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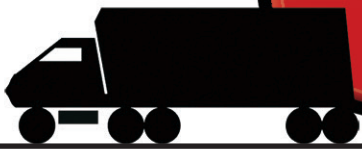
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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Walcott Truckers Jamboree Celebrates America's Professional Truck Drivers



The Walcott Truckers Jamboree was held this past July at the Iowa 80 Truck Stop in Walcott, Iowa. Beautiful trucks, Truckers Olympic Games, delicious food, Vendors under the Big Top Tent - there was something for everyone! - Turn to pages 14 & 15 for more photos. - Photo by Dan Pollock -

Big Wheelz, Big Winz – Professional Truck Driver David Whaley Is The Grand Prize Winner of the Sheetz 2025 Truck Driver Appreciation Sweepstakes!



Bennet Eller, Trucker Path; Brandy Goodwin, Professional Truck Driver David Whaley, winner of the Sheetz Driver Appreciation Sweepstakes; and Collin Terchanik, Sheetz Senior Petroleum Pricing Analyst.

Sheetz thinks that Truckers keep the world turning and that deserves more than a honk and a nod! They put the pedal to the metal with their 2025 Truck Driver Appreciation

Sweepstakes. Professional Truck Drivers had the opportunity to scan a QR code during the promotion over the summer to win all kinds of prizes. Professional Truck

Driver David Whaley was recently honored as the Grand Prize Winner at the Sheetz in North Carolina. Turn to page 5 for the story!

Second Annual Kenworth of Cleveland Truck Show



By Pam Pollock

The Second Annual Kenworth of Cleveland Truck Show was one of the last hurrahs of the Summer season! Beautiful weather and even more spectacular trucks, including some outstanding classic Rig Rigs and fire and police vehicles were on display at Ken-

worth of Cleveland's parking lot, located at 4850 Transportation Drive, Sheffield, Ohio. Vendors were under the Big Top Tent, food trucks served up yummy food, and attendees could sign up for some great door prizes. Winners from the truck show were: Fan Favorite (As Voted

by Adults) - J. Miller Fan Favorite (As Voted by the Kids) - South Street Auto Parts Best Interior - Elite Concrete truck #56 Best Theme - Elite Concrete truck #241 Best in Show - J. Miller Turn to page 19 for more photos from the show.

American Bulk Commodities Hosts Events During National Truck Driver Appreciation Week



R&J Trucking in Boardman, Ohio hosted an appreciation dinner.
- photo by Steve Pollock -



John Brown Trucking in Portersville, Pennsylvania brought a food truck to provide lunch to their drivers and shop employees. From left to right: Louis Werling, Dan Schaper, Matt McIntire, Evan Danko, Max Johnson. - photo by Pam Pollock -



Bill Kerry, retired Professional Truck Driver at John Brown Trucking.
- photo by Pam Pollock -



John Brown Professional Truck Drivers Raja Nusire and Max Johnson, with Terminal Manager Harry Frelin. - photo by Pam Pollock -



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OFF THE BEATEN PATH

BY PAM POLLOCK



Our grankids Ophelia and Declan were hard at work at the recent DMF Truck Show passing out copies of Movin' Out to Professional Truck Drivers!

The Elephant In The Room

I love trucks. I love truck drivers. I love truck shows.

Trucking runs deep in my family. My great-grandfather owned a coal mine and a trucking company in the 1930s. Several of my great-uncles were truck drivers and dispatchers. Another great-uncle was a mechanic at Tajon Trucking. Three of my uncles were also truck drivers.

For the past forty-three years, I have worked alongside my husband at Movin' Out, which is of course a trucking publication for Professional Truck Drivers. Steve's Dad was the owner of Movin' Out until we took over the newspaper in 1991. Our kids grew up not only going to truck shows but also working the truck shows – passing out newspapers, interviewing vendors when they were in elementary school, and taking photos. These days, the 4th generation of our family also attend truck shows. Our grankids can be found handing out newspapers at the shows. Their Pap Steve is a little stingy on the pay – he gives them \$5.00 but Gaga Pam always slips them some extra cash.

As I stated at the beginning of my column, I truly LOVE truck shows. But I need to address the “elephant in the room”. Folks, I'm getting old – scratch that, I AM old. (Laughing on the outside, crying on the inside as I type out these words.)

I have photographed thousands and thousands of trucks over the years. Some of the trucks shows can have 500-600 trucks on display and we are committed to taking photos of each and every truck and uploading the pictures on our Online Truck Show Photo Gallery for free that is available for anyone to see – again, also free!

I've walking at these shows – not in a golf cart, or an ATV. I'm on foot – in pouring rain with my big old Canon camera carefully hidden under a rain poncho – or sweating my gullets off in scorching hot 80

or 90° weather. I've even been out on the lots of the Kentucky Fairgrounds at MATS when it's been 30° and snowing.

My beef is that drivers will put chairs in front of the trucks or to the side and clutter. Hey, I get it, honestly, I do! You're here for the weekend and you need to be comfortable. But I can't get nice photos of your truck when you do that. It would be awesome if you could set up your pop up awning and chairs, etc. at the very back of your truck.

Another bone of contention with me is when you open the hood of your truck – and again, I know that people like to see your engine. I get it, truly I do. But if you are not around to close your hood up, I am not going to get a good photo of your truck that I can print in Movin' Out. And if I am walking and taking pho-

tos of hundreds of trucks, I probably won't be coming back around later in the hopes of finding you. And this makes me a very sad panda.

And I hate to tackle the subject of rude people leaning against trucks and having a chat for what feels like an eternity. Again, I get it – ya like to BS and talk shop. I, too, like to BS and talk shop (or birds and grandkids and weddings). But for the love of Pete, can you hold your gab session AWAY from the truck. You see me there, politely standing back with my camera raised, waiting for you to move so I can get my photo – but not all of you will move away. That makes my blood pressure boil and sometimes, I just walk away in frustration because my boss, the Big Kahuna, tells me that I can't pitch a fit and say what I am internally thinking.

The 44th Shell Rotella SuperRigs: Big Rigs Are The Boss In Bristol, TN

Mark your calendars and get ready to roll! Shell Rotella proudly announces the 44th annual Shell Rotella SuperRigs® truck beauty contest, where Big Rigs are the Boss in Bristol, TN. The event will take over Bristol Motor Speedway from June 25–27, 2026, celebrating North America's most impressive and hardworking big rigs.

This iconic event is more than just a competition—it's a tribute to the incredible spirit and dedication of truck drivers. The three-day extravaganza will feature some of the finest and most eye-catching trucks from across the U.S. and Canada. Families, fans, and trucking enthusiasts alike can look forward to enjoying an action-packed weekend filled with fun, entertainment, and admiration for these rolling masterpieces.

Highlights of the 2026 SuperRigs:

- * Over \$25,000 in cash and prizes to be awarded across more than 20 categories, including Best Chrome, Best Lights, and



the prestigious Best of Show.

- * The chance for 12 drivers to earn a coveted spot in the 2027 Shell Rotella SuperRigs Calendar, capturing the beauty and grit of these extraordinary ve-

hicles.

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Sharing The Sheetz Love During National Truck Driver Appreciation Week

Sheetz provided Movin' Out with Free MTO Food Coupons to distribute to Professional Truck Drivers. We visited Sheetz stores in Barkeyville, PA and Youngstown and North Jackson, Ohio.



Al Bruce and his beautiful truck at the Barkeyville Sheetz.



Hinos Guillen of Golden Eagle Trucking @ the Sheetz in Youngstown, Ohio.



Driver for DDBD @ the Sheetz in North Jackson, Ohio.



Joe Francis driver for Klapac at the Barkeyville Sheetz.

WHY THE SHEETZ NOT DRIVE AMERICA FORWARD?

MEET DAVID, OUR SWEEPSTAKES WINNER

"THANK YOU SO MUCH. I HAVE HONESTLY NEVER WON ANYTHING LIKE THIS BEFORE."

That's how David, a cross-country truck driver, reacted to being named the winner of this year's Sweepstakes.

On what makes trucking meaningful, he shared:

"I think that knowing I am a part of the system that keeps America strong and independent is one of the best parts of trucking."

Of course, driving a truck isn't always easy.

"Believe it or not, the most challenging part of this job is dealing with cars and the drivers who don't understand that trucks aren't as fast or nimble. I just try to take it one encounter at a time and do my best to be considerate, even when other drivers aren't."

For David, the road is more than just miles. It's also a way to carry forward a dream he once shared with his late wife to see the country together.

Now, Sheetz is proud to fuel his journey and help to continue that dream.

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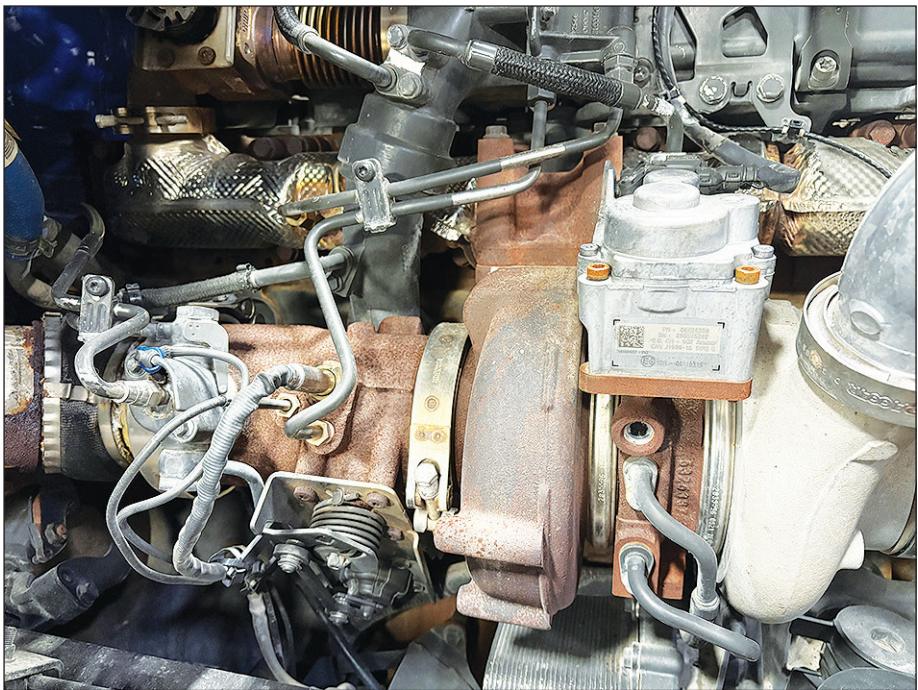
A Different Perspective

I started my career at Pittsburgh Power with grease on my hands. For five years, I worked as a diesel mechanic, chasing fault codes, pulling injectors, and learning firsthand what keeps a truck alive or what takes it down. By the time I came up in the industry, computers were already part of the trade. Diagnostics meant laptops and software, not just wrenches and instincts. But even then, the balance between technology and reliability still leaned toward the driver. A decade later, that balance has shifted

hard in the other direction. Today, I work on the marketing side of the business, and that switch has given me a wider view of the challenges truckers face. From the shop floor, I saw the frustration in a driver's eyes when a \$100 sensor kept him parked for three days. From the office, I see the industry trends and regulations that make those sensors a permanent part of his life. Somewhere between those two worlds, the real and the regulatory, is where Pittsburgh Power has built its mission.

The truth is that modern

trucking isn't getting any simpler. Every new emissions rule brings another layer of technology, and every software update seems to solve one problem while creating two more. Trucks today are packed with sensors, exhaust treatment systems, and electronics that make even small failures expensive. Two decades ago, downtime meant a mechanical issue you could see and fix. Now, it often starts with a code that only a laptop can read and a manufacturer can clear. For owner-operators trying to stay profitable,



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that's not progress it's pressure.

That's why we've made it our job to help drivers work with technology instead of fighting against it. When I was in the bays, I saw firsthand how much soot and carbon build-up choke modern engines. That's what led our engineers to create Max Mileage Fuel Borne Catalyst. It's not a quick fix or a "snake oil" it's a proven fuel treatment that improves combustion, cuts soot, reduces regen frequency, and extends the life of aftertreatment systems. For drivers running emissions-era trucks, it's one of the few tools that actually helps the system perform as it was designed to.

Of course, even the cleanest-burning fuel can't fix everything. Modern engines often feel sluggish or inefficient straight from the factory. That's where our Remote Tuning comes in. We custom-calibrate engines within EPA guidelines to restore power, drivability, and fuel economy without risking compliance or reliability. It's about making your truck respond the way it should stronger, smoother, and more efficient so you can focus on driving, not diagnostics.

And because today's ultra-low sulfur diesel lacks the lubricity of older fuels, we also developed Flashpoint Fuel Additive. It protects injectors, improves lubricity, and helps maintain consistent combustion in all weather conditions by boosting cetane numbers.

It's one more way to protect your investment from the damage that modern fuel chemistry can cause.

But the real challenge facing trucking right now isn't just the hardware it's the politics wrapped around it. Every year brings a new push for electric trucks, new emissions standards, and new labor rules that threaten the independence of owner-operators. The people writing these policies often mean well, but they've never had to keep a business alive from the driver's seat. California's electric truck mandate, for example, has already been scaled back because the technology and infrastructure just aren't ready for long-haul freight. The rest of the country would be wise to learn from that lesson before forcing unrealistic changes on small operators who already have enough to manage.

From where I sit, having worked both under the hood and behind a computer, I see a common thread: drivers just want control back. They want trucks that respond the way they should. They want technology that works for them, not against them. And they want a fair chance to run their businesses without being buried under costs and compliance headaches.

That's what Pittsburgh Power is all about. We're not here to sell trends or promise miracles we're here to provide real solutions for real problems.

Whether it's maximizing efficiency through Max Mileage, fine-tuning performance with Remote Tuning, or protecting your engine with Flashpoint, everything we do comes from the same place: respect for the people who make their living behind the wheel.

Even as the industry changes, the spirit of trucking hasn't gone anywhere. The drivers I meet still take pride in their rigs and still value independence, craftsmanship, and performance. They're the kind of people who built this country's freight network long before regulations, software updates, and "zero-emission" goals took center stage. They don't need saving they just need tools that work and a team that understands what they're up against.

Ten years in, I still carry lessons from both the shop and the office. I've learned that progress isn't about replacing drivers it's about supporting them. And as long as Pittsburgh Power exists, we'll keep standing shoulder to shoulder with the men and women who keep America moving helping them stay efficient, independent, and in control, no matter what changes come next.

Written By - Jordan Greathouse, Pittsburgh Power, 3600 South Noah Drive, Saxonburg, PA, 16056. www.PittsburghPower.com Phone (724) 360-4080

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Shell Rotella® Launches Hard Working Synthetics Campaign Celebrating Truck Drivers Nationwide

Shell Rotella® announced the launch of its Hard Working Synthetics campaign, a nationwide initiative honoring the dedication, resilience, and stories of the truck drivers who keep America moving.

The program spotlights drivers who rely on Shell Rotella heavy duty synthetic engine oils to power their livelihoods and lives on the road. From overcoming challenges to celebrating milestones, Hard Working Synthetics provides a platform for drivers to share their experiences, inspire others, and be recognized across Shell Rotella's social and media channels.

"Truck drivers are the backbone of our economy, and their stories are nothing short of amazing," said Julie Wright, North American Brand Manager at Shell Rotella. "With Hard Working Synthetics, we're proud to provide a platform that celebrates the grit, determination, and hard work that define this community."

Adam Kimball: A Story of Trust and Dedication
One of the first stories featured in the campaign comes from Adam Kimball, third-place Best in Show winner at Shell Rotella SuperRigs® 2025. For Adam, trucking is more than a job; it's a way of life. His fleet of 23 trucks all run on Shell Rotella® T6 Full Synthetic, a choice he doesn't take lightly.

"From my early '90s rigs to the trucks I drive today, Shell Rotella T6 has always been my secret weapon," said Kimball. "It's not just about using synthetic oil—it's about trusting it, day in and day out, mile after mile. This gives my drivers and me confidence in our trucks, which is important when you're on the road every day."

Kimball's story underscores the campaign's theme: Hard-working synthetics are about more than oil; they're about the people behind the wheel who depend on that oil to get the job done.

A Platform for Every Driver

As part of the campaign, Shell Rotella is inviting truck drivers across the country to share their own stories

of life on the road and their experiences with Shell Rotella synthetic oils. To participate, drivers must be members of MyMilesMatter® by Shell Rotella, the brand's loyalty rewards program. Current members can submit stories easily, and non-members can sign up quickly and at no cost to join the community.

Participants can:

- * Upload a photo representing their trucking journey
- * Share their story, including which Shell Rotella synthetic oil they use
- * Opt-in for a chance to be featured on Shell Rotella's social media and in national news outlets

How to Participate

Truck drivers can submit their stories directly through the Hard Working Synthetics landing page: <https://www.mymilesmatter.com/hard-working-synthetics>. Selected participants will be featured in Shell Rotella's ongoing campaign, inspiring others and showcasing the true meaning of hard work on the road.

For more information and to sign up for MyMilesMatter, please visit: <https://www.mymilesmatter.com/>.

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Latest Trucking Industry News

ATA Truck Tonnage Index Rose 0.9% in August August was Rare Second Straight Sequential Gain

Washington, DC... Trucking activity in the United States increased again in August, pushing the level up to the highest point since December 2023. Specifically, truck freight tonnage rose 0.9% after gaining 1.1% in July, according to the American Trucking Associations' advanced seasonally adjusted For-Hire Truck Tonnage Index.

Image
"The good news is that truck freight volumes had a nice end of the summer," said ATA Chief Economist Bob Costello. "However, while I'd like to predict a strong rebound in freight levels through the upcoming holidays, I can't. I believe traditional seasonal patterns are off this year as shippers adjust to tariffs. Plus, housing remains soft, the slowing labor market is likely to show up in consumer spending at some point, and most manufacturing metrics are either decelerating or declining."

In August, the ATA advanced seasonally adjusted For-Hire Truck Tonnage Index equaled 115.3, up from 114.3 in July. The index, which is based on 2015 as 100, rose 0.4% from the same month last year after increasing 0.5% in July. Year-to-date, compared with the same period in 2024, tonnage was up 0.1%.

July's SA increase was larger than first reported in our August 19 press release.

The not seasonally adjusted index, which calculates raw changes in tonnage hauled, equaled

117.7 in August, 0.3% above July's reading of 117.4.

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

FMCSA Launches New Pilot Programs to Improve Driver Quality of Life

By Anthony Cloud, PMTA

WASHINGTON, D.C. – U.S. Transportation Secretary Sean P. Duffy announced the launch of two bold new pilot programs designed to improve the working conditions and quality of life for professional truck drivers across the country. The Federal Motor Carrier Safety Administration (FMCSA) will oversee both programs, which focus on providing drivers with greater flexibility in hours-of-service (HOS) regulations while maintaining the highest commitment to roadway safety.

"Truck drivers are the backbone of our economy, and we owe it to them to explore smarter, data-driven policies that make their jobs safer and more enjoyable," said Secretary Duffy. "These pilot programs will help identify real solutions for America's drivers with-

out compromising safety." Split Duty Period Pilot Program

Under current HOS rules, commercial drivers operate within a 14-hour "driving window" that begins once they start their workday. The Split Duty Period pilot will allow participants to pause this window for a minimum of 30 minutes and up to three hours.

The goal is to give drivers more control over their schedules while reducing fatigue by allowing for meaningful breaks at times when they are most needed. FMCSA will evaluate whether this increased flexibility can help drivers better manage rest without negatively affecting safety outcomes.

Flexible Sleeper Berth Pilot Program

Another area of focus is the flexibility of sleeper berth requirements. Cur-

rently, drivers may split their mandatory 10 hours of off-duty rest into "8/2" or "7/3" segments. The new pilot program will test additional configurations, including "6/4" and "5/5" splits.

FMCSA researchers will analyze how these alternative rest schedules impact driver alertness, fatigue, and overall safety performance. If successful, these changes could offer drivers a wider range of rest options, allowing them to tailor schedules to their personal needs while still protecting the motoring public.

Part of the Pro-Trucker Package

These pilot programs are key components of the Department of Transportation's Pro-Trucker Package, unveiled in June by Secretary Duffy in support of President Trump's Executive Order 14286, Enforc-

ing Commonsense Rules of the Road for America's Truck Drivers.

The package represents a comprehensive effort to modernize driver support and includes:

- * Expanded investments in truck parking, addressing one of the most persistent challenges faced by drivers.

- * Modernized driver resources, ensuring better access to safety, health, and compliance tools.

- * Regulatory reforms, eliminating outdated "one-size-fits-all" mandates that fail to reflect the realities of trucking.

- * Stronger enforcement against bad actors, ensuring that unsafe carriers and brokers do not undercut responsible operators.

Next Steps and Industry Involvement

Notices for both the Split Duty Period and Flexible Sleeper Berth pilot programs have been published in the Federal Register, where stakeholders are invited to provide comments. FMCSA has emphasized that driver and industry input will be vital in shaping the structure and evaluation of these programs.

Protocol development is set to begin in early 2026, with more than 500 commercial truck drivers expected to participate. The pilots will collect real-world data to determine whether these changes can provide lasting improvements to safety and driver well-being.

What It Means for PMTA Members

For PMTA members and the broader trucking community in Pennsylvania, these pilot programs signal a new phase of regulatory testing aimed at balancing operational flexibility with highway safety. The outcomes could directly influence future rulemaking on hours-of-service regulations, potentially reshaping how drivers structure their workdays and rest periods.

PMTA will continue to monitor developments closely and provide members with timely updates, including opportunities to submit feedback during the public comment process.

Member Call to Action:

FMCSA is seeking public comments on both pilot programs. PMTA encourages members to review the notices in the Federal Register and consider submitting feedback. Your input helps ensure that the voices of Pennsylvania's trucking professionals are heard in shaping federal policy.

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“Steel Steed” Escorts Addilyn Eppinger In Style To High School Homecoming



Addilyn Eppinger of Western Pennsylvania made quite the entrance to the recent New Wilmington High Homecoming Dance! Her dad, Jake Eppinger escorted her to the dance in his 2007 Kenworth Caterpillar C15 Acert twin turbo. Jake is an owner/operator running under Eppinger Trucking. Jake also operates and owns Eppinger Farms LLC in Slippery Rock Pennsylvania (250 acre 4th generation farm). Addilyn’s Aunt Jenna Eppinger said that Jake got the idea to ask Addilyn if she wanted him to escort her to the homecoming dance in his truck. When she accepted his offer, he got to work shining his truck. Addilyn was beaming when she saw the finished product. Her smile was a mark of accomplishment and a highlight of a memorable night. Pictured above: Ready to head out to the Homecoming Dance, Addilyn Eppinger poses for a photo with her Mom Kara, Dad Jake and brother Colton.

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-Jim Blaylock, Founder

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Customer Testimonials

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-Jon Haller, M+D Repair, Ohio

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

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

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

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

-Ian Manger, White Sulphur Springs, MT



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Oregon DMV Stops Issuing All Limited-Term Commercial Driver's Licenses And Commercial Learner's Permits In Compliance With Federal Guidance

SALEM, OR... Oregon DMV has stopped issuing non-domiciled Commercial Driver's Licenses and Commercial Learner's Permits until further notice. The change is due to a Federal Motor Carrier Safety Administration emergency interim final rule that went into effect Sept. 29. The rule requires states to stop issuing non-domiciled CDLs and Commercial Learner's Permits until they can ensure compliance with updated regulations.

These commercial licenses and permits are issued to individuals who are lawfully residing in the U.S. on a temporary basis. Oregon DMV refers to non-domiciled credentials as limited term, because they are limited to the length of time the holder is lawfully allowed to be in the U.S. The pause includes every type of issuance: original, transfer, upgrade, renewal, replacement, amendment, correction, reprint or reissuance of a previously issued limited-term commercial credential.

Drivers who meet the federal requirement can continue to drive commercial vehicles in Oregon. However, they will be unable to renew or replace

their credential. There are approximately 1,400 limited-term credential holders in Oregon, all of whom have an Employment Authorization Document from U.S. Customs and Immigration.

The interim final rule imposes strict requirements for lawfully present noncitizens to obtain these credentials. Changes include limiting eligibility to those holding lawful status in the U.S. for certain employment-based, non-immigrant categories and eliminating online and mail-in renewals in favor of mandatory in-person renewals. Oregon DMV already complies with some of the changes made by the rule; however, full compliance will require both statutory and administrative rule change, extensive computer system changes and more.

All but a handful of states issue non-domiciled Commercial Driver's Licenses and Commercial Learner Permits, and all that do must follow specific Federal Motor Carrier Safety Administration guidelines. Citizens of Mexico and Canada do not require non-domiciled credentials because the U.S. recognizes those countries' commercial licenses.

Trump's Transportation Secretary Sean P. Duffy Launches First Phase of National Consumer Complaint Database Modernization

WASHINGTON, DC... U.S. Transportation Secretary Sean P. Duffy today announced the launch of the first phase of the National Consumer Complaint Database (NCCDB) modernization. The Federal Motor Carrier Safety Administration (FMCSA) is launching this update to improve navigation and enhance functionality of this important tool for enhanced user capabilities for commercial drivers, motor carriers, and consumers.

The NCCDB is the primary online portal for drivers and consumers to report violations of Federal Motor Carrier Safety Regulations, including issues related to safety, fraud, and household goods moves. This update will also streamline the agency's response process and expand reporting categories to include, for the first time, complaints against property brokers.

"This overdue tech upgrade is a win for drivers, carriers, and the driving public," said U.S. Transportation Secretary Sean P. Duffy. "The modernized database will make it easier to file complaints, access digital tools, and empower individuals to speak up about unsafe practices. With your support, we will continue to take bad actors of the roads to keep the American people safe."

The phase one launch is part of USDOT's Pro-Trucker Package, announced by Secretary Duffy in June, which is focused on improving working conditions and improving critical tools for America's truck drivers.

FMCSA will continue to roll out more improvements in the coming months. Phase two of the modernization effort will introduce additional functionality, performance improvements, and a new name for the database – reflecting FMCSA's commitment to making this a modern, user-friendly tool for the entire motor carrier industry.

The updated database is now live at: <https://nccdb.fmcsa.dot.gov>.

Volvo Trucks Puts New Long-Haul Truck To The Test In Scorching Desert Conditions



After braving minus-40-degree Arctic conditions in Alaska, Volvo Trucks' new flagship model, the all-new Volvo VNL, is now proving its endurance under the opposite extreme – the desert heat of 120 degrees on the toughest routes in North America.

This past summer, Volvo Trucks engineers ran the VNL through grueling hot-weather testing in the deserts of Arizona, Nevada, and California, where temperatures can soar to 120 degrees Fahrenheit and often linger in the mid-110s.

From the steep Davis Dam Grade in Arizona that climbs to over 3,500 feet in elevation to the notorious Baker Grade in the Mojave Desert between Las Vegas and Los Angeles, trucks were pushed to their limits while hauling heavy loads up sustained inclines in searing heat.

Beyond the lab, these real-world trials ensure that every system from the powertrain and cooling to cab comfort and air conditioning, can withstand prolonged heat, steep grades, and the endurance of long-haul driving. One of the most demanding evaluations is the "hot shutdown," where trucks are driven up a 10-mile grade in triple-digit heat, then switched off at the summit to let the engine compartment bake before descending again under full load. This process exposes any potential weak points under the harshest conditions.

Together, the Arctic cold and desert heat tests reinforce Volvo Trucks' commitment to building vehicles that thrive in all of North America's diverse and demanding environments.

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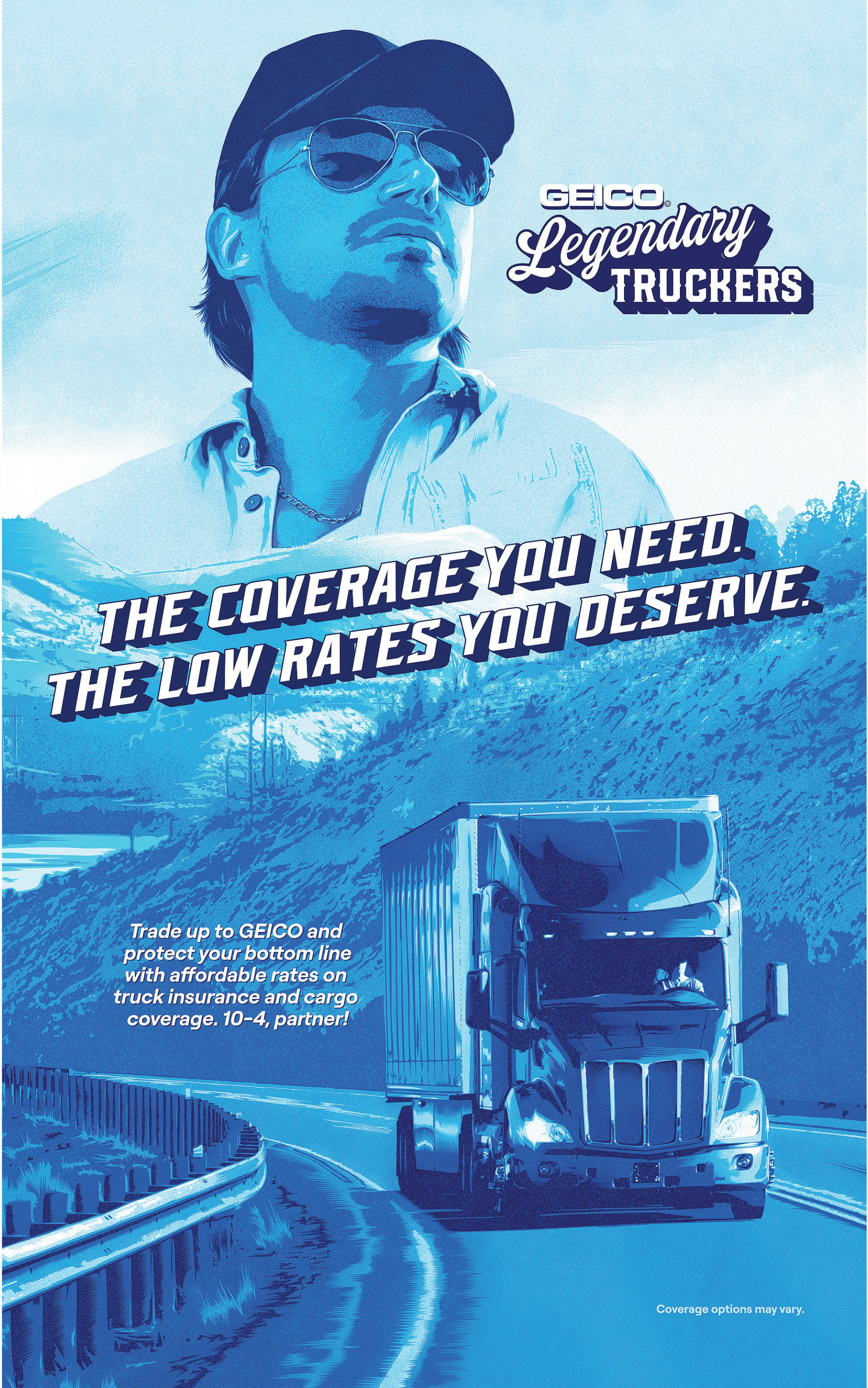




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SAVE THE DATE! Truck Meet at the Crossroads May 2nd, 2026

A man with a goatee, wearing a black flat cap, aviator sunglasses, and a light-colored button-down shirt with a chain necklace, is shown from the chest up. He is looking slightly upwards and to the right. The background is a stylized, high-contrast illustration of a road winding through a hilly landscape. In the lower right, a large white semi-truck is driving towards the viewer on the road. The overall color palette is dominated by shades of blue and white, with some black and grey for detail and text.

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Walcott Truckers Jamboree Celebrates America's Professional Truck Drivers



The August 2025 issue of Movin' Out featured the story and Winners List of the 2025 Walcott Truckers Jamboree. You can view it here: <https://www.movinout.com/magazine/digital-print/august-2025>

- Photos by Dan Pollock -

2025 Walcott Truckers Jamboree

All photos by Dan Pollock

See our complete photo coverage of the show on our on line Truck Show Gallery of photos at www.movinout.com



Rising Through Determination: The Story of Alyssa Fowler

When people meet Alyssa Fowler, they often notice her calm energy first. That steady presence has carried her from an entry-level role in truck operations to Freight Operations Assistant Manager at Mercer Transportation. This year, Mercer was named the FedEx 2025 Exceptional Power Only Carrier, a recognition that mirrors Alyssa's own rise — proof that dedication, teamwork, and persistence lead to success.

Before Mercer, Alyssa worked in a call center troubleshooting internet issues. Most calls began with frustration, and the environment was demanding. The transition into truck operations at Mercer felt like stepping into a completely different world. She found herself talking with drivers daily, building relationships, and solving real problems with real people.

"I loved it," Alyssa said. "Every day was different. I liked that challenge."

It was the kind of work

that rewarded effort and focus. It also opened Alyssa's eyes to the possibilities of growth.

Early in her career, Alyssa often joked about one day taking her manager's job. Behind the humor was determination. She learned quickly, took on extra tasks, and made herself available when challenges arose.

Her persistence did not go unnoticed. She became a team leader, and after years of proving herself through long hours and consistent results, she earned the role of Freight Operations Assistant Manager.

"I felt accomplished," she recalled. "It was proof that I could reach the goals I set."

Branden Harper, Director of Freight and Brokerage Operations, has seen that steady climb firsthand. "Alyssa Fowler has grown from Truck Coordinator to Assistant Freight Manager by bringing dedication and leadership to every role. Her past experience

and steady growth now shine through in how she supports our teams in communication, operations, and administrative success."

Alyssa describes her leadership style as calm and efficient. She prefers to stay steady when challenges arise, guiding her team with a level head. She leans on her past experiences to use communication to strengthen the relationships between departments.

Keith Tucker, Van Operations Manager, credits her with making a difference. "Since she's taken over Freight Operations, she's been an instrumental part in bridging the gap between Freight Operations and Truck Operations. She frequently comes over to talk about customers and trailers. It's never an issue. She's always pleasant and a pleasure to work with."

Her colleagues see her as more than just a manager. They see someone who works side by side



Alyssa Fowler

with them to get the job done right.

While Alyssa's focus is

on her team, their work has earned broader recognition. This year, Mercer was named the FedEx 2025 Exceptional Power Only Carrier, one of the highest honors in the trucking industry.

Amanda Brown, Agent Relations, credits Alyssa with helping secure the award. "She kept in contact with both the agents and the FedEx team and handled any issues that came up quickly and smoothly. Her reliability, attention to detail, and dedication really helped everything run without a hitch."

For Alyssa, the recognition was gratifying, but it also demonstrated something larger. It showed what can happen when people work together and put service first.

Outside of Mercer, Alyssa is a mother of two, raising her daughter Skyler and son Asher. Family is central to who she is, and those closest to her know how much she treasures that role. Whether it is celebrating Easter, visiting the zoo, or taking Asher on his first beach trip, she embraces the time she has with her children.

Vacation memories in the Dominican Republic remain some of her favorite. For Alyssa, these moments are not separate from her career but part of the same story. She works hard at Mercer not only to grow professionally but also to provide for the family she loves.

Her balance of leadership at work and commitment at home reflects the kind of authenticity that resonates with her colleagues. She is able to apply the gentle grit she has developed as a mother to

her leadership role, inspiring those around her to excel in their own way.

Alyssa has never hidden who she is. Tattoos and piercings are part of her identity, and she carries them with pride. In her view, professionalism is about how you treat people and how well you perform your job, not how you look.

"I've always tried to break stereotypes by treating people with kindness," she said. "At the end of the day, what matters is how well you do your job and how you treat others."

That authenticity has helped her connect with drivers, many of whom she still keeps in touch with even after they have moved on.

As for the future, Alyssa has set her sights on continuing to rise. Her next goal is to step into a manager role, guiding her team and shaping the department as Mercer grows. She is excited to see how the company evolves, and she looks forward to being part of that growth.

"I've always wanted to be a manager," she said. "I like having a reliable team and growing a department."

From a call center headset to Mercer's leadership team, Alyssa Fowler's story is one of perseverance, tenacity, and rising to the top. She has proven that hard work, authenticity, and dedication can carry someone far, no matter where they start.

As Alyssa put it simply, "Mercer is just one big family." And for her, family, at work and at home, is what makes the journey worthwhile.

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OOIDA Takes To The Road To Give Thanks During National Truck Driver Appreciation Week



Marty Ellis, driver of the OOIDA Truck hit the road and traveled all over the USA during the recent National Truck Drive Appreciation Week (September 14-20) to honor and celebrate Professional Truck Drivers.

His travels took him to Truck World in Hubbard, Ohio, which is where Movin' Out Publisher Steve Pollock caught up to him.

Marty (pictured at the left) chats with a Professional Truck Driver and proud OOIDA member.

- photos by Steve Pollock -



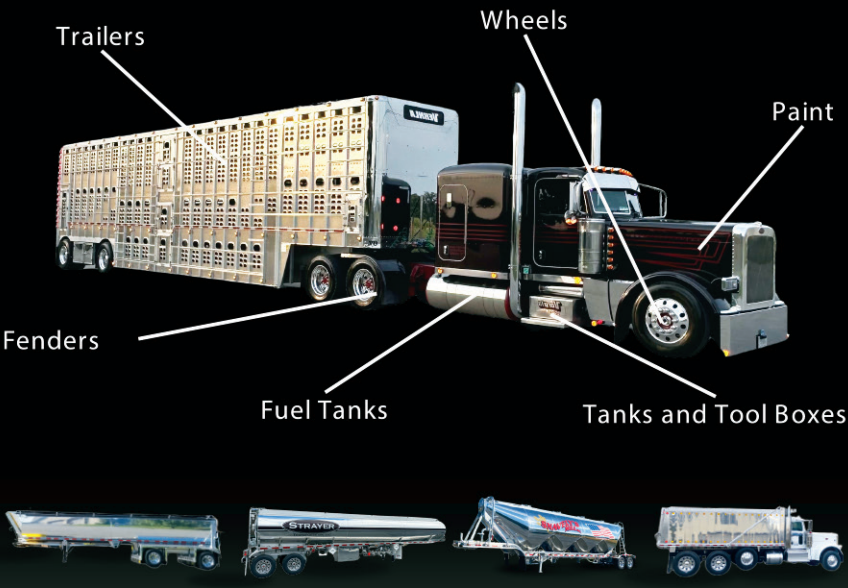
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Something to Think About - You Always Have The Option

by: Mike McGough

It was her day off. Last minute her Mom asked for a favor and she agreed. She had planned on a day of shopping with her daughters, but they were good going in the afternoon.

Her Mom had taught for 40 years and retired the previous spring. Her Mom was done teaching, but wasn't done working. She liked working with food, meeting people, and keeping busy. A part-time job in the breakfast room of a motel fit the bill. She worked Tuesday through Thursday, but this week, she agreed to fill in for the person who worked Saturday mornings. Shortly after she agreed to do so, she was asked to come back to her school to help with a Saturday morning kindergarten program. Her Mom really wanted to help, so she agreed to sub for her.

She showed up at the hotel at 5:30 AM. Her Mom had left careful instructions, and she had come for a walk through on Thursday. She was actually looking forward to it; it would be something different for her.

By 6:15 she had everything prepared and out. The night manager checked in and she confirmed that everything was ready. The room was open from 6:30 to 9:30. She poured herself some coffee and waited for the first guests to arrive. From 6:30 to 8:30, it was a steady line, and she was able to keep up. Periodically, the day manager checked in and at one point commented, "Your Mom prepared you well; thanks for filling in!"

Things took a bit of a turn about 9:15. An older guy came in, announcing his pres-

ence with a brisk, "Is there table service?" The breakfast room sub said no, that it was all self-serve. With an unpleasant grunt, he grabbed a plate and started through the line. He complained that the scrambled eggs looked dried out, and that there wasn't much bacon left. The sub said she'd make more eggs and bring out more bacon, to which the older man snapped, "It should have already be here; do you know what you're doing or what?"

Ignoring the comment, she refreshed the eggs and the bacon, and asked, "Is there anything else I can get you." The response was somewhere between unpleasant and down right rude. "No, it's clear you don't know what you're doing, so just be quiet so I can sit here and watch the TV in peace." Figuring this guy's day had gotten off to a rather rough start, she left him alone!

Then it happened, the older guy began banging on the table, with both hands. His face was bright red, and then began turning blue. He was choking!

The sub quickly approached. In her typical calm yet purposeful manner she began working on the choking victim, with the most current protocols of what had once been called the Heimlich maneuver. When the obstructive matter had been cleared, the older man, gasped for air and his color began to improve, but his breathing was labored, and he was highly agitated. Noticing the distress that her "patient" was showing, and other symptoms that she readily recognized, the sub asked the manager to place an immedi-

ate 911 call.

The paramedics recognized the breakfast room sub, when they arrived. The patient was stabilized, but was still in need of some additional care and a thorough examination. The sub rode to the hospital with the patient. Enroute, she placed a call to the ER, had a team waiting for their arrival, and carefully briefed them on the situation. You see, she was no longer a breakfast room sub for her Mom. She was at that point back in her full-time line of work—physician's assistant (PA) in the emergency department (ED) of the regional hospital.

The patient's physical condition had improved, but his attitude remained as sour as it had been before the incident happened. Be that as it may, this sub turned PA rendered the same kind, pleasant, and reassuring care, and showed the same empathetic compassion, as if she had been caring for a member of her own family.

A new nurse in the unit commented to the PA about that patient's attitude. The PA's response was quick and genuine. It showed the kind of person she is and the kind of person everyone should strive to be.

"He was having a bad day. How he treated me was on him; there wasn't much I could do about that. I could control how I treated him; that was totally on me. And like my Mom taught me as a child, I try to treat others the way I want to be treated."

Not everyone follows the Golden Rule, but you always have the option!



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- Photos by Pam Pollock & Steve Pollock -

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All Photos by Pam Pollock

See our complete photo coverage in our Online Truck Show Gallery
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D-Day Conneaut 2025



D-Day Conneaut 2025 was held on August 14-16th. This annual reenactment is held at the Conneaut Township Park on the Lake Erie shores of Conneaut, Ohio. It is the largest D-Day (1944) living history reenactment in the country. Featuring over reenactors from across the US and Canada, men, women, and their machines perform a living tribute to the veterans of WWII through dress, mock battles, and living history displays. This year's event celebrated the 81st Anniversary of Normandy D-Day invasion on June 6, 1944.

- all photos by Dan Pollock -





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- 1. What do you love the most about Sheetz?**
I love HAVING FUN AT SHEETZ! We can get the job done and have fun doing it! Building relationships within the store. Meeting all the customers, whether it's the regular that comes in everyday, or the customer that's from up north that's so excited and hyped that there's a Sheetz in the area!!
- 2. What do truckerz order the most?**
BURGERZ! By far our best-selling item with truckers and other customers. Truckers also love all our self-serve coffee options.
- 3. What are some of the most popular perkz offered through the Driver Freakz Rewardz program?**
It's definitely when we give out our Sheetz brand hats. They're a huge hit and I love seeing the customers wearing them!
- 4. On Hurricane Helene**
Hurricane Helene impacted me in a lot of ways, and one of them is the way I see truckers! The truckers who were stranded at my store during the hurricane helped me tremendously. I was able to get to know them a little bit, along with the impact truckers have on our everyday lives. I believe their importance is sometimes overlooked, and I have tremendous respect for them! I was able to see how kind, caring and fun they all are. They went out of their way to help my store during the storm when I needed them!

STORE 831 – JESSICA'S ANSWERS

From The Chaplain's Desk



By Ron Fraser,
TFC Global President

When Struggles Come

I first wrote this back in January of 2025 not knowing what was lying ahead for me. Now coming off an urgent open-heart surgery situation I can tell you firsthand that God is faithful. And the words that I had written below God used as a challenge for me. So once again I share them with you.

The two verses below are special to me because they remind me that I am fallible and have no control over my life. Even though I may think I do. Realizing that, I then need to decide how I am going to respond to that infallibility when struggles come into my life. There really is only two choices. Blame God and try to work them out or trust God.

“Oh, that I knew how to find Him, That I might come to His home!” (Job 23:3.)

“Though He slay me,

yet will I trust Him” (Job 13:15).

Job sought God in his suffering instead of waving a fist over the feeling of being treated unjustly. The loss of his children, the failure of his business, and the infliction of physical pain, Job chooses to seek God in the middle of his severe trials. Faith is designed by our heavenly Father to be tested by trials and temptations. Untested... it's unfamiliar with the depth and breadth of God's love and care. Like any relationship, there is only a surface, shallow understanding of one another, until one or both walk through the valley of fear, shame, or loss. Job's desire is to go home to be with his God, not run away in fear—but run toward in humble trust.

Are you running to the Lord in humble trust or drifting away from Him in fearful distrust? Pause. Pray. Take a deep breath... and believe. Believe your same Savior Jesus who secured heaven for you by His grace is the same Lord Jesus who is in control of your life and circumstances. The Holy Spirit will lead you as you lean into Him, hopeful and aware of His presence to show you one day at a time your next step. God gives you grace for today and hope for tomorrow. Rest. Go deep in intimacy with Almighty God in your

time of intense affliction. Immerse in love.

Remember those who are watching you to see if you live out what you have believed all these years as a faithful follower of Jesus. Use your new reality as an opportunity to gain experience and adapt, not become a victim stuck in your situation. Give genuine attention to those who tirelessly serve and give you attention, not taking advantage of your neediness to totally drain all their energy. Be grateful to God and His children who love and give, so you might live. Live with love. Live with peace. Live with joy. Live with hope. Your life is a living sacrifice of intimate love on the Lord's altar of affliction. Like Job, “Though He slay me, yet will I trust Him.”

“Looking unto Jesus, the author and finisher of our faith, who for the joy that was set before Him endured the cross, despising the shame, and has sat down at the right hand of the throne of God” (Hebrews 12:2)

I don't know what 2026 will hold for you. But this thing, I am sure. It will not be without its struggles in some form or another. The question is how will you handle them when they come?

truckstop.com and National Motor Freight Traffic Association Partner to Strengthen Cybersecurity and Fraud Prevention Across the Freight Industry

BOISE, ID... truckstop.com.com and the National Motor Freight Traffic Association (NMFTA) today formed a strategic partnership to expand access to cybersecurity protections and fraud prevention resources across the trucking industry, with a focus on small carriers and owner-operators most vulnerable to cyberattacks and cargo crime.

Why the Partnership Matters

The freight ecosystem's integrity depends on strong security standards and practices at every level. NMFTA has protected that integrity for 60 years through its role in developing industry standards like SCAC® and spearheading critical initiatives in cybersecurity, fraud prevention, and digital transformation. This partnership with truckstop.com expands NMFTA's impact by reaching small carriers and owner-operators—the segments most at risk from cyberattacks, fraud, and cargo crime.

“Protecting our industry requires collaboration,” said Todd Waldron, vice president of carrier experi-

ence at truckstop.com. “By partnering with NMFTA, we're ensuring that carriers of all sizes have access to the resources they need to defend their businesses and strengthen the entire freight ecosystem.”

Equipping Carriers with Free Cybersecurity Resources

Through truckstop.com, NMFTA is extending the reach of its free cybersecurity resources to a broader community of trucking professionals. These tools provide actionable guidance on topics including ransomware protection, phishing awareness, multi-factor authentication, cargo crime prevention, and vendor risk management.

- * Best Practices Guidebooks for Owner-Operators and Small Fleets
- * Best Practices Guidebook for Mid-Sized Fleets
- * Cybersecurity Cargo Crime Reduction Framework
- * Vendor Risk Assessment Framework
- * Owner-Operator Core Controls Checklist

Joe Ohr, chief operating officer for NMFTA, commented: “This partnership brings NMFTA's fraud-prevention tools and cyberse-

curity resources directly to the people who need them most—drivers, carriers, 3PLs, and brokers working hard to keep freight moving. By combining truckstop.com's reach with NMFTA's expertise, we're making it easier for everyone in the supply chain to protect their operations.”

For additional information about this collaboration, please visit <https://marketplace.truckstop.com/partners/nmfta>.

About truckstop.com

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Sneak Peek of the 5th Annual DMF-OH Cancer Benefit Truck Show and Truck Pull



The 5th Annual DMF-OH Cancer Benefit Truck Show and Truck Pull – Portage County Fairgrounds in Randolph, Ohio on September 19-20. The show will be featured in a future issue of Movin' Out.

- photos by Pam Pollock-

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PI&I Motor Express Honors Veterans, POWs & MIAs



By Steve Pollock

PI&I Motor Express honors and remembers Veterans, POWs and MIAs each and every day with their POW/MIA Peterbilt truck pulling a 2024 Mac Quad trailer, specializing in heavy haul MI freight and driven by Charles Heath. Charles has been with PI&I since December 2019.

PI&I Motor Express respects our nation's Military Veterans and has special programs to employ them at the company. To all Military Veterans, thank you for your service and sacrifices.

MOVIN' OUT

Calendar of Events

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

November 8 - 5th Annual Shore Good Truck Show & Pull – 11472 Ocean Gateway, Easton, MD. All proceeds benefit the Diabetes Research Institute and the Tuckahoe Steam and Gas Association. Trucking related vendors, food trucks, live music. More info can be found on the Shore Good Truck Show and Pull Facebook page.

November 15 – 7th Annual The Outsiders Truck Show – Neshoba County Coliseum, 1200 Hwy 15 North, Philadelphia, MS. Working Class and Show Trucks Show. Family friendly environment with chrome, parts, and food vendors. For more info, contact Rommy Jernigan at 662-574-1840

December 13 – 2nd Annual Santa's Hauler Truck Show – The Boiler Room, I-20 Truckstop, 12089 Stemley Rd., Lincoln, AL. Free to the public, all proceeds go to children in need. Door prizes, 50/50 Drawing. For more info call 205-505-2199 or email: purplemooselle@gmail.com

March 26-28, 2026 - Mid-America Trucking Show–Kentucky Fair and Expo Center, Louisville, KY. For more info visit www.truckingshow.com

April 24-26, 2026 – 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

June 4-7, 2026 – 23rd Annual Wheel Jam Truck Show – South Dakota State Fairgrounds, 43118th St. SW, Huron, SD. Show N Shine, Awards, Jake Brake Competition. For more info visit www.wheeljamtruckshow.com

June 25-27, 2026 – 44th Annual Shell SuperRigs – Bristol Motor Speedway, Bristol, TN.

June 26-28, 2026 – 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

July 9-11, 2026 – 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/>

August 7-9, 2026 - 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

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

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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Truck Parking Club Surpasses 3,000 Locations Nationwide

CHATTANOOGA, TN... Truck Parking Club, the leading marketplace connecting truck drivers and fleets with available private parking spaces, announced it has surpassed 3,000 Property Member locations across 49 states, growing from 2,000 to 3,000 locations in just four months and now offering over 51,000 instantly reservable parking spaces to meet surging demand from fleets and drivers seeking flexible, on-demand parking solutions.

The rapid expansion addresses the industry's critical 1.7 million space shortage, a deficit costing the trucking industry over \$100 billion annually, while meeting a broader operational need. Fleets of all sizes now leverage Truck Parking Club for long-term storage, drop trailer projects, strategic positioning, and asset optimization without long-term contracts or managing multiple property owner relationships.

"We're solving the parking shortage and proving that parking itself is a strategic operational tool," said Evan Shelley, Co-founder & CEO of Truck Parking Club. "Whether it's a driver who needs safe overnight parking, a fleet executing drop trailer programs, or a company reducing liability by eliminating ramp parking, we're the flexible parking partner that adapts to every need."

Strategic Value for Fleets and Drivers

For fleet managers, Truck Parking Club increases asset utilization through instant access to parking near pick-up and delivery points, optimizes HOS by giving drivers strategic positioning options, reduces liability by providing alternatives to highway ramps, enables drop trailer flexibility without long-term leases, and delivers administrative efficiency through centralized billing.

For owner-operators and drivers, the platform solves the daily challenge of finding safe parking while offering tools to maximize earning potential: securing parking near home, optimal positioning for loads, storing equipment between hauls, and eliminating wasted search time.

Technology-Powered Ecosystem

The marketplace's growth is enabled by a nationwide ecosystem of property owners who monetize vacant space through Truck Parking Club's platform. The proprietary system handles reservations, payments, customer service, and operations, allowing property owners to activate spaces within days with no upfront costs. While new construction costs \$100,000-\$200,000 per space and takes years, Truck Parking Club's technology activates existing spaces immediately.

The platform offers hourly, daily, weekly, and monthly reservations through its website and mobile apps, backed by 24/7 customer service staffed by former truck drivers.

Truck Parking Club is a network of instantly reservable hourly, daily, weekly and monthly truck parking locations throughout the US. Truck Parking Club helps connect truckers to truck parking locations throughout the US via truckparkingclub.com and our mobile app. Our network is made up of property owners that have locations adequate for truck parking to list on the platform: this includes trucking companies, truck repair shops, tow truck companies, storage companies, CDL Schools, trailer leasing companies, real estate investors, truck stops, truck parking operators and more!

Property owners interested in becoming a Property Member can join at truckparkingclub.com/become-property-member.

International Roadcheck Results Highlight Safety and Compliance Trends

By Anthony Cloud, PMTA

From May 13-15, enforcement personnel in Canada, Mexico, and the U.S. conducted 56,178 inspections as part of the CVSA's annual 72-hour International Roadcheck. Encouragingly, the majority of vehicles (81.6%) and drivers (94.1%) had no out-of-service violations.

However, inspectors did identify 13,553 vehicles, 3,317 drivers, and 177 hazardous materials/dangerous goods out-of-service violations. In total, 10,148 commercial motor vehicles and 3,342 drivers were placed out of service, an overall vehicle out-of-service rate of 18.1% and a driver out-of-service rate of 5.9%.

Inspectors also issued 16,521 CVSA decals to vehicles that passed Level I or V inspections without critical violations.

This year's Roadcheck placed emphasis on tires and false records of duty status (RODS). Tire violations accounted for 2,899 out-of-service findings, second only to brake system issues. On the driver side, false logs/RODS represented 10% (332) of all driver out-of-service violations.

Steps Motor Carriers

Can Take

To reduce risk and improve safety outcomes, motor carriers should:

* Prioritize Pre-Trip Inspections: Train drivers to spot tire, brake, and lighting defects before leaving the yard.

* Strengthen Maintenance Programs: Keep detailed, proactive schedules for tire replacement, brake adjustments, and routine checks.

* Audit Driver Logs: Regularly review electronic logging device (ELD) records for accuracy and compliance with hours-of-service rules.

* Promote a Safety Culture: Encourage drivers to report issues early and empower maintenance teams to take corrective action promptly.

* Use CVSA Decal Standards: Always aim for inspection readiness so vehicles earn CVSA decals and avoid costly downtime.

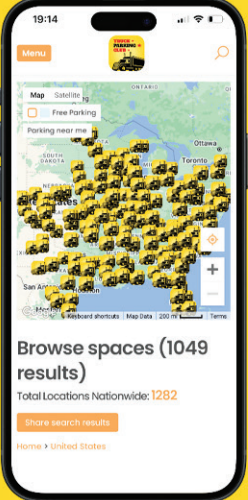
PMTA encourages all members to use these results as a reminder: safety is not seasonal. Strengthen your inspection programs, review your compliance

policies, and engage with PMTA's training and resources to stay ahead of enforcement trends.

Together, we can improve roadside outcomes and keep Pennsylvania's highways safe.

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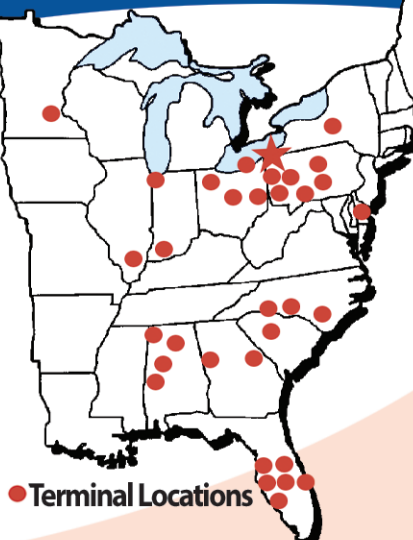


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MO 2025

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Working Show Truck Of The Month

Hunter and Timmy Hubbard/
Dice Mayhems Trucking



road, stripped out down, and started sanding. We repainted the truck, added new stacks (7 in Lincoln Chrome Miter cut), new grill, new bumper, drilled holes in the pillars top and bottom of the body to add additional lights, replaced, added and rewired the entire truck adding the auxiliary circuit for the dual revolution feature, since the original make over, we installed custom wheels, replaced the under cab panels (ordered blank and drilled ourself so that we could have the penny lights closer together, I added the filler panel (like the W9001s have) and drilled the holes for the lights, wired all them in, added a 20in (road-works) bumper, installed

and fabricated the brackets for the bumper nip kit, designed and installed a custom (roadworks) grill, built a custom deck plate lined in dual revolution (Trux) watermelon lights, installed full rear fenders and quarter fenders, (smoke and mirror fenders by Trux, installed a smooth side (east trailer body)18 ft. aluminum body, measured marked, and drilled all the light holes down the bed sides and wired it from scratch. The Hubbards haul stone, asphalt, millings, sand, shale, topsoil, feed, grain, etc. They have a son named Dice, whom their trucking company is named after. **Photos courtesy of Hunter Hubbard.**



“Smurfette” is a 2005Kenworth W900B 3406E. Hunter and Timmy Hubbard/Dice Mayhems Trucking) of Virginia purchased the Kenworth in September 2021 from a local company Winchester, Virginia. The truck started its life as a W900s with a cl 3, 13 speed, and 3.90 rears. After some research we figured out that we could swap hoods and we could turn it into a W900b that now has a 3406E (SEK), 13 speed, and 3.90s. Once we swapped the hood, things started to take off.

Between Christmas and New Years 2021/2022 we took the truck off the





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Peterbilt Celebrates 100,000th Model 567 with Delivery to WM



Peterbilt celebrated a major milestone with the delivery of its 100,000th Model 567 presented to WM (Waste Management) at the company's Denton, Texas manufacturing facility. WM is a long-standing fleet customer that has relied on Peterbilt trucks for performance, safety and reliability.

The Model 567 is a versatile vehicle designed for robust heavy- and severe-duty configurations. It offers maximum durability, fuel efficiency and uptime for all applications, including refuse.

"Reaching the 100,000th Model 567 milestone is

a major achievement and we're proud to recognize WM as the recipient of this special truck," said Jake Montero, Peterbilt general manager and PACCAR vice president. "WM's trust in Peterbilt highlights our ability to deliver tailored solutions that meet the unique business needs of our customers."

"We're honored to accept the 100,000th Peterbilt Model 567," said Todd Poste, vice president of Supply Chain and chief procurement officer at WM.

Rush Refuse Systems has played a critical role in supporting WM's fleet business through trusted cus-

tomers service combined with strategic investments in parts availability and service expertise.

"Delivering the 100,000th Peterbilt Model 567 is a tremendous milestone, and we are honored to share it with WM, one of our most valued and long-term customers," said Rusty Rush, chairman, chief executive officer and president of Rush Enterprises. To learn more about Model 567 and the Peterbilt vocational lineup, visit your local Peterbilt dealer or <https://www.peterbilt.com/trucks/vocational/567>.

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

(12) 2026 MANAC STEEL DROPS, 48"x102", 10' Top, 38" Main, Galv C/M's 10'1" Hnd Air SSpread, Rear Axle Dump, Winch Track, **\$45,500 Incl FET**

(20) 2026 VANGAURD VXP PLATE VANS, 53'x102"x13'6", 101" Ins Width, Alum Roor, Hnd Air Ride, 48" Log Posts, TireMaax Pro, **\$38,895 Incl FET**

(5) 2019 HEIL PETROLEUM TANKS, 9200 Gal., 3200/2300/1100//2600, Trough Bottoms, One Double B/H, Air EV's, Civacon Top & Bottom Probes, Air Ride, Disc Brakes **\$69,500**

(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**

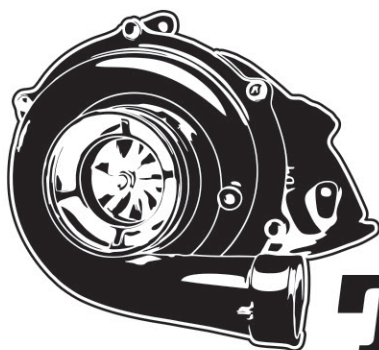
(6) NEW WABASH COMBO W/REAR AXLE SLIDES, 53'x102", Alum Floor, Winch Track Both Sides, Cal Legal, Alum Outer Wheels, **\$35,950 Plus FET**

(10) 2025 FONTANE 55LCC, 53"x102", 26' Well, 18" Deck Ht, NGB, Air Ride, Rear Axle Lift, Alum Outer Wheels, 275/70R22.5, Strobe Lights, **\$111,950**

(10) 2018 REITNOUER DROPMISER 48"x102"x10'1", Spread, Sliding Rear Axle, 3 Boxes, Disc Brakes, Winch Track Both Sides, Coil Pkg, **\$41,900**

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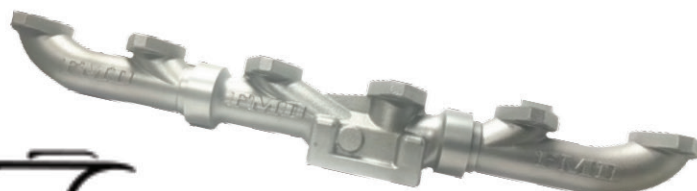
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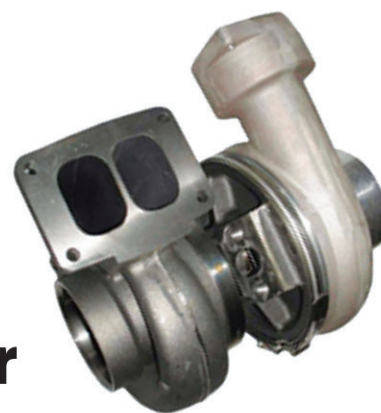


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