

ISSUE 4

ROAD KNIGHTS NEWS

YOUR FAVORITE TRUCKING & LOGISTICS NEWS!

04 - 2022



“Motivational Trucking Quotes

“Working hard for something we don’t care about is called stressed; working hard for something we love is called passion.” – Simon Sinek.

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Road Knights

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BBB ACCREDITED BUSINESS

RATING: A+

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

entire 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 shaped/sized loads included.We always stand behind our work, with customer satisfaction being our #1 priority.

First five drivers of the month of April

WE ARE DELIGHTED THAT YOU ARE WORKING WITH US!



- 1. Daniel Jenks
- 2. Kiril Velkoski
- 3. Ronald Harris
- 4. Jeremiah Milholland
- 5. Sylvester Lewis

Meet the winner
Daniel Jenks

“

My name is Daniel Jenks, I was born in N.Y. I spent 25 years of my life in the N.Y. Area before relocating to Lake Placid Florida. I grew up around the trucking industry. From 8 year old me turning around dad’s blue Kenworth t-600 in the cul-de-sac. I was hooked from the start. I started my 1st legal employment as a trailer driver for a distribution company contracted with the NYS DOCCS and some surrounding states servicing prison commissary facilities. In my tenure with that company I also filled the rolls of transportation

manager dispatcher and warehouse manager. I found all of these unfulfilling and left to be an owner operator. Through my years of trucking I’ve operated van, reefer, rgn, step decks, water tanks and here recently conestoga’s. In my free time I like to spend time with my children, family and find any excuse I can to break out my tools and work on something with wheels.



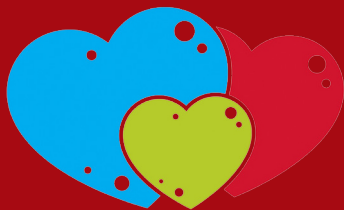
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Family Quotes

“The most important thing in the world is family and love.” – John Wooden



MARKET

Nikola Building \$600 Million Plant In Arizona Desert To Get Hydrogen Big Rigs Rolling By 2023



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Nikola Motor, the upstart truckmaker seeking to shake up the heavy-duty vehicle market, started building its first U.S. plant near Phoenix with a goal of making battery-powered semis there next year followed by futuristic hydrogen fuel cell behemoths in 2023.

The first phase of the \$600 million factory on 430 acres in Coolidge, Arizona, an hour from Phoenix at the edge of the Sonoran Desert, opens late next year with production of the battery-electric Nikola Tre, a “cab-over” truck for hauling loads less than 300 miles. Long-haul Nikola Two semis, outfitted with hydrogen fuel cell and battery power systems, are to roll off the line two years later. When completed the plant will be 1 million-square-feet and have capacity to turn out 35,000 zero-emission trucks a year with two assembly shifts.

“It’s pretty awesome to see where Nikola is right now financially, where we are technologically and where we are with our production plans,” founder and executive chairman Trevor Milton told reporters ahead of the groundbreaking. “This was the biggest question people had: when are you going to have a plant to build your trucks? Well now it’s going up.”

Factory construction comes on the heels of Nikola’s speedy listing on Nasdaq in June via a reverse merger with VectoIQ, a special purpose acquisition company, that dramatically improved the startup’s coffers. While the company won’t generate meaningful revenue for a few years, it will have about \$900 million on hand from the merger and redemption of warrants, according to CEO Mark Russell.

Nikola is at the cutting edge of a push by companies including Hyundai Motor, Toyota, Daimler, and Volvo Trucks to commercialize hydrogen fuel for heavy-duty vehicles—as well as interest in the EU, California and South Korea to use it grid-level energy storage—to help bring down carbon emissions. It will compete head-to-head with Tesla in battery-powered trucks, and thinks it can outdo Elon

Musk’s company in the long-haul semi market with vehicles offering more range and that can be refueled in about the same amount of time as a diesel truck.

And while it’s more efficient to use electricity to charge a battery directly, rather than making hydrogen that will be converted to electricity, the cost of electric power from utilities varies widely and means using battery power alone for fleets of trucks will likely be higher than for hydrogen, according to Milton. “We’re all about battery, we love it,” he says. “We’re all about hydrogen, we love it, but we need to drive the cost down to the battery as well.”

Fuel cell power systems, which make electricity on demand by forcing hydrogen and oxygen through high-tech plastic and metal membranes, have been around for decades and automakers have tested fuel cell vehicles since the 1990s. While the high costs of powertrain components and fuel tanks have fallen steadily in the past decade, finding low-cost ways to make hydrogen from water and renewable energy instead of natural gas (the primary source for industrial hydrogen) has been a problem.

Milton argues that new electrolyzer technology and the rising of surplus solar and wind power in California and Southwestern states means Nikola can provide hydrogen fuel for trucks that’s cheaper than diesel—and with no tailpipe pollution.

The new Coolidge factory will assemble battery packs used in the trucks but fuel cell power modules, supplied by partners such as Bosch will be shipped in, Milton said. Production of Tress starts in Germany in 2021 with partner CNH/Iveco, with some units to be exported to the U.S., prior to the U.S. factory opening. Nikola has also designed a battery and fuel cell electric pickup, the Badger, that is to be produced by an as-yet unnamed automaker.

The company says it has truck orders worth \$10 billion from companies

led by Anheuser-Busch, which wants 800 of its non-polluting behemoths. Its business model is based on leases that include fuel for the life of the lease. Nikola estimates sales will reach \$150 million in 2021 and jump to \$3.2 billion by 2024 as it ramps up productions. By 2024, it expects to sell or lease 7,000 battery-powered units and 5,000 hydrogen fuel cell trucks, according to its filing.

Nikola indicated ahead of its Nasdaq listing that it will need to “raise an additional \$700 million of equity financing between late 2021 and early 2022,” according to an SEC filing. Additionally, it will probably issue debt in 2023 and 2024 totaling \$500 million. Spending on hydrogen stations, which will each make eight tons of the clean fuel per day from water and renewable electricity, will cost nearly \$1 billion from 2022 through 2024, according to the filing.

RANKED: THE TOP 10 EV BATTERY MANUFACTURERS

With increasing interest in electric vehicles (EVs) from consumers, the market for lithium-ion EV batteries is now a \$27 billion per year business.

According to industry experts, high demand has boosted battery manufacturers’ profits and brought heavy competition to the market. And by 2027, the market could further grow to \$127 billion as consumers embrace more affordable EVs.

Besides being a manufacturing powerhouse of vehicle parts, Asia is fast becoming a hotbed for innovation in the battery sector.

No wonder, the top 10 EV battery manufacturers by market share are all headquartered in Asian countries, concentrated in China, Japan, and South Korea.

Rank	Company	2021 Market Share	Country
#1	CATL	32.5%	China
#2	LG Energy Solution	21.5%	Korea
#3	Panasonic	14.7%	Japan
#4	BYD	6.9%	China
#5	Samsung SDI	5.4%	Korea
#6	SK Innovation	5.1%	Korea
#7	CALB	2.7%	China
#8	AESC	2.0%	Japan
#9	Guoxuan	2.0%	China
#10	PEVE	1.3%	Japan
n/a	Other	6.1%	ROW

OUR BUSINESS MOTTO: BE ALWAYS UP TO DATE AND ONE STEP AHEAD OF EVERYONE!

IN THE TRUCKING INDUSTRY, IT IS VERY IMPORTANT TO FOLLOW TRENDS. TURBULENT WORLD EVENTS HAVE LED TO GREAT CHANGES IN ALL SPHERES OF BUSINESS AND HABITS OF INDIVIDUALS. TO BE THE BEST AND TO SURVIVE IN ANY KIND OF BUSINESS, YOU HAVE TO BE ONE STEP AHEAD OF EVERYONE!



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Road Knights owner Bodo Jokic discussed important topics in the trucking industry with Illinois Republican Gubernatorial candidate Richard Irvin in Park Ridge Country Club.

- Topics were:
- supply shortage,
 - high fuel prices,
 - inflation and
 - other concerns of Illinoisans and Americans in general

Road Knights, Inc. has an excellent management team and outstanding drivers. The management team says: "After this 'tough' period, we will be bigger and stronger!"

CONCLUSIONS OF THIS MEETING:

1. Hard times can make you stronger and more successful!

2. We are stronger together than on our own.



FMCSA will move forward with controversial speed limiter

The Federal Motor Carrier Safety Administration said it's going to try again to mandate speed limiters for heavy trucks and other commercial vehicles.

FMCSA announced it intends to publish a supplemental notice of proposed rulemaking to follow up on a 2016 proposed rule that was jointly issued by FMCSA and the National Highway Traffic Safety Administration. That 2016 proposal never made it to a final regulation, and never came up with a proposed maximum speed, although the proposal discussed possible limits of 60, 65, and 68 mph.

This new proposal will require interstate motor carriers operating trucks with the capability of governing maximum speeds to limit those vehicles to a speed "to be determined by the rulemaking" for the service life of the vehicle.

The speed limiter rule would apply to commercial motor vehicles in interstate commerce with a gross vehicle weight rating (GVWR) or gross vehicle weight (GVW) of over 26,000 pounds that are equipped with an electronic engine control unit.

This proposal differs from the 2016 one in that it will specifically apply to motor carriers. The previous NHTSA/FMCSA proposal would have required speed limiters to be installed and set at the factory. The FMCSA version would have required interstate fleets to maintain those speed limiters.

FMCSA said it intends to move forward this time with a separate motor carrier-based speed limiter rulemaking. The agency said it believes that placing the requirement on motor carriers will ensure compliance with the rule and potentially avoid confusion on who is responsible.

FMCSA believes the requirements can be met by the motor carriers, but is asking for comments on topics such as:

- Making the rule applicable only to CMVs manufactured after a certain date, such as 2003, because this is the population of vehicles for which ECUs were routinely installed and may potentially be used to govern the speed of the vehicles
- Whether a retrofit requirement would be necessary.
- What percentage of the CMV fleet currently uses speed limiting devices.
- If in use, at what maximum speed are the devices generally set?
- What skill sets or training are needed for motor carriers' maintenance personnel to adjust or program ECUs to set speed limits.

- What tools or equipment are needed to adjust or program ECUs and how long adjustment or reprogramming of an ECU would take.
- Should FMCSA include Classes 3-6 (i.e., 10,001 – 26,001 lbs. GVWR)?

As of right now, there is no defined maximum speed setting, and there is no proposed timeframe for implementing speed devices. This notice is the start of a data-gathering exercise, in which FMCSA collects information from fleets on their use of speed limiters.

The National Transportation Safety Board, which has powers only to advise, not to regulate, recently called for the federal government to set performance standards for advanced speed-limiting technology for heavy vehicles and to require that all newly manufactured heavy vehicles be equipped with such devices.

Consider Advanced Safety Tech

American Trucking Associations has consistently opposed efforts by anti-truck groups to pursue a speed-limiter rule setting speeds in the low 60s, although it petitioned the federal government in 2006 to mandate speed limiters set at 68 mph.

"Anti-truck advocates pushed to include that in the recently enacted Bipartisan Infrastructure Law, but ATA successfully fought to keep those provisions out of the final bill," the association said in an explainer on the speed limiter notice on its website.

Current ATA policy supports a maximum set speed of 70 mph in trucks equipped with automatic emergency braking and adaptive

cruise control. In trucks without those safety features, its policy supports a maximum set speed of 65 mph.

ATA previously supported a set speed of 65 mph but revised its speed limiter policy in 2019.

"Factors such as speed differentials between trucks and passenger vehicles, rapidly increasing interstate speed limits nationwide, and the emergence of forward collision mitigation, automated emergency braking, and adaptive cruise control technologies shifted the safety discussion," according to the ATA website. "Our concerns focused on rear collisions by passenger vehicles into trucks and how speed differentials contribute to those collisions. The result was our revised policy of 70 mph (in conjunction with AEB and ACC)."

The Trucking Alliance, a group of safety-focused motor carriers, has as one of its core desired safety reforms that "truck speed limiters set the maximum speed a large truck may travel" and that FMCSA "should adopt a safety standard that requires all large trucks to not exceed a reasonable maximum speed. Intelligent Speed Assistance, an emerging technology that enables a driver to briefly override the speed limiter in order to more quickly pass another vehicle, should also be considered." inspections and allows the drivers to be better prepared," Bray said.



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Dangerous Speed Differentials



The Owner-Operator Independent Drivers Association criticized the agency’s plan to require speed limiters, claiming they would actually increase highway crashes as restricted truck speeds lead to rolling roadblocks and road rage.

OOIDA said policies and devices that limit speeds for large trucks create unnecessary congestion and dangerous speed differentials among vehicles, which lead to higher accident involvement rates.

“Studies and research have already proven what we were all taught long ago in driver’s ed classes, that traffic is safest when vehicles all travel at the same relative speed,” said OOIDA President Todd Spencer in a statement. “Limiting trucks to speeds below the flow of traffic increases interactions between vehicles which can lead to more crashes.”

Additionally, most crashes involving CMVs occur in areas with speed limits below 55 mph, mitigating the effect of any potential mandate, OOIDA said.

“What the motoring public should know is that when they are stuck behind trucks on long stretches of highway, those trucks are often limited to a speed well under the posted speed limit,” said Spencer.

Last year, with speed limiters widely expected to come up as an issue under the Biden administration, ATA and safety group Road Safe America sent a letter to Transportation Secretary Pete Buttigieg outlining their support for guidelines for speed limiters for policymakers in Congress and at the Department of Transportation, according to ATA’s newspaper Transport Topics.

OOIDA swiftly responded, sending a letter to the DOT explaining its arguments against mandatory speed limiters, including a belief that creating a “speed differential” between cars and trucks is unsafe.



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ROAD KNIGHTS ON SOCIAL MEDIA PLATFORMS

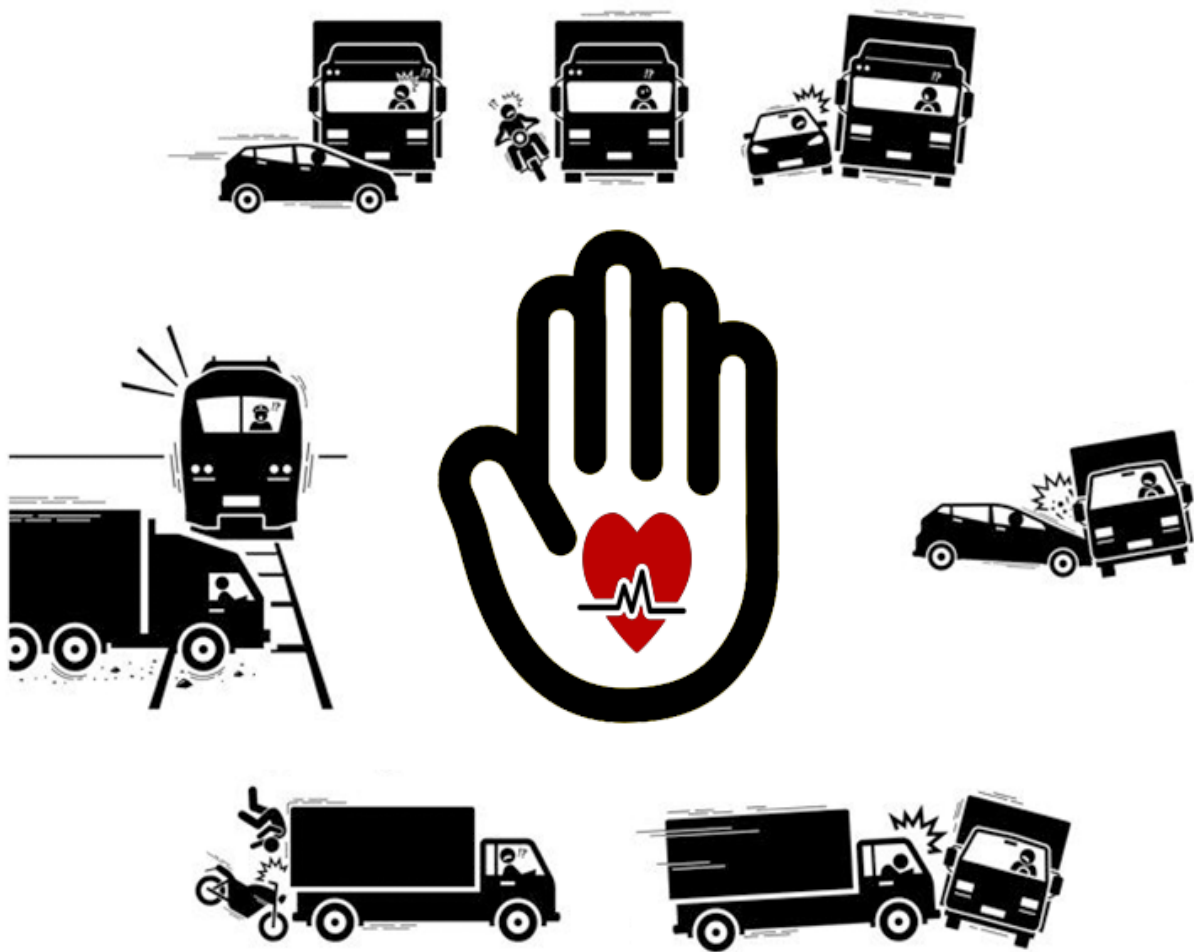
Our company will soon start being more active on Facebook and Instagram. We would love for you to be a part of our social media platforms and participate in many giveaways.

To begin with, we will create a poll of the most interesting images of you during your workday. Send us some interesting pictures of you while at pick up, delivery, waiting for something on your trip, etc. We will have others vote which of you has the best photo. The 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.

<https://www.instagram.com/roadknights.us/>
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THE DIFFERENCE BETWEEN FAULT AND PREVENTABILITY IN A CRASH

The process of determining who was at fault in the collision is typically based on applicable motor vehicle laws and the actions of both drivers. Evidence will be collected and witness statements are taken so that fault can be determined, either by law enforcement or in a legal proceeding.

Preventability, on the other hand, has a completely different meaning. According to the National Safety Council (NSC), “a preventable collision is a collision in which the driver failed to do everything reasonable to avoid it.” So, even if a truck driver is not cited for being at fault for an accident, the motor carrier could still deem the collision preventable. Since determining fault is typically done externally, motor carriers often conduct an accident investigation to determine if their driver could have done anything to prevent the crash from occurring.

Employers can use their findings to determine what corrective actions are needed, such as road testing the driver, providing additional training, or deciding if disciplinary action is warranted.

Here are two examples of rear-end crashes.

STRIKING ANOTHER VEHICLE IN REAR - PREVENTABLE IF:

- The driver failed to maintain safe following distance and have his/her vehicle under control
- The driver failed to keep track of traffic conditions and note a slowdown
- The driver failed to ascertain whether a vehicle ahead was moving slowly, stopped, or slowed down for any reason
- The driver misjudged the rate of overtaking
- The driver came to close before pulling out of pass
- The driver failed to wait for the car ahead to move into the clear before starting up
- The driver failed to leave sufficient room to get safely back in line after passing a vehicle.

STRUCK IN REAR BY OTHER VEHICLE - NON PREVENTABLE IF:

- The driver’s vehicle was legally and properly parked
- The driver was proceeding in his/her lane of traffic at a safe and lawful speed
- The driver was stopped in traffic due to existing conditions, or was stopped in compliance with a traffic sign or signal, or the directions of a police officer or other person legitimately controlling traffic
- The driver was in a proper lane, waiting to turn.

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We are a trucking company located in Chicago IL. Our company works with new equipment and well-maintained trucks and trailers. We have a very well organized 24 hour support. We take good care of our drivers, and look to build lasting work relationship!

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

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