

CROSSROADS

A Publication For And About Valued D&T Team Builders

APRIL 2005

Advisory issued about scam to defraud truck drivers

The Information Sharing and Analysis Center (ISAC) of Highway Watch, the national safety and security partnership of public and private sectors, has received information from a Highway Watch member about an apparent confidence scam to defraud professionals in the trucking industry.

This scheme, reported in an ISAC advisory, involves persons impersonating military personnel from the United States Marine Corps who are attempting to enlist commercial drivers to transport equipment and weapons to military bases. These individuals are soliciting a deposit of \$800 in cash and an additional \$500 to complete the "contact." They also threaten fines and jail time for those who try to break the so-called contract or who pass on information to authorities.

Elements of the scam include asking for sensitive personal information, such as social security number, the driver's CDL information and vehicle VIN number. To implement their effort, the scam artists show an official-looking but fraudulent document with U.S.M.C. logo.

In addition, the applicant/victim is issued a document supposedly providing basic information for CDL weapons transport. This document contains instructions if the applicant is stopped, including advice to consider using violence in the name of the U.S. Government. This is not a military protocol, and the applicant may not be protected from prosecution in the event they follow such instruction and cause another person bodily harm, reports ISAC.

The military does not solicit commercial drivers in this manner, "nor would they adhere to such protocols listed within the fraudulent contract for employment," ISAC said. Only contractors or companies certified and vetted through the Department of Defense are eligible for employment to transfer military ordinances or any other military equipment.

Besides this scam, D&T independent contractors and all drivers are warned that there are many other types of frauds aimed at separating you from your money and possibly your identity. Here are some ways to protect yourself.

1. Be suspicious of any firm or individuals promising employment with the Federal Government for a fee.
2. Be wary of firms or individuals promoting "previously undisclosed" federal jobs.
3. Always check outside resources to verify the legitimacy of the potential employer.
4. Never forward, transfer or "wire" money to a potential employer.
5. Educate yourself on possible scams by researching available resources such as the Better Business Bureau and Federal Trade Commission and/or by visiting some of these recommended websites:

<http://www.fraud.org/tips/internet/jobscams.htm>
<http://www.bbbl.org/scams.htm#Scam%20Spotting>
<http://www.bbb.org/alerts/article.asp?ID=269>
<http://www.identity-theft-protection.com/index.html>



See something suspicious? Make a full, factual report

Reporting a possible scam or suspicious behavior, such as someone casing a facility or engaging in illegal activity? Do it as soon as possible, and give factual details on why the behavior appeared to be suspicious.

When reporting about an individual, provide a description that includes hair color and length, facial hair, age, sex, height and weight, race and identifying marks such as scars, tattoos and disabilities. When reporting about a vehicle, get the make, model and color; body damage and rust spots, if any; bumper stickers; accessories; and, of course, license plate number.

Roadside inspections: Who will be the 'chosen ones'?

Being chosen for something ordinarily might seem like a positive development. Being "chosen" for a roadside inspection obviously is another matter entirely.

For truck drivers, inspections are not the most enjoyable part of their day. A few drivers even see them as an intrusion. But taking a most professional viewpoint, they actually are "a necessary inconvenience in the never-ending vital effort to make the highways as safe as possible for everyone," said Jim Walker, Director of Safety and Compliance for D&T Trucking Company.

Drivers or course are required by federal regulation to submit to an inspection upon request by an enforcement officer. Since one never knows when or if he/she might be selected, the common sense way to proceed is to assume that you will be selected. Therefore be prepared with current and accurate paperwork and credentials, equipment that has no safety-related defects, and in all other ways as well.

Steve Petersen, for example, was that well prepared. He was the most recent D&T contractor to pass inspection with no violations, "and we commend him for it," said Walker.

It also should be pointed out, however, that the same preparation which leads to clean inspections also increases the odds that one will not be chosen for inspection.

Here are some examples cited by Walker.

- Keep equipment well-maintained and clean, because this speaks positively about its mechanical condition.
- Avoid cab clutter—for the same reason.
- Being clean shaven (or having beard neatly trimmed) and wearing clean clothes are also positive indicators.
- Conduct a thorough pre-trip inspection to discover and correct in advance obvious problems such as burned-out lights, air leaks or flat tires.
- Check vehicle weight before heading out.
- Drive courteously and obey speed limits so as to not stand out in a negative way.
- Don't have a radar detector (the detector itself can be detected at the scale houses of some jurisdictions).
- Don't drive at night with illegal aftermarket lighting.
- Always wear your seatbelt; then you won't have to worry about forgetting to buckle up when pulling into a scale.

On the Lighter Side . . .

SPEAKING OF GOLF

A priest, a minister and a rabbi, all dressed in suitable golf wear offering no clue as to their profession, hit the links together and survived 18 excruciating holes.

Some time later, as they were preparing to leave, another golfer approached them. "Pardon me fellows," he said. "I was playing behind you but got close enough at times to catch some of your conversation."

"Ah, yes," one of the clerics replied. "We did raise our voices on occasion."

"Yep you did. But the thing is . . . what I wanted to ask you . . . are you members of the clergy?"

"Why, yes, we are. How did you know?"

"Well, it was just that I've never see such horrible golfers use such clean language."

* * *

GOOD NEWS

For years the farmer had thought that his spread, on the border between Iowa and Minnesota, was located in both states. But then a survey was done and he was told, "No, your land is located entirely in Iowa."

"Thank goodness," the farmer said. "I'm glad to get that news."

Curious, the surveyor wanted to know why.

"Because," came the smiling response, "I'm sick and tired of those Minnesota winters."

* * *

REMEMBER THIS

A parachute is like the human mind. It has to be open to work effectively.

* * *

A NAME WITH A MESSAGE

The shopping mall hired a company to gather demographic information about customers. Being pleasantly surprised to find this particular woman most agreeable to answering questions, the interviewer started down her list.

"And how many children do you and your husband have?" she eventually asked.

"Four," replied the shopper, then proceeding to volunteer, "Their names are Eenie, Meenie, Minie and Charles."

"Charles?" echoed the amused interviewer. "Why that name?"

"Because we didn't want any Moe."

Plans underway for 2005 Truck Driving Championships

Anticipation is in the air for truck drivers with the competitive instinct, because arrangements are underway for the 2005 Minnesota Truck Driving Championships sponsored by the Safety Council of the Minnesota Trucking Association (MTA).

The annual event, limited to the first 125 eligible drivers, will take place June 11-12 at Yellow Transportation, Burnsville, Minn. It will conclude with a banquet and presentation of awards on Sunday evening, the 12th, at the Holiday Inn in Burnsville.

The competition agenda begins with a written test; best preparation for the test, according to the MTA, will be to read the ATA Facts for Drivers book provided to each entrant upon registering.

Every driver then has a personal interview, during which judges consider personal appearance, industry knowledge and general conduct. This is followed by a vehicle pre-trip inspection for all drivers and, finally, the driving challenge over a tough skills/obstacle course.

"It's an exciting competitive adventure," said Jim Walker, Director of Safety and Compliance for D&T Trucking Company.

Plaques will be presented to drivers finishing first, second and third in each of the eight classes of competition. First place winners will also have the opportunity to represent Minnesota in the ATA National Truck Driving Championships. In addition with the state event June 11-12, there will be a variety of special awards as part of the concluding banquet festivities.

Of course in any such championship event there will be relatively few award recipients relative to the number of competitors. But just to try—to match one's professionalism against the best in the state—is an honor in itself, as D&T contractors well know.

Our company has had a number of extremely qualified and able representatives in the Minnesota Truck Driving Championships in the past few years, and they all have stressed how much they have benefited and learned from the experience. We look forward to continuing the tradition this year so, if you're interested, see Jim Walker for more details.



Representing D&T in the 2004 Truck Driving Championships were, left to right, Duane Rubner, Steve Petersen and Waldemar Satola.

Think first before road use of laptop

A possible security/privacy issue exists for drivers and others who take a laptop on the road to keep in contact with their motor carrier, family and friends, according to Transport Security Advisor, a newsletter published by J.J. Keller & Associates, Inc.

The reason is that these laptops might be plugged in at a location with broad band service that isn't under the watchful eyes of a computer expert. Thus your security could be at risk from someone hacking into the system and obtaining proprietary information.

Also, wireless connections on the road can be vulnerable. Hackers can gain access to a user because of a default setting on the computer. Unless shut off, this setting allows the laptop to share files with other computers. A possible inexpensive solution could be a personal firewall, reports the Transport Security Advisor.

Reduce complaints by setting good example

Trucks of course are a noticeable target for complaints—sometimes justified, sometimes not—from the public. With such visibility, the entire trucking industry is under the spotlight, which means that all professional drivers from all companies have the opportunity and responsibility to set a good example.

The two most frequent complaints about trucks involve speeding and tailgating. Unfortunately, one driver seen committing those acts adversely affects the image of the entire industry.

Independent contractors of D&T Trucking Company take considerable and justifiable pride in their image and performance on the road. They can control what the public and others notice about them and, by obeying the laws and being leaders in highway safety, they reduce complaints, promote positive public relations for the industry and, most important, save lives.

Trucks and automobiles share the highways. Their drivers are mutually responsible for keeping the roads safe, but no one has more skills in playing this role than the professional driver.

Anniversaries of service with D&T in May

CONTRACTORS

- 29 Years - Richard Wallace
- 23 Years - Timmy Wallace
- 21 Years - Gary Stewart
Carl Morse
- 5 Years - Allan Cordes
- 4 Years - Nathan Jensen
- 3 Years - Carol Young
Jeffrey Allguire
Cindy Lindgren
- 2 Years - Todd Kohnen
Wojciech Cichaczewski
Ted Ellifson
- 1 Year - John Norring, Sr.

STAFF

- 7 Years - Julie Mechtel
- 6 Years - Jeff Bjerke
- 1 Year - Bill Lundquist

It's a 'bonus year' for the Okulas

The winner of the latest Special Referral Promotion drawing—the prize being a trip for two to the Talladega (Alabama) Superspeedway races—was Mariusz Okula, who is no stranger to the NASCAR circuit. Mariusz and his wife, Justyna, live only about 10 miles from the Pocono, Penn. major league track, and he has attended races there now and then.

Still, he's happy about winning the drawing—"it's the first thing I've ever won"—and along with his wife is looking forward to the trip.

"Justyna is a nurse and was scheduled to work that weekend," he said, "but she was able to change her schedule with someone else."

This, and the referral bonuses, are not the only presentations from D&T Trucking Company this year for Okula, as is evidenced by the photos and text below. Mariusz and his 1996 Peterbilt are featured for the month of May in D&T's 2005 Working Class Pride and Polish calendar.

And he's not the only one proud of the recognition. His family and friends are, too. In fact, this is probably the first time that a D&T calendar has ever gotten international distribution, because his mother has sent a number of copies back to relatives in Poland.

Mariusz was entered in the Special Referral Promotion drawing by virtue of having referred Mariusz Sycewicz, a working partner of Okula's cousin, Daniel Zielinski, to D&T. Sycewicz had bought a truck and, knowing of Okula's association, called him with questions—"the usual stuff"—about the company, inquiring about D&T equipment, loads, where they go, how the company pays.

"I just told him the truth," said Mariusz. "I like to work with D&T. The trailers are nice, the loads are good, there's a lot of drop and hook, which saves a lot of time, and you get paid right away."

Now his cousin is also planning to become an owner operator and, because of Mariusz, has already talked to D&T. So while Okula might not be lucky enough to have his name drawn for a prize again, there evidently will be continuing rewards—in the form of even more referral bonus checks—in his future.



In the 14 years since he arrived in this country from his native Poland, Mariusz (Mario) Okula has adapted to the English language and some of its expressions. Thus, "it's a cool thing" was his response when asked for his opinion about the D&T Working Class Pride and Polish calendar. "I told my friends that I would be in the calendar," he continued, "and they all wanted it."

His friends were not the only ones impressed. When Mariusz's mother heard about it, she came over to help him shine up the 1996 Peterbilt for picture-taking. Pride of appearance obviously runs in the family.

"When you pick up a load with a shiny truck pulling a nice D&T trailer, you look different, you look professional," said Mariusz, who has further invested by adding special touches, including chrome, to his equipment. The independent contractor used to be a computer technician. But when he moved from New York City to Pennsylvania—he and his wife, Justyna, live in Saylorsburg—it was too far to commute. He knew some owner operators who steered him into a new profession, and he joined D&T in June, 2004.

Listing the best: quarterly 'performance-perfect' achievers

It's human nature to enjoy being appreciated and publicity recognized for a job well done. For this reason, D&T Trucking Company supplements and complements monetary and tangible rewards (savings bonds; bonus points utilized to redeem a choice of items; plaques and gifts awarded for attaining specified plateaus of service, etc.) by also identifying in the Crossroads those independent contractors achieving the highest standards of professionalism.

Specifically, those standards are defined by this truism: Trucking success with each run starts with safe driving and ends with on-time delivery of the load. Thus the Crossroads quarterly contains "performance perfect" lists—that is, the names of contractors who were Safe Driving Achievers and/or On-Time Achievers with every load throughout the past quarter.

Their accomplishments represent the best of D&T and the trucking industry, and D&T—and our customers, too—thank them for it.

100 Percent Safe Driving Achievers, First Quarter, 2005

James Adams
Curtis Alford
Jeffrey Allguire
Gary Anderson
David Antiel
Joe Appel
Joey Appel
Robert Bailey
Royce Beek
Carlyle Berhow
Krzysztof Borczyk
John Bracelen
Jeffrey Brede
Lucian Bunas
Donald Burton
James Caldwell, Jr.
Jason Carolan
Ralph Castillo
Paul Christle
Wojciech Cichaczewski
Francis Collins
Mark Crom
Andrzej Dajwowski
Urszula Dajwowski

Dean Dobberfuhl
Ted Ellifson
Wojciech Gawiec
Wayne Goldsmith
James Grey
Paul Green, Jr.
Henry Griffith
Grace Griebel
Mark Guenther
Paul Haston
Christopher Hilgart
Edwin Hohnke
Gerald Holmstrom
Brian Hoppenrath
Charles Hoppenrath
John Hostetler
Micheal Irons
Steven January
Nathan Jensen
Calmer Johnson
Artur Karwat
Todd Kohlen
Kenneth Kosbab
Joe Lang

Theodore Larson
Roger Lee
Jerald Long
James Long
Michael Lyons
Frank Mackes, Sr.
Terry Melvin
Garry Meyers
Michael Mihes
Carl Morse
Shawn Nelson
Mariusz Okula
Milton Olson
William Paul
Steven Petersen
Harold Pflughoef
Lavern Pflughoef
Svetoslav Popov
Alan Posthuma
Norman Potter
Duane Rubner
Waldemar Satola
James Schira
Joseph Schumacher

Jordan Scheidt
Lloyd Schofield, Jr.
Raymond Shankle
Stefan Sienczuk
Milton Simmons
Marvin Soelle
Gary Stewart
Richard Steidl
Derrick Stout
Jimmy Stout
Tadeusz Strus
Charles Swanson
Piotr Swiatek
David Taft
Kemp Terry, Jr.
John Tressler
David Wallace
Richard Wallace
Donald Warner
Pawel Winiarz
Tryan Winston
Ian Young

100 Percent On-Time Achievers, First Quarter, 2005

James Adams
Jeffrey Allguire
Gary Anderson
David Antiel
Joe Appel
Joey Appel
Bob Bailey
Royce Beek
Carlyle Berhow
Krzysztof Borczyk
Jim Boyer
John Bracelen
Jeff Brede
Lucian Bunas
Don Burton
Jim Caldwell
Jason Carolan
Paul Christle
Wojciech Cichaczewski
Frank Collins
Mark Crom
Andrzej and
Urszula Dajwowski
Dean Dobberfuhl
Russ Dunbar
Pawel Dzimira
Ted Ellifson
Wojciech Gawiec
Paul Green
Jim Grey

Henry Griffith
Grace Griebel
Mark Guenther
Chris Hilgart
Ed Hohnke
Gerry Holmstrom
Brian Hoppenrath
Chuck Hoppenrath
John Hostetler
Mike Irons
Steve January
Nathan Jensen
Cal Johnson
Rod Johnson
Artur Karwat
Todd Kohlen
Ken Kosbab
Joe Lang
Ted Larson
Roger Lee
James Long
Jerry Long
Mike Lyons
Frank Mackes
Wojciech Martynko
Terry Melvin
Garry Meyers
Mike Mihes
John Mischler
Chuck Noll

Shawn Nelson
Mariusz Okula
Milt Olson
Willy Paul
Steve Petersen
Harold Pflughoef
Lavern Pflughoef
Svetoslav Popov
Al Posthuma
Norm Potter
Duane Rubner
Waldemar Satola
Jerry Scheidt
Lloyd Schofield
Joe Schumacher
Ray Shankle
Stefan Sienczuk

Milt Simmons
Marv Soelle
Gary Stewart
Richard Steidl
Derrick Stout
Jimmy Stout
Charles Swanson
Piotr Swiatek
Dave Taft
Kemp Terry
John Tressler
Tim and
Kathy Wallace
Don Warner
Pawel Winiarz
Tryan Winston
Ian and
Carol Young

On-time addition

Independent contractor Cal Johnson should have been included in the February issue of the Crossroads listing of 100 Percent On-Time Achievers for 2004. Good work, Cal, and our apologies for the omission.

Equipment update

Piotr Swiatek has another truck; his new equipment number is 1636 (the old was 1385). And for Andrzej and Urszula Dajwowski, they have "advanced" one number with their present equipment—from 1645 to 1646.

Referral bonus update

Four independent contractors of D&T Trucking Company have received initial referral bonuses for their part in bringing new drivers to the D&T team. They are **John Mischler**, rewarded for referring Paul Boes; **Mariusz Okula**, for referring Mariusz Sycewicz; **Artur Karwat**, for Piotr Zelek; and **Pawel Dzimira**, for Lukasz Daniel.

The initial bonuses for Mischler, Okula, Karwat and Dzimira are \$250 each. Following this, each referring contractor will be earning one cent per mile for every mile run by the new contractor for his first year with D&T.

To other D&T drivers: This is an easy and financially beneficial program for you to join, too, so why not take advantage of it with your own referrals!

The Customer Comments . . .

(Editor's note: Novartis is among the numerous names on the list of satisfied customers served by D&T Trucking Company. In this continuing series of articles, the Crossroads briefly interviews individual customer contacts, and for this issue we talked to Wayne Vossen, the Transportation Manager in Minneapolis, Minn. for Novartis Medical Nutrition).

"We have a program now of motor carriers bidding, in late February or early March, for assigned lanes. And we have reduced the number of carriers we use and have strengthened our partnership with those we select. D&T is one of them.

"I've been with Novartis for over 20 years and the Transportation Manager for five years. D&T was meeting our needs before I got my present job. I looked at all the carriers I inherited; what we look at are service—and I've been in customer service for Novartis—at being on time, reliability, and price. D&T has always done a good job for us.

"You run from Minneapolis to California for us and east to Pennsylvania, New York, New Jersey, Connecticut. Loads are delivered to our warehouses or, in some cases, to individual customers. We use dry vans except for frozen loads going to Pennsylvania.

"There also are some backhauls for D&T—raw materials from Pennsylvania and finished goods from New York. When you have a trailer that needs a load, we try to make sure that we can help you guys out. That's the kind of relationship we have with D&T."

Happy birthdays coming up for:

Krunoslav Akrapovic	May 27
David Antiel	May 23
Ralph Castillo	May 19
Wayne Goldsmith	May 18
Evelyn Heldt	May 23
John Hostetler	May 18
Micheal Irons	May 10
Roger Lee	May 29
Frank Mackes	May 15
Gordon Minnichsoffer	May 3
Milton Olson	May 3
Gene Sampson	May 23
Jordan Scheidt	May 8
Ralph Setterlund	May 15
Wanda Svenson	May 10
Piotr Swiatek	May 16
Richard Wallace	May 22



Highway to Health

Novartis Pharmaceuticals Corporation produces educational pamphlets for physicians to distribute to their patients. One of those pamphlets—and by the way, the Novartis Medical Nutrition operation in Minneapolis has D&T Trucking Company on its roster of key motor carriers—talks about diabetes.

This disease was discussed in general in a previous Highway to Health column. The column included advice on watching for certain diabetic warning signs, such as excessive thirst, frequent urination, extreme hunger, dramatic weight loss, fatigue, poor healing of cuts and tingling or numbness in hands or feet. And the concluding recommendation, if signs exist, was to get the proper diagnosis and work with the professional health care team to control the disease.

The reference to "control" brings us to the specific nature of the aforementioned Novartis-sponsored pamphlet, entitled "Taking Care of Your Skin When You Have Diabetes." As pointed out, pampering the skin isn't a luxury for people with diabetes; it's a necessity.

One-third of all people with diabetes experience a skin disorder at some time in their lives. The disease makes them more susceptible to problems such as fungal infections; bacterial infections; itchy, dry skin; blisters, etc. But the good news is that proper care of the skin, along with common sense control of blood sugar, can help prevent or heal most skin conditions.

This does require, however, a daily commitment to good health and skin care. The commitment, undertaken in consultation with one's doctor, includes the following steps.

1. Start first with the realization that controlling blood sugar results in better skin and less risk of infection.
2. Eat a healthy diet—"good skin comes from the inside out," said the Novartis pamphlet.
3. Wash properly and dry gently but thoroughly.
4. Follow a diabetic foot care program, consisting of daily inspection for cuts, blisters or infections, careful methods of toenail clipping and other tips.
5. Humidify the home to minimize dry skin.
6. Treat cuts and scrapes immediately—wash with mild soap and water, use antibiotic ointment only if doctor-recommended, and cover the wound.
7. See a doctor for major cuts, burns or signs of fungus or bacterial infection. Remember that self-treatment of infections is not recommended.

The above steps are consistent with advice in general for diabetics or for those who have someone in their family with the disease. "Diabetes" can be a scary word. Yet people with diabetes can have long, productive, happy and healthy lives by educating themselves about their condition and by adhering to expert medical recommendations regarding treatment.

Decision**DRIVING**

A **positive** approach to safe driving that enables you to translate the information you see, hear, and feel while driving into informed, decisive **actions**.

Sizing up the scene leads to good driving decisions



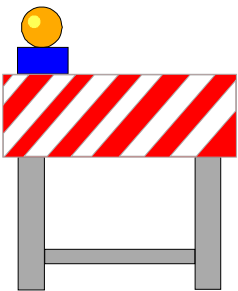
“Decision Driving” is a term trade-marked by Liberty Mutual Group, the insurer chosen by D&T Trucking Company, to promote a “positive approach to safe driving tactics and techniques.” And central to that approach is gathering as much information as possible in order to make good, decisive driving decisions.

That means, for example, “sizing up the whole scene—paying close attention to all that’s going on in front of, beside and behind you,” points out Liberty Mutual.

Drivers must be constantly aware of the typical indicators that may predict trouble, including children playing, erratic driving of others, brake lights on vehicles ahead, parked vehicles obstructing vision, construction zones, congested areas, sirens and deteriorating road conditions. Sizing up the whole scene provides time to compensate for the mistakes of others and helps prevent unpleasant surprises.

Here are some of the characteristics of what the insurer calls a “Decision Driver.”

- A driver who stays constantly aware of road, weather and traffic conditions by shifting his/her vision to the front, sides and rear of the vehicle.
- A driver who never stares at anything for more than two seconds.
- A driver who checks the rearview mirror at least every five to 10 seconds.
- In the city or suburbs, a driver who keeps glancing ahead from building front to building front watching for pedestrians and other potential problems.
- In the open country, a driver who keeps eyes moving in as wide an area as possible, watching for anything unusual.
- A driver who watches for moving vehicles about one-half block before coming to intersections, driveways or off-road parking areas.
- A driver who pays attention to areas around and under parked vehicles, where there might be a rolling ball, moving feet, turning wheels, exhaust or other indications of potential hazards, and who glances around and under buses and trucks that are stopped or slowing down.
- A driver who never passes another vehicle at an intersection, even on multi-lane roads if vision is obstructed.



It’s that time of year

Be prepared for challenges of road construction

Road construction is an unavoidable and potentially dangerous part of driving life, particularly at this time of year. And unfortunately, it is an all-too-common occurrence for trucks to be involved in construction zone crashes.

Too often crashes are caused by a driver who either runs into a standing or slow-moving vehicle, hits a low overhang, strikes a worker or hits a barrel or other traffic control device and propels it into someone or something.

Road construction signs are usually set a mile or more in advance of the work area. Other signs are then placed at the one-half mile mark and then at shorter intervals. At 55 miles per hour, a driver would travel from the mile to half-mile sign in 33 seconds and reach the work zone in another 33 seconds. So start slowing down, and be prepared to stop, when passing the first, “one-mile” sign.

Of course as sure as night follows day, aggressive motorists will try to cut trucks off as lanes merge before the construction zone. The response of the professional truck driver must then be to back off; it might not be fair, but it is better to let the vehicle get in front of you rather than to risk a collision.

Another challenge comes when leaving the zone. Chances are that motorists will want to get around trucks as fast as they can, which means that you will probably be cut off again. Just use caution, gradually increase to the proper speed, and by that time the impatient and possibly even visibly agitated motorist will have moved well down the highway.

Yes, traffic congestion because of road maintenance and construction can be frustrating—if one lets it be—but remember that the eventual results of highway improvement benefit every driver and especially you, the professional trucker. So make your contribution to progress by maintaining composure and driving with care in all work zones (and everywhere else for that matter).

Shop Talk

By Mark Wells

Getting the most from your air conditioning

With summer just around the corner, it's not too early to begin thinking about hot weather driving. Now is the time to perform a preseason checkup.

Perform a visual inspection of the following items:

Condenser - Check the condenser coil for obstructions. Dirt accumulation, bugs and bent fins reduce airflow. These conditions can cause excessive head pressure, reduced cooling performance and shortened compressor and clutch life. Use hot soapy water to remove dirt and bugs. Be careful if using a pressure washer; the fins are aluminum and bend easily. Bent fins can be straightened with a fin comb. Don't forget to check the condenser mounting hardware too.

Evaporator - Check the evaporator drain hose for obstruction. If it's plugged and water collects in the evaporator housing, bacteria can grow there and cause musty odors. It may also cause water to leak out into the cab. Also, check the drain tube for signs of antifreeze or refrigerant oil. If either is present, check the cab unit for coolant or refrigerant leaks.

Compressor - Check for loose hardware on the compres-

sor mounting brackets and clutch. These fasteners should be tightened to the vehicle manufacturer's torque specifications. Don't forget to check the belts for proper tension and condition.

Hoses - Inspect hose assemblies for abrasion, wear, leakage or loose fittings. Tighten or replace them as needed.

Electrical - Check all electrical connections and wiring for corrosion, breakage and fraying. Repair or replace as needed.

Refrigerant level - With the engine running at 1200 to 1500 rpm, make sure that the AC clutch is engaged. Let it run for about five minutes and check the sight glass for bubbles, streaking or cloudiness. These symptoms indicate problems such as low refrigerant charge or system contamination.

Refrigeration repair involves special tools and procedures. If your preseason inspection indicates problems, have your air conditioning repaired by a qualified service technician.

Welcome to D&T

Here are the latest independent contractors to lease on with D&T Trucking Company: Piotr Zelek, from Chicago, Ill.; Paul Boes, North St. Paul, Minn.; Leonard Ladner, Sanford, Fla.; Enes Hopic, Rochester, Minn.; and Krunoslav Akropovic, Kasson, Minn.

Welcome, and we're glad to have you with us.

5 South Owasso Boulevard
Little Canada, MN 55117

D&T
TRUCKING COMPANY