

**Vol. 50 No. 9
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"THE JOURNAL OF THE TRUCKING INDUSTRY"

Up Hill Battle Of The Best At The 2025 Kuhnle Motorsports Semi-Stampede!



The heat was on at the June Kuhnle Bros. Semi-Stampede Quebec style side-by-side uphill semi-truck drag race! Turn to pages 14 & 15 for the story, winners list and more photos! - photo by Steve Pollock -

"We Will Never Forget" – Mercer Transportation's Most Meaningful Move



Mercer Transportation helped to move steel beams from the World Trade Center after the 9-11 Attacks.

For Mercer Transportation, the connection to September 11th isn't a date marked solely on a calendar—it's something they carry, physically and emotionally, through the

heart of their work and the stories of those who represent us.

Their relationship with this day began long before they had a piece of the World Trade Center

standing on their campus. In 2009, Mercer was asked to help move steel beams—remnants of the Twin Towers—from their

continued on page 20

Hunter Truck Scranton Hosts Grand Opening



Hunter Truck CEO Jeffrey Hunter cuts the ribbon as team members look on. - photo by Steve Pollock -

SCRANTON, PA... Hunter Truck is excited to announce that Hunter Truck Scranton has officially opened in its new home at 2900 Stafford

Avenue, Exit 182 off I-81, Scranton, PA 18505. The new facility opened on January 6th, 2025 in Scranton, and will continue to serve their customers in

the greater Scranton area. A Grand Opening celebration was held at the facility on July 25th.

"We are excited to add a continued on page 18

Sneak Peek From The 2025 Carlisle Truck Nationals



Look for our feature of the truck show in a future issue.
- All photos by Pam Pollock -

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Shell Rotella® is excited to announce a national promotion that gives consumers even more reason to choose premium heavy duty diesel engine oil. From August 1 through November 30, 2025, customers who purchase qualifying Shell Rotella® heavy duty diesel engine oil products at participating locations can receive up to a \$40 Mastercard® Virtual Reward Card via email.

This promotion is designed to drive value, reward loyal customers, and encourage more visits to participating retailers nationwide.

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1. ****Purchase a Qualifying Product**** between August 1 and November 30, 2025, from a participating retailer. Qualifying products and corresponding reward values include:

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- 3 Gallon Bottle: \$10 Reward Card
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- 3, 1-Gallon Bottle Case: \$40 Reward Card
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OFF THE BEATEN PATH

BY PAM POLLOCK



Yep, FB strikes again!

Get Off My Lawn!

I turned 64 years old the first of August. And I'm ok with that – no, honest, I am. I don't mind getting older but I do dislike the toll that aging is having on my body. My youngest granddaughter loudly pointed out the aging factor to me when we were all in the candy aisle of the local Dollar Tree store stocking up on contraband sweets for their sleepover at Gaga and Pap's. I didn't have the right pair of glasses on (don't ask, I have 2 pairs of glasses – one for driving and one for reading because I can't do bifocals) and I was squinting to see the names of the candy packages. And then it happened... Miss O called me out, "Gaga, did you know that young people have better eyesight? And that as you get older, your eyesight is not as good? Like yours? You're old!"

Oh yes, honey child, I am quite aware of that fact and the fact that I am very hard of hearing, my torn meniscus is making my knee scream 24/7 and I am crankier than normal. Bless you, my child.

The wildlife have been wreaking havoc at the Homestead. The raccoons have nightly raids on my bird feeders, my potted flowers and they like to poop on my porches. The chimney cleaner man was here last week and when he

climbed down the ladder from the roof of our 2-story, 205 year old farmhouse, he told my spouse that we had raccoon poop ON THE ROOF!

We have too many squirrels and chipmunks to count – and they also are doing a number on my bird feeders. A groundhog is living underneath our shed. I ran into the biggest opossum I have ever seen on one of my morning walks. A couple of weeks ago, I was walking around the side of the house one night to take a photo of the sunset, which was stunning by the way, when I encountered a Mama skunk and her 2 babies. It was SURPRISE! for all of us! At first, I was like, "Awww... look at that cute little family of skunks. I actually took 2 or 3 steps towards them, all while saying, "Hey guys! Whatcha doin'?" And then the skunks scurried up to the side of the house and sneaked into the bushes directly below one of my home office windows!

A Cooper's Hawk, who I nicknamed Asshat Hawk decided that our little piece of heaven was also his little piece of heaven and he took up residence without asking my permission. How rude! The Asshat killed and devoured one of my beloved Hairy Woodpeckers, a Blue Jay and a Robin – leaving only a scattered pile of feathers on my lawn. I was upset and crying and



Sprout and Lavender



Big-Eared Bertha

my son said, "Well, Mom, can you blame him? You've set up quite the little smorgasbord up here with all of your feeders." Oh, bless you, too, child...

The critters that I absolutely love and have no issue with are the rabbits and the family of deer that have been visiting us for a couple of years. Big-Eared Bertha comes up to the video bird feeder almost every night and has herself a little feast. She has 2 fawns, which my grandkids have named Sprout and Lavender. Another doe, who remains nameless has a fawn that my grandson calls Bean. They've been eating all of our hostas around the house and I hate the hostas, so that makes me happy. I am less thrilled about them eating the leaves off my Althea, peach and apple trees. My son-in-law is not happy that that they are munching his soybeans in his family's field across from our Homestead.

Now I said that I was cranky – and that's been very evident because I now roam our yard and woods on a constant basis. I chase Asshat during the day, yelling "Get the blankety-blank out of my yard! Leave my birds alone". I will leave my home office multiple times a day to do this and I run all over the place, like a demented old lady with my wobbly arms (I know that



Asshat Hawk

they are wobbly because Miss O kindly pointed this out to me in the Dollar Tree – bless you, child. My arms are flapping and giggling and I'm screeching and swearing. It's a good thing that we don't have neighbors.

And then nighttime comes and my spouse meanders upstairs at an early hour to go to bed. And I begin my nightly foot patrols. I secure the perimeter early and bring in my hummingbird and grape jelly feed-



Bean

ers, Around 9 pm I open the back door and take a peek outside. And it's usually at that time that I have my first encounter with Fat Bastard, the big daddy and leader of the infamous Raccoon Pack. I bellow, "Get Off My Lawn!". He looks up from munching the bird seed from the video bird feeder and raises an eyebrow and gives me that look that says, "Who you talking to you, girl?"

And the gauntlet is thrown, my friends. I am attired in my old lady pajamas and housecoat (never a robe, always a housecoat) and I get in my hands-free step-in Sketchers and I am out that door like a woman possessed! FB (Fat Bastard) looks up and thinks, "No way is this little old lady going to chase me". Spoiler alert, this little old

lady does indeed chase him like a bat out of – well, you know where. I waddle across the yard with my wobbly arms flailing wildly and my "Get Off My Lawn" threats are so loud that I have caused the moon to duck and take cover behind the clouds. FB rounds up his family and then makes a mad dash to the woods. This will repeat itself at least 3 more times during the night until I get too tired to continue and I head to bed at 12:30 am. And that's probably when FB returns and thinks, "Hey, the old bag told me to get off her lawn, but she said nothing about being on the roof of her house. I think I'll climb up there and leave her a nice little gift..."

I'm telling ya, they're all Jagoffs – well, except for the deer.

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THOMAS SPEAKZ HIS MIND

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STORE 698 – THOMAS' ANSWERS

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- 2. What's your favorite go-to food item?**
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- 3. What are some of the perks offered to Drivers through the Driver Freakz Rewards program?**
There's always some sort of reward offered for pumping fuel. Currently we have an offer for a free classic app sampler after pumping 50 gallons.
- 4. What do you love the most about Sheetz?**
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High Performance Diesels with Bruce Mallinson

The American Dream 2025 Edition

If you're an owner-operator in the trucking world right now, you're probably wondering when exactly this job became a high-stakes game of "how much can we squeeze out of one human being before they snap?" The past month has been a real treat: between political U-turns on emissions rules, engine delays, rising costs, and policy changes that seem written by people who think a Peterbilt is a kind of sandwich, it's getting harder to tell if you're running a small

business or starring in a never-ending prank show. Let's start with the latest twist on emissions regulations. Just last week, EPA Administrator Lee Zeldin and Indiana Governor Mike Braun announced plans to repeal the 2009 "endangerment finding"—which, until now, has let the EPA regulate greenhouse gas emissions from trucks and other sources. If this move succeeds, it could completely gut current and future emissions mandates.

Some folks are cheering fewer rules means less pressure to upgrade expensive equipment or shell out six figures for a battery-powered unicorn that might not even make it to the next truck stop. But here's the catch—this rollback doesn't mean stability. It means limbo. With the rules up in the air, engine makers like Cummins are now delaying future tech, including their much-anticipated 2027 X15 diesel. That engine was supposed to help driv-



ers stay ahead of tightening regulations while boosting fuel economy and reducing maintenance headaches. But with the feds yanking the rug out from under the industry, Cummins decided to sit tight until late 2026. So now, you're stuck trying to plan your equipment future while lawmakers play tug-of-war with the Clean Air Act and engine builders stall out, waiting for a green light—or a red one. Meanwhile, you're already juggling the kind of chaos that'd make most folks switch to office cubicles: expensive repairs—even minor parts—chasing maintenance paid in prayers, insurance premiums that'll make you question your life choices, and broker rates that barely cover your coffee. And let's talk about repairs. Parts availability has become a whole separate nightmare—if you're not already broke from the tow bill, you'll be broke waiting on backordered components that no one seems to have in stock. Unless, of course, you've got a trusted shop that actually knows what they're doing and can source the right parts the first time—like Pittsburgh Power or our aftermarket parts division PHD. Shops like us are worth their weight in gold these days. If you're not lucky enough to have that kind of connection, good luck. You'll be at the mercy of some dealership service writer who couldn't spell "solenoid" if you spotted them the first six letters. And while you're sweating the cost of a new DPf sensor (for a truck you're no longer sure will even be legal next year), the government has decided now's the perfect time to make it even harder for people to get or keep a CDL. A fresh federal rule says you better speak perfect English or else. No translators, no apps, no second chances. That's tough news for thousands of hard-working immigrant drivers trying to do things by the book. But hey, what better way to "solve" a driver shortage than by booting half the talent pool over a grammar test? Now, if you're one of the folks still hanging on, congrats—but let's be honest, it's not exactly smooth sailing. Parking is still a mess. You finish your shift, your eyes are burning, your back's killing you, and you just want a place to sleep that doesn't double as a crime scene. But finding legal, safe parking is still a daily game of roulette. Too often you end up on a sketchy on-ramp or backed into the corner of a truck stop that's already 30 rigs past capacity. And heaven help you if you shut down too close to a city. The cops

don't want you there, but neither does anyone else. No parking, no rest, no respect. Lather, rinse, repeat. And let's talk about rest, or the complete lack thereof. You're expected to run like a machine but sleep like a monk. Everyone loves to remind you about HOS rules, but nobody wants to talk about how hard it is to sleep when your truck's rocking from wind, road noise, or some guy idling next to you all night. Fatigue is baked into the job, and no amount of logbook compliance is going to fix the fact that your bed has wheels and your schedule is pure chaos. Meanwhile, your rig has gone full sci-fi. Everything is connected now—ELDs, GPS, engine diagnostics, tracking apps, telematics out the wazoo. On paper, it's supposed to "increase efficiency." In reality, it's a constant reminder that someone, somewhere is watching everything you do... and charging you for the privilege. Plus, the more systems you rely on, the more stuff there is to break. And when it breaks? That's on you. The fleet guys might have an IT department. You have duct tape, hope, and if you're proactive, an OTR Diagnostic tool. So here you are, trying to run a business from the cab of a truck, being told to electrify your rig, wait for the EPA to decide if rules are real, plan your next truck around engine tech that might not launch, rewrite your paperwork in perfect English, sleep in invisible parking lots, avoid burning out, and oh yeah—don't crash, get hacked, or miss a load, or you'll be penalized. The American Dream, 2025 edition. Still, you keep rolling. Because deep down, you still love the road, even if the industry seems to be doing everything in its power to make you hate it. Let's just hope someone starts listening before the last of the independents are run off the road for good. Written by Pittsburgh Power Staff, 3600 South Noah Drive, Saxonburg, PA, 16056 Phone (724) 360-4080, website: www.Pittsburghpower.com

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Aim Transportation Solutions Inspires Future Generations with “I Want to Work in Trucking When I Grow Up” Event



Girard, OH... Aim Transportation Solutions recently welcomed local youth to its headquarters for a special career exploration event titled “I Want to Work in Trucking When I Grow Up.” Hosted at Aim’s corporate offices in Girard, OH, the hands-on event gave children—including a local Girl Scout troop and kids of Aim employees—an up-close look at the trucking and transportation industry.

From stepping into the cab of a real truck and touring a sleeper unit to operating a full-scale driving simulator, participants

had the chance to see the many faces of an industry that keeps America moving. Additional activities like balloon-powered truck races, bracelet making, and a group lunch added a fun and engaging atmosphere to the day.

“We wanted to open kids’ eyes to career paths they might not hear about in school,” said Jessica Bochy-Deane, Aim’s Vice President of Marketing. “College is a great path for many, but it’s not the only one. Skilled trades like trucking offer fulfilling, stable careers right here in their communities. This

was about expanding horizons and sparking curiosity.”

One of the event’s highlights was the WITney simulator trailer, provided by the Women in Trucking Association (WIT). Each child had the opportunity to get behind the virtual wheel of a semi-truck, navigating turns, making stops, and learning the feel of the road. The simulator trailer made a special trip to Girard thanks to Amanda DeMartinis, Aim’s Assistant Safety Director and former CDL driver, who personally hauled it back from Tennessee.

Amanda emphasized the message behind the event: “It’s not always about a four-year degree. Trucking gave me a career I’m proud of—full of independence, new places, and challenges that built my confidence. I want kids to know there are many ways to succeed.”

Joining Amanda was Jenny Fall, Director of Driver Engagement and Women in Trucking, who helped operate the simulator and encouraged the children through each turn behind the wheel. For many of the girls in attendance, it was a powerful experience—offering a new perspective on a

field where women are still underrepresented.

Trisha Mossor, Aim Business Development Manager and leader of the visiting Girl Scout troop, reinforced that point: “A lot of girls just aren’t exposed to trucking as a career path. Events like this help them see it’s a real option—and one they can be excited about.”

Throughout the day, Aim employees from various departments shared their stories, answered questions, and showcased the range of careers in transportation beyond the driver’s seat. It was a true team effort, reflecting the company’s commitment to mentorship and education.

Scott Fleming, Aim President, summed it up best: “Trucking is built on hard work, determination, and

opportunity. It doesn’t matter where you start—if you bring the right attitude, you can go far in this industry. Showing kids that message early, in a hands-on and fun way, is how we help build the future.”

As a keepsake, each participant received a custom Girl Scout patch provided by Women in Trucking—a lasting reminder of their day exploring careers in transportation.

Aim Transportation Solutions extends its gratitude to the employees, volunteers, and partners who made the event possible—and looks forward to hosting more events that inspire and educate the next generation.



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Latest Trucking Industry News

CTA: Trucking Industry Can Help End the Trade War As U.S. Demands for Increased Border Security Continue

TORONTO, CANADA... The world's largest trading relationship remains in turmoil as President Trump issued an Executive Order (EO) to raise tariffs to 35 percent on non-CUSMA qualifying goods.

Most Canada-US trade is moved back and forth across the border by truck.

As cited by the President through the EO, and based on comments from a senior U.S. official, the primary reason for this escalation is related to various forms of illegal smuggling across the Canada-US Border:

The EO stated: "Canada's lack of cooperation stems from the flood of fentanyl and other illicit drugs across our northern border — including its failure to devote satisfactory resources to arrest, seize, detain, or otherwise intercept drug trafficking organizations, other drug or human traffickers, criminals at large, and illicit drugs."

Canadian Trucking Alliance CEO and President Stephen Laskowski said the "CTA has been sounding the alarm with Canadian officials for months that illegal drug smuggling and human trafficking in cross border trucking, including forced labour of foreign drivers, is a problem in the Canadian trucking industry due to lack of provincial and federal oversight of carrier safety and compliance."

"We have continued to outline this issue and solutions to federal and provincial officials, and we hope Prime Minister Carney and provincial leaders will focus the necessary enforcement efforts on our sector as soon as possible," he added. "It's what our country and industry needs and what Washington has repeatedly asked for. The time is now to secure the border and bring real enforcement to the growing, criminal element in our sector that strives to shun the law and undermine the compliant, lawful aspect of our industry."

Some provinces have already taken significant steps to increase oversight and enforcement, which have yielded good results. The Province of Ontario, at the behest of CTA and the Ontario Trucking Association, continues enforcement through Operation Deterrence. The Ministry of Transport and police forces have focused efforts to inspect trucks travelling to and from the US border. Data obtained for the first months of MTO operations (Jan-Apr) indicate just over 48,000 inspections were completed. About 85% percent of these were focused on detecting and

detering illegal activity by checking vehicles' cargo and cargo securement requirements. Over 22,500 separate types of non-compliance issues were documented with 4,200 charges have been issued.

Nationally, the CTA's plan involves federal and provincial agencies cooperating and conducting joint enforcement at provincial truck inspection stations; focused immigration and labour audits on carriers where there is indication of forced labour — including a majority of US visa applicant truck drivers reportedly receiving wages one-third of industry standards; and taking decisive action to change immigration programs so they only permit participation by compliant trucking fleets that have been screened and audited by provincial and federal officials.

Midyear truckstop.com/Bloomberg Surveys Reveal Confidence in Freight

Boise, ID... New surveys conducted by truckstop.com and Bloomberg Intelligence show resilience among carriers and brokers in a challenging freight market with demand and pricing uncertainties.

The surveys also reveal optimism and confidence in the second half of the year.

"Many carriers and brokers remained optimistic through the first half of 2025 despite facing difficulties," said Todd Markusic, Customer Insights Manager at truckstop.com. "While the freight market underperformed in the second quarter, with no clear resolution for how tariffs will impact the economy, many in the industry are expecting a recovery in the next six months."

Rates and Revenue
Eighty-five percent of carriers and 83% of brokers

believe volume will be either up or remain flat over the next 6 months. This optimism prevails despite only 16% of carriers and 36% of brokers reporting year-over-year revenue growth—a drop from previous quarters.

Among carriers:
* 17% said rates have improved since Q2 of 2024, and 42% expect rates to rise in Q3 (down 13 points from Q1).

* 56% believe load volumes during 2Q25 were up or flat compared to the same period last year.

* Nearly half (48%) are unsure when rates will bottom out, a 7-point increase from Q1, yet 84% think rates will go up or stay flat over the next 6 months.

* Similarly, 79% expect their revenues to remain stable or increase for the next 6 months.

Among brokers:

* Comparing 1H25 to the same period last year, 39% of brokers said spot rates were up, and 78% said contract rates were up.

* Revenues went up or stayed flat for 72% during the first half of 2025 compared to the same period last year.

* 84% expect spot rates to remain stable or increase in the next 6 months. Eighty percent expect contract rates to do the same.

* Most are working on a 15% gross margin, and 69% believe their current margin is higher in the first half of 2025 compared to the first and second halves of 2024.

* 82% percent expect their gross margins to increase or stay flat in the next 6 months.

Demand Outlook
Carriers and brokers have different expectations

for demand in the next six months based on their experiences in the first half of 2025:

* 19% of carriers say load volumes are up year-over-year, while 37% of brokers reported higher load volumes.

* 52% of carriers expect demand to increase in the next 3-6 months, while 83% of brokers believe demand will be either up or flat over the next 6 months.

Cost Pressures and Cautious Spending

Despite the positive outlook, short-term financial pressures are causing many carriers and brokers to defer investments in equipment and human capital.

* Only 21% of carriers plan to purchase new equipment, down from 38% in Q1.

* 40% of brokerage firms expect to hire more brokers in 2025, compared to 52% in December 2024.

Carriers blame tariffs for delaying a rebound in freight demand and rates. Thirty-eight percent now believe tariffs will significantly hurt the industry, up from 30% last quarter. Overall, 55% say tariffs will have at least some negative impact.

Brokers have also soured on policies from the new administration. In December, 74% thought the administration would be good for trucking. Six months later, only 44% hold this same belief.

Labor Sentiment Strained but Holding

Job satisfaction among carriers and brokers remains relatively stable:

* Among brokers, job satisfaction slipped modestly (78% vs. 83% in December).

* 54% of carriers say they are satisfied with their work, down from 65% in Q1.

* Only 10% are considering leaving the industry—barely changed from 9% in Q1.

* 18% of carriers and 6% of brokers are dissatisfied with their jobs.

The carrier survey included responses from 204 firms (75% of whom operate five or fewer trucks). Flatbed carriers comprised the most significant segment at 49%. The broker survey had 185 responses from freight forwarders, third-party logistics providers, broker agents, as well as asset and non-asset-based firms. Brokerages with 1-50 employees accounted for 68% of respondents.

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Volvo Trucks Puts All-New VNL To The Ultimate Test In Arctic Conditions

Cold Weather Testing In Alaska Ensures Reliability For Drivers Everywhere



Volvo Trucks North America subjected its all-new Volvo VNL to one of the most extreme vehicle validation programs in the world in the unforgiving winter landscape of Fairbanks, Alaska where temperatures routinely drop to 40 degrees below zero.

Volvo Trucks North America subjected its all-new Volvo VNL to one of the most extreme vehicle validation programs in the world: cold weather testing in the unforgiving winter landscape of Fairbanks, Alaska, where tem-

peratures routinely drop to 40 degrees below zero Fahrenheit (-40°C). The goal was to ensure the next generation of Volvo's flagship truck delivers unmatched performance, reliability, and comfort—no matter the conditions.

"Alaska is one of the harshest places on Earth to operate a truck, and that is exactly why we are here," said Peter Voorhoeve, president, Volvo Trucks North America. "We test in extreme environments so when our

customers face unpredictable conditions, they can count on their Volvo to perform." Each winter, Volvo's cold weather testing team drives more than 3,000 miles from Colorado to Alaska to conduct real-

world testing that goes far beyond the lab. Over several months, the all-new VNL truck is pushed through a wide range of driving scenarios and temperature swings to validate vehicle performance and comfort.

From long-haul highway routes to stop-and-go city driving, each scenario is designed to mirror the demanding environments customers face every day and simulate real-world customer operations.

Professional drivers, many with decades of experience navigating Alaska's toughest terrain, provide detailed daily feedback to Volvo's test team. That insight, combined with real-time performance data, helps engineers fine-tune every aspect of the truck, from powertrain responsiveness to in-cab comfort.

One critical testing procedure, known as a "cold soak," involves leaving the truck outside overnight with the engine off until every component reaches subzero temperatures. After 12 hours at these extreme temperatures, engineers expect the truck to start up and operate exactly as a driver would need it to in the real world.

The all-new Volvo VNL was designed specifically for North American landscapes, drawing inspiration from five uniquely American "biomes"—urban, desert, prairie, coastal forests, and Arctic tundra. This environmental influence ensures the truck is ready for coast-to-coast operations that can span 3,000 miles and multiple climates.

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-Jim Blaylock, Founder

How It Works

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

Customer Testimonials

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

-Jon Haller, M+D Repair, Ohio

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

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

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

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

-Ian Manger, White Sulphur Springs, MT



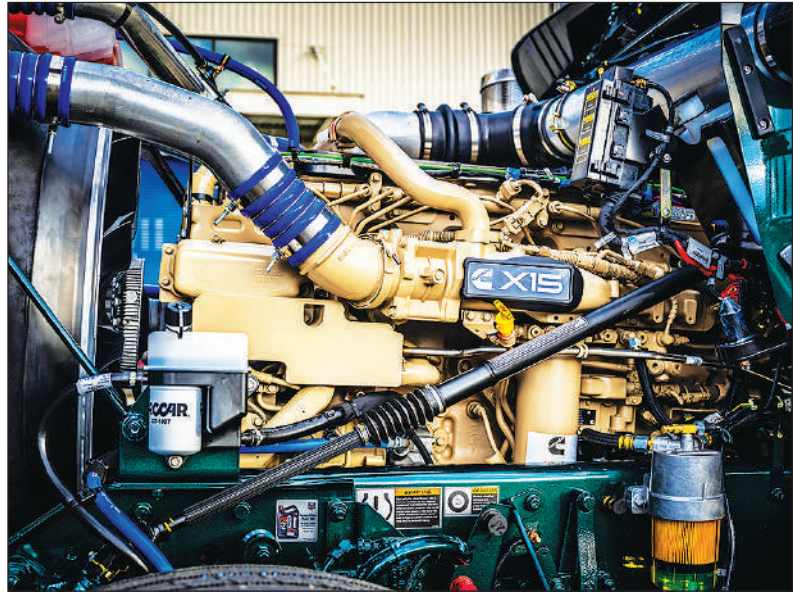
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Kenworth W900 Legacy Edition Truck Featured at Cummins Jamestown Engine Plant Event



Kenworth recently showcased its new W900 Legacy Edition truck at the Cummins Jamestown Engine Plant during its 'Bring Your Kid to Work Days,' where plant employees and their families had the chance to tour the facility and see Kenworth's latest special edition W900 that will soon enter production.

Cummins partnered with Kenworth to produce X15 engines painted in legacy Cummins beige at its Jamestown, New York, plant exclusively for the W900 Legacy Edition – the final special edition of the iconic W900. The classic engine color is just one special vintage touch on each Legacy Edition. To complement the engine, a curated selection of iconic paint schemes – including the classic VIT '63 paint scheme featured at the Cummins Jamestown event – are available with the W900 Legacy. Kenworth is producing just 1,000 of these models, which are available in Extended Day Cab, 72-inch Flat Top, and 86-inch Studio Sleeper configurations.




"This event is a celebration of the incredible people at Cummins whose

craftsmanship and commitment bring our trucks to life," said Kyle Kimball, Kenworth's director of marketing. "We were honored to bring the W900 Legacy Edition to Jamestown to recognize the team that helps power these iconic trucks that are beloved by generations of drivers."

Each Kenworth W900 Legacy Edition will be serialized – counting from 1,000 down to 0001– in order of build date and sequence with a special limited-edition badge on the glovebox. The interior features a luxurious black Diamond VIT interior

with platinum accents. Ravenwood door and dash trims complement the Legacy Edition's styling, while platinum accent stitching and throwback vintage Kenworth logos on trim and headrests complete the package. The Kenworth hood badges serve as a nostalgic nod to the Legacy Edition's history, utilizing the design that became popular in 1966.

For more information about the Kenworth W900 Legacy Edition, visit www.kenworth.com/trucks/w900-legacy-edition.





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Up Hill Battle Of The Best At The 2025 Kuhnle Motorsports Semi-Stampede!



By Pam Pollock

It was a battle of the beasts during the Kuhnle Bros. Semi Stampede on June 27-29 at the Kuhnle Motorsports Park in Thompson, Ohio. Kuhnle Motorsports Park is Ohio's only Up Hill Race Track.

The Kuhnle Bros. Semi-Stampede is Quebec style side-by-side uphill semi-truck drag racing on an 1/8 mile asphalt paved track. The heats included Bobtail and Pulling Trailers with 93,000 pounds. Competitors traveled from the USA and Canada for the event.

There were 4 classes at the June Semi-Stampede:

- A) Fully Modified
- B) Semi-Modified
- C) Working Class Road Tractors (Stock)
- D) Mechanical Engines (pre-electronic)

All races were paired according to class but classes are mixed during the heats.

It was a record turnout for the weekend of racing! Spectators of all ages lined the hill sides on both sides of the track. Watching a race in person is incredible – your heart is racing and the adrenaline is pumping as you see the trucks line up and the black smoke starts to rise. And then they're off – racing up the hill in a mad dash to the finish line. The crowd literally goes wild – cheering and raising their fists in support of their favorite trucks and drivers!

Weekend camping was available on the Kuhnle Motorsports Park grounds. There were also vendors selling food and wares.

Kuhnle Motorsports Park is also host to several car events including the Gasser Nationals (Antique Cars); Grudge Racing (Wed. nights); IHRA Hot Rod Racing; Test And Tune; Independence Eve; and Stripper Glitter. Details, Rules, and Registration for all events can be found at www.kuhnlemotorsports.com

The Winners of the 2025 Kuhnle Brothers Semi-Stampede:

Class A Bobtail – 1st-Justin Nevius; 2nd-Peter Wagg; 3rd-Zack Rant, 4th- Joe Mosher; 5th-Tanner Siwecki

Class A Loaded – 1st – Justin Nevius; 2nd. Peter Wagg; 3rd -Jordan Eagleson; 4th -Cody Witzel; 5th - Wade LaLone

Class B Bobtail – 1st – Brandon Peters; 2nd – Joe Baehr; 3rd - Kenton Meadows; 4th - Justin Richardson 5th – Vinnie Giulitto

Class B Loaded – 1st – Joe Baehr; 2nd -Justin Richardson; 3rd – Brandon Peters; 4th – Mark Sylvester; 5th – Ryan Eagleson

Class C Bobtail – 1st – Olin Benjamin; 2nd - Joe Shannon; 3rd – Marcus Ballentine; 4th – Neal Dams;; 5th – Cliff Gregware

Class C Loaded - 1st – Ernie Woodhouse; 2nd - Reg Lalone; 3rd – Neal Dams; 4th – William Estrada; 5th – Cliff Gregware

Class C Mechanical Bobtail – 1st -Josh Yoos; 2nd – Alex Carano; 3rd – Ted Ellis;

Class C Mechanical Loaded – 1st -Ted Ellis; 2nd - Josh Yoos; 3rd – Melvin Classen

Class FFA Bobtail – 1st Peter Wagg; 2nd – Zack Ranta; 3rd – Cody Witzel

Kuhnle Brothers Unc's Fall Brawl will be held on September 26-28 at the Kuhnle Motorsports Park, located at 8233 Sidley Road in Thompson, Ohio. You can contact them at 440-564-7168 or by visiting www.kuhnlemotorsports.com/semistampede



The thrill of watching the semi-trucks race never gets old!!



Not gonna lie - I had some serious lawnmower/picnic table envy when this sweet ride drove by me!



- All photos by Pam Pollock
and Steve Pollock -

KUHNLE BROS. SEMI STAMPEDE

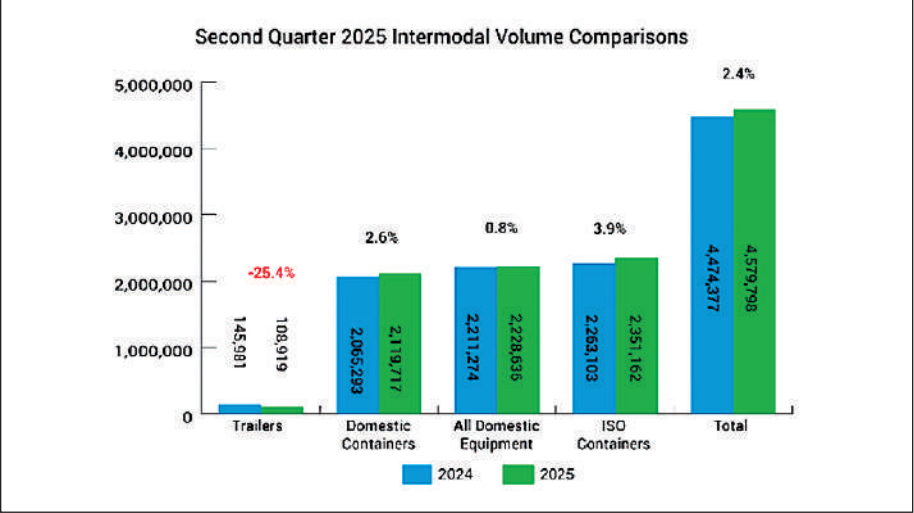
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All Photos by Steve and Pam Pollock See our complete photo coverage on the show in our online Truck Show Gallery @ www.movinout.com



Intermodal Stays Strong in Second Quarter - Overall Volume Remains Elevated



CALVERTON, MD... Total intermodal volume rose 2.4 percent year-over-year in the second quarter of 2025, according to the Intermodal Association of North America's Intermodal Quarterly report. International containers added 3.9 percent, domestic containers improved 2.6 percent, while trailers fell 25.4 percent. "Imports and solid consumer spending continued to buoy intermodal in the second quarter," said Anne Reinke, president and CEO of IANA. "While

domestic U.S. manufacturing is providing additional support, the longer-term impact of tariffs and trade policy on overall volume remains to be seen." Five of the seven highest-density trade corridors, which collectively handled more than 60 percent of total volume, were up in the second quarter. The Trans-Canada was by far the leader at 18.3 percent. The Intra-Southeast gained 6.8 percent, followed by the South Central-Southwest at 4.6 percent. The Mid-

west-Southwest and the Northeast-Midwest, the two highest volume corridors, came in at 3.0 percent and 2.9 percent, respectively. The Midwest-Northwest fell 7.6 percent, and the Southeast-Southwest declined 8.7 percent. Total IMC volume fell 9.7 percent year-over-year in Q2, with intermodal traffic down 8.2 percent and highway loads were 11.9 percent to the negative.

Semi-Finalists Announced for the 2025 Transition Trucking: Driving for Excellence Award



Kenworth, Fastport, and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes initiative proudly announced 12 semi-finalists for the 2025 "Transition Trucking: Driving for Excellence" award. Established in 2016, the award honors the exceptional achievements of

veterans transitioning into careers in the transportation industry. This year's semi-finalists represent a wide range of U.S. military service branches, including members of the National Guard and Reserve.

1. Kathleen (Kat) Carreto, U.S. Army National Guard (E-5), Roehl Transport (Trained by Roehl Transport, Inc.)
2. Bradley Lecky, U.S. Army (E-4), Crawford Electric, a Sonepar USA Company (Trained by Troops Into Transportation)
3. Federico Hudson, U.S. Air Force (E-7), Van Wyk, Inc. (Trained by The CDL School)
4. Gaylon Hensley, U.S. Army (E-7), Melton Truck Lines (Trained by Central Tech)
5. Daniel Hemphill, U.S. Army (E-4), Wayne R. West Trucking (Trained by Del Mar College Transportation Services)
6. Mark Scriven, U.S. Army (E-6), Stevens Transport (Trained by HDS Truck Driving School)
7. Joseph Barotti, U.S. Air Force (E-6), U.S. Marine Corps, Werner Enterprises (Trained by Roadmaster Drivers School)
8. Nicholas Baughan, U.S. Army (E-5) and Army Reserve, Werner Enterprises (Trained by Into Transportation)
9. Macy Mattice, U.S. Army (E-4), Melton Truck Lines (Trained by Jones Technical Institute)
10. Ryan Gordon, U.S. Army (E-5), Prime, Inc. (Trained by Phoenix Truck Driving School)
11. Precious Cannon-Scott, Air National Guard, (E-4) Prime, Inc. (Trained by Tulsa Technology)
12. Charles Jones, Jr, U.S. Army (E-7), Roehl Transport (Trained by Georgia Driving Academy)

Under the "Transition Trucking: Driving for Excellence" recognition program, Kenworth will provide the grand prize for the tenth consecutive year. This year's award is a T680 equipped with a 76-inch sleeper and the PACCAR Powertrain featuring the PACCAR MX-13 engine, PACCAR TX-12 automated transmission, and PACCAR DX-40 tandem rear axles. The Kenworth T680 features a Diamond VIT

interior in slate gray with madrona accents and includes the latest in driver amenities. Both the driver and passenger seats are GT703 ultraleather seats that are fully heated and cooled. The 76-inch sleeper includes space for a microwave and TV, a factory-installed fridge, and a rotating worktable. The T680 also includes the latest in driver assistance systems, including Kenworth's DigitalVision Mirrors, Bendix Fusion Adaptive Cruise Control (ACC) Stop and Auto Go, and Lane Keeping Assist with Torque Assisted Steering.

"This year's 'Transition Trucking: Driving for Excellence' award semi-finalists exemplify the dedication, leadership, and commitment to service that military veterans bring to the trucking industry," said Kyle Kimball, Kenworth director of marketing. "Kenworth is proud to partner with Fastport and the U.S. Chamber of Commerce Foundation's Hiring Our Heroes initiative for the tenth year, and we look forward to recognizing the distinguished semi-finalists who continue to serve our country through excellence behind the wheel."

As part of the 10th annual award program, each semi-finalist will attend a ceremony at the National Veterans Memorial and Museum on Sept. 18th in Columbus, Ohio. The following day will include a tour of the Kenworth Chillicothe manufacturing plant where semi-finalists will be recognized, and finalists will be announced. Finalists and the ultimate winner will be part of a veteran-focused week that includes a Veteran-Ready Summit, and award announcement on December 12th.

A public vote will occur online from November 1st until Veteran's Day. This voting is an important determiner for the award's Selection Committee, which makes the ultimate choice for the next Transition Trucking award winner.

For more information, visit the Transition Trucking website (www.transitiontrucking.org).

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At Iowa State Fair, EPA Administrator Zeldin Announces Diesel Exhaust Fluid (DEF) Fix

DES MOINES , IA... U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin announced new action to protect American farmers, truckers, and other diesel equipment operators from sudden speed and power losses caused by diesel exhaust fluid (DEF) systems. Alongside U.S. Small Business Administrator Kelly Loeffler at the Iowa State Fair, EPA issued clear guidance urging engine and equipment manufacturers to revise DEF system software in existing vehicles and equipment to prevent these sudden shutdowns, giving operators more time to repair faults without impacting productivity or safety.

“We have heard loud and clear from small businesses across the United States that the current DEF system is unacceptable. It is unacceptable that farmers, truckers, construction workers, and many other small businesses continually experience failures of diesel-powered equipment when they need it most—costing millions of dollars in lost producti-

ty,” said EPA Administrator Zeldin. “Today, we are responding to those concerns by calling on manufacturers to take action to update their software and eliminate the unnecessary sudden loss of power and frustrating shutdowns that too many Americans have experienced.”

“The Trump Administration is fighting for farmers and truckers, as evidenced by the EPA’s new DEF guidance which is a big win for the millions of small businesses who rely on diesel engines - and who have been crushed by years of costly Green New Scam regulations,” said SBA Administrator Kelly Loeffler. “This change will save family farms an estimated \$727 million per year and offers vital financial and operational certainty. I’m proud to work alongside EPA Administrator Lee Zeldin to reduce red tape for our nation’s producers and deliver real relief for hard-working Americans.”

“This is yet another example of President Trump’s cabinet working hand in hand to cut absurd and wasteful government regulations that

tie the hands of our farmers, ranchers, and small business owners,” said Secretary of Agriculture Brooke L. Rollins. “This common sense reform will allow our agricultural producers to spend more time in the fields than in the repair shop. On behalf of farmers and ranchers across America, I want to thank Administrator Zeldin for taking this historic action today. This is on top of the Trump Administration’s actions to support biofuels more than any other administration in the history of our country, putting our corn and soybean farmers first.”

“No farmer should ever have their tractor literally brought to a halt in the middle of a field because of a Green New Deal style regulation from Washington,” said Senator Joni Ernst (R-IA). “The previous arbitrary diesel exhaust fluid system guidelines severely hurt farmers, truckers, and small businesses that rely on diesel powered trucks. Not only will the new guidelines save family-run farms hundreds of millions every year, but it is also simply common

sense.”

Starting with model year 2027, EPA requirements state that all new diesel on-road trucks must be engineered to avoid sudden and severe power loss after running out of DEF. To fix the problem for vehicles already in use, EPA’s new guidance, developed in collaboration with manufacturers, will work to ensure that the necessary software changes can be made on the existing fleet. In addition to providing certainty to manufacturers about how EPA wants this issue resolved, the agency is not requiring separate approvals beyond that provided in EPA’s guidance. This ensures that bureaucratic steps do not delay manufacturers’ ability to put solutions into the field.

EPA remains committed to protecting air quality and public health while ensuring that engine operators can depend on the equipment they need. EPA will continue to work with all stakeholders to ensure practical, durable solutions that simultaneously support emissions reductions and reliable operations.

When DEF runs out or a system sensor fails, current systems can force a vehicle to drastically reduce speed or become inoperable. In many cases, vehicles are limited to as little as five miles per hour within hours of a DEF-related fault, causing significant disruptions in logistics, agriculture, and construction. Although this derate strategy was intended to ensure compliance with EPA’s Tier 4 Emissions Standards, it has caused needless frustration, operational delays, and real economic hardship for countless farmers, truckers, and equipment operators.

Since 2010, most on-road diesel trucks and many types of nonroad equipment (such as tractors and construction machinery) have used selective catalytic reduction (SCR) systems that inject DEF into exhaust streams to reduce nitrous oxide (NOx) emissions.

OOIDA (the Owner-Operator Independent Drivers Association) responded to the EPA’s announced guidance:

“OOIDA and the 150,000 small-business

truckers we represent thank Administrator Zeldin for listening to the men and women behind the wheel who keep America’s economy moving. EPA’s guidance establishes more commonsense inducement schedules that will help drivers maintain safe control of their vehicles as they diagnose and remedy faulty DEF/SCR systems. More flexible inducement speeds and times will help truckers finish their trips, plan for necessary maintenance, and avoid parking their truck for an extended period simply because of a false alarm. Nonsensical inducement rules have sidelined small-business truckers for too long and this accelerated relief shows what can be achieved when regulators hear directly from the people doing the job. We look forward to continued engagement with Administrator Zeldin and his staff to implement additional emissions solutions that better reflect the realities of trucking.”

— Owner-Operator Independent Drivers Association President Todd Spencer



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Hunter Truck Scranton Hosts Grand Opening



Employees of Hunter Truck pose for a photo during the ribbon cutting ceremony at the new Hunter Scranton facility. - photo by Steve Pollock -

continued from page 1

state-of-the-art, full service Peterbilt dealership to our network,” President Jeffrey Hunter said. “We are committed to bringing personalized sales, parts, service, body shop repairs, and leasing to our customers in the Scranton area.”

The Scranton facility boasts a total of 45,000

square feet with 24 service bays along with a separate 13,000 square foot body shop facility located on site. The Hunter Truck team proudly designed an easily accessible property featuring a covered drive under canopy, advanced air-conditioned service area with heated floors and much

more.

“We are excited that our new facility is now open for business,” said Justin Morgan, general manager. “We are most grateful for the patience of our dedicated employees and loyal customers as we transitioned to our new facility in Scranton.”

The Hunter Truck Scranton location replaces their previous Hunter Truck Pocono branch, which was located in Bartonsville, PA. This new state-of-the-art Hunter Truck facility allows the company to be closer to their customers and better serve their heavy duty trucking needs.

“The Scranton service team is excited to support our customers with our new shop, driver’s lounge, and overall dealership to better fit their needs,” said Steven Gower, service manager. “We also offer road service, so even if you can’t make it into our new shop, you can receive our

services on your site.”

The new Scranton body shop features the newest tools for frame repairs, wheel alignment and refinishing. The team is able to utilize this new space to not only repair damaged trucks, but also turn them into showstoppers with their Global Finishing Solutions (GFS) downdraft paint baking booth, detail bays, BeeLine frame press, and Hunter alignment equipment.

“Our new body shop puts us on the leading edge of truck collision repair in our region, allowing us to establish direct repair agreements with every insurance carrier in our surrounding area,” said Michael Santariero, body shop manager. “Having a top-tier facility also allows us to attract the best technicians available, who, naturally, would prefer to work in such an environment.”

On top of their service and body shop areas, the parts department holds over \$4.5 million in parts inventory, allowing the Scranton parts team to get their customers what they need every day, twice a day. With a convenient showroom for walk-in customers to visit and a separate call center, the parts team is ready to help a wide range of customers’ needs.

continued on page 19



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Hunter Truck Scranton Hosts Grand Opening



The new Hunter Truck Scranton facility.



Hunter Truck Scranton has one of the largest truck part inventories in northeast Pennsylvania.



The canopy outside of the service department enables customers to stay out of the weather during the service assessment.

continued from page 18

“Our new building in Scranton has one of the largest truck part inventories in northeast Pennsylvania,” said John Wilson, parts manager. “With our expansive inventory, experienced parts sales team, and our second-to-none parts delivery service, the Hunter Truck – Scranton customer experience will be unmatched.”

The Scranton parts department offers twice a day parts delivery to customers spanning eastern New

York, northeast Pennsylvania, and northeast New Jersey. They offer original equipment manufacturer (OEM) parts from Peterbilt as well as aftermarket part brands like TRP, JTP, and more.

The team at Hunter Truck is excited that Hunter Truck Scranton is officially open and ready to serve their customers in the greater Scranton area!

Hunter Truck is a family-owned authorized dealer of Peterbilt trucks. Hunter

has provided four generations of trucking solutions and an unparalleled commitment to personalized service, parts, and sales.

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

- All photos by Steve Pollock -

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“We Will Never Forget” – Mercer Transportation’s Most Meaningful Move



“NEVER Forget” - Twenty-five Mercer trucks were part of the convoy to move steel beams from the World Trade Center after the 9-11 Attacks.

piece of the steel themselves. They understood the weight of what they were asking. This honor had been almost exclusively reserved for nonprofits and municipalities. But in February 2011, after years of effort, Mercer became the first for-profit company awarded a piece of the World Trade Center steel.

That beam now rests at the center of the Bill Howard Memorial Park in downtown Louisville on Mercer's campus. It's open to the public. It's Mercer's way of making sure this isn't just a corporate monument, but a space for reflection and remembrance for anyone who needs it.

“We were being given the honor to keep the steel, to be the keeper, the custodian,” Corum said. “A good steward to each American.”

But the story didn't end there. Mercer's steel beam has traveled often—most recently to the Louisville Fire Department Headquarters, where it stood as the centerpiece of the city's September 11th Tribute. Kentucky Governor Andy Beshear and Louisville Mayor Craig Greenberg attended, marking the occasion with solemn reverence. After the ceremony, the beam was returned to its home on Mercer's campus. It's a reminder that Mercer's role is not ownership, but stewardship.

Every year, Mercer hosts a dedicated First Responders Appreciation Lunch, where local departments join drivers and staff for a shared meal and a shared sense of gratitude.

“We, at Mercer, have always stood shoulder to shoulder with first responders.” Roderick Young Jr., marketing & media specialist, says about the culture of support at Mercer. “It's more than just sentiment. Many of our team members—retired officers, volunteers, and veterans—bring personal connections to that world. Their presence reminds us that service isn't abstract here. It lives in the people we work beside.”

And still, Mercer has never lost sight of the cost. They've dedicated their work to those who lived through the horror of that day, for the families who lost someone, and for the brave individuals who stepped into chaos to help. As Corum noted during his speech, “There is no greater love than to lay down one's life for his friend... I don't take that for granted. I never have, and I never will.”

At Mercer, they don't see the steel beam as a trophy—it's a responsibility. They move it not because it's easy, but because it matters. It represents sacrifice, unity, and resilience—values they hope to reflect in how they do business, how they serve their communities, and how they honor the past.

continued from page 1

home in Maryland to JFK Airport in New York. These beams, having undergone structural testing for the National Institute of Standards and Technology, were bound for museums and memorials around the world.

It was a mission unlike any other. Twenty-five Mercer trucks joined the convoy. Not employees—these were independent contractors who volunteered their time, equipment, and revenue to answer what they felt was a patriotic call. As General Manager Dale Corum recounted in a memorial address, “They felt like it was a duty. They felt like it was something they had to do... the move of a lifetime.”

The journey was both logistically challenging and emotionally overwhelming. Roads were closed. Police, military, and local escorts ensured the convoy moved safely through major highways and city streets. But what the drivers didn't expect were the crowds. Americans lined the interstates and overpasses—waving flags, saluting, placing hands over hearts. Businesses shut down just so employees could stand along the route in silence.

“Some of the drivers commented that they felt moved by that,” Corum recalled. “Some of them said they thought they were going to have to stop their trucks to wipe the tears from their eyes.”

When the mission concluded, the team at Mercer—driven by the vision and persistence of Libby Netherton—submitted a formal request to keep a

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“We Will Never Forget” – Mercer Transportation’s Most Meaningful Move

ATA Statement on Advancement of Derek Barrs’ Nomination to Lead FMCSA

Washington, DC... The American Trucking Associations applauded the Senate Commerce Committee for voting in support of Derek Barrs to serve as administrator of the Federal Motor Carrier Safety Administration. His nomination will now be considered by the full Senate.

“Over the past 20 years, Derek Barrs has built his career in law enforcement and the commercial motor vehicle industry around one singular goal: to make our roads safer for all motorists,” said ATA President & CEO Chris Spear. “We appreciate the members of the Senate Commerce Committee recognizing Derek’s laudable commitment by voting to approve his nomination to be FMCSA administrator. This role is vitally important to the 8.5 million Americans who work in trucking-related jobs. Derek has the qualifications and expertise that will make him exceptionally well prepared to take on this challenge, and under his leadership, the trucking industry is confident that FMCSA will make significant progress towards achieving our shared priorities of improving highway safety and efficiently delivering the nation’s freight. We urge the Senate to confirm him to this position at the earliest possible opportunity.”



Every year, Mercer hosts a dedicated First Responders Appreciation Lunch, where local departments join drivers and staff for a shared meal and a shared sense of gratitude.



A piece of the World Trade Center steel rests at the center of the Bill Howard Memorial Park in downtown Louisville on Mercer’s campus.

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From The Chaplain's Desk



By Ron Fraser,
TFC Global President

There are many people who, like me, mistake self-confidence for faith in Christ. We're proud of our physical strength and health, our sharp minds, our social abilities, our ability to lead and control, and our successes.

In this way we tend to take credit for things we could never produce or achieve on our own. We forget that every cell in our body and every neuron in our brain is dependent on God. We forget that every success we've achieved has depended on forces we could never control, and we forget that all our natural abilities are gifts from God. Taking too much credit always leads to placing too much trust in yourself.

Health, productivity, and success should produce deeper gratitude and worship, not self-reliance and pride.

When you live self-reliantly, and the unexpected, the unplanned, the unwanted, or the painful comes your way, you panic. You panic because suddenly you're faced with your smallness, weakness, and

vulnerability. Suffering and the weakness that results will expose the danger of self-reliance and the delusion of independence. While incredibly painful, it can be a good and redemptive tool in the hands of our loving God.

Weakness simply demonstrates what has been true all along: we are completely dependent on God for life and breath and everything else. Perhaps we curse physical weakness because we are uncomfortable with placing our trust completely in God.

The weakness that is now a part of my regular life has been a huge instrument of God's grace. It exposed idols of pride and self-glory I did not know were there.

Weakness is not what you and I should be afraid of. We should fear our delusion of strength. Strong people tend not to reach out for help, because they think they don't need it. When you have been proven weak, you tap into the endless resources of divine power that are yours in Christ.

Weakness was not the end for me, but a new beginning, because weakness provides the context in which true strength is found. In my weakness, I have known strength in Christ that I never knew before.

Peterbilt Recognized as 2025 Military Friendly® Brand for Ongoing Support of the Military Community



Denton, TX... Peterbilt is pleased to announce its designation as a 2025 Military Friendly® Brand (MFB), demonstrating its commitment in supporting veterans, active-duty service members and military families. This recognition is awarded based on an organization's culture, policies, support and investment in partnerships that

benefit the military community. "We're proud to be recognized as a Military Friendly Brand," said Jake Montero, Peterbilt general manager and PACCAR vice president. "This honor reflects Peterbilt's long-standing efforts to build meaningful connections with the military community not only as an employer, but as a brand

that stands behind service members and their families through charitable partnerships, outreach programs and initiatives that extend beyond the workplace." The Peterbilt brand exemplifies the MFB distinction through:

- Partnerships with organizations like Wreaths Across America and RecruitMilitary

- Support for veterans' training initiatives through the Peterbilt Technical Institute
- Consistent engagement in military recruitment and hiring
- A growing community of support through the Peterbilt Veterans Employee Resource Group
- Ongoing military outreach campaigns and recognition programs

In addition to its brand designation, Peterbilt is also proud to maintain its status as a 2025 Military Friendly® Employer (MFE) for its commitment to hiring and supporting veterans within the organization.

"Peterbilt has created a space where veterans' service and talents are valued; from the employee resource group, to the exclusive veteran-branded hats we wear at work, to special events that celebrate and recognize our team members' service," said Christopher Smith, Peterbilt design engineer and president of the Peterbilt Veteran Employee Resource Group.

For more information on our support for military members and their families, please visit <https://www.peterbilt.com/news-and-events/peterbilt-cares/military>.

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Something to Think About - High Roaders

by: Mike McGough

If rudeness is ever declared an art form, he'll most definitely be its Leonard Da Vinci. On good days his disrespect of others is covert. It's still there, but you have to look for it. On not-so-good days, it's up close, in-you-face, and offensive.

For decades he got away with it. Confronting or coming back at him only aggravated his offensiveness. His attitude about life was based on his the-world's-out-to-get-me mentality. His every relationship was transactional—how could he get the most while giving the least.

He was also the cheapest guy in town. To him, money was power. Local lure

still holds that following a Halloween prank, when some kids toilet-papered his house, he rolled it back up and used it! As he got older, he amassed a sizeable savings. Instead of using it for any good, he used it as a cudgel to intimidate, bully, and take pure advantage of any situation he could. As a result, this man who lived on the verge of social and interpersonal bankruptcy, was able use his money to offensively care only for number one—himself!

Almost with a religious zeal, he lives like a hermit. That is until he thinks someone has mistreated him or, as he likes to say, "gyps" him. His limited interactions are driven solely by what he needs or wants. He

has neither the time nor the inclination to do much of anything else. Accordingly, neighbors and co-workers have pretty much leave him alone.

Following a recent trip to a farm market, his the-world's-out-to-get-me alarm went off. Two of the six ears of corn that he had bought were not picture perfect. Frustrated and angry, he headed back to the market. The lady he'd bought them from was going to get an ear full. (No pun intended!) The minute he saw her he started in.

"Your corn is lousy. When I pay good money, I want good corn." He dropped the two ears he didn't like on the counter. He then de-

manded another half dozen at no change, since he had to walk back down to her market.

She told him to go to the bin and shuck another half dozen. She invited him to make sure they were what he wanted. He did, then angrily stomped off without as much as a nod of thanks. She smiled, chuckled to herself, and went on about her day.

A few hours later, while she was closing for the day, she found a wallet, amongst the remaining ears of sweet corn. She recognized it as the one the guy with the two imperfect ears of corn was carrying. She looked inside to get his name and address from his driver's license. He lives just a few blocks from the seasonal farm stand she operates near the elementary school. Each fall, after pumpkin season she donates part of her profit to the school to buy books for the library.

On her way back out to her farm, she drove past his house to drop off the wallet. She also shucked six more ears of corn, to make sure that were "perfect," and put them in a peck poke. When she pulled up to his house, he was sitting on a side porch.

"What do you want," was how he greeted her.

"You left your wallet at the stand, and I have some extra corn for you."

Dumbfounded, he didn't know what to say. Clearly puzzled he asked, "Why are you doing this for me?"

"Well, I know you need your wallet, and I'm not open again until next week. I also assume you like corn, I had some I didn't sell, so I thought I'd share with you."

Totally dumbfounded, he didn't know what to say; he didn't even bother to get out of his chair. Laying the wallet and the corn on the porch, she turned, told him to have a nice day, and

walked away. He had given her no reason to offer him any kindness. Even so, she wasn't going to allow his attitude and his actions to dictate hers. By so doing, she offers a positive, timeless, and powerful life lesson.

Every day you get to make a choose between the low road and the high road. Low-roaders tend to be distrusting, disagreeable, self-serving, and apathetic. Those choosing the high road generally look for the good in others, which gives them reason to be affable, trusting, and empathetic.

Low- roaders live with their guard up so no one gets the better of them, while high-roaders focus more on how they can make someone else's day a little better. And as the lady at the farm stand demonstrated, real high-roaders even show deference to the low-road-ers they encounter.

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Calendar of Events

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September 12-13 - Old Town Rig Down – Downtown Nacogdoches, Texas. Event by the Massey Rose Foundation. 100% of the net proceeds are donated back to the Nacogdoches community - in 2024, over \$250,000 was donated to Nacogdoches charitable organizations! For more info, visit www.oldtownrigdown.com

September 13 - 9th Annual Cable Truck Show – 2866 State Route 286, Saltsburg, PA 15681. Free Admission. Trophies, Food and Merchandise Vendors, Raffle Baskets, 50/50 Drawings.

September 14-20, 2025 - National Truck Driver Appreciation Week (NTDAW)

September 16-18 - Truck World Driver Appreciation Event – Truck World, 6965 Truck World Boulevard, I-80 Exit 234, in Hubbard, Ohio; Truck World, I-76 Bailey Rd. Exit 57 in North Jackson, Ohio; and Truck World, I-90 & SR 7 Exit 229 in Conneaut, Ohio. Free lunch for all Professional Truck Drivers, games, prizes and giveaways!

September 19-20 - 5th Annual DMF-OH Cancer Benefit Truck Show and Truck Pull – Portage County Fairgrounds, Rt. 44 Randolph, Ohio. Judged Light Show at dusk on Friday, Sept. 19th. Saturday, Sept. 20th is Truck-Tractor Show and Pulls. Truck Pulls start at 5:00 pm. For more info, call 330-351-1673.

September 25-27, 2025 - Guilty By Association Truck Show – 4 State Trucks, 4579 Highway 43 South, Joplin, MO. Truck Convoy for Special Olympics, Food Vendors. Sponsored by 4 State Trucks, OOIDA, and Joplin 4 Petro. For more info visit www.chromeshopmafia.com

September 26-28 – Kuhnle Bros. Unc's Fall, Brawl – Kuhnle Motorsports, 8233 Sidley Rd., Thompson, Ohio. Ohio's only "Quebec -Style" Uphill, Semi Truck Drag Racing! For more info, visit www.kuhnlemotorsports.com/semistampe

October 1-3 – WEX OTR Summit – JW Marriott San Antonio Hill Country Resort & Spa, 23808 Resort Pkwy, San Antonio, TX, 7826. The WEX OTR Summit: The Road Ahead brings leaders from the over-the-road trucking industry for two days of insight, innovation, and collaboration. Designed for valued customers and partners, the summit features executive panels, product updates, and strategic discussions on the trends shaping transportation. Topics from fuel management, security and fraud protection, fleet efficiency and payments technology will be explored. Join us to gain practical takeaways and valuable connections to drive your business forward. Contact info for readers who are interested in learning more: Website: <https://events.bizzabo.com/729522/home> Email: Ashley Drietz: ashley.drietz@wexhealthinc.com

October 3 – Mack Days 2025 – Truck Show & Flea Market – Gerhart Equipment, 924 Brunnerville Rd., Lititz, PA. Hosted by Antique Truck Club of America – Truckin' Nuts. Vendor spaces, food.

October 17-17 – Draggin' & Pullin' In The Pines – Pine Valley Raceway, 3427 FM2497, Lufkin, TX. Proceeds benefit Veterans by giving to Mission 22 & Wyakin Foundation.

October 24-25 – 3rd Annual Louisiana Truck Show – Civic Center and Pavillion, Rayne, LA. Visit www.louisianatruckshows.com

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 Romny 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

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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Support for the Long Haul: The PA Turnpike and Trucking Community

By Craig Shuey
COO, Pennsylvania Turnpike Commission

This month's Trucker Appreciation Week presents a great opportunity to demonstrate the Pennsylvania Turnpike's gratitude for the freight haulers and drivers who choose our roadway. It's also an opportunity to highlight investments that strengthen relationships and improve productivity year-round.

Truckers continue to show high levels of overall satisfaction with the PA Turnpike, with more than 82% rating their experience 'very good' or 'good,' according to our May 2025 trucking community survey.

As customer expectations for quick, efficient delivery continue to propel trucking service, warehouse and distribution center demand, preserving critical infrastructure like the PA Turnpike helps the trucking community meet these challenges.

Managing growth
Systemwide, commercial traffic is 15% higher than pre-pandemic levels, a statistic we attribute to our role supporting regional logistical operations, providing direct routes from the Midwest to the East Coast and

connecting major interstate highways.

As a result, truck parking remains a significant challenge. Though no single entity can solve this nationwide issue, we've invested more than \$29 million over the last seven years to expand truck parking by more than 160 new spots at three key service plazas.

We're also actively collaborating to improve the travel experience for commercial drivers, using emerging technologies and seeking partnerships to better support both driver safety and logistics efficiency.

Driver productivity is also in our sights. The PA Turnpike partnered with Drivewyze's Smart Roadway program and INRIX to provide commercial truck drivers with real-time alerts for slowdowns and congestion. Our automated traffic management software is integrated with wayfinding apps like 511PA, Google Maps and Waze, and Trimble Maps includes our truck parking feed.

Enhancing information
In March, we debuted a new text messaging service, providing quick answers when traffic unexpectedly stops. Once at a

complete stop, text "info" to 47676 and follow the prompts to verify your location using GPS. The PA Turnpike's Advanced Traffic Management System (ATMS) uses geofencing to verify customers' locations and incident status. Once confirmed, the service provides automated, location-based information, including anticipated clearance times and roadway updates every 15-20 minutes until the incident is resolved.

Recently, we launched a version of our "The Road Ahead" newsletter specifically for the trucking community. This easy-to-read publication includes articles, key information and news to keep drivers moving.

These enhancements join long-time, customer-valued services, such as a dedicated commercial section on the PA Turnpike website and round-the-clock driver assistance via *11.

Building for the future
Our decade-long journey to modernized operations that meet customer expectations for seamless, non-stop travel culminated in January's Open Road Tolling launch east of Reading and along the entire Northeast Ex-

tension.

With this shift, the PA Turnpike shed weight-based vehicle classification while standardizing toll rates systemwide. We now align with nationwide norms, improving toll predictability, particularly for interstate drivers.

Standardized toll rates also make it easier for large and small companies to anticipate and budget toll expenses. The PA Turnpike's online Toll Calculator provides precise toll charges, factoring in vehicle class and distance traveled.

This investment in non-stop travel brings benefits including lower vehicle exhaust emissions, less fuel use and a cleaner environment. Additionally, removal of existing toll plazas and infrastructure means fewer obstructions and less congestion entering or exiting our system, which can cause additional crashes due to stop-and-go traffic.

For nearly 85 years, the Pennsylvania Turnpike's been the trucking community's connection to Pennsylvania and beyond. We're honored to celebrate the crucial role professional truck drivers play in safely and securely delivering America's

freight.

Let's Stay Connected
Sign up for the PA Turnpike's digital trucking industry newsletter, "The Road Ahead." This publi-

cation offers the news you need to navigate our roadway and make the most of its amenities.

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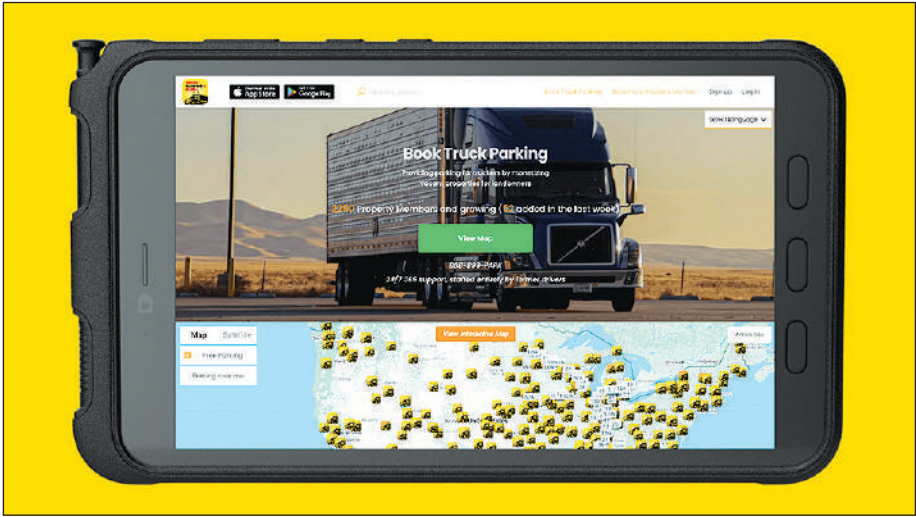
GO ORANGE. TAKE THE PLEDGE TO DRIVE SAFE.

Truck Parking Club Announces Integration with Platform Science to Streamline Fleet Parking Management

CHATTANOOGA, TN... Truck Parking Club, the nation's leading network for instantly reservable truck parking, is excited to announce its addition to the Platform Science Virtual Vehicle Marketplace. Platform Science is a leading provider of

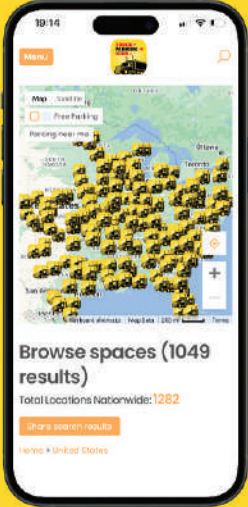
connected vehicle technology for commercial fleets, powering in-cab devices and digital solutions for many of the nation's largest trucking operations. This integration enables fleets to equip their drivers with the benefit of access to Truck Parking Club's growing network of over 2,300 parking locations across the lower 48 states—directly from their Platform Science devices. By giving drivers instant, in-cab access to secure parking, fleets can eliminate uncertainty, boost safety and efficiency, and ensure drivers have a reliable place to park when they need it most.

When combined with the recent launch of Truck Parking Club's new Organizations feature, fleets can not only provide their drivers with access to Truck Parking Club's locations, but also maintain control, real-time visibility, and simplified billing. The integration makes it easy for fleets to manage parking benefits and expenses while supporting their drivers on the road—all directly through Platform



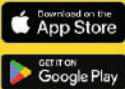



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Science devices. This powerful combination helps fleets reduce parking search time, cut fuel waste, and improve safety by guaranteeing drivers access to parking when and where they need it. Drivers can maximize their hours of service and stay focused on the road, while fleets benefit from greater operational efficiency, cost control, and driver satisfaction. All of this is backed by Truck Parking Club's 24/7 support from former truckers who understand the unique challenges drivers face every day.

"With the Platform Science integration, fleets can finally give their drivers the parking access they deserve, right from the cab, while keeping control and visibility on their end. This kind of seamless access is exactly how we'll achieve

our mission of reducing the time drivers spend looking for parking from 56 minutes a day on average to under 10," said Evan Shelley, Co-founder & CEO of Truck Parking Club.

To learn more about the Truck Parking Club and Platform Science integration, visit truckparkingclub.com, contact the Truck Parking Club team, or explore the official Platform Science Marketplace page: platformscience.com/marketplace/truck-parking-club.

Truck Parking Club is a network of instantly reservable hourly, daily, weekly and monthly truck parking at 2,300 locations throughout the US. Truck Parking Club helps connect truckers to legal 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!



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MOVIN'
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Working Show Truck Of The Month

Erik Shaw



T660 has a 525 hp Cummins ISX engine with an 18 speed Eaton transmission and 3:43 rears.

Erik bought the truck, which used to be an enclosed car carrier, in 2021. The sleeper has a shower and bathroom as well as a microwave/convection oven. Erik does LTL refrigerated work with his 2017 Great Dane Reefer Trailer. His wife Lisa sometimes drives with him.

Erik has known John and Karen Rissler since their trucking days and purchased all of his chrome from Horse and Buggy Accessories. Erik



sends a thank-you out to DK Gram Truck Repair for keeping the truck on the road, and to Jimmy Ferrell for the customizations.

By Steve Pollock

Pennsylvania Truck-er Erik Shaw was one

of many drivers who put their truck on display at the Truck Meet At The Crossroads in California, Missouri this past May. Erik has been driving

since 1988, logging over 7 million miles in his career. His 2015 Kenworth

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(10) New 2025 REITNOUER CK-100 ALUM FLATS
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(3) 2021 REITNOUER BUBBA W/ MERLOT CONESTOGA 48"x102"x 87.5" Inside HT, B/H w/Mandoor, Hend 30K Suspension, Winch Track, Coil Pkg **\$47,900**



(3) 2025 EAGER BEAVER 35GSL PT PAVER LOWBOY 48'6"x102", 24' Well, 24" DeckHt, 35-Ton, NGB, 90" Swing, Air Ride, **\$77,250 Incl FET**



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



(10) NEW WABASH COMBO FLATS W/ REAR AXLE SLIDE, 53"x102", Alum Floor, Winch Track Both Sides, Hend Air Ride, Alum Outer Wheels **\$40,895 Incl FET**



Qty 100 Reitnouer Maxmisers and Benson 524's 48'x102" Alum Flatbeds, (8) Alum 22.5 LP Tires, 2 toolboxes, Disc Brakes , Winch Track both sides.

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(25) 2026 VANGUARD VXP Plate Vans, 53"x102", 13'6", 101" Ins Width, Alum Roof, Hend Air Ride, 48" Log Posts, TireMaax Pro, **\$38,895 Incl FET**



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

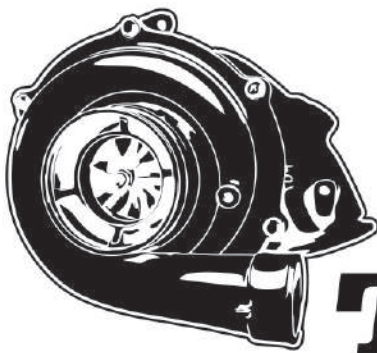


(10) 2013-2015 HEIL 9200 GALLON TROUGH BOTTOM PETRO TANKS 3200/2300/1100/2600, One Double B/H 60" Box, EV0/OPS Box Air EV, **Starting at \$47,500**



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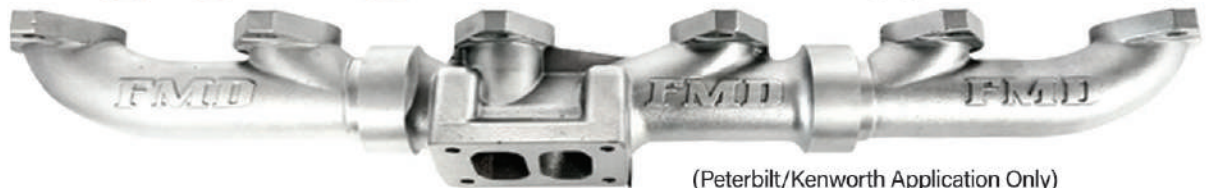
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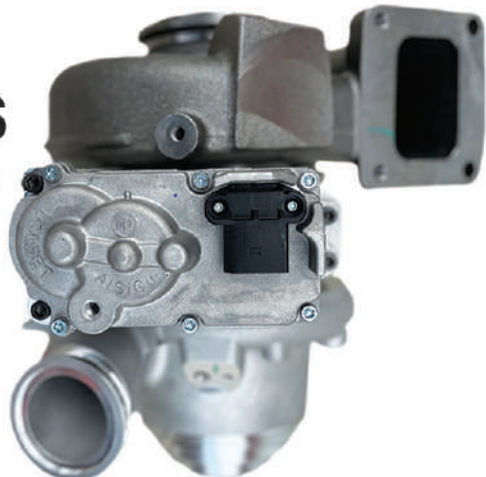
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Cross reference for
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2882110NX, 2840007, 2841220,
2841221, 2841222, 2841806, 2881807,
2882004, 2882110, 2882111, 3767306,
3768194, 3772586, 3773561,
3773562, 3773568, 3773569,
3792586, 288211100, 288211100,
2882004NX, 2882004NX
2882110NX, 288211100HX 2882111NX,
2882111RX, 3792586H, 3792586HX,
5350503, 5350506, 5502825,
5502825RX

Cross reference for CUM2400 OE High HP:

2843821, 2882015, 2882112, 3769054, 3769055, 3769056, 3769058, 3769059, 3769061, 3773488, 3773489,
3773491, 3773492, 3773493, 3773495, 3792570, 3792571, 3792576, 3792577, 3792583, 3795122, 3795142,
3795143, 3795159, 3796351, 5350404, 5350411, 5350501, 5350501, 5359595, 5359609, 5456845, 5458503,
288211200, 379257600, 2882015NX, 2882015RX, 288211200HX, 288211200NX, 288211200RX.
2882112H, 2882112NX, 2882112RX, 379257600H, 3792576H, 379258300H, 3792583H, 5350411RX, 5350501H,
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