no registration fee/ Breakfast/Lunch/Baked Goods. For more info, contact Ken Claar at 814-224-2084

**August 7-9 - Carlisle Truck Nationals** - Carlisle, PA Big Rig Show and Shine. Monster Truck Shows, Vendor Midway and Truck Themed Swap Meet, Kids at Carlisle Activity Center. For more info call 717-243-7855 or visit [www.carlisleevents.com](http://www.carlisleevents.com)

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

**September 18-19 – 6th Annual DMF-OH Cancer Benefit** – Portage County Fairgrounds, SR 44, Randolph, Ohio. Judged Light Show on Friday, September 18th. Truck Show on Saturday, September 19th. Classes: Bobtail, Combo, Cabover, Antique, Pickup. Truck Show General Admission is free. Awards @ 4:00 pm. Truck Pull on Saturday, September 19th @ 5:00 pm. Grandstand Admission \$15.00, Pit Pass \$20.00. Truck Pull sponsored by MAC. For more info call 330-351-1673.

**September 25-27 – Kuhnle Brothers Unc's Fall Brawl** – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit [www.kuhnlemotorsports.com/semistampede](http://www.kuhnlemotorsports.com/semistampede)

**November 6-7 – Bennett Stars, Stripes, and White Lines Truck Show** – EchoPark Speedway, McDonough, Georgia. The Stars, Stripes, and White Lines Truck Show is an annual event celebrating show trucks from around the country including, elite invite only classes, wash and show classes and patriotic-themed trucks, jeeps, motorcycles. All proceeds go to benefit Wreaths Across America to place 20,700 wreaths at Andersonville National Cemetery. For more info, go to [www.sswltruckshow.com](http://www.sswltruckshow.com)

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

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## Power Service Brings Diesel Injector & DPF Flush to Walmart Stores Nationwide



Left to right: Power Service Senior Vice President Ken Stratton and Robby Loving, Sales Support at the recent Mid-America Trucking Show in Louisville, Kentucky.

Weatherford, TX... Power Service, a leader in diesel fuel additive technology, is pleased to announce that Diesel Injector & DPF Flush is now available in 3,794 Walmart stores across the country, bringing the company's single-tank, full-system diesel cleaning solution to more drivers than ever before.

Diesel Injector & DPF Flush, the industry's first single-tank solution to clean the entire diesel fuel system, has proven itself as a go-to solution for improving diesel engine performance, reducing maintenance needs, and keeping fleets and personal vehicles running efficiently, and it's now more accessible than ever for everyday drivers.

"Expanding into Walmart stores nationwide is a huge step for us and for diesel drivers," said Jeff Kramer, Executive Vice President of Power Service. "It means more people can easily ac-

cess a product that delivers complete fuel system cleaning and real performance improvements."

Powered by REGENEXTEND, a proprietary formula developed by Power Service, Diesel Injector & DPF Flush tackles deposits throughout the diesel system, including injectors, turbo components, EGR, and DPF, while helping reduce regen frequency and duration by up to 50%. Drivers can expect cleaner injectors, optimized combustion, reduced carbon buildup, and improved fuel efficiency, whether hauling long distances or navigating stop-and-go traffic.

"It's not just about convenience, this wider availability allows more diesel owners to experience the product's performance benefits firsthand," said Garth Redifer, Vice President of Sales. "Whether someone is driving a heavy-duty truck, working on a farm

or running a diesel pickup in the city, they can now get the product conveniently and see results in fuel economy and engine responsiveness."

Diesel Injector & DPF Flush works across all diesel-powered vehicles, including commercial fleets, farm equipment, and personal pickups. Available in 12 oz, 26 oz and 64 oz sizes, it can be used routinely or as needed for a system flush.

"By making Diesel Injector & DPF Flush more widely accessible, we're helping drivers take proactive steps to keep their engines running cleaner, longer and more efficiently," said Mandy Storm, Executive Vice President. "This milestone underscores who we are as a brand, grounded in trust, driven by science and committed to delivering solutions that diesel owners can rely on every day."

Diesel Injector & DPF Flush is available at Walmart stores, as well as major retailers including Amazon, Atwoods, Blain's Farm & Fleet, Bomgaars, Love's Travel Stops & Country Stores, Rural King, Tractor Supply Company, TravelCenters of America and Petro Stopping Centers, as well as through Power Service's distributor network. Diesel Injector & DPF Flush will also be available at Pilot and Flying J beginning in April 2026. For a full list of retailers or to purchase online, visit [Powerservice.com](http://Powerservice.com).

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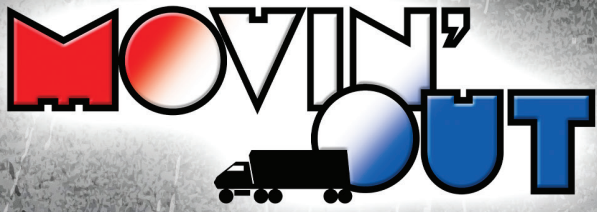
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# Working Show Truck Of The Month

Wesley Martin/Paul Rissler  
Transportation, LLC



We caught up with Wesley Martin and his family – wife Beverly and children Kaylee, Emily, and Cody at the 2025 Truck Meet at the Crossroads held in California, Missouri.

Wesley started his career as a Professional Truck Driver in 2000. He has been driving for Paul Rissler Transportation, LLC for around 15 years and is currently on a dedicated run to Colorado and back to the Midwest.

At the time of this interview Wesley was getting ready to make his first run in Paul Rissler's 2019 Kenworth W900 Glider. He pulls a Great Dane Spread Axle Trailer. The KW is powered by a C15 CAT, 18 speed transmission, and 3:36 rears.

Wesley keeps his truck spotless and washes it every weekend with help from his family. He thanks the Lord for a good boss.



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**(8) New 2026 REITNOUER CK-100 ALUM FLATS**  
48"x102", Bubba Main Beams, 100,000 Lbs GVWR, Intraax 25K Susp, Coil Pkg, **\$48,750 Incl FET**



**(15) NEW EAGER BEAVER 20XPT TAG TRAILERS**  
34'x102"x21' Flat Deck, 34" Deck Height, Wood Filled or Steel Ramps, **\$35,650 Incl FET**



**(18) 2027 MANAC STEEL DROPS**, 48"x102", 10' Top, 38" Main, Galv C/M's 10'1" Hnd Air SPread, Rear Axle Dump, Winch Track, **\$45,500 Incl FET**



**(15) 2026 VANGAURD VXP PLATE VANS**, 53'x102"x13'6", 101" Ins Width, Alum Roof, Hnd Air Ride, 48" Log Posts, TireMax Pro, **\$38,895 Incl FET**



**(4) 2014 HEIL PETROLEUM TANKS**, 9200 Gal., 3200/2300/1100//2600, Trough Bottoms, One Double B/H, Air EV's, Civacon Top & Bottom Probes, Air Ride, **\$51,500**



**Qty 50 Reitnouer Maxmisers and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes, Winch Track both sides.**



**2014 EAST GENESIS ALUM FRAME DUMP**  
38'x96", Alum Body, 60" Side Hgt, 10'1" Hendrickson Air Ride Spread, Roll Tarp, Alum Tool Box, Tire Carrier, **\$52,000**



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



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



**(14) 2025 FONTANE 55LCC**, 53'x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$112,950**



**(20) 2018 REITNOUER DROPMISER** 48'x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$38,900**



# Invest in The Future of Your Fleet.



See what makes the **Switchblade®** more efficient than any other turbo on the market:

## A Turbocharged-History of Success

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



Our team has the knowledge and skill to craft and remanufacture turbochargers for most makes and models, including Caterpillar, Cummins, and Detroit Diesel, with precision and reliability.

-Jim Blaylock, Founder

## How It Works

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

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

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

## Customer Testimonials

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

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

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

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

"I would recommend the Switchblade to anyone looking for better engine performance and improved fuel efficiency."  
-Ian Manger, White Sulphur Springs, MT



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