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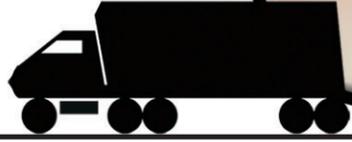
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**"THE JOURNAL OF THE TRUCKING INDUSTRY"**

## 2021 Carlisle Truck Nationals Shatters Records



Justin DiVitto, 50/50 Trucking's beautiful 2008 Peterbilt 389, "Sunny Dayz" won Best Graphics and the Movin' Out Pick at the 2021 Carlisle Truck Nationals. Turn to pages 12 & 13 for story and more photos. - Photo by Steve Pollock -

### 2<sup>nd</sup> Chance Diesel Refocuses On Truck Engine Rebuilding



Tannile and Jason Bates

By Steve Pollock

KEARNEY, MO.... Jason and Tannile Bates founded 2<sup>nd</sup> Chance Diesel in 2020 as an answer to the difficulty of finding honest, reliable people to deal with to keep their own

fleet of trucks on the road. The company offered everything from minor repairs to major engine overhauls, as well as used salvage truck parts. They also offered computer diagnostics, wheel and tire service, and body

work and painting. It wasn't long until the company had grown to 16 employees, most of whom were trained and certified mechanics.

With an in-house machine continued on page 14

### Fly High With Kole Trucking



By Steve Pollock

CHARLOTTE, NC... "I'm learning to fly, but I ain't got wings," Tom Petty's iconic song describes Kole Trucking LLC, a specialist in aircraft transport. Kole Trucking serves the airline industries, hauling aircraft engines, parts, and ground support equipment to airports and aircraft plants across the USA. It is high value cargo that has unique handling

requirements.

Kole Trucking was founded by CEO and Owner James Kole in 2010 with a single truck. James was an owner-operator for 30 years. He started his trucking career at the age of 18 with Allied Van Lines. James was also leased to Reliable Carriers and Southern Pride before starting Kole Trucking. It is his 30-year owner-operator background that drives James

to be completely honest with his drivers. James stated, "Hiring people is an intimate process."

When he first started trucking, James decided that he was going to search for customers instead of relying on load boards for freight. This led him to the aviation industry. James also decided that he was going to lease contractors since he continued on page 19

# John Brown Trucking Hosts Driver Appreciation Event



Left to right: Matt, Adrian, Brian, Chase, Retiree Tom, Harry, Retiree Ken, and Kent.



By Steve Pollock  
PORTERSVILLE, PA.... Friday, September 17<sup>th</sup>, John Brown Trucking held their annual Employee Appreciation Day cookout at their Portersville, Pennsylvania terminal on Route 422. The company

wanted to show appreciation for their loyal drivers, office staff, and diesel technicians for their many years of service. Employees enjoyed grilled hamburgers and hot dogs with all of the trimmings, as well as dessert. Pictured from left to right:

Matt, Adrian, Brian, Chase, Retiree Tom, Harry, Retiree Ken and Kent.  
John Brown Trucking is a subsidiary of American Bulk Commodities, a premier dump hauler located in Boardman, Ohio.

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Houston, TX... MP2 Energy, LLC1, along with other affiliate entities2, will now go to market for commercial customers in the U.S. as Shell Energy, in a move demonstrating strong customer focus and signaling the strength of one energy brand dedicated to serving customers' complete energy transition needs. The Shell Energy brand will encompass the customer-facing elements under which affiliates market wholesale and retail power, natural gas and environmental products, demand response, asset management, and energy solution sales to commercial and industrial customers.

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Under the rebrand, MP2 Energy and other affiliates' existing customer contracts will not change. Shell Energy provides a comprehensive suite of integrated energy solutions – from one supplier. These integrated solutions allow Shell Energy to create tailored energy roadmaps based on business' individual needs. Existing and prospective customers will also benefit from direct access to Shell's global expertise, supported by one of

the industry's largest energy trading operations. Electricity is the fastest-growing part of the energy system and, when generated from renewable sources, has a big role to play in reducing greenhouse gas emissions. Shell Energy is working to build momentum in the energy transition by providing more and cleaner energy solutions to commercial customers across a portfolio of gas, power, and environmental products. Shell Energy is supporting the evolving energy needs of commercial customers, helping them navigate their business challenges. For further information, please visit: [www.shellenergy.com](http://www.shellenergy.com)

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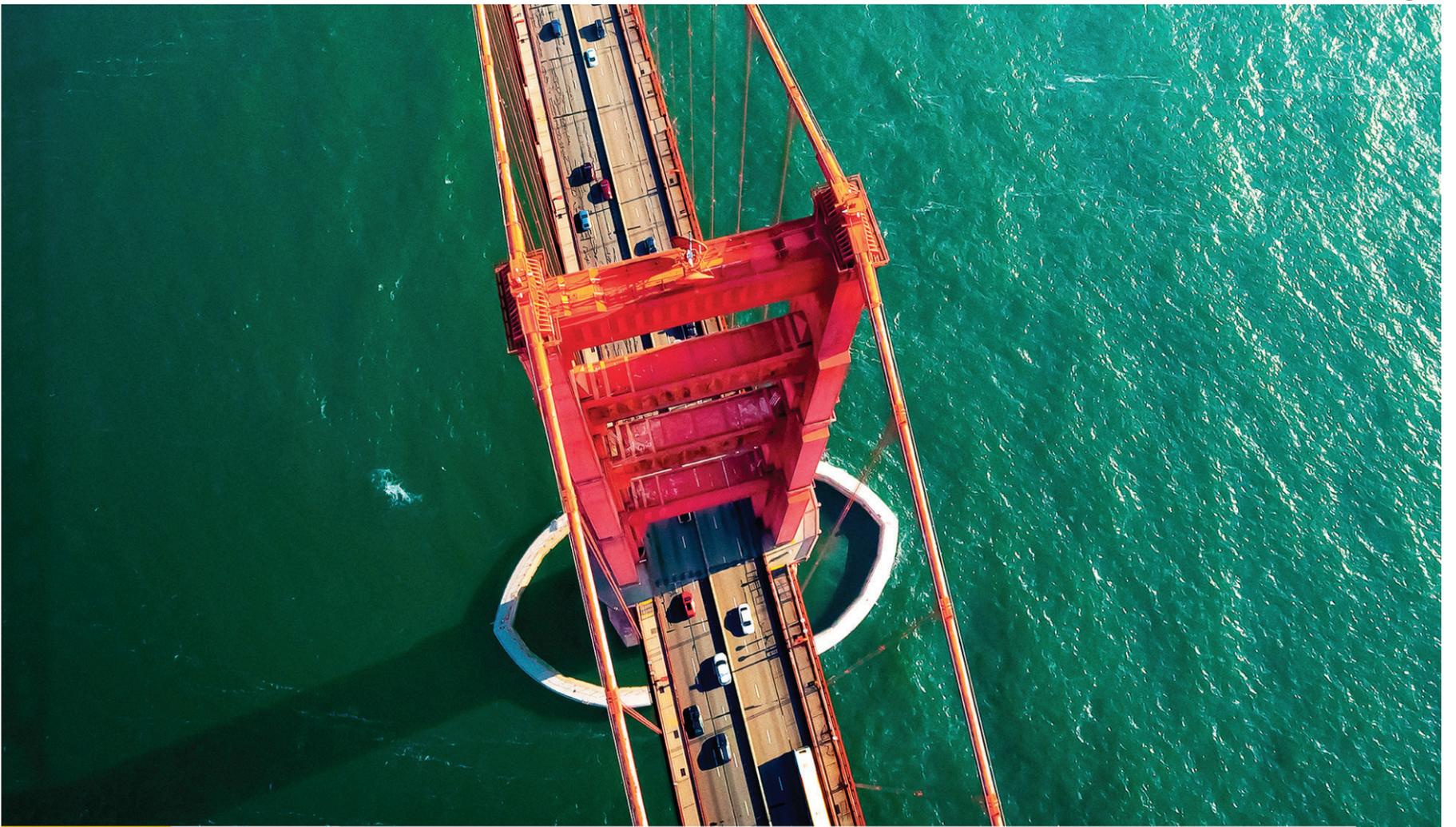
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# Off The Beaten Path

by Pam Pollock



A Roseate Spoonbill and Great Egret in Sandusky, Ohio in September. The Roseate Spoonbill took a wrong turn in Florida and ended up in Ohio!

## You Take The Good, You Take The Bad...

I am writing this column on an early mid-October Saturday morning as the rain pelts my window and drums on my rooftop. Of course, there will be no sunrise this morning, it's that's dreary. Once again, I have the November issue of *Movin' Out* completed, except for this column. The month of November has always been a month of reflection for many people, a time to pause and count their blessings.

I thought I would write about all of the things that I am thankful for – BUT, first, I want to touch base on some major annoyances that cause me frustration. (The other day my Mom and I were having a conversation about me holding grudges. It's true, I am guilty as charged. I will hold a grudge even after the person is dead.) Many of these annoyances are petty things that shouldn't get under my skin. But the grudges? Well, those are a different topic and let's just say that 42, 36, 31, 25 years later after the grievances occurred, I have every right to still be upset, mad, angry, and bitter. #INEVERFORGET

Right now, I am very annoyed that the garment industry gives men's clothing all of these deep pockets on their pants. And then women? It's kind of an afterthought, "Oh, do the women want pockets in their clothing as well? Let's give them a teeny, tiny pocket to make the little ladies happy...". Ummm, heck yes, we want pockets! We want some of those deep pockets, too! We want them in pants, in dresses, in sweaters and jackets and coats! We want pockets big enough to hold our cell-phones, our car keys, a packet of Kleenex, some Werther's candies, and an assortment of rocks, toy dinosaurs, and anything else that our kids and grandkids pick up on our excursions. JUST GIVE US SOME BIG POCKETS AND NOBODY GETS HURT!

I definitely understand that there's a severe lack of workers, but it sure would be nice if fast food restaurants could open up their dining rooms again. And those self-checkout lines at the stores? Why is there a store employee just standing there watching everyone utilize these registers? Why aren't they running a register and

getting the shoppers checked out faster? I actually stood in line at the self-checkout at the grocery store last month, behind a little old lady who was about 12 years older than me, who had TWO carts full of items

and she had no clue what she was doing. It took her about 5 swipes to get her Advantage card entered and then she didn't know how to look up the produce. She had so much stuff on the conveyor belt that

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she was continually stopping to shuffle her way down to bag some of the groceries up. I so wanted to yell, "Get Outta My Lane, Lady!" See, what I did just there? Wink, wink.

I'm tired, nay, I'm angry over the state of our Country, which was once strong and proud and magnificent. And now, it is overrun by morons, and we have no leadership and it's just full of hot-aired nincompoops. \$3.65 a gallon for gas? (And I realize that's cheap compared to a lot of other states right now.) Food shortages, paper shortages, worker shortages, automotive shortages. Cargo ships just sitting out in the ocean. Come on, man – let's get our act together and get America moving again, in the right direction.

I'm tired of the political parties fighting – both the elected officials and the "regular Joes" pounding their chests and pontificating on their social media accounts. And yes, I am vaccinated, but I believe it's a personal choice and people should not be forced to get the vaccine if they don't want to.

I'm all for a campaign to once and for all ban the ridiculous Daylight-Saving Time – let's all refuse to "fall back" this year!

I don't like pumpkin any-

thing. There, I said it. Well, I do like the actual pumpkins in a pumpkin patch and carved as jack-o-lanterns, but that's it.

MAKE HEALTH CARE AFFORDABLE AGAIN! You know, like it was before the stupid Obamacare took effect.

Why, oh why can Jeff Bezos and William Shatner go into space, but McDonald's can't get their ice cream machines to work on a permanent basis?? And bring back Dandee Corn Twisters!

Okay, okay – enough ranting! Now it's time for some gratitude. At the top of my thankful list, as always, is my family and friends. They love me, I love them, and they keep me in check and semi-balanced. They are my world and mean everything to me.

I gotta say it, man. Birds. I am so thankful for my feathered friends. Oh, the joy and happiness that they bring to my life. And the squirrels and the chipmunks, the sandhill cranes, the geese, and ducks. And the Eagles, the majestic Eagles. Swoon.

Quoting one of my favorite authors, Lucy Maude Montgomery, "I'm so glad I live in a world where there are Octobers." The stunning fall foliage always takes my breath away and leaves me in awe of the beauty of nature. Then again, I am blessed to live in a state where I get to experience all four seasons, and I may be weird, but I love the snow and cold.

I'm grateful for photography and sunrises and sunsets. Morning walks on a deserted beach is my jam. I'm happy for leisurely drives on backroads with no destination in mind. Thanks Bravo TV for trashy

reality shows that I adore and to the Hallmark Channel for sappy, cheesy, sentimental movies that make me cry – even when I have figured out the plot only 3 minutes into the movie.

I'm thankful for ham, sweet potatoes, pecan pie, ice cream, broccoli, peas, green beans, and carrots. (And since I'm being honest, I am also thankful for Chef Boyardee pizza and hot dogs.) Yoga pants with high waistbands are the bomb. Fuzzy socks make my toes tingle. Thank you, dear spouse, for the snuggles in the middle of the night and for pulling my leg, literally to get my kneecap to snap back into place.

Cuddles on the couch with a beagle, hugs from a sticky grandchild, my parents telling me that they love me, Facebook messages and memes with friends of all ages, funny, witty cards from my son, laughing with my daughter, memories of loved ones who are no longer here on earth – these are a few of my favorite things.

I'm thankful for Mike McGough, who's been a regular writer for *Movin' Out* for 25 years and the friendship that has grown out of our business relationship. I am so grateful to all of our readers and advertisers of *Movin' Out* for the past 46.5 years – thank you, thank you, thank you! And a special shout out to Gerard in Massachusetts for the birthday card and for always giving me encouragement and support.

Who knows what the future holds for anyone? I do know that there will joy and sorrow. But, in life, you have to take the good and the bad and pray that good triumphs over the bad.

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## Bestpass Surpasses 20,000 Customers While Celebrating 20th Anniversary!



ALBANY, NY... Bestpass®, the comprehensive payment platform provider and leader in toll management solutions for commercial fleets in North America, announced that the company has surpassed 20,000 customers while celebrating its 20th anniversary.

Bestpass, founded in 2001 by the Trucking Association of New York, has continued to grow by providing nationwide toll coverage and consolidated toll management services to customers ranging from individual owner-operators to mega-fleets with thousands of trucks, as well as other commercial fleets. The company, which announced

its 10,000-customer milestone in 2020, has grown its customer base by more than 100 percent in the past year.

"Bestpass was founded on providing value to our customers by simplifying their toll management, saving them time and money," said Tom Fogarty, CEO of Bestpass. "We thank our customers for their partnership and their ideas in helping us drive innovation. Our market leading solutions have fueled our accelerated growth, and as we celebrate 20 years of leadership, I'd like to salute my Bestpass teammates, who strive every day to provide the best possible service for our customers."

### Bestpass by the Numbers

- \* More than \$1 billion in toll transactions annually
- \* More than 1.5 million enrolled vehicles
- \* More than 700,000 active toll transponders
- \* More than 300,000 toll transactions every day
- \* More than 120 employees

## Western Star Introduces All-New 47X



PORTLAND, OR... Western Star has introduced the newest addition to its purpose-built vocational line-up, the all-new Western Star 47X. The truck complements the Western Star 49X to establish the Western Star X-Series and extend the platform's reach into entirely new vocational applications.

With a standard 111.6" BBC, the 47X is well suited to regions or applications that require a shorter overall vehicle length,

such as drywall trucks, and for those that need to meet federal or local bridge law requirements, such as mixers or super dumps, an optional 110.8" BBC. With the shorter hood and a wheel cut up to 50 degrees, the 47X further optimizes maneuverability for work on construction sites or operation in congested urban environments.

A lighter heavyweight

Western Star has a long leg-

acy of manufacturing durable, hard-working trucks. With the X-Series, DTNA engineers have evolved that legacy to consider the needs of today's customers and have completely reimagined the modern vocational truck.

The 47X is approximately 200 lbs. lighter than the 49X in like-for-like spec and is best for weight-sensitive applications like mixers and bulk haul. All X-Series trucks have tougher,

yet lighter, single-channel frame rail options versus legacy products. The platform offers frame rails with best-in-class RBM (resisting bending moment) of up to 3.8 million inch-lbs. to last longer and return greater payload. A new 9.5-millimeter single channel rail option is available and features comparable strength as today's 11-millimeter rail. Standard high-strength aluminum forward, rear and end-of-frame crossmembers further reduce mass, as does a new two-battery option.

A cab fit for a king

The X-Series steel-reinforced aluminum cab further reduces mass by up to 8 percent while offering greater driver comfort with 13 percent more space than competitors. An optional two-person bench seat is available for applications demanding a large on-site crew, and a new space-optimized, in-cab battery box affords additional legroom to the operator. An optional roof-mounted condenser offers maximum airflow through the radiator for stationary applications like construction and mining while keeping operators comfortable.

All X-Series models come standard with operator-centric features such as a wrap-around dash that provides easy access to the driver command center and B-panel. On the B-panel, a flex panel can be prepped for a tablet or configured for an additional 12 switches or 10 gauges. The truck's interior also includes upscale appointments such as metal accents, while all-metal exterior brightwork is distinctive as well as durable.

The 47X's unique hood offers industry-leading forward visibility of 24.8 feet – an 11-inch improvement over the 49X – while its composite construction and ISO Tech suspension system resists bending and cracking by absorbing and dissipating vibrations from road inputs.

A real power play

The 47X comes standard with the Detroit DD13 Gen 5 engine, which features higher compression ratios and a new swirl piston design to further improve combustion and efficiency. ThermoCoasting in the DD13 Gen 5 prevents aftertreatment cool-down during a driving regen to keep the system at its optimum temperature and significantly reduce the need for parked regens.

For weight-sensitive applications, the Cummins L9 and X12 engines are available for the 47X. Optional front-engine power take-off (FEPTO) is offered on both Cummins engine offerings and the Detroit DD13 for applications like snowplows. Similarly, rectangular fuel tanks and a raised aftertreatment system mounting are offered with Cummins engines for better clearance for belly plows, making them a clear choice for municipalities and customers maintaining critical roadways in the winter months.

The 47X is also offered with the all-new DT12-V transmission, which is built on the proven DT12 and has more than 35 million miles of vocational-specific testing. The DT12 includes three work-ready mode applications: Rock-free mode, Off-road mode, and Paver mode for the challenges of specific vocational applications.

The all-new 47X is available for order now and delivery to customers begins in early 2022.



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# High Performance Diesels with Bruce Mallinson

For those of you who came to our 2021 Victory Road Truck Show, we'd like to thank you. We had 93 trucks this year and a very healthy spectator turnout. It was nice to have the Pittsburgh Power team together talking trucks and catching up with old friends. This year we improved the live dyno runs with two large screen TVs displaying horsepower and torque figures. We also had activities for the whole family including a petting zoo and balloon twisting. We would like

to thank Long Haul Custom Detailing, our neighbors across the street, for organizing the event this year. If you missed it, this will be an ongoing event the first weekend of October every year from now on. So, mark your calendar now for next year! CRUISING SPEED should be determined with the gears in the differential, NOT the transmission. When overdrive was invented, it was considered a go home empty gear or a bob-tail gear, diesel engines were NOT intended to pull a loaded

trailer in overdrive. As the diesel engine gained in horsepower and torque the manufacturers should have raised the gear ratio, however, they stayed with the lower gears, such as 4.11, which was the most popular gear during the mid-1970's and 1980's. Even in 1986 when the NTC Twin Turbo 475 Big Cam Cummins engine was popular, most of the trucks had the 4.11 gear ratio. Tall 24.5 tires were the standard, so the 4.11 gear was about the same as a 3.70 gear using a low pro 22.5 tire



Aerial view of the 2021 Victory Road Truck Show.





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that we have today. The very first truck we re-gear to run the single overdrive 13 speed transmission in 12th gear direct was a 359 Peterbilt powered by an NTC 475 twin turbo that we rebuilt to 800 horsepower. We removed 4.11 gears and installed 3.08 gears; the owner operator was concerned that he would lose pulling power. I reassured him that he would gain power on the hills because overdrive lost power. Direct gear is the best gear to pull a hill or mountain. This owner operator lived on Martha's Vineyard, an island south of Cape Cod in the Atlantic Ocean, however, the Peterbilt stayed in Massachusetts. His first trip he called me and said he loved how the engine ran and how it pulled in 12th. direct gear. Most of today's 13 and 18 speed transmissions are a double overdrive, so the direct gear in a 13 speed is 11th gear, and 16th gear in an 18-speed manual transmission. With today's automatics you need to call the manufacturer of the transmission and ask them for the gear ratio splits so you can determine which gear is 1 to 1, which is direct. The general rule is taking your current gear ratio, subtract the number by 90, and that will put you close to the gear to run the transmission in direct gear. Example: 3.55-90 = 2.64, 3.36 - 90 = 2.47 gear. Yes, I know it's not exactly 90 minus, however, we can only work with the gear ratios Eaton and Meritor manufactures. 3.08 is a great gear for the new X-15 Cummins, 70 miles per hour is 1360 RPM in double overdrive, so to be in direct gear you would need a 2.21 or something close to that. The trouble is Paccar, Kenworth and Peterbilt will not install a 2.21 gear, they say you don't need a 120 miles per hour truck, they just don't understand that running in direct gear at highway speeds is about 1/2 mile per gallon improvement in fuel mileage, the engine runs quieter and cooler, the transmission is also quieter and cooler. Volvo, Mack, Freightliner are building trucks to run in direct gear, I don't understand why the Peterbilt, and Kenworth engineers are not doing the same. We love their trucks, love the Cummins X-15 engine, but they need to realize the advantages of pulling in direct gear. For those of you with a new emissions truck, here is some technical information regarding inducement strategies by one of our engineers, Leroy. continued on page 7



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# High Performance Diesels



Some of the beautiful Big Rigs at the truck show this year.

continued from page 6  
The EPA requires engine manufacturers to enforce an engine derate when there are issues with the EGR or SCR system. While there are derates for the DPF and engine protection, we will be focusing on the SCR system in this article. Numerous questions around this topic have emerged since the shortage of Urea Quality Sensors. The main question is: What is an SCR Inducement and how long can I run with this light on? A message on the dash will appear when the ECM has detected a fault with the system. This message may read differently based on the truck you have. It may read "SCR System Fault Engine Will Derate in 1 hour" or "SCR System Altered or Fault Detected". If your dash reads something like this, you could experience an engine derate.

There are multiple levels of engine power derates, known as inducements, that are enforced when a fault condition exists. For a Urea Quality Sensor fault, the steps are: warning, torque derate 1, torque derate 2 and severe derate. The first step, warning, will turn on a check

engine light and/or a MIL light. Torque derate 1 reduces engine power by 25%; while torque derate 2 reduces engine power by 40%. A fault that has not been addressed will result in a severe derate that will reduce vehicle speed to 5 mph. The 5-mph limit will not be applied until the ECM finds it safe to restrict vehicle speed. The truck will not immediately reduce speed to 5mph on the highway even if the timer threshold has been met. The ECM would need to see an extended idle time, a key cycle, or a fuel refill to apply the 5-mph limit. When a EGR or SCR system fault, that is not a UQS or non-circuit error SCR system fault, only torque derate 1 will be enforced. A circuit error such as a disconnected tank sensor, def pump, NOx sensor, tank heater, dosing valve will result in an SCR system tampering condition. A tampering condition will follow the warning, torque derate 1, torque derate 2 and severe derate process.

For a failed urea level/temperature/quality sensor the ECM will impose the following inducement strategy.

When the ECM recognizes the issue with the sensor the check engine light will illuminate for one hour with no engine power derate. After one hour a 25% derate will be applied for four hours unless the issue is resolved. In that case, engine power will be immediately restored. If the issue is not resolved 5 hours after the check engine light illuminates a 40% power derate will be ramped in until the ECM determines it is safe to limit the truck to 5 mph. At this stage if the fault goes in-active the ECM will be "sensitive" to SCR faults. For the next 40 hours after vehicle speed has been restored any SCR tampering fault will send the truck immediately back to a 25% that starts the cycle over again. However, after 40 hours of no active faults the timer will reset, and a severe inducement will not be applied until 5 hours of an active tampering fault.

For Cummins engines there is now a software update that will allow the truck to run at full power with a damaged UQS sensor. A UQS sensor is a 3 in 1 sensor, that was mentioned previously, that comprises a urea temperature, level, and quality sensor. You can receive this calibration at any Cummins dealer or at any of our remote tuning locations. Visit pittsburghpower.com to find a location in your area.

Written by: Bruce Mal-linson, Andrew Wilson, & Leroy Pershing; Pittsburgh Power Inc.; 3600 S. Noah Dr., Saxonburg, Pa. 16056 Website: PittsburghPower.com. Phone 724-360-4080

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# 2021 U.S. Capitol Christmas Tree Tour Schedule Announced

## Oregon Fine Rises For Trucks Failing To Use Tire Chains



KIRKLAND, WA... A specially wrapped Kenworth T680 Next Generation model will transport the 2021 U.S. Capitol Christmas Tree from California to Washington, D.C., with a full slate of community celebrations during the journey.

This year's U.S. Capitol Christmas Tree – an 84-foot tall White Fir – is scheduled to be harvested October 25 from the Six Rivers National Forest in California. The tour theme is 'Six Rivers, Many Peoples, One Tree'.

SystemTransport will use its new Kenworth T680 Next Gen equipped with a 76-inch mid-roof sleeper to transport the 2021

U.S. Capitol Christmas Tree on its 3,300-mile route. The T680 Next Gen is Kenworth's most aerodynamic truck ever, and provides drivers with the latest Kenworth SmartWheel®, new customizable 15-inch digital display, fully LED forward lighting, additional advanced driver assistance systems, and, the Driver's Studio – the ultimate in-cab and sleeper package. System Transport operates all types of flatbed freight, primarily throughout the West Coast to the Midwest.

"It is an honor for System Transport to be selected to deliver the 2021 U.S. Capitol Christmas Tree. We expect a

very memorable journey and look forward to sharing the Tree with people at the many events and out on the highway," said Dennis Williams, president and CEO, Trans-System.

The community celebrations will take place from Oct. 29 – Nov. 16 throughout California and across the U.S. and culminate with the official tree lighting on the West Lawn in early December. Smaller companion trees also will be provided to decorate offices inside of the U.S. Capitol building and other sites throughout Washington, D.C., along with 15,000 handmade ornaments created by Californians.

"Kenworth is proud to play a part in delivering the 'People's Tree' to Washington, D.C. for the eighth consecutive year," said Genevieve Bekkerus, Kenworth marketing director. "This cross-country tour offers numerous opportunities to see this national symbol of celebration out on the highway or at the community events, and the Kenworth T680 Next Gen is the perfect truck for this important undertaking."

The Kenworth T680 Next Gen was assembled by the employees at the Kenworth manufacturing plant in Chillicothe, Ohio. The truck will return home with the U.S. Capitol Christmas Tree for a

special event Nov. 15-16 for plant employees.

Below is the 2021 U.S. Capitol Christmas Tree Tour public schedule:

- Oct. 29: Crescent City and Eureka, Calif.
- Oct. 30: Willow Creek and Fortuna, Calif.
- Oct. 31: Ukiah, Calif.
- Nov. 1: Sausalito and Vallejo, Calif.
- Nov. 2: Dixon, Calif.
- Nov. 3: Sacramento and Sonora, Calif.
- Nov. 4: Mariposa, Calif.
- Nov. 6: Pasadena and Redlands, Calif.
- Nov. 8: Holbrook, Ariz.
- Nov. 9: Phoenix, Ariz.
- Nov. 11: Albuquerque, N.M.
- Nov. 13: Fayetteville, Ark. and Springfield, Mo.
- Nov. 16: Williamsport, Md.
- Nov. 19: Delivery to West Lawn, U.S. Capitol Building (Washington, D.C.)

"This annual journey is only possible with the help of strong community partnerships throughout California and beyond state lines," said Bruce Ward, president of Choose Outdoors, which works with the Forest Service to promote outdoor recreation and public access to federal lands for recreational purposes. "We're grateful for the time and resources that Kenworth and System Transport are providing to help make this the best year yet."

For more information, visit the 2021 U.S. Capitol Christmas Tree website ([www.uscapitolchristmastree.com](http://www.uscapitolchristmastree.com)).

The Oregon fine for trucks failing to use chains when required is rising this fall under a new Oregon law taking effect Sept. 25.

Prepare for slippery weather travel now! Oregon law requires all commercial vehicles to carry chains whenever road conditions might require their use during your trip and signs are posted.

The law also requires vehicles to chain up when signs tell you that conditions ahead require them.

Start carrying chains before the weather takes you by surprise. And before every trip, visit [TripCheck.com](http://TripCheck.com) for current road and weather conditions and more on Oregon chain requirements.

The estimated cost of delays caused by trucks failing to follow Oregon chain laws is over \$8 million a year – to the motor carrier industry and other highway users. When a truck loses traction, it can not only delay its delivery but also delay everyone else on the road behind a stuck truck.

Keeping Oregon moving is so important to motor carriers and all Oregonians that the 2021 Oregon Legislature raised the fine for trucks failing to use chains to \$880. That law takes effect Sept. 25.

If a truck is involved in a crash where failure to use chains is a factor, there could be other costs for the motor carrier – not to mention other travelers.

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# The Circuit Rider



Robert E. Harris, "The Circuit Rider" was the nation's last practicing circuit riding preacher until his death in 2007. His ministry took him to numerous towns throughout western North Carolina as well as rest areas along I-40. His ministry and legacy continues through the Robert E. Harris Evangelistic Association, Inc., P. O. Box 67, Asheville, NC 28802.

## Time Is Limited, So Use It Wisely

Jesus Christ told Simon Peter that he would deny Him three times before the cock crowed thrice. Simon Peter did exactly that. Three times he denied the Lord as knowing Him as a friend or a Savior.

When Jesus was crucified, Pontius Pilate placed a title on the cross of Christ in three languages: Hebrew, Greek, and Latin. These were the know languages of the world at that time. After Christ arose, he appeared to his disciples and asked Simon Peter three times, "Lovest thou me?" Some think the reason he asked Simon three times if he loved him was because Simon had denied him three times.

How many times have we denied Christ? Even so, how many times has He spoken to us? This man, Peter, later, was in prayer and fasting at noon time. He had a vision of a sheet let down from heaven and he was given the opportunity to go minister to the Gentiles. At the end of the vision, the Lord said, "There stands at the door three men that seek thee." Have you thought of the three men in your life? There are the men of yesterday; those who helped you; some who hurt you. Then, there are the men of today; those who are assisting in this moment, and those who need your help. Finally, there's the men of tomorrow. Who knows who will take your place tomorrow?

We are but torchbearers passing out of today and when our day is over, someone else will take up where we left off. "Whatsoever you do in word or deed, do all to the glory of God. And seek ye first the kingdom of God and His righteousness and all these things shall be added to you."

## Love's Expands Mobile to Go Zone Offerings; Surpasses 400 Locations

OKLAHOMA CITY, OK... Love's Travel Stops recently expanded its Mobile to Go Zone offerings, making Love's the largest selection of today's technology on the highway. Love's Mobile to Go Zone has offerings for professional and four-wheel drivers and is now available at over 400 Love's Travel Stops across the country.

"While it's known that Love's carries the latest technology available for professional drivers, it's not as well known that we have several options for the casual driver as well," said Mark Romig, director of merchandising for Love's. "From phone chargers to CB radios and everything in between, we have the technology our customers need to make their drive successful."

The recently expanded Mobile to Go Zone selection features about 100 new items including:

- \* Bluetooth neckband earbuds.
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- \* Over-the-head Bluetooth headsets.
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For more information, visit <https://www.loves.com/MobileToGoZone>.



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# Latest Trucking Industry News

## OOIDA: Supply Chain Dysfunction Is Nothing New For Truckers

Washington DC... The Owner-Operator Independent Drivers Association issued the following response after the White House meeting on October 13<sup>th</sup> the Supply Chain Crisis: Todd Spencer, president and CEO:

Truckers have been working tirelessly to keep the country safe and productive throughout the COVID-19 pandemic. They have already been operating around the clock, but are often restricted by factors beyond their control such as excessive detention time and the lack of readily-available, safe parking for their trucks. These problems must finally be addressed if the Administration hopes to implement any significant supply chain solutions. Most of what we are seeing is not a surprise to our members who have been plagued with dysfunction in the supply chain for decades and it's not realistic to expect the supply chain will suddenly operate efficiently on a 24/7 schedule when drivers aren't being fully paid for their time.

In recent months, global supply shortages have forced some truckers off the road. Drivers are experiencing the

domino effects of supply and staffing shortages which are preventing them from complying with federal regulations. Examples include drug and alcohol testing delays and difficulties finding replacement electronic logging devices, DEF filters, and CPAP machines. We encourage the U.S. Department of Transportation and other agencies to begin making some emergency allowances to keep safe, qualified drivers in business.

But let's be clear, the current supply chain crisis is not due to a shortage of truck drivers! Because the real bottlenecks in the supply chain occur at pickup and delivery points, adding more trucks and drivers will simply make the lines longer, NOT faster. Every region of our country and segment of our economy relies upon long-haul truck drivers and it's time that both the government and the trucking industry begin treating them as essential workers. We support the Administration's efforts to improve the quality of trucking jobs, but this must start with valuing and compensating all of a driver's time.

## Bendix Tech Tips: Cold Weather Is Coming – Be Ready With These Top 12 Tips For Bumper-To-Bumper Winter Prep

ELYRIA, OH... Like it or not, winter is coming. You know the drill: falling temperatures, snow, and ice hitting large swaths of North America, presenting challenges for trucks and fleets. Now is the time to prepare. With harsh weather looming, this special installment of the Bendix Tech Tips Series serves up 12 pieces of advice for wheel-ends, air systems, and electronics to help keep your vehicle in good operating condition.

Wheel-Ends (Tips from Mark Holley, Bendix director of marketing and customer solutions, Wheel-End)

1) Check air brake chamber housings. Look for corrosion – or damage that could allow corrosive materials to take hold – and ensure that dust plugs are properly installed. Prevent corrosion from getting a foothold when these areas are most exposed to hazardous conditions.

2) Lubricate drum-braked wheel-ends. Focus on automatic slack adjusters, clevis pin connections, cam tubes, shafts, and bushings. Lubrication is a standard preventive

maintenance procedure that also keeps moisture from building up and enabling corrosion.

3) On wheel-ends with air disc brakes, check the guide pins and inspect the boots for tears or punctures. Openings could permit corrosion of the caliper within. Replace any pins or boots as needed. Verify that the shear adapter cover is in place and fully seated.

4) Ensure free movement of air disc brake pads in the carrier. If necessary, remove them and clean the carrier surface with a wire brush – and make sure that the brake moves freely on its guidance system.

Air Systems (Tips from Richard Nagel, Bendix director of marketing and customer solutions, Air Supply and Drivetrain)

1) Keep it dry. Moisture in the air system can condense and freeze, increasing the odds of brake and valve malfunctions. If the air dryer cartridge hasn't been replaced lately, now is the time to do it. Bendix recommends oil-coalescing cartridges like the

PuraGuard®, since oil aerosols passed into the system can be particularly harmful.

2) Check the dryer's purge valve for corrosion or grit accumulation and replace it if necessary. Corrosive road chemicals can damage the purge valve, and putting in a new one as a safeguard is a relatively quick and simple bit of preventive maintenance that can save bigger headaches in the future.

3) Manually drain the air tanks. Today's vehicles use compressed air for more non-braking functions, including automated manual transmissions (AMTs), advanced safety systems, and emissions controls. It's always advisable to manually drain the air tanks at the start of the cold weather season. Draining every three months is generally sufficient for typical line haul trucks, but more often – monthly or even weekly – is recommended for vehicles with high air demand, like vocational trucks.

4) Avoid using de-icing solutions on an air system – unless it's an emergency. They can corrode O-rings and valve seals. (If one must be used, limit the exposure to as small an area as possible and keep an eye on the affected parts.)

Electronics and Controls (Tips from TJ Thomas, Bendix director of marketing and customer solutions, Controls)

1. Remember that driver assistance technologies – like stability control and collision mitigation – rely on maintenance of complementary systems like tires and the brakes to ensure performance in the field. Maintaining these systems is especially critical

in winter when electronic systems may be called on more often to help mitigate crashes. Check tires for adequate tread depth and proper wear, and wheel-ends for tight bolts and cracks.

2. If a DTC (diagnostic trouble code) light on the dash is illuminated, then run a diagnostic check to make sure tire pressure monitoring systems are operating properly. Internal and external temperature swings, along with slick road conditions, make running on the right tire pressure exceedingly important in the winter.

3. Keep external cameras and radar sensors – forward-mounted collision mitigation units, for instance – clear of snow and ice. Check them prior to getting on the road as part of your pre-check inspection.

4. During normal preventive maintenance activity or if you believe there is a problem, verify connections to ensure they are secure and watertight. Salt and other road chemicals can cause corrosion, which can ruin connectors and components.

Preparation and preventive maintenance help fleets and owner-operators avoid the toll that winter hazards can take on their trucks. These efforts in the shop and on the road can help keep vehicles running smoothly and safely.

Bendix safety technologies complement safe driving practices. No commercial vehicle safety technology replaces a skilled, alert driver exercising safe driving techniques and proactive, comprehensive driver training. Responsibility for the safe operation of the vehicle remains with the driver at all times.



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# Walk the Walk - Spaghetti

by: Mike McGough

Her day started off well. The coffee was hot, the donuts were fresh, and she enjoyed the company of the four other drivers in the breakroom. The weather was clear, so she was looking forward to another pleasant day on the road. Over the past 31 years, she had had dramatically more pleasant than unpleasant days. That was in large measure because of the type of person she was. She was optimistic, thoughtful, and she had great compassion for others.

It didn't take much to make her happy, and conversely, it took a good bit to anger her. She was always able to find pleasure in simple things. For example, on her return route this particular day, she would be driving past one of her favorite restaurants. They have the best meatloaf in the world, at least she thinks so. That would be her dinner and a most pleasant way to end her workday.

Shortly after she left the terminal, she hit a construction zone. Traffic was all but stopped. Normally, the dispatcher knew about road work and made the drivers aware. This day he didn't. She was stuck right in the middle of it. The trip to her first stop should have taken about a half and hour. It took more than an hour, and she was late. When she arrived at the loading dock, she apologized and tried to explain. The dock foreman made it clear that he was upset and would be letting her supervisor know that she was late. After her load was cleared, he came back to her and said, "If this

ever happens again, I'll see to it that you're off this route permanently." Between the breakroom and her first stop, her day had taken a bad turn. She was going to be late the rest of the day, so this unfriendly encounter was going to linger with her all day.

To try and catch up, she skipped lunch. That helped, but even so, she just wasn't going to make up for the time she had lost. As the day progressed, she could feel herself stressing a little more with each stop. Although no one welcomed her late arrival, no one else made a big issue out of it. They accepted it and worked through. Nonetheless, by the end of the day, she was frustrated, tired, and hungry. And try as she might to forget it, the encounter at her first stop had hung with her all day.

When she arrived at the restaurant, she saw that meatloaf was the special of the day. It was served with scalloped potatoes, green beans, apple sauce, and coconut cream pie for dessert. That put a smile on her face. After the day she had had, this meal was going to be a welcome treat.

The restaurant was busy. That wasn't unusual. Because of its location, the type of meals they served, their prices, and the folks who worked there, it was a popular spot for truckers, travelers, and locals. When she eased into the booth, she was happy to be there. It hadn't been the best of days, but it was behind her, and the day was going to end well.

When her waiter approached,

she didn't recognize him. Even before he shared his name, he told her he was new. He told her he was a college student home for the summer. She asked about what he was studying, and they had a brief conversation. When he took her order, he said they were running a bit behind, because they were short two waitresses. She told him it was no problem, and asked if he could bring her coffee, while she waited for her food. He never did.

When he brought her food, it was a small house salad and a plate of spaghetti. That was clearly not what she had ordered. The meal she had been looking forward to all day, had turned into one that was not among her favorites. Her first impulse was to snap at him. He hadn't brought her coffee, and when her order finally came out it wasn't even close. But just as she was about to unload on him, the face of the dock foreman at her first delivery of the day flashed into her mind. She recalled how he made her feel and the negative impact he had on the rest of her workday. That reminded her just how hurtful angry words can be. She said nothing.

When he returned with her coffee, he said, "Hope your meal is okay."

With a kind, understanding, and tolerant smile she said, "It's really good. I'm enjoying it. Thank you!"

Negative encounters in life can often teach some rich, powerful, and positive lessons!

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# 2021 Carlisle Truck Nationals Shatters Records



Records are made to be broken, or so it's said. For the 2021 Carlisle Truck Nationals presented by A&A Auto Stores, not only was a new record for show truck turnout achieved, but it was also SHATTERED. 2,513 trucks topped the previous mark of 2,109 (set in 2002) and gave the Carlisle PA Fairgrounds and those within its fence line a look like never before.

August 6-8 were dates that for weeks were targeted as a potential outlet for yet another Showfield record in 2021 for Carlisle Events. After all, in the hours before the show opened, the pre-registration total nearly matched all of 2020's turnout. This, combined with the fact that multiple Showfield records have been broken in Carlisle throughout the 2021 season, gave everyone a reasonable expectation that it would indeed

happen again.

As the sun rose over the grounds on day one, an anxious group of truck clubs, truck enthusiasts and truck owners converged for one of the largest truck shows in the mid-Atlantic. Special displays included fire trucks, Syclones and Typhoons (SyTys), cool custom vans, big rigs, lowered trucks and even tractors. These eye-catching pieces of production offered the perfect backdrop for photos, smiles and memories to last a lifetime. In addition, guests were treated to special entertainment activities like monster truck rides and shows, axe throwing, FMX stunt jumps, a Motocross skills and demo show, and more.

As Friday transitioned to Saturday guests were again treated to a jam-packed event with truck fun and competitions. The fun started at 7 a.m.,

with the record-breaking truck entering the grounds sometime before 10 a.m. From there, a steady stream of trucks and truck lovers rode their wave of fun throughout the day and into the night. The crescendo of the night, the big rig glow show, lasted nearly 2 hours, from 8:30 p.m. to 10:30 p.m. Monster truck fun continued with the rides and shows from Shockwave and Be Aware, plus the grandstands were packed for low truck limbo and the high truck competition. The night also kept the party going with drop and drag, and the aforementioned glow show.

As records go, the big rig area also welcomed a record of sorts, as nearly 200 rigs hauled in to line the south side of the grounds between Gates 7 and 1 with haulers, rigs, wreckers, and heavy machinery. Big rigs were such a part of the weekend

that many trucking companies were on-site recruiting, while dozens more owner/operators were judged for awards consideration, with many hauling out with trophies.

It all wrapped on Sunday with two awards parades, one for the rigs and another for the standard trucks. There was also one last go around for the monster trucks, stunt riders and the Bwana Jim wildlife show, before everyone hit the road for home. As guests left, many pre-registered for next year, saving a little money off their costs along the way. 2022 dates are firmed up and plans are ongoing now for the event, taking place August 5-7. Details can be found at [www.CarlisleEvents.com](http://www.CarlisleEvents.com).

## Carlisle Truck Nationals Big Rig Winners

Conventional Cab Over Tractor-Sleeper: 1<sup>ST</sup>-Pine Oaks, 2005 Peterbilt 379; 2<sup>ND</sup>-Brian King, 2017 Kenworth W900L; 3<sup>RD</sup>-50/50 Trucking Inc, 2008 Peterbilt 389  
 Conventional Cab Over Tractor-Day Cab: 1<sup>ST</sup>-Rhoda Ann Mielke, Trenton Mill Farms, 2007 Peterbilt 379; 2<sup>ND</sup>-Isaiah Robinson, BHL Company, 2018 Peterbilt 389; 3<sup>RD</sup>-John Dietz, Dietz Transport; 1996 Kenworth W-9  
 Dump Truck - Triple Axle & Up: 1<sup>ST</sup>-Jim Hobbs, Hobbs Trucking Inc., 2019 Peterbilt 389; 2<sup>ND</sup>-Joan Hobbs, J & J Motoring Inc, 2021 Peterbilt 389; 3<sup>RD</sup>-Colleen Mongold, Barrasso Excavation Inc, 2020 Kenworth 389 Long

Nose  
 Dump Truck - Single Axle & Up: 1<sup>ST</sup>-Charles E. Brake Transport, 2008 Ford F750  
 Small & Medium Roll Back: 1<sup>ST</sup>-Bill Warner & Son Tow, 1981 Peterbilt 359 ex hood; 2<sup>ND</sup>-Pellas Towing & Recovery, 2020 Dodge Ram 5500; 3<sup>RD</sup>- Thomas Placer, Flashback F100's, 2020 Peterbilt 337  
 Large Roll Back: 1<sup>ST</sup> - Beltway Paving, 2013 Kenworth T800; 2<sup>ND</sup>- Leahy's Towing 2021 Kenworth T270  
 Small & Medium Wrecker: 1<sup>ST</sup>-Pellas Towing & Recovery, 2018 Ram 5500; 2<sup>ND</sup> -James Ellerman, River Drive Service Center 2006 Kenworth T-300  
 Large Wrecker: 1<sup>ST</sup>- HJ HJ Towing, 2019 Peterbilt 389  
 Straight, Box & Flatbed Truck: 1<sup>ST</sup>-Russell Probst, Classic Rock Fabrication, 1985 Peterbilt 359  
 Construction & Service Truck: 1<sup>ST</sup>-Randy Bostic, Iron Horse Maintenance, 2017 Peterbilt 389; 2<sup>ND</sup>-Colleen Mongold, Barrasso Excavation Inc, 1996 Kenworth T300; 3<sup>RD</sup>-Robert Liebherr, 2015 Kenworth T-270  
 SPECIAL TRUCK: 1<sup>ST</sup>-Tucker Hyman, Rolling Acres Landscaping, 1995 Kenworth W900; 2<sup>ND</sup>-J. Ferrell Custom Trucks LLC, 2021 GMC Sierra Dually; 3<sup>RD</sup> -James Ellerman, River Drive Service Center 2016 Ford F-650  
 Tractor Trailer Combo: 1<sup>ST</sup>-John Jaikes, Precision Transport, 1999 Kenworth W900L; 2<sup>ND</sup>- J. Ferrell Custom Trucks LLC, 2016 Peterbilt 389; 3<sup>RD</sup>-Mike Satoro, Larick Towing, 2013 Peterbilt 388  
 Antique: 1<sup>ST</sup>- Dom Folino

Construction, 1989 Mack RW; 2<sup>ND</sup>-Matthew Linski, L & L Truck Repair, 1979 Kenworth W900; 3<sup>RD</sup>-Tom & Angie Merkle, Merkle Logistics, 1986 Mack MH  
 Military: 1<sup>ST</sup>-Rodney Keckler, 1971 Kaiser Military Car Carrier; 1<sup>ST</sup>-Eddie Sprague, Marco's Auto Transport, 2020 Peterbilt; 2<sup>ND</sup>- Kris Kaminski, 2018 Peterbilt 389  
 Best Of Show: Todd Gribble, 2016 Peterbilt 389  
 Best Interior: Billy Zirkle, 2014 Peterbilt 389  
 Best Custom Chrome: Todd Gribble, 2016 Peterbilt 389  
 Best Graphics: 50/50 Trucking, 2008 Peterbilt 389  
 Best Truck Name: Herb & Rex Gregg, 2000 Kenworth  
 Best Sleeper: Vinny Ippolito, 2016 International Lonestar  
 Best Paint: J. Ferrell Custom Trucks, 2016 Peterbilt 389  
 Best Lights: John & Kim Jaikes, 1999 Kenworth W-900L  
 Movin' Out's Choice: 50/50 Trucking, 2008 Peterbilt 389  
 Bill Miller's Choice: Brothers, 1989 Mack RW713  
 Large Car Magazine's Choice: Glenn Myer, 1985 Kenworth K100  
 Best Fleet: 1st: Hunter Contracting; 2nd: H.J. Towing; 3rd: Barrasso Excavation Inc  
 Largest Fleet Challenge: 1st: Hunter Contracting; 2nd: H.J. Towing; 3rd: Hobbs Trucking  
 Coolest Convoy: H.J. Towing

**- Photos by Pam Pollock -**



# 2021 CARLISLE TRUCK NATIONALS

All Photos  
by  
Pam Pollock



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# 2<sup>nd</sup> Chance Diesel Refocuses On Truck Engine Rebuilding



continued from page 1

shop and expert engine technicians, 2<sup>nd</sup> Chance Diesel quickly established a reputation as quality rebuilders of truck engines. With their services in high demand, 2<sup>nd</sup> Chance Diesel was having problems keeping up with the demand for reman engines. Jason and Tannile decided to change their business strategy and recently they sold their truck salvage business and the building that it was operated out of. The Bates then moved across the street into their machine shop, located at 970 Premier Drive, Kearney, Missouri. Their idea is to focus completely on rebuilding truck engines and machine work for their customers. This new

concept has allowed 2<sup>nd</sup> Chance Diesel to dedicate more of their mechanics to rebuilding engines, permitting them to keep up with the growing demand for their remanufacturing services. They have increased their capacity to rebuilding 8-10 engines per week.

One of the Bates' goals is to develop an inventory of reman engines that can be put on the shelf for quick and easy engine exchanges for their customers. 2<sup>nd</sup> Chance Diesel offers shipping on their engines to anywhere in the USA. They have negotiated preferred customer rates with a large LTL carrier to facilitate reasonable shipping rates for their customers. Truck

owners are still welcome to stop and pick up their reman engine or have 2<sup>nd</sup> Chance Diesel do the engine swap or in-frame at their shop.

All reman engines carry a 1-year unlimited mileage warranty that includes Detroit Series 60; 12.7 and 14.1 litre as well as DD15 and DD13; CAT C12, C13, and C15 Acert and Non-Acert; 3406 A, B, C and Series 3406E. They also offer Cummins N14, N14E, ISX, Volvo D12 and D13 and Paccar MX13. Reman and exchange services are available for virtually every truck engine except Maxxforce. They can rebuild Maxxforce engines, but do not normally keep these

cores in stock.

If you prefer to rebuild your own engine, 2<sup>nd</sup> Chance Diesel stocks rebuild kits and engine parts. The company also offers complete machine shop services, refurbishing connecting rods, crankshafts, cylinder blocks and cylinder heads, as well as custom machining.

2<sup>nd</sup> Chance Diesel is located at 970 Premier Drive in Kearney, Missouri, off I-35 Exit 26 in the Northeast corner of Kansas City. They are just across the street from their previous location. You can view their complete inventory at [www.2ndchancediesel.com](http://www.2ndchancediesel.com) or contact them at 816-293-9570 or email them: [sales@2ndchancediesel.com](mailto:sales@2ndchancediesel.com)



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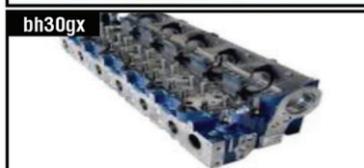
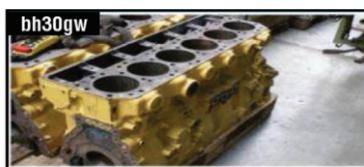
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# Smith Transport Receiving Delivery of Peterbilt 579s



Todd Smith, Smith Transport CEO, 3<sup>rd</sup> from the left, traveled to Peterbilt Motors Company in Denton, Texas in June to accept delivery of the first production of the New Model 579.

By Steve Pollock  
 ROARING SPRING, PA.... In June 2021 President, Todd Smith took delivery of the first production new Model 579 at Peterbilt Motors Co. in Denton, TX and now Smith Transport is pleased to announce that the company is starting to receive new 2022 Peterbilt new Model 579 tractors.

The new Model 579 features exterior changes to enhance the aerodynamics and also has a spacious cab and sleeper with 8' of headroom and 70 cubic feet of storage space. The 2022 models are equipped with refrigerators

and APU units. The new Peterbilt 579 has an all-digital instrument panel housed in a 15" LCD monitor.

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Truck Drivers and has recently announced a new pay package with a guaranteed \$1,800 per week minimum. Call 866-444-2063 for details.



Craig Grubb received the keys to his 2022 new Model 579 Peterbilt. \Craig has been at Smith for 17 years. He is a Tommy Smith Golden Eagle TWO Million Miler, a member of the Presidential Advisory Board, Safety Council, and a Driver Mentor.

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**ATA Truck Tonnage Index Rose 0.5% in August**

Arlington, VA... American Trucking Associations' advanced seasonally adjusted (SA) For-Hire Truck Tonnage Index increased 0.5% in August after falling 1.1% in July. In August, the index equaled 110.3 (2015=100) compared with 109.8 in July.

"August's monthly gain, while small, was the first since March," said ATA Chief Economist Bob Costello. "It is important to remember that ATA's tonnage data is dominated by for-hire contract freight, with a very limited amount of spot market freight. I continue to believe that tonnage has not recovered to pre-pandemic levels for two main reasons - broader supply chain issues, like semiconductor shortages, as well as industry specific difficulties, including the driver shortage and lack of equipment."

"Despite some supply chain issues, demand remains strong for trucking services generally. Truckload carriers are operating fewer trucks than a year earlier, which makes it difficult to increase freight volumes significantly," he said.

July's reading was revised up slightly to -1.1% from our August 24 press release.

Compared with August 2020, the SA index fell 0.5%, which was the second straight year-over-year drop. In July, the index was down 2.9% from a year earlier. Year-to-date, compared with the same eight months in 2020, tonnage is down 0.2%.

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# Rollin' Up In Style



Matt Coulter's 2006 International 9900ix hauled a unique "load" in September, transporting 2 high school students to their homecoming dance.



Logan King surprised his date Faith Jones with a ride to remember to their Homecoming Dance!



Faith Jones, Logan King and O/O Matt Coulter, who drove the young couple to the dance in his Big Rig.



By Pam Pollock

High school students Logan King and Faith Jones of South-

western Pennsylvania sure know how to make an entrance! Logan surprised his girlfriend

Faith with the ultimate ride to their Homecoming Dance! Logan's parents, Amber

and Josh King are the owners of K&M Septic Tank Cleaning. Amber is also the Secretary for the Northwest Truck & Tractor Pullers. Amber said that Faith comes to many of the pull events and her favorite truck is this gorgeous 2006 International 9900ix, owned by Matt Coulter, owner-operator of M.J. Coulter Trucking of Pulaski, Pennsylvania. The truck is powered by a Cummins ISX, 18 speed transmission.

Logan wanted to make their Homecoming date special. Logan asked Matt if he would surprise Faith by driving them to the dance in his Big Rig. Matt thought it was a great idea and

immediately agreed and plans were made by Logan, Matt and both sets of parents to give Faith a night to remember for the rest of her life. Faith's parents took the young couple to dinner at a restaurant and afterwards, as they were leaving, Faith was surprised (and thrilled!) to see Matt roll up in his truck to take them to the dance.

Logan and Faith, both high school juniors, danced the night away. When asked what she thought about Logan's surprise, Faith replied, "It was the best night of my life!"

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# Top Three Finalists Named as Search Narrows For Top Rookie Military Veteran Truck Driver

CHILlicothe, OH... FASTPORT recently announced its top three finalists for "Transition Trucking: Driving for Excellence," a program dedicated to finding America's top rookie military veteran driver. The program recognizes top drivers who have made the successful transition from active duty to driving for a commercial fleet. The top three drivers, listed



From left are Brad Bentley, FASTPORT president; Joey Mendel, general manager of the MHC RoadReady Center in Chillicothe, Ohio; Jimmy Reddell/U.S. Army, Army Reserves/Stevens Transport; Christopher Slindee/U.S. Army/Knight Transportation; Genevieve Bekkerus, Kenworth marketing director; James Rose/U.S. Marines/PRIME Inc.; and Adam Roche, senior director of outreach and engagement for Hiring Our Heroes.

with their military branch of service and current truck fleet, are: Jimmy Reddell/U.S. Army, Army Reserves/Stevens Transport; James Rose/U.S. Marines/PRIME Inc.; and Christopher Slindee/U.S. Army/Knight Transportation. The announcement was made during a ceremony at the MHC RoadReady Center in Chillicothe, Ohio, following a recognition event and tour of the adjacent Kenworth Chillicothe manufacturing

plant. Kenworth is again providing The Driver's Truck™ – a Kenworth T680 with a 76-inch sleeper – to serve as the program's award to this year's overall winner. The T680 features the complete PACCAR Powertrain with PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and PACCAR DX-40 tandem rear axles. Other truck drivers, who achieved the Top 10 are: Steven Brown/U.S. Navy/EPES

Transport System; Lucresha Daniels/U.S. Navy/PRIME Inc.; Marcus Ellis/U.S. Air Force/Stevens Transport; Will Gamez/U.S. Army, National Guard/Roehl Transport; Scott McFadden/U.S. Navy/Melton Truck Lines; Brad Stonebraker/U.S. Army/Melton Truck Lines; and Justin Utt/U.S. Marine Corps Reserve/Swift Transportation.

To qualify, drivers had to meet three eligibility requirements:

--Must have been active military or member of the National Guard or Reserve.

--Graduated from PTDI-certified, NAPFTDS or CVTA member driver training school, with a valid CDL.

--First hired in a trucking position between January 1, 2020 and July 31, 2021.

A popular vote will take place online from Oct. 28 until Veteran's Day Nov. 11. The winner will be determined by a Selection Committee and announced December 17 at the U.S. Chamber of Commerce in Washington, D.C.

For more information, visit the websites of the "Transition Trucking: Driving for Excellence" award program ([www.transitiontrucking.org](http://www.transitiontrucking.org)), FASTPORT ([www.fastport.com](http://www.fastport.com)) and Hiring Our Heroes ([www.HiringOurHeroes.org](http://www.HiringOurHeroes.org)).

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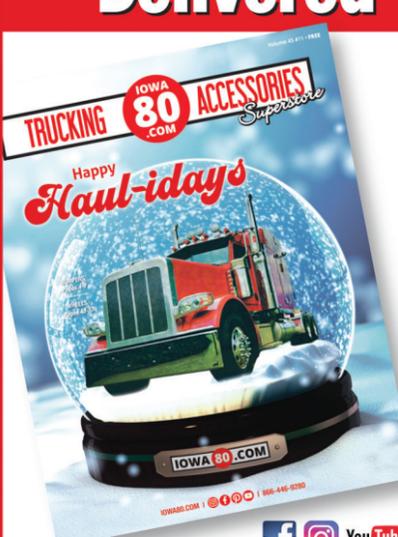
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# Fly High With Kole Trucking



continued from page 1

had been an operator-operator himself. It gave the company less profit, but fewer problems.

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for other duties.

James Kole said, "We are looking for highly skilled, reliable, and experienced contractor teams and solos. Aviation and oversize experience are a plus. We enjoy one of the nation's best safety and on-time records. We have recently added a new aviation partner, creating opportunities for additional contractors to lease to us. For those who are up to the challenge of aviation freight, the financial rewards are great. If you are interested, give me [James] a call at 844-320-5897."



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# A Likely Story - "Up, Up, And Away..."

By Roger Clark

There are dozens of parallels between truckers and pilots. We each have Hours Of Service, Electronic Logging Devices, medical cards, and endorsements. In addition, we share the curse and blessing of dispatchers, managers, Safety Directors, and Compliance departments.

Both industries are time sensitive, and appointments are taken seriously. In each business, on-time and claim-free performance is the paramount goal. And we all experience equal doses of terrible weather, heart-stopping road rage, and showing off first-class equipment.

One of the most curious matchups between drivers and pilots is downtime. When I'm delayed at a loading dock, you'll find me often napping on the bunk, reading *Movin' Out*, or banging on a vending machine in the driver's lounge.

Guess who else has downtime? The air crews of those multi-million-dollar airliners, and they're often sprawled out on a couch, snoring into a two-year-old issue of *Flying Magazine*. (Almost certainly pilfered from a vending machine in the pilot's lounge).

Another interesting parallel between gearjammers and aviators are the memorable encounters along our respective highways. If you've been

trucking any time at all, you've seen Jesus Christ, walking under his cross, Jackalopes, (most commonly at 4:00 AM), and demons or angels hitch-hiking on the shoulder. If you can't tell the difference, of course, it doesn't really matter.

Pilots often see things too, because of exceptional eyesight. Maybe too good, some days, seeing Unidentified Flying Objects, atmosphere changes, space junk, and the occasional truck driver floating in a lawn chair 16,000 feet over Los Angeles. Wait—what? Did he say TRUCK DRIVER? Yes, Virginia, I said truck driver.

This is the story of Larry Walters, the California trucker who had all the proper endorsements on his CDL. You know, Daydreamer. Wishful Thinker. Scarecrow. Okay, I'll confess, they didn't even have CDLs back then, and endorsements today are much more serious. I should know, having recently earned my hazmat certificate.

As a postal carrier, of course, the only hazmat we haul are red hot subpoenas for increases in child support, but it's good to be prepared. After all, you never know when the DOT will start issuing merit badges! But I digress.

In 1982, Forty-four-year-old Larry Walters of San Pedro, California tied a lawn chair to the bumper of his jeep, then attached 45 government-surplus helium balloons to the

chair. He sat down in the chair, armed only with a camera, rifle, CB radio, lunch, and of course, some beer. Moments later, his friends cut the tether to his jeep.

Almost immediately, he soared to the unbelievable height of 16,000 feet, where he was spotted by two different airline pilots approaching Los Angeles. I have no doubt they notified Los Angeles Center and reckon both air crews are still st-stuttering t-today. But the fun was just beginning.

Larry's plan for landing was to shoot out the balloons one by one. But then he dropped the rifle. Now even forty years later, I can hear someone screaming, "HE DROPPED THE RIFLE!" and realize it's not Larry, but this writer! Yet we all know God looks out for fools and children, and Larry weren't no kid, so he drifted into some power lines, which ended his flight, but introduced him to the FAA and numerous court appearances.

They tried to suspend his pilot's license, but he didn't have one. Then they tried to charge him with operating a plane without an airworthiness certificate, but it was the wrong class of aircraft. But they did fine him for flying in restricted airspace without permission. So, there you have it. Like his truck driving brothers everywhere, Larry Walters knew it was better to seek forgiveness than ask permission!

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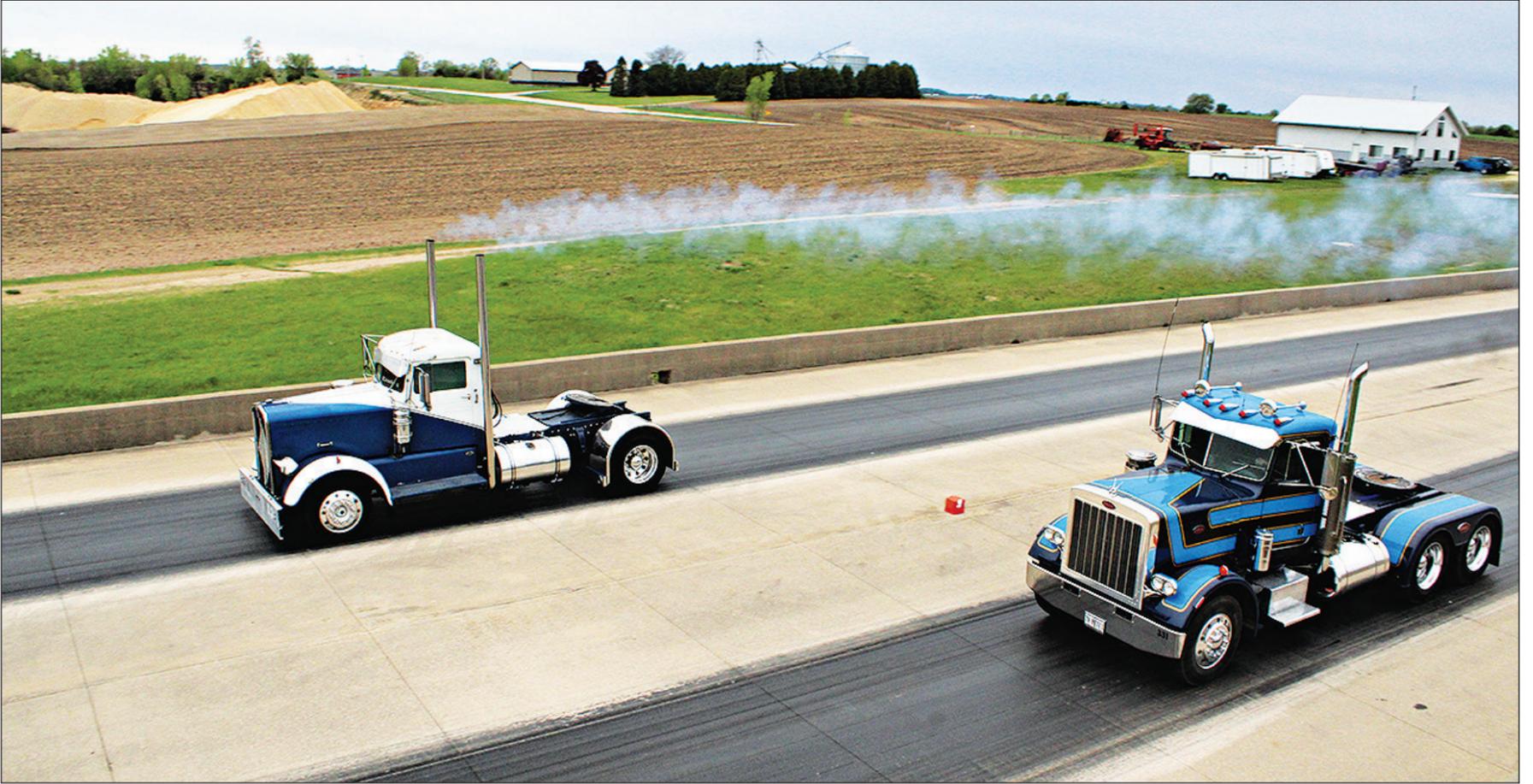
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## PGT Services Partners with Capacity Management Tech Company, Parade Deck

PITTSBURGH, PA ... PGT Services made the strategic move to partner with the leading capacity management tech company, Parade. This move will increase PGT Services' digital freight matching capabilities, furthering their commitment to technological innovation and providing customers increased capacity access.

"We are committed to technological advancements and to our carrier relationships," said Barret Rea, president of PGT Services. "This partnership with Parade combines these initiatives, increasing capacity availability. PGT Services is unique in that we are actively bringing digital improvements to the flatbed market."

Parade offers carriers the ability to book the types of high-quality loads that are typically only accessible to larger carriers. Additionally, self-service portals allow carriers to

update their lane preferences and capacity and select their freight themselves.

"PGT Services has made a strategic investment in a new technology infrastructure which, when put in the hands of their world-class operations team, will take the company to a new level, and help them go toe-to-toe with any digitally native brokerage or large incumbent 3PL," said Preet Sivia, co-founder of Parade.

This partnership will grow PGT Services' carrier experiences, operational efficiencies and new revenue growth.

"Our customer and carrier relationships are integral to our success," said Justin Burgh, PGT Services vice president. "The Parade partnership and our investment in their technology will provide opportunities for our carriers — including an expanded network, instant access to loads and improved shipper outcomes."

## PGT Services Expands West

PITTSBURGH, PA ... PGT Services has expanded their reach to the West, bringing on Brittany Elmen as the Director of West Coast Sales. Elmen will be heading their services in the Western, building their customer and carrier base and helping clients expand their operations to the East.

Over the next year, PGT Services will be expanding its reach throughout the U.S., building teams in the South, South East and Midwest in addition to the eastern and, now, Western offices.

Elmen may be the first PGT Services team member in the Western expansion, but she isn't new to the region. She started her career in the West, gaining both flatbed transportation experience and building her West Coast contacts. Now, her goal is to expose existing contacts as well as new customers to PGT Services, leveraging her expertise and Western connections.

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# MOVIN' OUT

# Working Show Truck Of The Month

Tom Anzalone/Anzalone Transport



that he did a complete rebuild on, from the motor to the rear end. This black beauty is putting out over 750 HP from the 6NZ CAT engine that's paired up with an 18 speed. Tom has the truck decked out with a number of custom fiberglass parts including a frame cover, battery boxes, custom cowl, drop panels, and the fenders. He credits Talladega Fiberglass for supplying all of these parts for the build. Kevin and the gang from Coastal Truck & Auto Body sandblasted the frame and laid down the paint on it. Tom says T.K. Lee out of Tewksbury, MA gets credit for the engine work, and Northeast Truck Repair out of Dracut, MA did the transmission, rear ends, and a number of other repairs. Jason and the crew at NH Peterbilt helped Tom find all of the parts he needed for the 7 month build and Berube's Truck Accessories helped him add the finishing touches with just the right amount of chrome!

Tom painted a number of parts in the interior himself and the results were phenomenal, making the interior every bit as nice as the exterior! Tom wanted to also thank Dave Hinx for all of his help as well, and he says the truck has a 2011 frame & body panels, but everything else has been upgraded to 2020 specs.

Tom puts on his own show no matter where he goes with this class 2011 pulling his polished dump bucket. Tom Anzalone has definitely outdone himself with his latest build and he certainly deserves our choice for the November Working Show Truck of the Month.



**By Robert Conrad**  
Life is full of twists and turns and there are new challenges around every corner. Those people who are determined to succeed, can turn almost any bad situation into a good one with enough effort, and Tom Anzalone certainly has done that with his latest truck build. Some of our regular readers may remember the Working Show Truck feature we did on Tom's last truck. He had

his last Peterbilt looking just right thanks to a number of modifications and custom additions, only to lose the truck in a fire after an accident that wasn't his fault. Tom decided to take this bad situation and turn it into a positive one and he built his current truck, the 2011 Peterbilt 389 that you see in our photos. His latest ride is a stunning combination of black and white, and it was a glider kit

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