

ISSUE 6

ROAD KNIGHTS NEWS

YOUR FAVORITE TRUCKING & LOGISTICS NEWS!



“Motivational Trucking Quotes

“Many receive advice, only the wise profit from it.”

– Harper Lee..

June

6

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.

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We are looking for CDL drivers and Owner-Operator

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TOP FIVE DRIVERS OF THE MONTH OF JUNE

Find out our top five drivers for the month of June

06 - 2022



4741 25th Ave

Schiller Park, IL 60176

Phone: (773) 756-5999

Fax: (773) 270-3908

Email: Info@RoadKnights.us

Website: www.roadknights.us



First five drivers of the month of June

WE ARE DELIGHTED THAT YOU ARE WORKING WITH US!



- 1. Tonya Bailey
- 2. Leon Linse
- 3. Abdulahi Mohamed
- 4. Jeffrey Frey
- 5. Lagree Walker

Meet the winner Tonya Bailey

“

Hello my name is Tonya Bailey. I was born on the Lower Eastern Shore of MD. 30 minutes from the Atlantic Ocean. I was raised by my wonderful grandparents. I currently reside in Texas and Maryland. I have six wonderful adult children. Three boys and three girls. I have 13 amazing grandchildren. My grandfather is a farmer and grain hauler. He’s still working on the farm and hauling grain at 90 years old. When I was young my grandfather would put me on the truck with him during the summer. I loved going to dump grain back then they raised the whole truck in the air. My dad was a truck driver over 50 years. They are the reason trucking is in my blood. Trucking has always been my passion. I’ve been trucking for over 19 years. Three of those years I spent hauling gas locally in MD.



In 2009 I brought my first truck. I still have it and run it locally in Texas.

I love traveling, Drag Racing, cruising, the beach, amusement parks, visiting historical landmarks ,festivals, plays,comedy shows,car shows, Monster Trucks, being a foodie and trying the restaurants off Triple DDD.

I have been with Road Knights for 2 years. At Road Knights your known by your name not your truck number. There is a awesome team in every department. One of the things I like the most is how well they take care of the equipment. Sasha is by far one of my favorite dispatchers. He knows how I like to run and how to run my truck. Working at Road Knights has been a incredible experience. Thank you

“

Do What You Love Quotess

“Do what you love to do and give it your very best. Whether it’s business or baseball, or the theater, or any field. If you don’t love what you’re doing and you can’t give it your best, get out of it.” - Al Lopez



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Box trucks ideal for electrification: NACFE



Every box truck in North America could be electrified today, according to the North American Council for Freight Efficiency (NACFE).

It has based its findings on results from its Run on Less – Electric program last year, which included a Day & Ross Class 6 Lion6 electric box truck. While it says 100% of the market segment could be electrified, it admits some applications will be more challenging than others.

The simple box truck market represents 380,000 trucks in the U.S. and Canada.

“Electrification should happen fast for the simple trucks, and the industry should prioritize the other applications with regard to benefits and difficulty to bring to production given the smaller unit volumes,” says Mike Roeth, NACFE’s executive director.

Other box trucks in Run on Less – Electric included Frito-Lay with a Class 6 Peterbilt-Cummins 220EV, and Roush Fenway Racing with a Class 6 ROUSH CleanTech Ford F-650.

The report found that medium-duty box trucks are an ideal application for electric trucks given their short distances and return-to-base operations. More complex applications to electrify include snowplows, refuse trucks, and fire trucks.



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Supply chain shortages continue to limit Class 8 truck orders

North America’s Class 8 truck orders spiked 13% in June, but were down 36% year over year as OEMs continue to carefully manage order intake in light of uncertainty about future conditions.

FTR’s preliminary report showed a modest increase from May to 15,000 units, but it points out 2023 build slots remain restricted as OEMs struggle to determine future material costs and lead times.

June’s order total was in line with the previous three months. FTR says manufacturers are still struggling to procure semiconductors, tires, and other key components, limiting production.

“The June number is positive in the sense that all OEMs entered orders indicating some optimism

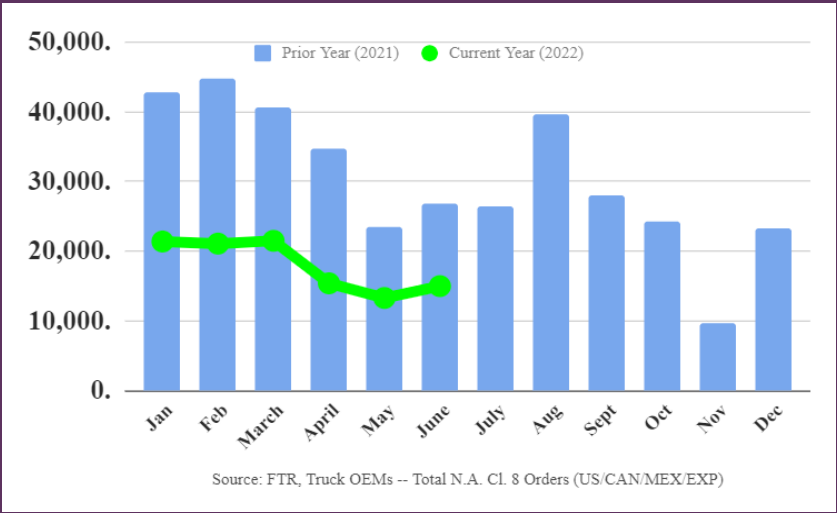


about improved future supply chain performance. The current order volume still understates the tremendous demand for new trucks,” said Charles Roth, analyst – commercial vehicles with FTR.

“The OEMs have a large number of fleet commitments for 2023. They are delaying entering these orders until they know how many they will be able to build each month. Supply chain delays continue to constrain build rates.”

But, Roth added, demand for new trucks remains high even if order intake is muted.

“As a result of replacement demand,



fleets still need a considerable number of new trucks right now. Industry capacity remains extremely tight, resulting in elevated freight rates,” Roth said. “The carriers have freight to haul and funds available for new trucks, but OEMs remain limited due

to parts shortages. Also, large fleets are now running vehicles beyond their trade-in cycles and need to trade in older trucks, which will result in increased replacement demand in 2023.”

WHY DO SEMI-TRUCK ACCIDENTS INCREASE DURING SUMMER?



Summer is a time when motor vehicle accidents of all types increase, and semi-trucks are no exception. The period from Memorial Day to Labor Day has even earned the informal title of the 100 Deadliest Days of Summer, as fatal car accidents for teens increase significantly during this time. Drivers should be aware of the increase in traffic accidents when they hit the road this summer.

SUMMER ROAD CONSTRUCTION: Construction is another hazard for semi-trucks in the summer months. Many states and municipalities schedule road projects for the longer, drier days of summer. Altered traffic patterns and narrower lanes are hazardous for semi-trucks to navigate and can cause accidents.

Construction zones also create traffic jams, and both truckers and drivers of passenger vehicles may exhibit bad driving behaviors borne out of the frustration of sitting in traffic. These include speeding, tailgating, aggressive driving, and even road rage. Any of these behaviors can lead to an accident.

TIRE BLOWOUTS: Truck tire blowouts increase in the summer months because of the heat of the pavement. Any weakness in a tire's structure can be caused by heat, and if a semi-truck has a tire blowout on a crowded highway, the results can be disastrous. Semi-truck drivers have a responsibility to perform regular maintenance on their trucks, including tires. Inspections and maintenance must be logged and records kept on file with the trucking company. A tire blowout can also be caused by improper inflation. Underinflated tires can explode in summer conditions of high heat.

MOTORCYCLES, BICYCLES, AND PEDESTRIANS: During the summer months, motorcycle enthusiasts and bicyclists take to the roads, and they are very difficult for drivers in large vehicles to spot. A semi-truck has large blind

spots, and motorcycles can easily be overlooked, causing an accident. It is also hard for truck drivers to avoid hitting a bicyclist or pedestrian that appears out of nowhere because of the long stopping distances big trucks require. Motorcyclists, bicyclists, and pedestrians are serious summer hazards for semi-truck drivers.

DROWSY DRIVING: Driving in hot summer weather can be dehydrating if the truck driver does not take care to avoid it, and dehydration contributes to drowsiness. Studies have shown that driving while fatigued produces the same results as driving while intoxicated. Reaction times are slower and judgment is compromised, thereby increasing the risk of an accident.



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7 CVSA Brake Safety Week with emphasis on chafing starts Aug. 21.

ARE YOU PREPARED?



Commercial Vehicle Safety Alliance’s (CVSA) Brake Safety Week will be held Aug. 21-27.

Brake Safety Week is an annual commercial motor vehicle brake-safety inspection, enforcement and education initiative conducted by law enforcement jurisdictions across North America during which inspectors will conduct normal North American Standard Level I and V Inspections and capture and report brake-related data to CVSA.

CVSA President Capt. John Broers, with the South Dakota Highway Patrol, noted poorly maintained brake systems can reduce braking capacity and increase the stopping distance of large trucks, posing “a serious risk to driver and public safety. In those split-second emergency situations, the proper functionality of the brake systems on large commercial motor vehicles is crucial,” he said.

During last year’s seven-day campaign, 13.5% of the 28,694 commercial motor vehicles inspected in the U.S. were placed out of service with brake issues. Brake-related violations comprise the largest percentage of all out of service vehicle violations cited during roadside inspections, and according to last year’s three-day International Roadcheck data, brake systems and brake adjustment

violations accounted for 38.9% of all vehicle OOS violations, the most of any category of vehicle violations. Brake-related violations accounted for eight out of the top 20 vehicle violations in 2020, according to the U.S. Federal Motor Carrier Safety Administration’s data.

In addition to reporting total inspections and brake-related out-of-service violations, inspectors will also capture and provide data on brake hose/tubing chafing violations, which is the focus area for this year’s Brake Safety Week campaign.

CVSA said the goals for Brake Safety Week is to identify and remove commercial motor vehicles with critical vehicle inspection violation items identified in the North American Standard Out-of-Service Criteria from roadways; conduct inspections and identify and acknowledge commercial motor vehicles that do not have critical vehicle inspection violations by affixing those vehicles with a CVSA decal; encourage proactive vehicle maintenance in advance of the week; highlight the hard work and commitment to safety by inspectors, drivers and motor carriers; remind drivers and motor

carriers about the importance of proper brake maintenance and vehicle pre-trip and post-trip inspections; and provide an opportunity for outreach and educational brake-safety efforts by inspectors.

During the brake portion of a vehicle inspection, inspectors will look for missing, non-functioning, loose, contaminated or cracked parts on the brake system, and non-manufactured holes (such as rust holes and holes created by rubbing or friction) and broken springs in the spring brake housing section of the parking brake. They will listen for audible air leaks around brake components and lines, and ensure the air system maintains air pressure between 90-100 psi (620-690 kPa). Inspectors will also check for S-cam flip-over and measure pushrod travel. They will check that slack adjusters are the same length (from center of S-cam to center of clevis pin) and the air chambers on each axle are the same size. They will also inspect required brake-system warning devices, such as ABS malfunction lamp(s) and low air-pressure warning devices. In addition, inspectors will ensure the breakaway system is operable on the trailer, and inspect the tractor protection system, including the bleed-back system on the trailer.



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“LIKE SHARE FOLLOW”

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/>
<https://www.facebook.com/RoadKnights.us>



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SAFETY

7 Things Drivers Need to Do at the Scene of an Accident



Fleets should prepare for and practice what to do in the event of a serious accident just like they do for fire drills — from top management to dispatchers to drivers. What drivers and other company personnel do immediately following an accident can help you win a lawsuit or cause you to lose one.

Since the DRIVER is the one on the scene, here is outlined seven steps drivers need to take when involved in an accident:

1 REMAIN CALM. Before you do anything, take a deep breath. There's a high probability you're the only person on this scene who's a professional. The people on the scene expect you to do things right, the courts expect you to do things right. Your job didn't end when you had this crash. You are still on duty, you are still representing the company. Don't admit fault to anyone — even a simple "I'm sorry" could be construed by a court as an admittance of guilt.

2 STOP. Do not move the unit from the crash site unless told to do so by police or signs posted on the highway instruct you to do so. If stopping to give aid to a crash you are not involved in, do not park the truck in front of the crash to protect the people involved in the crash. While a driver's heart may be in the right spot in doing this, if another vehicle then hits your vehicle, the driver is at fault — unless a police officer has directed him to position his truck in that manner. If at all possible, get beyond the scene of the accident, on the less-traveled part of the road.

3 GET HELP. In most situations, this is 911. If you're on a highway, the 911 dispatcher will route your call to the local law enforcement agency and emergency responders. Let the dispatcher know approximately how many people are involved in the accident (it could be multiple vehicles) so that it can send as many ambulances as needed.

4 SECURE THE SCENE. Failure to secure the scene properly can result in major liability issues. Put reflectors out as soon as you can. The rules say that if you're going to be stopped for more than 10 minutes you have to put reflectors out right away. One reflector goes 10 feet behind the vehicle, a second one 100 feet behind. How can you tell how long is 100 feet? Figure one pace equals 3 feet. The third reflector goes 100 feet in front (if it's not a divided highway) or 100 feet behind the second reflector.

5 GET WITNESS INFORMATION. Don't get aggressive or harassing about it, but do get the name, address, phone number, and license plate number of any witnesses. Keep in mind that your behavior will help determine whether their testimony is favorable to you or not. If you can't, at least snap a picture of their license plate. Documentation can include photos, contact information for witnesses and everyone involved in the crash, and other notes about road or weather conditions or other factors that might have affected the accident. Be sure to get as much of the following as possible:

- The other driver's name, home address, phone number, and email address
- The other driver's insurance company and policy number
- The other driver's license number
- The name and contact information for truck driver's employer and trucking company
- The truck license plate number and other identifying information

6 NOTIFY YOUR COMPANY. When a driver calls in, the natural human tendency is to try to defend himself. Encourage drivers to give a neutral report. In fact, ask them to lean the other way and imagine if they were the other party, what negative things they might have to say about the accident.

On the other end, make sure that when a driver calls in, the person taking that call is trained and prepared. Any message they send, anything they say, any notes they write can be used in court. If a driver calls, do they know the information the company needs? Do they have a form to fill out?

7 TAKE PHOTOS, TAKE PHOTOS, TAKE PHOTOS. These days, most drivers have cell phones that can take pictures. That's the best thing that can happen, if drivers send photos directly from the scene.

Drivers should take photos from all sides of the vehicle — their own and any others involved. Get close-ups of any damage or other details, but make sure to include something in the photo to indicate relative size of what you're trying to document. Also, take a panoramic photo of the scene. This could identify details or even witnesses you aren't aware of at the time. Take photos even if it's a minor incident and the other party agrees there is no damage.



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Summer driving is not without its challenges. Adopting a few summer driving tips for truck drivers can help you avoid issues with your personal health and your vehicle's well-being.

1. Pay Attention to Weather Forecasts
2. Check Your Truck's Condition Frequently
3. Hydrate Frequently
4. Prepare for Congestion and Traffic Hazards
5. Protect Your Eyes
6. Use Sunscreen to Prevent Painful Burns

Hall of FAME - ROAD KNIGHTS

WE ARE SO PROUD OF YOU!

“

I’m So Proud Of You Quotes

“The future belongs to those who believe in the beauty of their dreams.” - Eleanor Roosevelt.



Join Us!

DON'T MISS THE PROMO PERIOD, WE ARE LOOKING FOR CDL DRIVERS AND OWNER-OPERATORS



JOIN US

ROAD KNIGHTS IS OFFERING A REFERRAL BONUS FOR THOSE WHO BRING A NEW DRIVER.

IF YOU HAVE SOMEONE WHO YOU THINK WOULD LIKE TO COME AND WORK WITH US, RECOMMEND ROAD KNIGHTS, AND GIVE THEM OUR CONTACT INFORMATION. THEY WOULD GET A GREAT OPPORTUNITY AND YOU WILL GET \$1,000 BONUS, \$500 AFTER 6 MONTHS AND ANOTHER \$500 AFTER A YEAR

Who are we?

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.

We offer:

- Trucks available: Piterbilt and Cascadias (2019 - 2022)
- Trailers: Referer, Conestoga Flatbed, Regular Flatbed, Dry van, (2020)
- FLATBED Sign up bonus \$5 000



WE HIRING OWNER OPERATORS

- FLATBED SIGN IN BONUS \$2,500
- TAKE HOME 80% OFF THE GROSS
- \$1,000 REFERRAL BONUS FOR DRIVER THAT YOU REFER
- WEEKLY PAYMENT
- BEST-PASS FOR TOLLS
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773 756 5999 x138



