

ROAD & WRENCH

FLORIDA TRUCKING & DIESEL LIFE

PUBLISHED BY EMTS PARTS & SERVICES INC.



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DRIVERS
MECHANICS
REAL SOLUTIONS
ON THE ROAD

FLORIDA TRUCK PARKING: PLAN YOUR NEXT STOP

Safe spots, useful tips
and what to know
before you roll.

STORM-READY ON THE ROAD

How to drive safely
through Florida's
storms.



DIESEL POWER LOSS: FIND THE CAUSE

Key symptoms,
common issues and
practical solutions.

DPF PROBLEMS: CLEANING, REGENERATION OR REPLACEMENT?

What really works
and when.

TURBOCHARGER FAILURE: WHAT REALLY WENT WRONG?

Main causes,
warning signs and
how to prevent it.

+ STAYING HEALTHY ON THE ROAD

PRACTICAL TIPS FOR A STRONGER,
SAFER DRIVING LIFE.



BEHIND THE WHEEL

FOR FLORIDA TRUCK DRIVERS

Where Can I Park My Truck in Florida?

Finding a safe spot shouldn't be the hardest part of your day.

After a long day on Florida's highways, the last thing a truck driver wants is to spend another hour searching for a legal parking spot. Yet finding truck parking can be a challenge, particularly near busy freight corridors and major metropolitan areas.



PLAN YOUR STOP BEFORE YOU ROLL

Whether you're traveling along I-75, I-95, I-4, or I-10, planning ahead makes a difference. Don't leave parking decisions until your driving hours are almost exhausted. Florida's official 511 service provides truck parking availability information for designated facilities. Visit [FL511 Truck Parking](#) before your trip or while safely stopped to explore available locations.



KNOW YOUR PARKING OPTIONS

Florida offers highway rest areas, truck stops, travel centers, and certain authorized commercial parking facilities. But not every location allows overnight commercial parking, and rules may vary. Always check parking restrictions, vehicle-size limitations, security, and available services before choosing your stop.



SAFETY COMES FIRST

Avoid parking on highway shoulders, entrance ramps, exit ramps, or unauthorized property. An inconvenient parking spot is never worth a collision or a costly violation.



ROAD TIP

Pick a primary stop and a backup before you start driving. A few minutes of planning can save a lot of frustration at the end of your shift.



STAYING HEALTHY ON THE ROAD

Your truck needs maintenance. So do you.

Long hours behind the wheel can take a toll on your body. Irregular meals, limited exercise, disrupted sleep, and long periods of sitting are familiar challenges for many professional drivers. The good news? Small daily habits can make life on the road healthier.



EAT SMART, EVEN WHEN YOU'RE BUSY

Fast food may be convenient, but it doesn't have to be your only option. Pack fruit, nuts, yogurt, sandwiches, and other easy-to-store foods. Balanced meals can help you maintain energy without relying entirely on sugary snacks.



KEEP MOVING

When you've been sitting for hours, a short walk can feel surprisingly refreshing. Use safe, scheduled breaks to stretch your legs, walk around, and relieve stiffness. Start with manageable activities that fit your abilities and schedule.



PROTECT YOUR SLEEP

Adequate sleep is essential for alertness and reaction time. FMCSA identifies driver fatigue as an important road-safety risk. Keep your sleeping area comfortable, limit distractions, and maintain a consistent sleep routine whenever possible. If you're struggling to remain awake, stop somewhere safe and rest. Caffeine is not a substitute for sufficient sleep.



DON'T FORGET YOUR MENTAL WELL-BEING

Stay connected with family and friends, make time for activities you enjoy, and recognize when stress is building. Professional driving can be rewarding, but it can also be demanding.



ROAD TIP

*A healthier driver is better prepared for the journey.
Take care of the person behind the wheel—not just the machine.*



ROAD & WRENCH

THE EMTS MAGAZINE FOR PROFESSIONALS



PARTS & SERVICES INC.

UNDER THE HOOD

FOR DIESEL MECHANICS & TECHNICIANS

PRODUCT SPOTLIGHT //

Turbocharger 85151094

For Volvo D13 • Mack MP8 13.0L

PD | Product Description

This is a new replacement turbocharger for select Volvo D13 and Mack MP8 13.0L applications. Built to support proper airflow and boost response, this turbocharger is designed to help restore performance when replacing a worn or damaged turbocharger. Manufactured to meet quality standards for reliable operation in demanding diesel applications. Fitment should be verified before purchase.

Highlights

-  New replacement turbocharger
-  Part No. 85151094
-  Application: Volvo D13 / Mack MP8
-  Engine: 13.0L
-  Billet wheel design
-  EMTS expert assistance available



Need help choosing the right part?

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THE EMTS MAGAZINE FOR PROFESSIONALS



TD | Technical Data

Turbocharger 85151094

For Volvo D13 • Mack MP8 13.0L

Technical Data

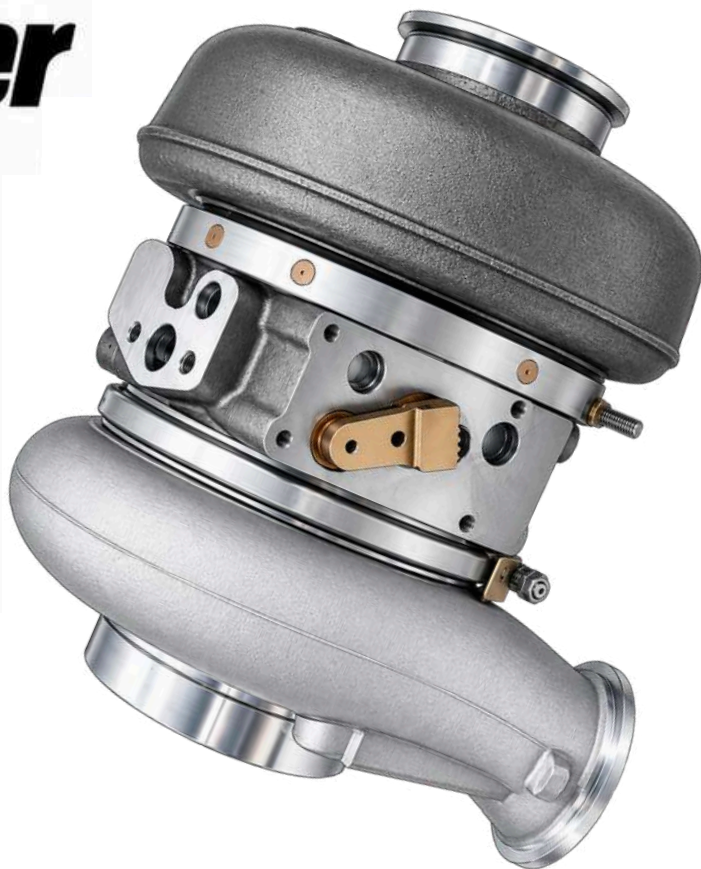
Product Type:	Turbocharger
Part Number:	85151094
Condition:	New replacement unit
Application:	Select Volvo D13 / Mack MP8
Engine Size:	13.0L
Design:	Billet wheel
Category:	Air & Exhaust / Turbocharger
Availability:	In-Store & Online
Seller:	EMTS Parts & Services Inc.

TD | Technical Description

This turbocharger is intended as a replacement unit for select Volvo D13 and Mack MP8 13.0L applications. Designed to support proper airflow and boost response, it helps restore engine performance when replacing a worn or damaged turbocharger. Verify part number, engine model, and visual match before purchase.

Features & Benefits

-  Supports airflow and boost response
-  Billet wheel design
-  Practical replacement solution
-  Suitable for demanding truck applications
-  EMTS fitment assistance available



Cross References

85151094	85021417	85021418
85128133	22880308	22001084
21366000	5499741H	5499741HX
5355474	5355484	5355485



Please verify part number, engine application, engine serial number, and visual match before purchase.



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UNDERSTANDING HOURS OF SERVICE

A Practical Guide to Rest Breaks, ELDs, and Staying Legal on the Road

Your clock matters as much as your cargo. Learn how to manage driving hours, avoid costly violations, and make smarter decisions during your workday.

Picture this: You're hauling a load from Miami toward Jacksonville. Traffic is moving, the weather looks good, and you're making excellent time. Then you check your electronic logging device (ELD). You've got two hours of driving time left, but your delivery is nearly three hours away. Sound familiar? For professional truck drivers, managing Hours of Service (HOS) is part of everyday life. Between traffic delays, loading docks, fuel stops, rest breaks, and unexpected weather, even a carefully planned trip can become complicated. The good news is that understanding the rules doesn't have to be complicated. Here's what every Florida trucker should know about managing the clock, keeping accurate logs, and staying compliant with federal safety regulations.



1. KNOW YOUR THREE MOST IMPORTANT CLOCKS



11 DRIVING HOURS

Maximum after 10
consecutive hours off duty

The 11-Hour Driving Limit. After taking at least 10 consecutive hours off duty, you may drive for up to 11 hours, provided you remain within your permitted driving window and meet the other applicable limits. Remember, this is actual driving time. Time spent fueling, inspecting your truck, securing cargo, or handling shipping paperwork generally counts as on-duty time, but not driving time.



14 DUTY WINDOW

Consecutive hours in which
driving may occur

The 14-Hour Driving Window. This is where drivers sometimes get caught off guard. Once you begin your workday after your qualifying off-duty period, your 14-hour clock generally starts running. Under the normal rule, taking a lunch break or waiting at a warehouse doesn't stop that clock. **Example:** You start work at 6:00 AM. Under the standard rule, your driving window ends at 8:00 PM, even if you haven't used all 11 driving hours. Qualifying sleeper-berth arrangements and specific exceptions can change the calculation, but don't assume an ordinary break extends your available driving time.



10 HOURS OFF DUTY

Normally required before
a new driving shift

The 10-Hour Off-Duty Requirement. Before starting a new driving shift, you generally need 10 consecutive hours off duty or qualifying sleeper-berth time. This is an opportunity to eat, recover, and get adequate sleep — not simply a way to reset a digital timer.



ROAD TIP

Your 11-hour and 14-hour clocks are different. Always check both before accepting a delivery schedule.

2. THE 30-MINUTE BREAK: WHEN DO YOU NEED IT?

Here's a common misunderstanding: drivers sometimes believe they must stop working completely after eight hours. That's not exactly how the federal rule works. For most covered property-carrying drivers, a break is required after eight cumulative hours of driving without a qualifying interruption of at least 30 consecutive minutes. The break can consist of off-duty time, sleeper-berth time, on-duty time when you're not driving, or a qualifying combination of these statuses.

Consider this situation. You drive for four hours, then spend 30 uninterrupted minutes at a loading dock performing non-driving work. Afterward, you drive another four hours. That 30-minute non-driving period may satisfy the break requirement, even though you were working during it. However, the break doesn't automatically extend your 14-hour driving window. There is also a difference between a legal qualifying break and genuine rest. If you've been working hard during those 30 minutes, you may still need a real rest period before continuing.



ROAD TIP

Use your breaks wisely. Stretch, eat, hydrate, and check your remaining hours. A compliant log doesn't automatically mean you're fully rested.

UNDERSTANDING HOURS OF SERVICE

Rest Breaks, ELDs, and Practical Situations

3. YOUR WEEKLY LIMIT: THE 60/70-HOUR RULE

Your daily clocks aren't the only ones that matter. Federal rules also limit accumulated on-duty hours across multiple days. Depending on your carrier's operating schedule, the applicable limit is generally 60 hours in seven consecutive days or 70 hours in eight consecutive days. The limit is calculated using a rolling period rather than simply starting over every Monday. Once the applicable limit is reached, you cannot drive again until enough hours become available or you qualify for a restart.

What Is a 34-Hour Restart?

A qualifying period of at least 34 consecutive hours off duty can reset the accumulated on-duty hours for the applicable seven- or eight-day period. For example, if you finish working Friday at 6:00 PM and remain off duty for 34 consecutive hours, your restart would be complete Sunday at 4:00 AM. But that doesn't mean you should automatically get behind the wheel at 4:00 AM. You still need to be fit and rested enough to drive safely.

What About Other Jobs?

If you work a second job, even outside the trucking industry, that work may count toward your total on-duty hours under the federal HOS rules. Your log needs to reflect applicable on-duty work, not just time spent inside the cab.



4. ELECTRONIC LOGGING DEVICES: YOUR DIGITAL RECORD OF THE ROAD

An Electronic Logging Device, commonly called an ELD, records driving activity and helps drivers maintain their required duty-status records. For most drivers subject to the federal ELD mandate, these devices have replaced traditional paper logbooks. A typical ELD displays your driving time, remaining work window, duty status, and accumulated hours. Understanding how to use it properly is just as important as understanding the regulations themselves.

Know Your Four Duty Statuses



Off Duty

You're relieved of work responsibilities and free to use your time for personal activities.



Sleeper Berth

You're spending qualifying time in the vehicle's sleeper berth.



Driving

You're operating the commercial motor vehicle.



On Duty, Not Driving

You're working but not driving, such as conducting inspections or handling cargo.

Your ELD may automatically record driving status when the truck moves, but other duty-status entries often require your attention. Make sure your logs accurately represent what you're doing.

Can ELD Records Be Edited?

Some entries can be corrected when legitimate mistakes occur, but automatically recorded driving time cannot simply be reduced or erased to create more available hours. ELD systems must preserve original records and their edit history. For example, if you accidentally leave yourself in an incorrect non-driving duty status, an authorized correction may be appropriate. But if you actually drove the truck, that driving time must remain properly accounted for.



ROAD TIP

Review and certify your logs regularly. Fix legitimate errors promptly rather than waiting until a roadside inspection.

5. WHAT HAPPENS IF YOUR ELD STOPS WORKING?

Technology is helpful — until it decides to quit in the middle of a trip. Maybe the screen freezes, the device loses its required connection, or the system stops recording your hours accurately. Don't panic. But don't ignore the problem either. If your ELD develops a malfunction that affects required recordkeeping, notify your motor carrier within 24 hours. You must also reconstruct your logs for the current 24-hour period and the previous seven consecutive days, unless those records are already available. When the malfunction prevents accurate electronic logging, use compliant paper logs or another permitted recording method until the device is repaired or replaced.



ROAD TIP

Before leaving the terminal, know how to access your ELD instructions, transfer records during an inspection, and complete a paper log if necessary.

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Turbocharger Failure: What Really Went Wrong?

A failed turbo may be the result of another problem hiding inside the engine.

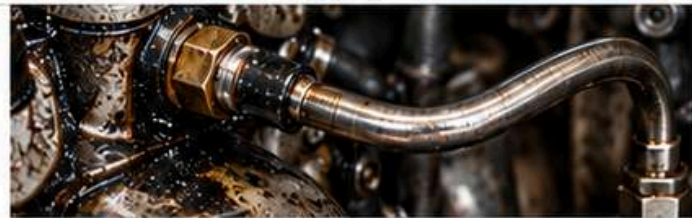
A truck arrives with reduced power, unusual turbo noise, or excessive smoke. Inspection reveals a damaged turbocharger. Time for a replacement? Not so fast.

A turbocharger operates at extremely high rotational speeds and depends on proper lubrication, clean airflow, and correct operating conditions. When something goes wrong, the damaged turbo may be the final result—not the original cause.

1 LUBRICATION PROBLEMS



Insufficient oil supply, incorrect oil, contamination, or restricted oil-return passages can damage turbocharger bearings. Before fitting a replacement, inspect the lubrication system and verify the oil supply and return conditions.



2 AIR INTAKE RESTRICTIONS AND LEAKS



A restricted air filter, damaged intake component, or leaking charge-air connection can affect boost **performance**. Inspect connections, hoses, clamps, and related components before blaming the turbocharger itself.



3 FOREIGN-OBJECT DAMAGE



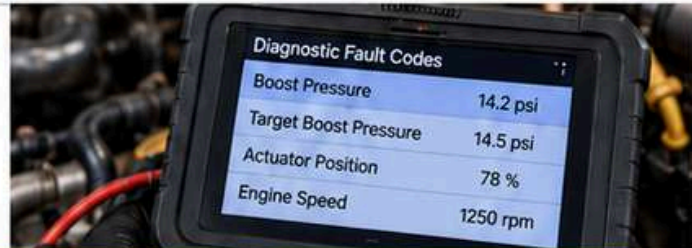
Debris entering the compressor or turbine can damage the rotating assembly. If impact damage is suspected, determine where the foreign material came from and inspect the affected air or exhaust path.



4 VERIFY BEFORE REPLACING



Check the relevant fault codes, boost-pressure readings, actuator operation where applicable, and physical condition of the system. Don't assume that shaft movement, noise, or an oil trace alone proves turbocharger failure. Evaluate findings against the correct service specifications.



SHOP TIP:

Replacing a damaged turbo without correcting the cause can lead to another expensive failure. Fix the problem—not just the symptom.

Why Is This Diesel Engine Losing Power?

Before replacing parts, find out what the engine is trying to tell you.

A truck rolls into the shop. The driver reports poor acceleration, reduced pulling power, and an engine that just doesn't feel right.

Sound familiar?

Power loss is one of the most frustrating complaints in diesel repair because several different systems can produce similar symptoms.

1 START WITH THE BASICS



A diesel engine needs the correct combination of fuel, air, compression, and electronic control to perform properly.

Begin by checking for fault codes and reviewing the driver's description of the problem. When does it occur—under heavy loads, during acceleration, or after the engine warms up?



2 FOLLOW THE EVIDENCE



Fuel supply restrictions, damaged charge-air hoses, turbocharger problems, sensor faults, and exhaust restrictions are all possible causes.

Inspect the air intake, check fuel pressure where appropriate, and compare commanded values with actual operating data. Don't overlook simple problems. A leaking charge-air connection can sometimes create symptoms that resemble a major mechanical failure.

3 DON'T GUESS. TEST.



Replacing expensive components without confirming the cause wastes time and money.

Follow a systematic diagnostic procedure, use the correct service information, and verify the repair under safe operating conditions.



TURBOCHARGER

Check for shaft play, boost leaks, and proper operation.



CHARGE-AIR SYSTEM

Inspect hoses, connections, and intercooler for leaks or restrictions.



FUEL SYSTEM

Check fuel filters, pressure, and supply for restrictions.



SENSORS

Verify operation and compare real-time data.



EXHAUST SYSTEM

Look for restrictions in the DPF, DOC, and related components.



SHOP TIP

A good diagnosis doesn't begin with a replacement part. It begins with the right question.

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PRODUCT SPOTLIGHT //

AC Compressor 20721587

Fits Select Mack® and Volvo® VNL Trucks

OEM Ref: 206RD52M • 206RD53M • 4326

PD | Product Description

This is a replacement A/C compressor for select Mack® and Volvo® VNL truck applications. Built to help provide dependable air conditioning performance and support practical service replacement needs. Manufactured to meet quality standards for reliable operation in demanding heavy-duty applications. Please verify part number, application, and visual match before purchase to ensure proper fit.

Highlights



Replacement A/C compressor



Part No. 20721587



OEM Refs: 206RD52M, 206RD53M, 4326



Application: Select Mack® / Volvo® trucks



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TD | Technical Data

AC Compressor 20721587

Fits Select Mack® and Volvo® VNL Trucks

OEM Ref: 206RD52M • 206RD53M • 4326

Technical Data

Product Type:	A/C Compressor
Part Number:	20721587
OEM Reference:	206RD52M / 206RD53M / 4326
Application:	Select Mack® / Volvo® VNL Trucks
Category:	Air Conditioning / HVAC
Availability:	In-Store & Online
Seller:	EMTS Parts & Services Inc.



TD | Technical Description

This A/C compressor is a practical replacement unit for select Mack® and Volvo® VNL truck applications. Designed to help restore reliable air conditioning performance, it is built to meet quality standards for heavy-duty truck HVAC systems. Verify part number, vehicle application, connector style, pulley style, and visual match before purchase.

Features & Benefits

-  Practical replacement solution
-  Supports dependable A/C system service
-  Suitable for heavy-duty truck applications
-  Visual-match verification recommended
-  EMTS fitment assistance available



Fitment Notice

Please verify part number, truck application, and visual match before purchase.



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DPF Problems: Cleaning, Regeneration or Replacement?

**Three solutions, three different situations.
Choosing correctly can save time and money.**

When a diesel truck arrives with a DPF warning, the first question often sounds simple: does the filter need regeneration, cleaning, or replacement? The answer depends on what is actually happening inside the system.

1 REGENERATION: DEALING WITH SOOT



A diesel particulate filter captures soot from exhaust gases. Regeneration raises the filter temperature enough to burn accumulated soot. Depending on the system and operating conditions, regeneration may occur automatically or require a specified service procedure. But regeneration cannot resolve every DPF problem.



2 CLEANING: REMOVING ACCUMULATED ASH



Unlike soot, noncombustible ash does not burn away during normal regeneration. Professional cleaning can remove ash from a serviceable filter using specialized equipment and approved procedures. EPA technical guidance distinguishes regeneration from ash removal.



DPF FILTER
Traps soot and ash from exhaust gases.



BEFORE CLEANING
Soot and ash buildup restricts flow.



AFTER CLEANING
Restores flow in serviceable filters.

3 REPLACEMENT: WHEN THE FILTER CANNOT BE RECOVERED



A cracked, melted, physically damaged, or otherwise unserviceable filter may require replacement. Before installing another filter, investigate why the original failed. Faulty injectors, abnormal oil consumption, defective sensors, or other engine problems can contribute to repeated DPF issues.



AFTERTREATMENT SYSTEM

DPF is part of a larger emissions system that may include oxidation catalyst and SCR components.

4 FIND THE ROOT CAUSE



Frequent regenerations and recurring restrictions are symptoms that deserve investigation, not just another reset. Review fault codes, operating temperatures, differential pressure readings, and the relevant service procedures.



DIFFERENTIAL PRESSURE SENSORS

Monitor pressure before and after the DPF. Higher than normal readings can indicate a restriction.



SHOP TIP:

Never force a regeneration without verifying that the procedure is appropriate and safe. A damaged or severely restricted filter can create dangerous conditions.

UNDERSTANDING HOURS OF SERVICE

REAL-LIFE SITUATIONS, COMMON MISTAKES, AND THE BOTTOM LINE



6. REAL-LIFE SITUATIONS EVERY FLORIDA TRUCKER SHOULD UNDERSTAND



A. Delayed at a Miami Warehouse.

You start your shift at 6:00 AM. After driving to a distribution center, you're required to wait four hours while your trailer is loaded. By the time you're ready to leave, you've used fewer driving hours than expected. Can you still drive until you've accumulated 11 hours behind the wheel? Not necessarily. Under the normal rule, your 14-hour driving window still ends at 8:00 PM. Unless a qualifying exception applies, you cannot keep driving beyond that time simply because you've spent much of the day waiting.



B. A Thunderstorm Interrupts Your Trip.

You're traveling along I-75 when unexpected severe weather makes driving hazardous. Federal rules include an adverse-driving-conditions exception that may extend the 11-hour driving limit and 14-hour driving window by up to two hours when its specific requirements are met. But this is not permission to keep driving whenever it rains. Even when an exception applies, safety comes first.



C. Your Clock Runs Out at a Delivery Facility.

You've completed a delivery near Orlando, but your available driving time is exhausted. The receiver wants you to leave the property. Can you switch your ELD to Personal Conveyance and drive to a truck stop? Possibly, under a narrowly defined situation. But Personal Conveyance cannot generally be used to advance a load, reach a more convenient location for the next assignment, or extend a workday.



D. You're a Local Driver Who Returns Home Every Day.

If you operate within a 150-air-mile radius of your normal reporting location, return to that location, and are released from duty within 14 consecutive hours, you may qualify for the federal short-haul exception. However, the exception doesn't eliminate driving-hour limits or allow unlimited workdays.



E. You Want to Split Your Sleeper-Berth Rest.

Some long-distance drivers use the sleeper-berth provision to manage their schedules more flexibly. When correctly paired, qualifying rest periods can provide more flexibility, but split sleeper-berth calculations can be confusing. Check the complete timeline and your ELD's calculations before relying on them.

7. FLORIDA DRIVERS: INTERSTATE VS. INTRASTATE RULES

A driver hauling freight from Miami to Georgia is engaged in interstate transportation. But crossing a state line isn't the only factor that can make a trip interstate. A shipment moving entirely within Florida can still be part of interstate commerce if it belongs to a continuous interstate movement. Conversely, genuinely intrastate operations may be subject to Florida-specific requirements. This article explains the general federal property-carrying HOS rules, not every possible Florida intrastate provision or specialized exemption.

8. AVOID THESE COMMON HOS MISTAKES



Confusing driving time with on-duty time.



Assuming a lunch break resets the 14-hour clock.



Forgetting non-driving work.



Using Personal Conveyance incorrectly.



Waiting too long to plan parking.



Ignoring ELD warnings.

9. WHY HOS RULES MATTER BEYOND AVOIDING TICKETS

Fatigue can affect attention, judgment, and reaction time. HOS regulations are intended to limit excessive driving and support safer working conditions. Still, being legally permitted to drive doesn't automatically mean you're fit to drive. If you're too tired to operate safely, stop and rest.



THE BOTTOM LINE: DRIVE SMART, REST RIGHT

Every truck driver knows that schedules don't always go according to plan. But managing Hours of Service isn't just about watching a countdown on your dashboard. It's about making informed decisions before small delays turn into major problems. Know your limits. Understand your ELD. Record your work accurately. Plan your breaks and parking. And never let a delivery deadline persuade you to drive when you are too tired or no longer legally permitted. Because success on the road isn't measured only by how many miles you cover. It's also measured by how safely you complete the journey.



ROAD TIP:

Your ELD tracks your hours. You make the decisions. Plan your day, protect your rest, and keep safety ahead of the schedule.



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DRIVING A SEMI-TRUCK THROUGH FLORIDA'S STORMS

When the Sunshine State turns stormy, smart driving makes all the difference.

Florida weather can change fast. One minute you're driving beneath blue skies; the next, heavy rain is hammering your windshield. For truck drivers, sudden thunderstorms, strong crosswinds, reduced visibility, and flooded roads demand extra attention.



SLOW DOWN BEFORE CONDITIONS GET WORSE

Wet pavement reduces traction, and a fully loaded tractor-trailer needs additional distance to stop safely. Ease off the accelerator, increase following distance, and avoid sudden steering or braking. Using cruise control during heavy rain can make it harder to respond appropriately to changing traction.



WATCH FOR STRONG WINDS

An empty or lightly loaded trailer can be especially vulnerable to crosswinds. Be cautious on exposed bridges and open stretches of highway. If conditions become unsafe, find a designated place to stop.



NEVER CHALLENGE FLOODWATER

Water depth can be difficult to judge, especially at night. If a roadway is flooded, do not attempt to drive through it. Follow official closures and seek a safe alternative route.



PREPARE BEFORE DEPARTURE

Check the forecast, secure your cargo, inspect your tires and lights, and monitor weather alerts. During severe weather or hurricane conditions, follow official emergency guidance rather than relying on your usual route.

STORM DRIVING KEY TIPS



Check the weather before you go and during your trip.



Reduce speed and increase following distance.



Be alert for strong crosswinds, especially on bridges.



Never drive through flooded roads.



Follow road closures and official alerts.



Find a safe place to stop if conditions become dangerous.



ROAD TIP:

Delivering safely matters more than arriving a few minutes earlier. Sometimes the smartest move is knowing when not to drive.



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Helping Business Grow



ABOUT ROAD & WRENCH

Road & Wrench is a magazine dedicated to the people, work, knowledge, and culture of Florida's trucking industry, with a special focus on truck maintenance, replacement parts, and emerging technologies.

Through practical articles, professional insights, and real-world experiences, the magazine connects drivers, mechanics, and trucking enthusiasts with the information that keeps the industry moving.



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This edition was created to support customers, technicians, drivers, and industry professionals with practical information and product highlights.

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*For the drivers, mechanics, and fleets
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