

ISSUE 3

ROAD KNIGHTS NEWS

YOUR FAVORITE TRUCKING & LOGISTICS NEWS!

03 - 2022



“Motivational Trucking Quotes

“You’re never lost. You always know exactly where you are. You’re right here. It’s just that sometimes you’ve misplaced your destination.” - Brian W. Porter.

March

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About Road Knights, Inc

We offer quality transportation and logistic services to all US 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 the

hole US. 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 headquarters in Schiller Park, IL. Our trucking

company is a full truckload and LTL carrier, specializing in refrigerated or climate controlled freight, and flatbed services; special equipment or atypical shape/sized loads included. We always stand behind our work, with customer satisfaction being our #1 priority.

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RATING:

A+

First five drivers of the month of March

WE ARE DELIGHTED THAT YOU ARE WORKING WITH US!



- 1. Alan Davis
- 2. Aleksandar Arsevski
- 3. Jason Colby
- 4. Douglas Pickett
- 5. John Howard

Meet the winner
Alan Davis

“

My name is Alan Davis. I was born in State College, Pa; I grew up in the Philly, Pa area as a kid and I lived in the Richmond, Va area growing up as I got older. I love Jesus Christ, going to revival meetings and listening to the audio Bible while driving. I enjoy lifting weights and exercise also. Working at Road Knights is a double blessing for me I get to do all the things I enjoy everyday! Road Knights is the best job I have ever had and I have been driving trucks since 2011.



Road Knights is the best driving job in the industry, I love driving here! I have been driving for Road Knights since 2018, thank you for this opportunity and thank you for the honor and privilege of being driver of the month



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History of the First Truck: 1896



One of the greatest talents of inventor and German engineer Gottlieb Daimler was finding new areas of application for his engine. He invented the motor cycle, then went to the motorized trolley car, and a motorized firefighting hose. In 1896, almost inevitably, Daimler invented the truck, according to Daimler.

The first truck in the world looked like a cart with an engine and without a drawbar. The engine, called “Phoenix”, was a four-horsepower-strong two-cylinder engine located at the rear, with a displacement of 1.06 liters, originating from a car. Daimler linked it to the rear axle by means of a belt.

There there were two helical springs to protect the engine, which was sensitive to vibrations. The vehicle rolled on hard iron wheels. Daimler steered the leaf-sprung front axle by means of a chain. The driver sat up front on the driving seat as with a carriage. The engine was at the rear of the vehicle. The fuel consumption was approximately six liters of petrol per 100 kilometers. In the terminology of the day, that would be “0.4 kilogrammes per horsepower and hour”.

It is noteworthy that the first truck already anticipated 125 years before the planetary axles that are still common today in construction vehicles: because the belt drive sent the power from the engine to a shaft fitted transversely to the longitudinal axis of the vehicle, both ends of which were fitted with a pinion.

Each tooth of this pinion meshed with the internal teeth of a ring gear which was firmly connected with the wheel to be driven. This is how the planetary axles of the heavy Mercedes-Benz Trucks up to the current Arocs series have worked in principle.

In 1898, Gottlieb Daimler and Wilhelm Maybach shifted the two-cylinder Phoenix engine of the six-hp vehicle, which had been located at the rear, to a position under the driver’s seat, with the four-gear belt drive also being transferred forward. However, this solution still left a certain amount to be desired.

In the same year, the truck was then given the face which clearly distinguished it from the car and was to level the path towards ever-increasing output and payload: the engine was then placed right at the front, in front of the front axle. It conveyed its ten horsepower via a four-gear belt drive and a front-to-rear longitudinal shaft and pinion to the internal ring gears on the iron wheels at the rear.

For these vehicles, Daimler made the crucial improvement not only to the drivetrain, but to the engine itself. Instead of a hot tube ignition, the new low-voltage magnetic ignition from Bosch ignited the petrol-air mixture in the cylinders of the 2.2L two-cylinder engine, and the radiator had a completely new design.

According to reports, Daimler – probably because of the large number of innovations – was cautious at first before presenting his new five-tonner to the public. The vehicle which was highly modern at the time underwent “Customer testing” which is how the test procedure would be called today. For months, Daimler subjected his new five-tonner to the daily grind of work at a brick factory in Heidenheim, and he painstakingly remedied the shortcomings it showed.

The first purchaser of the very first truck came from the home of industrialisation: England. There, steam-driven vehicles had long since made the shift from rails to the road, and did not die out until the 1950s. It was a good thing that the Red Flag Act was abolished in 1896. Nevertheless, it was not until 1901 that a truck proved itself to be superior to a contemporary steam-driven wagon in a comparison test carried out in Liverpool.

The Daimler truck was a welcome guest in Paris, too. Daimler undertook the long journey to vibrant Paris to publicise his new product at the world exhibition. There, an automobile show was held in the Tuileries park, following a contest organised by the Automobile Association of France on the subject of “motorised vehicles for city travel”; at the exhibition, Gottlieb Daimler presented his new five-

tonner and a four-horsepower-strong belt-driven vehicle. “Huge crowds of people, many vehicles of all kinds and our truck are very popular,” Daimler’s wife Lina noted with satisfaction in June 1898.

The Daimler Manufacturing Company (DMFG) was an American production company from 1898 to 1907. From 1888 to 1898, the company was known as the Daimler Motor Company (DMC), founded as part of a partnership between Gottlieb Daimler of the Daimler-Motoren-Gesellschaft and William Steinway of the piano manufacturers Steinway & Sons. The company, with its headquarters in Long Island City, Queens, New York City, close to the headquarters of Steinway in Astoria, sold Daimler engines for yachts and launches as well as for commercial vehicles such as buses and trucks.

The second generation of Daimler trucks manufactured from 1899 to 1903 consisted of new basic types with a payload of between 1.25 and 5.0 tonnes, for which two- and four-cylinder engines from four to twelve horsepower were sufficient.

In detail, the almost complete range of the DMG in 1905 comprised: light vans with three payload classes from 500 kg 1000 kg to 1500 kg payload, powered by two-cylinder engines with eight to sixteen hp. Four-cylinder engines with 16 to 35 hp powered the heavy-duty class with two to five tonnes payload.



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WORLD’S OLDEST DRIVER, 105

One of the world’s oldest motorists has been driving 88 years and has revealed he has no plans to give up driving soon.

Aged 105, Bob Edwards, from Ngataki, is the oldest licensed driver in New Zealand.

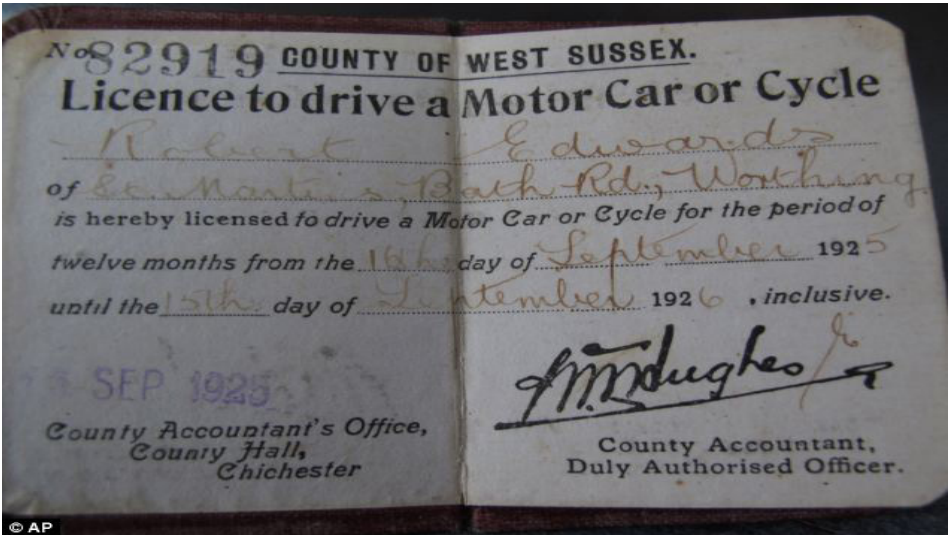
He was born before the first Model T rolled out of Henry Ford’s factory in Detroit.

He learned to drive in a French car that had a lever instead of a steering wheel.

And he’s still on the road, only now in a red four-wheel-drive Mitsubishi.

‘In fact, I don’t think I’m old,’ Mr Edwards says. ‘Not really.’

He has no plans to give it up, just as he intends to keep working out every morning in his home gym, and to keep regularly cooking meals for himself and his wife, who is 91.



Getting your fleet in shape for Roadcheck 2022

Carriers should be preparing their vehicles and drivers for annual 3-day safety blitz

Fleets across North America annually fret about the Commercial Vehicle Safety Alliance’s International Roadcheck event. This year’s event will take place May 17-19, and if past experiences have taught the industry anything, it is that some percentage — perhaps as high as 20% — of vehicles and/or drivers will find themselves sitting on the side of the road following an out-of-service order.

“Roadcheck should not be a cause for concern,” explained Tom Bray, senior industry business adviser for J. J. Keller & Associates. “If your drivers and vehicles are ready for a roadside inspection at any time, Roadcheck is just three days on the calendar.”

Too often, though, drivers and vehicles are not ready for inspections. In 2021, CVSA’s enforcement blitz placed 16.5% of vehicles and 5.3% of drivers out of service (OOS) for violations. More than 40,000 commercial motor vehicle inspections took place during the blitz.

TOP OOS VIOLATIONS

Despite prior announcements that CVSA inspectors would place added emphasis on hours-of-service (HOS) and lighting violations, those two categories still garnered a significant share of OOS orders. HOS violations led to 41.5% of the driver OOS orders, while lighting accounted for 14.1% of vehicle OOS orders.

Other top OOS violations for drivers were wrong class license (19.5%), false logs (14.7%), suspended license (4.6%) and “other” (16.6%). Other violations included operating without the required operating authority, expired or no medical certificate, operating a commercial motor vehicle while ill or fatigued, or driving while prohibited in the Drug and Alcohol Clearinghouse. Additional vehicle OOS violations included brake systems (26.5%), tires (18.6%), brake adjustment (12.4%) and cargo securement (12.3%).

Bray said enforcement officers follow a 37-step process when conducting a CVSA Level I inspection, which accounted for more than half of all inspections in 2021. Officials may also conduct a vehicle-only Level V inspection — there were 1,288 of those in Mexico last year. Vehicles passing either a Level I or Level V with no critical inspection violations are eligible for a CVSA decal. Generally, vehicles with a decal are not subjected to another inspection for up to three months while the decal is valid.



AVOIDING A ROADCHECK RABBIT HOLE

Bray said carriers that suffer an OOS order during Roadcheck could be setting themselves up for a potential downward spiral.

“The worst-case scenario for a carrier is coming out of Roadcheck with several bad inspections that include violations,” Bray said. “This has the potential to put the carrier into a negative cycle if behaviors and processes don’t change.”

That cycle, Bray noted, could result in a BASIC score increase for the carrier, which can trigger inclusion of the carrier on targeted enforcement lists. As more inspections occur and scrutiny tightens, the likelihood of violations increases, further worsening the carrier’s BASIC score and eventually landing the carrier on an audit list.

The good news for fleets is that if they regularly conduct routine maintenance, are diligent about their maintenance practices and recordkeeping, and properly train drivers on policies, procedures and what to expect during an inspection, then the chance of a poor inspection diminishes.

“Doing training on roadside inspections and mock inspections takes away the mystery surrounding inspections and allows the drivers to be better prepared,” Bray said.

J. J. Keller provides several resources to help fleets prepare for Roadcheck. These include a three-part checklist that includes specific guidance for drivers, maintenance personnel and carriers and a free DOT Roadside Inspections — A Guide to the Driver Inspection Process eBook to ensure drivers are prepared for every aspect of roadside inspections.

PREPARING FOR ROADCHECK 2022

This year, Roadcheck inspectors will be paying particular attention to wheel ends. The wheel-end inspection includes wheels and rims, wheel fasteners (hub and lug nuts), wheel seals and leaks, and tires (tread depth, condition, inflation, leaks, in contact with the vehicle).

Bray advises carriers to become familiar with the process of wheel end inspections. The entire list can be found here. But it shouldn’t stop there, as inspectors will be looking for any vehicle maintenance issues or driver violations. Carriers should prepare for Roadcheck by taking these four steps:

1. Ensure company credentials are all current. This includes current MCS-150 filing and 2022 Unified Carrier Registration filings.
2. Verify all drivers are fully qualified and licenses are current and valid, medical exams are up to date and proof is on file, as well as motor vehicle records for CDL holders.
3. Verify vehicle maintenance is current on all vehicles, including all scheduled maintenance and annual inspections.
4. Refresh and/or retain drivers on vehicle inspections, HOS limits and recordkeeping (ELDs, paper logs, time records), qualification requirements (license on person, proof of passing a medical exam is on person or MVR), and roadside inspections (the process, the requirements, etc.).

“The key today is what it has been for many years — take steps to prevent roadside inspection violations, especially during Roadcheck,” Bray said.



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“ Motivational Trucking Quotes

“Eighty thousand pounds of muscle, blood, and steel in a pile. It’s spectacular.” — Gary Williams.

Interesting March 2022



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Reefer Division (ROAD KNIGHTS) –Our biggest challenge was to stay consistent with a policy of high professionalism and ethics in the days when the market was changing day by day and required high commitment from all employees in the company. An unstable market condition, such as the price jump of derivatives and reducing the price of a cargo, was a big challenge for us.

Management of the company, as well as all employees, have put in a tremendous amount of effort to respond to the challenges.

We are succeeded in that, perhaps immodestly speaking. It is our great pleasure to see our customers, brokers, and drivers showing satisfaction and togetherness in this unusual market condition.

The Reefer Department remains focused on improving services according to brokers, and drivers with permanent training of their employees.

Responsibility, professionalism, and dedication remain our motto!

We want to invite interested drivers to join our team. Our company provide the uniqueness of the service.



“LIKE SHARE FOLLOW”

ROAD KNIGHTS ON SOCIAL MEDIA PLATFORMS

Our company getting started soon with posting content on Facebook and Instagram. We would love for you to be a part of our social media platforms and participate in many giveaways.

To start, we will create a poll of the most interesting images of you during your workday. Send us some interesting pictures of you while on pick up, delivery, waiting for something on your trip, etc. and we will have others vote which of you will be chosen with the best photo. Winning photo, with the highest rating, will bring you a cash prize.

Do not hesitate to follow us on social media and be our part of the team and win prizes.

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Prepare your truck for spring

Spring is now just weeks away. For truckers, that means they get to change their habits from more cautious winter driving to the easier climate of spring - and that requires getting your truck ready for the changing season.

Here are five great ways to help transition from that tough winter driving and prep properly for spring:

1

TEST YOUR BRAKES

You likely had to ride your brakes a lot over the course of the winter. For that reason, make sure they're still in good shape as spring arrives, and if they squeak, grind or otherwise show signs of normal wear and tear, it might be time to replace them.

2

CHECK YOUR FLUID LEVELS

Now is the time to go under the hood and make sure all your fluids are topped off. That obviously means not only checking the oil, but also the brake fluid and transmission fluid as well, to ensure your truck keeps running well for months to come. In addition, it's also important to have plenty of washer fluid on hand, just as you did in the winter. Roads can be covered in mud and dirt throughout the spring, so you need to keep your windshield clear of that as well.

3

REPLACE YOUR WIPERS

It's very important to make sure your windshield wipers are in good shape, and replace them if they're not. After all, they likely took a beating clearing off snow, ice and more over the course of a long, cold winter.

4

EXAMINE YOUR BATTERY

While you're under your hood doing everything else, it's important to guarantee your battery is in good working order. Often, it will be just fine, but if it looks a little "off" - for instance, if any parts of it seem to be bulging - you probably need to replace it as soon as possible.

5

CLEAN IT

Another great way to prep your tractor trailer for spring that actually has some impact on how it runs is to make sure it's nice and clean. Cleaning off the built-up dirt and salt from winter from its exterior will help you navigate the nation's highways and byways more aerodynamically (and thus save on fuel).



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INTERNATIONAL ROADCHECK SLATED FOR MAY 17-19 WITH A FOCUS ON WHEEL ENDS

The Commercial Vehicle Safety Alliance (CVSA) has announced this year’s International Roadcheck dates as May 17-19 with a focus on wheel ends.

International Roadcheck is a 72-hour high-visibility, high-volume commercial motor vehicle inspection and enforcement initiative. Commercial motor vehicle inspectors in Canada, Mexico and the U.S. will conduct North American Standard Inspections of commercial motor vehicles and drivers at weigh and inspection stations, on roving patrols, and at temporary inspection sites.

Each year, CVSA focuses on a specific aspect of a roadside inspection. This year, the focus will be on wheel ends. Wheel end components support the heavy loads carried by commercial motor vehicles, maintain stability and control, and are critical for braking. Violations involving wheel end components historically account for about one quarter of the vehicle out-of-service violations discovered during International Roadcheck, and past International Roadcheck data routinely identified wheel end components as a top 10 vehicle violation.

During International Roadcheck, commercial motor vehicle inspectors examine large trucks and motorcoaches and the driver’s documentation and credentials using CVSA’s North American Standard Inspection Program procedures which are the uniform inspection steps, processes and standards established to ensure consistency in compliance, inspections and enforcement. Using the North American Standard Out-of-Service Criteria, also established by CVSA, inspectors identify critical out-of-service violations that if found, require the inspector to restrict the driver or vehicle from travel until those violations or conditions are addressed.

Vehicles that successfully pass a North American Standard Level I or Level V Inspection without any critical vehicle inspection item violations may receive a CVSA decal. In general, a vehicle with a valid CVSA decal will not be re-inspected during the three months while the decal is valid. Instead, inspectors will focus their efforts on vehicles without a valid CVSA decal. “We want every vehicle on our roadways to be in proper working order for the safety of the driver operating that vehicle and everyone traveling on our roadways,” said CVSA President Capt. John Broers with the South Dakota Highway Patrol.

In consideration of COVID-19 and the health and safety of commercial motor vehicle inspectors and drivers, law enforcement personnel will conduct inspections following their departments’ health and safety protocols during International Roadcheck.

International Roadcheck is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, the Canadian Council of Motor Transport Administrators, Transport Canada, and Mexico’s Ministry of Infrastructure, Communications and

Transportation.

ABOUT INSPECTION DECALS

Each commercial motor vehicle (motorcoach, school bus, other bus, truck, truck tractor, semi-trailer, trailer, etc.) used singularly or in combination may qualify for a CVSA decal, if it passes inspection. The North American Standard Level I and Level V are the only inspections eligible for issuance of a CVSA decal. Level VI Inspections may also result in issuance of a special Level VI CVSA decal.

“Pass Inspection” means that during a Level I, Level V or Level VI Inspection, there are no critical violations, according to the North American Standard Out-of-Service Criteria. If no critical violations are detected during the eligible inspections, a CVSA decal is applied.

Inspection decals must be affixed by North American Standard Level I, Level V or Level VI certified inspectors, meaning the government employee performing inspections and affixing CVSA decals successfully completed a training program approved by CVSA.

The CVSA decal criteria apply only to the condition of the vehicle, not the driver. It is possible for a driver to be out of service and still have his or her vehicle(s) qualify for a CVSA decal.

CVSA decals, when affixed, remain valid for a period not to exceed three consecutive months. Generally, vehicles displaying a valid CVSA decal will not be subject to re-inspection. However, nothing prevents re-inspection of a vehicle or combination of vehicles bearing valid CVSA decals.

ALL INSPECTION LEVELS

LEVEL I – NORTH AMERICAN STANDARD INSPECTION

An inspection that includes examination of driver’s license; Medical Examiner’s Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver’s record of duty status, as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems; cargo securement; coupling devices; driveline/driveshaft; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motorcoaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in engine and battery compartments, seating, HM/DG and specification cargo tank requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo

tank inspectors, as applicable. NOTE: If more than 20 percent of pushrod travel on exposed pushrods cannot be measured, then the inspection would not be considered a Level I Inspection and shall be identified as a Level II Inspection. NOTE: A five-axle vehicle combination with one axle not measured will still require two defective brakes to be placed out of service under the 20 percent brake criteria. LEVEL II – WALK-AROUND DRIVER/VEHICLE INSPECTION An examination that includes each of the items specified under the North American Standard Level II Walk-Around Driver/Vehicle Inspection Procedure. As a minimum, Level II Inspections must include examination of: driver’s license; Medical Examiner’s Certificate and Skill Performance Evaluation (SPE) Certificate (if applicable); alcohol and drugs; driver’s record of duty status as required; hours of service; seat belt; vehicle inspection report(s) (if applicable); brake systems;

cargo securement; coupling devices; driveline/driveshaft; exhaust systems; frames; fuel systems; lighting devices (headlamps, tail lamps, stop lamps, turn signals and lamps/flags on projecting loads); steering mechanisms; suspensions; tires; van and open-top trailer bodies; wheels, rims and hubs; windshield wipers; buses, motorcoaches, passenger vans or other passenger-carrying vehicles – emergency exits, electrical cables and systems in

engine and battery compartments, seating, and HM/DG requirements, as applicable. HM/DG required inspection items will only be inspected by certified HM/DG and cargo tank inspectors, as applicable. It is contemplated that the walk-around driver/vehicle inspection will include only those items that can be inspected without physically getting under the vehicle.

LEVEL III – DRIVER/CREDENTIAL/ADMINISTRATIVE INSPECTION

An examination that includes those items specified under the North American Standard Level III Driver/Credential/Administrative Inspection Procedure. As a minimum, Level III Inspections must include, where required and/or applicable: examination of the driver’s license; Medical Examiner’s Certificate and Skill Performance Evaluation (SPE) Certificate; driver’s record of duty status; hours of service; seat belt; vehicle inspection report(s); and carrier identification and status. NOTE: Mechanical equipment violations specific to a Level I or Level II Inspection should not be included in a Level III Inspection. If applicable, traffic violations/infractions should be included on a Level III Inspection.

LEVEL IV – SPECIAL INSPECTIONS

Inspections under this heading typically include a one-time examination of a particular item. These examinations are normally made in support of a study or to verify or refute a suspected trend.

LEVEL V – VEHICLE-ONLY INSPECTION

An inspection that includes each of

the vehicle inspection items specified under the North American Standard Inspection (Level I), without a driver present, conducted at any location. LEVEL VI – NORTH AMERICAN STANDARD INSPECTION FOR TRANSURANIC WASTE AND HIGHWAY ROUTE CONTROLLED QUANTITIES (HRCQ) OF RADIOACTIVE MATERIAL

An inspection for select radiological shipments, which include inspection procedures, enhancements to the North American Standard Level I Inspection, radiological requirements and the North American Standard Out-of-Service Criteria for Transuranic Waste and Highway Route Controlled Quantities of Radioactive material.

As of Jan. 1, 2005, all vehicles and carriers transporting HRCQ of radioactive material are regulated by the U.S. Department of Transportation (DOT) and required to pass the North American Standard Level VI Inspection. Previously, U.S. Department of Energy (DOE) voluntarily complied with the North American Standard Level VI Inspection Program requirements. Select radiological shipments include HRCQ of radioactive material as defined by Title 49 CFR 173.403. And, because only a small fraction of transuranics are HRCQ, the U.S. DOE decided to include its transuranic waste shipments in the North American Standard Level VI Inspection Program.

LEVEL VII – JURISDICTIONAL MANDATED COMMERCIAL VEHICLE INSPECTION

An inspection that is a jurisdictional mandated inspection program that does not meet the requirements of any other level of inspection. An example will include inspection programs such as, but not limited to, school buses, limousines, taxis, shared-ride transportation, hotel courtesy shuttles and other intrastate/intra-provincial operations. These inspections may be conducted by CVSA-certified inspectors, other designated government employees or jurisdiction-approved contractors. Inspector training requirements shall be determined by each jurisdiction. No CVSA decal shall be issued for a Level VII Inspection but a jurisdiction-specific decal may be applied.

LEVEL VIII – NORTH AMERICAN STANDARD ELECTRONIC INSPECTION

An examination that includes those items specified under the North American Standard Electronic Inspection Procedure. An electronic inspection must include, where required and/or applicable, a descriptive location, including GPS coordinates; electronic validation of who is operating the vehicle; appropriate driver’s license class and endorsement(s) for vehicle being operated; license status; valid Medical Examiner’s Certificate and Skill Performance Evaluation (SPE) Certificate; current driver’s record of duty status; hours-of-service compliance; USDOT or (Canada) NSC number; power unit registration; operating authority; Unified Carrier Registration (UCR) compliance; and federal out-of-service orders. The North American Standard Level VIII Electronic Inspection is an inspection conducted electronically or wirelessly while the vehicle is in motion without direct interaction with an enforcement officer. To be considered a complete Level VIII Electronic Inspection, a data exchange must include each of the required and/or applicable data points listed in the CVSA North American Standard Level VIII Electronic Inspection definition.



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We offer:

- Trucks available: Piterbilt and Cascadias (2019 - 2022)
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- FLATBAD Sign up bonus \$5 000





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