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RECRUITMENT

- Great opportunity to get \$1,000. Join Us!

ISSUE 1

ROAD KNIGHTS NEWS

YOUR FAVORITE TRUCKING & LOGISTICS NEWS!

01 - 2022

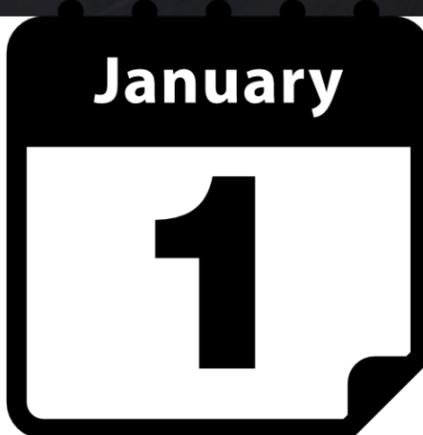


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“ Funny Trucker Quote
 “All I’ve ever wanted is a nice truck, and that’s.....what I got.” - Cole Swindell.



About Road Knights, Inc

We offer quality transportation and logistic services to all across USA clients at reasonable prices. Our courteous staff have the professional tools and experience necessary to help with all your needs. Our professional trucking company is well renowned throughout hole USA. Our

team is up for every job, managing projects with the skill and experience our clients have come to expect. Road Knights, Inc. is a family owned trucking company that has been in operation since 2010 with a headquarter in Schiller Park, IL.Our trucking company is a full truckload and LTL carrier,

specializing in refrigerated or climate controlled freight; and flatbed services, applicable to special equipment or atypical shape/sized loads.We always stand behind our work, with customer satisfaction being our #1 priority.

05

Winter Driving Tips

Whether you are a new or seasoned driver, winter roads can be extremely dangerous. Please read the following article with a few tips to help you prepare and stay safe on the road.

03

The Impact of the Chip Shortage on Supply Chains

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04

TOP 5 THINGS TO KNOW ABOUT THE TRUCKING INDUSTRY

Enhancements in self-driving trucks continue to emerge

HISTORY OF THE TRUCKING INDUSTRY IN THE USA

Beginning in 1910, transportation technology began to develop rapidly, paving the way for the modern trucking industry.

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TOP FIVE DRIVERS OF THE MONTH OF JANUARY

Find out our top five drivers for the month of January

01

First five drivers of the month of January

WE ARE DELIGHTED THAT YOU ARE WORKING WITH US!



- 1. Bobby Joseph
- 2. Aleksandar Arsevski
- 3. John Howard
- 4. Juwan Pugh
- 5. Jaques LaCroix



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Meet the winner - Bobby Joseph

“

My name is Bobby D Joseph. I was born in St. Croix, USVI. I currently live in Douglasville, Ga.. I love, Reggae And Soca Music. I love to travel, and just enjoy life with my beautiful wife. I've driven school bus for over 8 years and a Pepsi driver for 3 years. I've been working with Road Knights for almost 4 years and really enjoy



working here. Everyone has been so awesome to me. Even some who is gone like Milan. He was one of the coolest for all the years since I've been here. Danny, Nemo, just the coolest, then Sasha came, lucky, Z, Stephen. All of you are just awesome. Thanks for everything.



HISTORY

History of the Trucking Industry in the USA

The trucking industry is vastly important to the national economy, carrying over 60% of the trade goods that travel through the United States annually. Modern highways and roads are dominated by freight vehicles, from small box trucks to 80 foot long eighteen wheelers. The reasons for the success of the trucking industry are the numerous advantages over other methods of transport – trucks allow for flexibility of cargo carried and flexibility of delivery times, are more affordable than other methods of transport, and are one of the most reliable methods of transportation.

The popularity of trucks as a mode of freight transport has long been established in the United States. Before the invention of automobiles, most freight was transported by trains or horse-drawn vehicles. Trucks were first extensively used by the military during World War I, and the demand for reliable, dependable trucks prompted auto engineers to continually develop better vehicles. Trucking increased significantly in the late 1930's with the construction of paved roads across America, and soon became subject to government regulations such as the number of hours allowed for trucking per day. During the period of 1950-1960, the widespread construction of Interstate Highways created a network connecting major cities across the continent, resulting in an increase in the number of trucks used for transportation.

In 1980, the trucking industry was drastically deregulated by the Motor Carrier Act in an effort by law makers to increase economic competition and lower the costs of goods to American consumers. In the years since this deregulation, trucking has come to dominate the freight industry in an environment where people shop at "big box stores" such as Costco, Target and Wal-Mart, and do a large amount of shopping online.

19TH CENTURY

Before 1900, railroads were the most popular method of transporting large amounts of freight over land. Trains were more efficient than horse-drawn vehicles for carrying freight, but they could only deliver to populous urban centers connected by railroads. Goods would then be distributed from rail-stations in carts and wagons. At that time, trucks were expensive and unreliable, existing more as interesting novelties than practical transport. Things began to change in 1899, when the Winton Motor Carriage Company developed the first trailer truck model, which converted a car into a tractor by attaching a small trailer.

20TH CENTURY

Beginning in 1910, transportation technology began to develop rapidly, paving the way for the modern trucking industry. With the advent of the tractor and semi-trailer, in combination with the gasoline powered internal combustion engine, trucks soon became more reliable and efficient, making them a better option for freight transport than ever before.

In 1913, government bodies began regulating the trucking industry with four states enacting laws to limit truck



weights, from 18,000 pounds in Maine to maximum weight up to 28,000 pounds in Massachusetts. By 1914, there were approximately 100,000 trucks traveling America's roads and highways. However, the poor condition of many rural roads, tires that were solid instead of flexible, and a maximum speed of 15 miles per hour limited the areas in which trucks could be useful. Trucks rarely traveled the long distances from urban centers to rural areas at this point.

WORLD WAR I

The period of World War I, from 1914-1918, saw major developments in the trucking industry. The increased need to transport goods during wartime had caused congestion of the nation's railroads, and people sought alternative methods for carrying cargo. During this period, Roy Chapin, cofounder of Hudson Motor Company, worked with a military committee to develop inflated tires. This increased the stability and durability of tires, allowing vehicles to travel at higher speeds. In the years following the war, trucks gained popularity, and by 1920, there were more than a million trucks on American roads.

Demand for trucks continued to increase, leading to the development of improved road networks and various technological advancements. These included the invention of the diesel engine, power assisted steering and brake systems, and the standardization of trailer sizes. With increased truck usage came increased government regulation, and by 1933, truck weight restriction laws were imposed in all states.

NEW DEAL

In the spring of 1933 President Franklin D. Roosevelt requested that all American industries work together within internal organizations to draft and agree upon a "code of fair competition." The Federated Trucking Association of America and the American Highway Freight Association met to become the voice of the trucking industry and eventually merged to form the American Trucking Associations. By the summer of 1933, the code of competition was completed and on February 10, 1934, the code

was officially approved. In 1935, the Motor Carrier Act replaced the code of competition. This allowed the Interstate Commerce Commission (ICC) to enforce federal regulations within the trucking industry as opposed to the inconsistent state regulations and voluntary code of competition that had governed the industry previously.

INTERSTATES CREATION

In 1941, President Roosevelt designated a special committee to develop the idea of a "national inter-regional highway" system. However, any progress the committee made was halted by the advent of World War II. Following the conclusion of the war, the Federal-Aid Highway Act of 1944 authorized the development of "Interstate Highways", but the plan was not funded and did not progress to the building of cross-country highways. Ten years later, President Dwight D. Eisenhower championed the Federal-Aid Highway Act, finally prompting the necessary debate concerning which bodies and groups would be responsible for funding highway projects. These debates concluded with the Federal-Aid Highway Act of 1956, which provided for the planning, funding, and construction of the Interstate Highway System. This 10-year, \$100 billion highway system covered 40,000 miles and connected all American cities with a population higher than 50,000.

1970S

In 1974, federal regulations established a maximum gross vehicle weight of 80,000 pounds. However, since the regulation did not designate a minimum truck weight, several states refused to adhere to the regulations. Thus, there would continue to be barriers to efficient cross-country commerce.

The 1970's also saw America's introduction to "trucker culture." Truck drivers came to be romanticized in popular culture as modern-day cowboys. The general public enthusiastically participated in trucker culture, wearing plaid shirts and trucker hats, and using CB radios and trucker slang.

In 1976, "Convoy," which was a novelty song about a convoy of truck drivers speeding and evading toll booths across country, became the number one hit on the Billboard top 100. The song further inspired "Convoy," the 1978 action film. In 1977, "Smokey and the Bandit" was released and became the third highest grossing movie of the year. Also in 1977, a Saturday morning cartoon called "CB Bears" was created and featured mystery-solving bears who communicated with CB radios. In 1979, truckers would see their cowboy image intensify as thousands of truckers went on strike to protest high fuel costs and unfair regulations.

THE MOTOR CARRIER ACT, 1980- DEREGULATION

In 1980, The Motor Carrier Act partially deregulated the trucking industry in an effort to increase competition amongst trucking companies. With the removal of the red tape of previous regulations, the number of trucking companies in America increased exponentially. With a much larger workforce and less need to fight over-regulation, membership in unions decreased. This eventually led to overall lower pay for drivers, though it did increase trucking industry productivity and decrease costs to consumers. The Surface Transportation Assistance Act of 1982 brought minimum weight limits and standardized truck size in the industry, solving the problems posed by the lack of minimum truck weight in initial regulations enacted in 1974.

21ST CENTURY

The trucking industry has continued to thrive since the 1980's. Currently, there are more than 26 million trucks on American roads, hauling 10 billion+ tons of freight, and accounting for 60% of the total volume of freight.

Trucking country: The road to America's Walmart economy, 2009, written by Shane Hamilton, touches the topic of how developments in the trucking industry helped companies like Target and Wal-Mart in dominating the retail sector of the US economy.

THE IMPACT OF THE CHIP SHORTAGE ON SUPPLY CHAINS

THE GLOBAL SHORTAGE OF SEMICONDUCTOR CHIPS IS BEING FELT IN EVERY INDUSTRY, BUT ESPECIALLY IN TRANSPORTATION. WE'VE ANSWERED SOME OF YOUR BIGGEST QUESTIONS ABOUT THE CHIP SHORTAGE.



Since early 2021, the world has been impacted by a shortage of semiconductor chips that are used in many electronics to store data and programs. These chips are used in products ranging from medical devices and smartphones to cars and household appliances. This shortage has heavily impacted global economies and supply chains, including the transportation industry, for more than a year. So how did we get here, and is there an end in sight?

How did the chip shortage start?

There are a wide variety of reasons that have brought us to this point in the global chip shortage, all of which have compounded to create the current situation.

- Demand for computers and other electronic devices vastly increased with people stuck at home during the pandemic.
- As global demand for goods picked back up, the need for trucks and truck parts (including chips) increased.
- A winter storm impacted chip production at Intel plants in Austin, Texas.
- A large fire occurred at a major chip supplier in Japan.
- The pandemic shut down production capacities across multiple chip-producing Asian countries.
- There was a historic drought in Taiwan, which is one of the biggest chip makers in the world, and chips require large amounts of water to make.
- Global staffing shortages have made it hard for chip manufacturers to find employees.
- Overall supply chain delays and shipping bottlenecks have caused long lead times on chip order deliveries.

How is the chip shortage impacting transportation?

The transportation industry suppliers saw decreased demand at the beginning of the pandemic which caused them to cancel a lot of chip orders, putting them in shorter supply than other industries. This shortage has heavily impacted the production of Class 8 vehicles, causing delays in the manufacturing of trucks and replacement parts, like power windows, batteries, safety systems, vehicle computers and more.

ACT Research reported the production of Class 8 trucks hit its lowest level since May 2020, with 14,920 units produced. The backlog of orders for trucks has skyrocketed to over 250,000, with lead times of 14+ months in some cases. ACT also reported the number of November 2021 Class 8 truck orders was the lowest November total in 26 years. This was likely in part to Original Equipment Manufacturers (OEMs) decreasing the number of orders booked to avoid over-promising on delivery expectations to customers.

The shortage of new trucks and replacement parts has led to extremely high used truck prices and a used truck shortage. This truck shortage, created by the chip shortage, has contributed to delivery delays and overall supply chain bottlenecks here in the United States, and across the globe, as shippers and brokers fight to book trucks in high demand. Both rates and capacity have been extremely volatile over the last two years as a result of supply chain chaos.

When will the chip shortage end?

The short answer is "not soon." The long answer is a little more complicated.

Late in 2021, multiple transportation stakeholders sent letters to President Biden and his administration, asking for semiconductor production to be prioritized in their attempt at quelling supply chain issues. Stakeholders included American Trucking Associations, UPS Inc., the American Highway Users Alliance and more. They argued that starting with the chip shortage would significantly impact the rest of the supply chain.

Then in November 2021, Commerce Secretary Gina Raimondo made a push for the U.S. Congress to enact legislation towards easing the shortage, recommending \$52 billion towards semiconductor chip manufacturing within the U.S. Very few are opposed to increasing U.S.-based chip production because the shortage has highlighted how far the U.S. has fallen behind other countries in technology manufacturing. The hope for increasing chip production domestically is based on the desire to boost the country's share of the chip market, globally. Improving domestic manufacturing would also positively impact the U.S. transportation economy as outbound orders increase.

Additionally, companies like TSMC, Intel and Samsung have all promised a push for more production capacity, but their efforts likely won't be felt until at least 2023 because it takes years to ramp up production. Intel, based in Texas, just began building two new fab facilities in Arizona, but those facilities won't begin manufacturing until late 2024.

So, the long answer is the chip shortage can be expected to last well into 2022, if not early 2023.



"Life on the road can be one of two things. If you are flexible--able to adapt and change to new situations and events--truck driving means constant adventure."

- Connor Syrewicz.



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Top 5 things to know about the trucking industry



1 THE TRUCKING INDUSTRY IS THE BACKBONE OF THE US economy

The economy depends on truck drivers to transport freight and keep supply chains moving. 65% of the country's consumable goods are trucked to market. In a recent study, the American Trucking Association (ATA) reports that trucks moved 10.8 billion tons of freight in 2017, generating over \$700 billion in annual revenue.¹

2 The driver shortage continues

The trucking industry employs 3.5 million drivers.² Truck drivers have a difficult lifestyle, with many hours on the road and days away from home. As a result, the industry has a difficult time finding and keeping long-haul drivers. Demographic shifts are also impacting the industry. According to the Bureau of Labor Statistics, the average age of a truck driver is 55. Many drivers are approaching retirement. As a result of these factors, the ATA estimates that the industry is short over 50,000 drivers. This number is expected to rise to 175,000 by 2026. The shortage of drivers is putting upward pressure on wages and causing fleet operators to develop driver incentive programs.

3 Technology is impacting the industry

Technologies, such as blind spot monitoring, automatic transmissions, braking assistance and variable cruise control, are all slated to become more standard within the next 10 years. The industry is also making strides with electric trucks. According to the North American Council for Freight Efficiency, electric trucks won't have an application in every market, but will have an increasing role in freight transportation in Classes 3 through 8.³

4 Enhancements in self-driving trucks continue to emerge

Experts feel that fully autonomous trucks (ATs) will ultimately emerge in four waves. The first two waves will feature platooning, a method of transport where several trucks form a line and automatically mimic the speed, braking and steering behavior of a lead truck. Initially a driver will be in each truck, but within 4-5 years, a driver will only be required in the lead truck. By 2025, driverless platooning will take hold and within a decade, we'll see fully autonomous trucks. While some disagree with the timeline, it's certain that the technology development will drive down the operating costs of the

trucking industry and will help drive further development of advanced driver assistance systems.

5 Electronic Logging Devices (ELDs) changes slated for end of the year

For the past two years, the industry has been working to comply with the Department of Transportation's regulations around ELDs. ELDs are intended to help improve driver safety, while automating the process of recording driving hours. In December of this year, carriers will no longer be allowed to deploy Automatic On-Board Recording Devices (AOBRDs) that were grandfathered in for the first two years of the ELD mandate. Carriers with AOBRDs will have to switch to the more expensive ELD system by December 16, 2019. Some experts feel this will cause disruption in the industry near the end of the year, when an estimate 2-2.5 million trucks will need to be upgraded.



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"SAFETY COMES FIRST"

TRUCK DRIVER KILLED AFTER LOAD OF STEEL PENETRATES CAB

The California Highway Patrol (CHP) says that a truck driver was fatally injured in an apparent single vehicle accident on Tuesday afternoon.

The incident occurred shortly before 3 p.m. on January 4 on I-8 near Alpine, California.

According to CHP, the truck driver was hauling a load of steel sheet piles east on I-8 and then braked abruptly for unknown reasons.

The sudden braking caused the load of steel to slide forward on the trailer and into the cab, striking the truck driver.

CHP said that the truck driver was impaled and passed away at the scene.

The identity of the truck driver has not been released.

CHP Trooper Travis Garrow says that there is no indication that other vehicles were involved in the incident.

Trooper Garrow said in a news release that the load was not properly secured.

SAFETY



The Most Common DOT Clearinghouse Violation –

The DOT Clearinghouse has been creating headaches for carriers since the regulation went into effect in January 2020. But there's one area of the regulation that is proving to be particularly problematic – and is resulting in more violations than any other aspect of the Clearinghouse.

The requirement we're talking about is the pre-employment query.

As a refresher, the regulation states that motor carriers must run a full, pre-employment Clearinghouse query on each new safety-sensitive driver they employ. Carriers are required to obtain the results of the query – and verify that the driver has no prohibitions in the Clearinghouse – prior to allowing them to operate a commercial motor vehicle.

The consequences of not having this full query on file for each new driver can be severe. In fact, it's as severe as the consequences of putting a driver behind the wheel before you have a negative drug test result on file. Both are considered acute violations by the FMCSA – which can quickly put

you on the dangerous path towards a conditional rating.

This full query will reveal any information about the driver's drug and/or alcohol violations that have occurred since the DOT Clearinghouse went into effect.

Electronic Consent is Required

Unlike the limited Clearinghouse queries that drivers can consent to with a written signature, drivers are required to provide electronic consent in the DOT Clearinghouse each time a motor carrier intends to run a full query of their record.

This can create a small roadblock, as it means that the driver must have a Clearinghouse account set up in advance. If they don't have an account yet – or experience any complications during the registration process that create delays – this can have a significant impact on your ability to get that driver hired and onboarded quickly. And in some cases,

can delay the process indefinitely.

To prevent this from happening, and ensure that you're not wasting valuable time onboarding a driver whose Clearinghouse record ultimately shows that they're in prohibited status, it's important that you make the Clearinghouse query requirement an integral part of your pre-hire process – right along with looking at the driver's initial motor vehicle report.

By getting ahead of this requirement, you not only give drivers time to register in the Clearinghouse and provide consent, but you'll find out early whether the driver has prohibitions that will prevent them from driving a commercial motor vehicle for your company.

During this time, you'll also want to have them sign a blanket consent form, which will allow you to run the required limited queries at least once every 12 months for the duration of their employment. You'll need to keep this document on file with the driver qualification file so that it can be easily referenced during an audit.

Next Steps

First, go back and verify that you have that full, pre-employment query on file for every driver you've hired since the regulation went into effect. If for some reason you don't have the required query on file, run that full query now. While we can't guarantee that it will protect you fully from a violation, recognizing your mistake and having proof that you took steps to correct it, can go a long way in showing that you're a safe motor carrier that takes its compliance requirements seriously.

Next, integrate that pre-employment Clearinghouse query into the pre-hire process immediately. If you run into issues with drivers who don't know how to complete the registration process, we have resources that can help.

Lastly, consider a fully-automated solution that will manage all of your query requirements and help keep you compliant. At Foley, our platform runs all of your required queries, maintains proof of consent and alerts you immediately when important information is discovered that requires your review.



Trucking in winter can be extremely dangerous, and demands a specific set of skills to be able to safely reach your destination. Be prepared for every situation. Stay safe on the road!



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Winter Driving Tips - Road Knights

Whether you are a new or seasoned driver, winter roads can be extremely dangerous. Please read the following article with a few tips to help you prepare and stay safe on the road.

Inspect your truck. When it comes to vehicle inspection, you may need to slightly alter your regular checks during winter months. Importantly, you should check your: tires, battery, wiper blades, fluid levels, lights, exhaust pipe and defrosters.

Be Aware of Black Ice. Black ice is a thin layer of ice which forms when the temperature is close to freezing. First clue that conditions are likely to develop a black ice is ice build up on your windshield. Slow down when approaching shaded areas and bridges as these sections of road freeze sooner than

others in cold weather.

Drop your speed to match the road conditions. No matter how much experience you have, the way your truck moves on snow or ice is unpredictable.

Communicate with people. Look for road conditions and weather updates, talk to drivers around you at gas stations, rest areas, pickup and delivery locations, etc. It really helps to know what you are dealing with.

Do not follow to close. Traffic tends to be really annoying on bad roads - the natural reaction is to follow other drivers. On slippery roads keep a safe distance from the vehicle in front of you.

Watch for warning signs. If you see a vehicle rotate out of control, it's time to get off the roadway. Always use your turn signals



There is no load worth your life. If you are experiencing extreme driving conditions, try to find a safe spot and wait it out. Let your log book gain some hours. If you can't find a spot on a truck stop, park on the ramp or anywhere that is safe and out of the road.

Make sure that you have the supplies that you need. In the unfortunate event that you end up stuck, spun out, wrecked or just sitting in, be sure to have some extra warm clothing, blankets, canned food and water. Be sure to keep your diesel tanks full so you won't run out.

Join Us!

WE ARE LOOKING FOR CDL DRIVERS AND OWNER-OPERATORS



Road Knights is offering a referral bonus for you who bring a new driver on board with us.

If you have someone who you think would like to come and work with us, recommend us and give them contact information.

He would get a great opportunity and you will get \$1,000 bonus, \$500 after 6 months and another \$500 after a year.

Who we are?

We are trucking company located in Chicago IL. Our company works with new equipment and well-maintained trucks and trailers. We have very well organized 24 hours available support. We are always taking care of our drivers, and looking forward for long term cooperation!

If you are a CDL driver and looking to become an Owner/Operator driving new or newer equipment, than look no further! Our team goes above and beyond to cater to each owner/operators needs.

We offer:

Trucks available: Piterbilt and Cascadias (2019 - 2022)
Trailers: Refeer, Conestoga Flatbad, Regular Flatbad, Dry van, (2020)

OTR Company Driver |*FLATBAD

Possibility being home every weekend
-80c per mile

OTR Company Driver |*REEFER & DRYVAN

Required to be on the road for at last 3 weeks – 5 days off
-75 cpm

OTR Operating Lease |*REEFER, DRYVAN & FLATBAD

--Take home 80%
-Rent the truck for \$799 + 18c per mile

FLATBAD SING UP BONUS OF \$5 000

- Direct Deposits every Friday
- ELD (Provided by Keep Truckin
- Cash Advance
- Clean DOT Inspection Bonuses
- 24/7 no forced Dispatch
- Fuel Card, Best – Pass for Tolls

We require:

- Valid CDL, Class A
- Minimum 1 years OTR experience
- No DUI
- no SAP drivers

-No major chargeable accidents in the past 3 years



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