

The D&T Trucking Company



CROSSROADS

A Publication For And About Valued D&T Team Builders

AUGUST 2005

August 8 - 12: A week of 'thanks' at D&T

The "feed"—complimentary breakfast and lunch served every day—was outstanding during National Truck Driver Appreciation Week August 8-12 at D&T Trucking Company, and the feedback was just as great—"we received nothing but compliments." said Jim Walker, Director of Safety and Compliance, referring to the response of independent contractors as well as the other people—more than 300 people attended in all—at the event.

Appreciation Week of course was a tribute to the contractors: "we have received many compliments from customers specifically because of the exceptional service provided by our drivers," pointed out Bob Dolle, President of D&T. But there also were "thank you's" all the way around.

"Thanks" from the contractors back to D&T; from D&T to Schroeder Milk for again supplying milk, juice and the necessary large cooler utilized throughout the week; to Bauer Built for the annual drawing for tires; and to all of the other sponsors and vendors (see page 8 for complete list) for their support and participation.

And, as always, a special message of appreciation goes to Bob's wife and the "chief chef," Julie Myles; to Bob's sister, Ann Haglund, Kay Haglund (no relation) and Julie's sister, Mary Eversoll, for their meal preparation prowess; and to all of the D&T office staff and technicians who pitched in to make our independent contractors feel so welcome.

"We couldn't have done this without them," said Dolle, speaking of the family feeling and team atmosphere that, once again, made National Truck Driver Appreciation Week at D&T Trucking Company a resounding success.

Right—Minnesota State Patrol Captain Ken Urquhart, Jim Walker and Bob Dolle.

Below—This meal setup was well occupied for breakfast and lunch throughout the week.



More photos, page 6

Positive relationships: Their contributions to good health

The contributions of the “4Rs” (see accompanying story) to health, wellness and fitness might be more readily apparent from some of them than from others. Refueling (proper eating) and Rejuvenating (an exercise program), for instance, are obviously vital. But . . . what about Relating—the importance of positive relationships of D&T contractors with various people in their lives: family, friends, other drivers. D&T staff, customers, even strangers.

Well, consider this:

- Emotional support from others helps a person relieve or cope with stress and has been shown to maintain or even improve his/her health.
- Strong relationships strengthen the immune system, thereby boosting protection against germs and illness.
- People with close relationships tend to live longer and happier lives. The death rates of those with solid interpersonal associations are lower than with people who have no such experiences.

Of course the Relating element of the “Gettin’ in Gear” program must be customized for and by the individual just as are the other three Rs. We’re all different; some are more people-oriented than others. Thus the relationships training/discussions at D&T will advise participants to “be yourself, because knowing that others truly accept you as yourself helps to improve your health.”

But even acknowledging individual differences, there are basic ways to relate that could apply to everyone. With friends, for example, have fun with them when you are home; set dates for joint activities (“let’s go fishing this weekend”); lend a hand in something they are doing that requires help; listen to them, and stick with them through their tough times.

Naturally the principal focus of any discussion on relationships deals with family. As hard as life can be on the road for drivers, there also are added responsibilities and thus stress on those left at home. “Put yourself in their shoes,” experts advise, “contact home often, let them know that you’re okay, that you miss them just as they miss you, that you’re interested in them and in what’s happening at home.”

Then, upon returning home, there are ways and strategies for disengaging from the stresses of the driving life and reconnecting with the family. All of this, and more, are covered in the Gettin’ in Gear program.

With regard to Relating specifically, the program emphasizes the need for and value of regular maintenance of friendships and family relationships. Challenges will be ever-present, and mistakes happen, but “get over them, stay focused, stay positive.” And to do it, take advantage of the opportunities with Gettin’ in Gear at D&T.

Reviewing the 4Rs of health, wellness and fitness from ‘Gettin’ in Gear’

Refueling: Learning better eating practices so bodies and minds perform at their best, providing extra energy and better alertness, especially while driving.

Rejuvenating: Improving physical condition through regular exercise, maintaining physical rigor and movement activities to preserve health and to remain physically fit.

Relating: Understanding the importance of, and how to enhance relationships with others, both personal and professional. Understanding, too, how those relationships impact personal stress levels, job performance, and health.

Relaxing: Becoming calmer in a fast-paced world—both at home and at work—by learning to recognize, control and manage responses to the many stresses of life.

Name-dropping

Newest members of the D&T contractor team are **Daniel Zielinski** of Long Pond, Penn. and **Tomasz Garbacz** of Effort, Ill. Glad to have you with us, Daniel and Tomasz.

* * *

Equipment update: **Jimmy Stout** now carries the number of 1662; he was previously No. 1587.

* * *

Mariusz Okula has earned—and just received—two \$250 bonus checks from D&T. That’s one check each for the referral of the two contractors who most recently leased on with us and are mentioned above, Zielinski and Garbacz. Moreover, Mariusz will continue to receive quarterly bonuses, for a period of up to one year, at a rate of one cent per mile for each mile driven by the aforementioned referrals.

And he also will be entered in the current Special Referral Promotion being conducted by D&T and therefore has a chance to win \$1,500. The prize drawing for referring contractors will take place September 30.

Happy birthday wishes to them

John Bracelen	September 19
Phil Casperson	September 3
Paul Haston	September 17
Gerald Holmstrom	September 15
Ryszard Jucha	September 14
Derrick Stout	September 13
Mary Taft	September 30
John Wall	September 20



Even with the air conditioner off

Dean Wallace knows how to keep cool, stay calm

"Of all the things I have lost, I miss my mind the most."

That's the lighthearted, tongue-in-cheek way in which D&T independent contractor Dean Wallace sometimes looks at life. In actuality, however, a recent road observation of Wallace demonstrated how well he in fact keeps his cool—and his mind—in what otherwise could be a totally exasperating circumstance.

On July 28, he was westbound on I-94 in Wisconsin with product loaded the day before in Kentucky and Indiana for deliveries in Menomonie, Wis. and Oakdale and Cottage Grove, Minn. On the road with him, pulling another D&T trailer, was his twin brother Dave. Early in the afternoon the Wallaces, along with a lengthy stream of other truckers and motorists, were caught in a traffic jam around Madison.

"It was unexpected," said Dean. "As it turned out there was a lane closure for a repair job. We (the brothers) were on channel four and didn't know anything about it. With enough warning, we could have gotten off at 18 or 12. I wondered what was going on, figured that a lane was closed, but didn't know which one. So I just stayed in the right lane. There's not much you can do, I just go with the flow," he added.

It took an hour to an hour and one-half to clear Madison; by that time the repair job had been completed and road crew workers were picking up their plastic signs. Emerging from the jam up, with Dave Wallace about a half-mile ahead, tractor No. 1654 (Dean's 1995 Freightliner) was noted by a motorist, still in the right lane, going at the speed limit, the D&T driver still as calm, cool and collected as can be, with his elbow poking out the open window—"I often like to drive anyway with the air conditioner off and the window down," said Dean later to the Crossroads interviewer. "I like to feel the wind."



Dean Wallace poses in front of his 1995 Freightliner, No. 1654, and 1995 Utility reefer; he's been pulling his own trailer off and on for about 15 years.



Dean and Connie Wallace are pictured with their children (left to right), James, 22; Sarah, 20; and Michelle, 12.

He's been driving that way for a long time, beginning his owner-operator career in July, 1979. That entire career has been spent with D&T Trucking Company—"my dad was a driver there and co-signed my truck loan," said Dean. "It's a good company to be with," pointed out the Willmar, Minn. resident, who is a member of the D&T Hall of Fame for safe driving achievement.

"We in turn appreciate him," said Jim Walker, Director of Safety and Compliance, "and also appreciate compliments our contractors receive for their defensive driving, courtesy and common sense and for the positive image they project. Their professionalism is vital for them, for D&T, and for the trucking industry."

Oh, and by the way, speaking of professionalism, Dean Wallace despite the delay around Madison delivered his loads in Menomonie, Oakdale and Cottage Grove safely and on time. As usual.

D&T repeats \$1,500 prize offer in new Special Referral Promotion

Money talks! And in the case of D&T Trucking Company's Special Referral Promotions, the talk is that referring contractors like the idea of having a chance to win a cash prize!

In the last such promotion, the prize was \$1,500 for the contractor whose name would be drawn July 1. That generated so much interest and worked so well (especially for Mark Guenther, who won the money) that D&T is repeating the inducement in the current Special Referral Promotion.

The drawing for \$1,500 will be held September 30. As always, the driver gets one entry slip deposited when his/her

referral sends in an application to D&T and two more entry slips if the referral leases on with us.

There can be only one prize winner, of course, but every referring contractor benefits in the form of bonuses received: \$250 when the new contractor leases on and one cent per mile, paid quarterly, for every mile driven by the referral over the first year.

Additionally, expanding the D&T contractor team increase the opportunities for more loads. It's a win-win proposition for everyone.

Liberty Mutual Loss Prevention

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

Take control with informed driving decisions



Each of the past four issues—April, May, June and July—of the Crossroads has included an article on a tactic of the "Decision Driving" program developed by the Liberty Mutual Group. The purpose of the program is to help professional drivers make informed decisions that better prepare them to take decisive actions in order to avoid accidents.

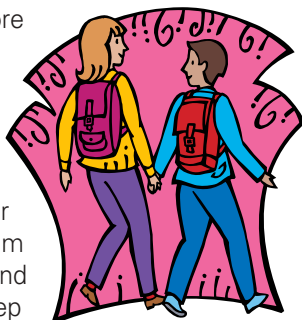
Subjects of the previous articles were sizing up the whole (driving) scene, signaling intentions early, expanding look-ahead capacity and planning an escape route. These four tactics and techniques are dependent on one another; used together, they are designed to create a driving environment in which "you are in control in any driving situation and can confidently take action when needed."

Among ways in which Liberty Mutual feels that drivers can largely eliminate surprises and improve their decisions are:

- Glancing regularly at the area ahead, where their vehicle will be in the next eight to 10 seconds;
- Watching for potential hazards beside and behind the vehicle, both on the road and off;
- Checking the rear and sideview mirrors at least every five to 10 seconds;
- Making it a practice to never stare at anything for more than two seconds;
- Alerting other drivers by means of directional signals, speed adjustments, lane changes, horn, tapping the brake pedal and other indicators;
- Heeding the signs of upcoming changes in road and weather conditions and traffic patterns;
- Making sure the escape route allows you to see potential hazards and provides the necessary time and space;
- Yielding to other vehicles, if necessary, to maintain that escape route.

With kids back in school, take care!

School days are back again (or will be soon after you're reading this) for our nation's children. There's nothing more important and valuable than this "commodity," of course, no matter what's being hauled by the trucking industry. So please take care and watch out for the youngsters in their comings and goings from schools, playgrounds, etc., and use your protective eye to keep them safe.



Anniversary milestones in September for . . .

CONTRACTORS

- 10 Years - Jerald Long
- 7 Years - Milton Simmons
- 5 Years - Garry Meyers
- 4 Years - Jordan Scheidt
- 3 Years - Stefan Sienczuk
Paul Haston
- 2 Years - Roger Lee
Francis Collins
Derrick Stout
- 1 Year - Steven January

STAFF

- 24 Years - Phil Casperson
- 12 Years - Erik Vegoe
- 9 Years - Art Hemenway
- 8 Years - Jay Matykiewicz
- 1 Year - Rick Pratt

Quoting the Contractor . . .

(Editor's note: Independent contractor John Bracelen returned to work August 7 after recovering from an injury. The Crossroads talked to him about how he felt getting back, his time off the road, and trucking and other subjects in general).

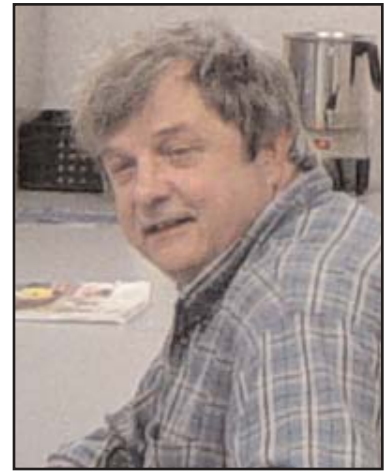
"I have a home in Ridgefield, Wash. and also a house in Pennsylvania that I share with my son, Brian. He's 31. I have another son, Lore, who is 34. While I was recuperating, I stayed with Brian. Not being able to work was like being in prison—I'm not just one to sit around.

"I did take an advertising course during that time. Actually through the years I've taken 20 or 30 correspondence courses. Different subjects, learning and doing different things. I also have a body shop in Pennsylvania and have applied for a used car license. But for me there's just one occupation, and that's trucking.

"After spending four years in the Marine Corps in the middle 1960s, I became a trucker and have about 4.5 million miles over the road. I try to be the best that I can be, go by the laws, do my job.

"In 1995 I became a owner-operator. But I wasn't making money with the company I was with. Then someone at Super Valu told me about D&T, and I've been here for four years now. It was funny, some time after I leased on, I was at D&T and saw a fellow I had never met before. He was helping to clean up around the place, just one of the guys. Then I found out who it was, Bob Dolle, the owner.

"Bob is always a nice guy to talk to. And D&T gave me a lot of encouragement and moral support while I was out. It helped make it easy for me to get back on the road. I appreciated what the company does for us (drivers), and Truck Driver Appreciation Week at D&T was good, too."



John Bracelen

What D&T Contractor Can't Use An Extra \$1,500?

You Could Be The Winner In The

NEW

SPECIAL REFERRAL PROMOTION

Just Refer A Contractor To Enter

Prize Drawing Date: September 30

For details, call D&T recruiter, Bill Lundquist, 651/481-6104.

Welcome back

In June, which happened to mark John Bracelen's fourth anniversary as an independent contractor with D&T Trucking Company, John injured himself and was told that he would be out for three or four months. Fortunately the recovery went faster than anticipated. He has now returned to the road, and we say, welcome back!

Mark Guenther Won Last Time!



It Could Be You This Time!

PICTURE REVIEW OF TRUCK DRIVER APPRECIATION WEEK AT D&T



Ted Larson was one of the \$100 winners.



Deaker equipment on display



"Goody Bags" for the drivers.



Jim Schira looks at the contents of his "Goody Bag."



Paul Christle also won \$100.



Chris Hilgart receiving his "Goody Bag" from Linda Fales.

To these sponsors for their support of 'Truck Driver Week': D&T appreciated it very much!

Allstate Peterbilt	Land O Lakes
Andersen Window	Liberty Mutual
Astleford International	Minnesota Trucking Assoc.
Bailey Nurseries	McClane
Bauerbilt	Nice Threads
Bergstrom Jewelers	Now Care
Blaine Bros.	Perlman Roque
Bongard's	Rihm Kenworth
Boyer Trucks	River Valley
Bridgestone/Firestone	Schroeder Milk
Kath Oil	Schwann's
Corporate Medical Services	Supervalu
Driver and Truck Placements	Thermo King
Hatch Agency, Inc.	Volvo/Nuss Group
Incentive Services	Wells Fargo
I State Freightliner	Xtra Lease
JJ Keller	

The list of prize winners at 'Appreciation Week'

There were prize drawings galore during National Truck Driver Appreciation Week at D&T! And here are the names of the lucky ones, starting with Joe Appel, Sr., who won the Bauer Built tires. Other recipients:

\$100 - Ted Larson	Carlyle Berhow
Jim Boyer	James Mangrum
Stephan Sienczuk	David Croes
Don Burton	Jordan Scheidt
Mike Lyons	Rod Johnson
Shawn Nelson	Paul Christle
Roger Lee	

\$50 - Brian Hoppenrath

And, for the "trophy shelf," two "Monday Night Football" toy trucks were given away. They went to Tony Gluch and James Mangrum.

Plus. . .bagfuls of free gift items were passed out to contractors.

What a week. . .it was Christmas in August!

Highway to Health

If you're a sports fan, you might have read or heard about this one. Athletes have been afflicted by it: heel pain which usually is a symptom of plantar fasciitis. But it can happen to the rest of us, too, and can be quite irritating and temporarily painful but rarely serious.

Plantar fasciitis is an inflammation of the tissue that runs along the bottom of the foot and connects to the heel bone. This tissue acts as a bowstring for the arch of the foot to keep the arch from collapsing.

That first step out of bed in the morning is what really catches the attention of someone with plantar fasciitis. The pain can feel like a knife being poked into the heel. But after walking for a few minutes, the pain slowly lessens and, one hopes, will eventually disappear.

Although the pain could be due to a pinched nerve or a chronic condition such as arthritis or bursitis, the cause most likely comes from inflammation of that tissue. Treatment can usually involve simple steps, but a quick cure should not be expected; it can take six months or more before the heel is back to normal, according to Minnesota's Mayo Clinic.

Medical treatment options include custom shoe inserts prescribed by an orthopedist or podiatrist; wearing splints while sleeping to keep tension on the tissue so that it heals in a stretched position; ultrasound; injections; or surgery. Self-help steps may also relieve the pain. Among suggestions:

- * Alternative exercises—try exercises that put less weight on the heel (swimming or bicycling, for example) than do jogging or walking.
- * Icing the painful area for up to 20 minutes after exercise activity.
- * Daily stretching activity to increase flexibility in the plantar fascia, Achilles tendon and calf muscles; stretching in the morning before getting out of bed helps reverse tightening of the plantar fascia that occurs overnight.
- * Strengthening exercises to help foot muscles support the arch.
- * Wearing appropriate shoes—ones with good arch support and shock absorbency.
- * Pain relievers; over-the-counter medications may ease the pain, but taper their use as your condition improves, advises the Mayo Clinic.
- * Losing weight—shedding excess pounds will relieve pressure on the feet.
- * Trying heel pads or cups to cushion and support the heel; they can be found in most medical supply, shoe and drug stores.

As with any medical condition, of course, a wise choice would be to see a doctor (1) before self-help, or (2) if self-help doesn't work, or (3) especially if the condition might be due to a foot abnormality.

From the 2005 Working Class Pride and Polish calendar

Equipment (and driver) of the month for September

For each month in the D&T calendar, there is a tribute—in photos and text—to an independent contractor whose equipment was selected as one of the 12 best in the fleet for its appearance and condition. In addition to this honor, and the presentation of a trophy to each contractor, the Crossroads feels that further recognition, in its pages, is well deserved. D&T Trucking Company and our contractor team take pride in the attractiveness of our fleet and the quality image it represents for us and for the trucking industry.



The three children of Norman and Debra Potter of Wyoming, Rhode Island were grown and on their own. Norm, who had started in trucking in 1979 and became an owner operator in 1981, had been off the road and in a warehouse job for almost 10 years, and he didn't like "being cooped up." And a Rhode Island neighbor and independent contractor with D&T Trucking Company, Jim Caldwell, was talking up the company as a good place for Norm to be.

The Potters looked at each other and decided it was time. He bought a 2004 Peterbilt and, in April of 2004, joined the

contractor team of D&T. One can be sure he'll be taking care of his truck; when he was a warehouse worker, he was renowned for maintaining his forklift so that it had the least amount of expenses of any in the building. And of course he didn't even own that vehicle. Now, as an owner operator again, Norm is pleased to be back in his element and with a company "that treats its people well." He feels that the Working Class Pride and Polish calendar "is great and, along with other D&T recognition programs, is not only good for drivers but also helps customers to realize how good this company is."

On the Lighter Side . . .

FISH STORY

Joe and Dan were on the lake fishing when they saw, nearby, a man tumble head first into the water, fishing pole still in hand. Quickly they headed for the scene, noting with concern that the man was splashing furiously with one arm and appeared to be in trouble.

As they reached down to rescue him, he raised his other arm. Grasping the line, at the end of which was a magnificent wall-eye, the man sputtered breathlessly, "Take this aboard first!"

* * *

HAPPY LANDING

The parachutist instructor had gathered a group of novices together to begin their training for the time they would make their first jump. Covering basic information, he reached the point of discussing preparations for landing.

"Begin these preparations at about 300 feet," he said.

One of the students raised his hand. "How do you know when you're at 300 feet?" he asked.

"Good question," the instructor replied. "At that height, you can recognize the faces of people on the ground."

Thinking that over for a moment, the obviously nervous young man said, "But I'm new to this area. What if there's nobody down there that I know?"

* * *

DINNER TIME

Classified ad placed in small town newspaper: "Looking for good home for beautiful golden retriever, offered free. Easy to care for, eats anything, loves children."

* * *

HE KNOWS BETTER

The teacher asked her young class, "If you had one dollar and asked your father for another, how many would you then have?"

Johnny raised his hand. "I'd have one dollar," he answered.

Shaking her head, the teacher responded gently, "That's not right, Johnny. You don't know your math."

"Yes, I do," said the child. "You just don't know my father."

* * *

WITCH END IS UP

Frantically getting ready for company, Helen was driving her family crazy as she incessantly barked out orders to vacuum the living room, dust the furniture, pick things up, help set the table.

Then, in the kitchen and getting ready to sweep the floor, she snapped to her teenage daughter, "Andrea, "what happened to my broom!"

"Gee, I don't know, Mom," Andrea sighed. "Where did you put it when you landed?"

* * *

QUESTION OF THE MONTH

If a person doesn't know what he is talking about, how does he know when he's finished?

The requirements in backing a tractor-trailer

Backing is one of the most basic tractor-trailer maneuvers performed on a regular basis. It also is extremely difficult to do well and is the cause of many CMV accidents—approximately one in four, according to some statistics.

Successful backing of a tractor-trailer requires patience and good judgment on the part of the professional driver. Using caution and common sense alertness both before the maneuver begins and while it is underway are as necessary as the actual skills involved in jacking or chasing, for example.

Here are some safety checks that should be performed before backing begins.

1. Get out of the vehicle and check the area behind it.
2. Check above, under and to the sides of the vehicle.
3. Make sure there is adequate swing clearance.
4. Warn others that you are going to be backing your truck.

During the procedure, the professional driver of course continues to look for potential hazards and remains alert. He/she uses mirrors to check the path and clearances, turns on the flashers and uses the horn to communicate when needed, and keeps windows down and radio off in order to listen for noises.

Here are some other guidelines for making backing as “painless” as possible.

- Back slowly so that, if you run into difficulty, less damage will be done.
- Especially when backing a long distance, stop, get out, and recheck the path periodically.
- Backing from the driver’s side takes away some guesswork and provides better visibility and control.
- Keep track of both sides; if clearances have been estimated well, you should only have to watch your left, but it doesn’t hurt to be extra cautious and check both outside mirrors frequently.
- Try to find someone to help get you through the backing maneuver—two sets of eyes are definitely better than one.
- And finally, remember: You can’t be too careful!

Follow guidelines for safe mobile phone use

Like it or not, we are now in the age of mobile phone use, and the sight of drivers who are totally distracted while on their cell phone can be scary indeed. Of course such phones can come in handy not only for reporting accidents or other emergencies but for convenience: making and/or confirming appointments, revising schedules, etc.

But while doing this, drivers must remain alert and conscious of the necessity for using the cell phone safely. Along that line, here are some guidelines.

- Choose a phone with hands-free operation and memory-dialing features.
- Install the phone as near as possible to your line of vision so that, while using it, your eyes are not unsafely diverted from the road.
- Practice with it before attempting to use it while driving.
- Program emergency numbers and frequently-called numbers into the phone.
- Place calls when the truck is stopped, when possible, and keep conversations brief while driving.
- Make driving the priority; the mobile phone should not be used in a way that would endanger yourself or others.
- Do not engage in conversations that require notetaking or complex thought.
- Make it clear to the other party that you are on a mobile phone and may have to interrupt the conversation to respond to traffic situations.
- Be aware of the potential distraction created by mobile phone use; compensate by moving to slower travel lanes, increasing following distance and checking mirrors frequently to assess the immediate driving situation.
- Disconnect your mobile phone if you need to jump start your vehicle, and turn it off in accordance with “Blasting Operations” warning signs.

Although the association between increased accident risk and use of cell phones is difficult to prove conclusively (so far, at least), the consensus among researchers is that the potential for problems does exist. So drivers must use their common sense along with the phone and never allow themselves to be so distracted that safety becomes an issue.

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A publication for and about
valued D&T Team Builders

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Shop Talk

By Mark Wells

APUs GENERATE INTEREST

During D&T Trucking Company's recent "Driver Appreciation Week", two vendors had Auxiliary Power Units (APUs) on display which generated a lot of interest.

APUs are truck-mounted systems that can provide climate control and power for trucks without idling. They use small diesel engines to supply heating and cooling, electricity to charge truck batteries, and engine warming for cold weather starting. Typically, an APU will consume 80 – 90% less fuel than a truck's diesel engine and provides the same level of heating or cooling comfort for occupants. Auxiliary power units can help truckers comply with local anti-idling ordinances and reduce fuel consumption and tractor maintenance expenses.

Because most auxiliary power units are integrated directly into the truck's systems, they offer a high level of convenience. APUs are a proven technology that's widely available and is even offered as optional equipment on some new trucks. Complete retrofit APU systems are readily available and truckers can choose from at least 20 manufacturers

located in the United States and Canada. Some examples are PROHEAT, ESPAR, Tri-Pac, Webasto and Philips/Temro.

A PURCHASE JUSTIFIED

It's not hard to justify the purchase of an APU. Savings from reduced fuel consumption and maintenance costs can offset the purchase price of an auxiliary power unit in a relatively short amount of time, usually in about one year.

Consider these factors:

- A class 8 truck typically idles 8 hours per night, 300 nights per year (2,400 hours per year).
- An average diesel truck burns one gallon of fuel for every hour of idling.
- The current national average diesel fuel price is \$2.58 per gallon (August 2005).

NOW IS THE TIME

Using the figures mentioned above, idling consumes about \$6,192 in fuel annually. As Owner Operators, keeping fuel and maintenance expenses under control means more money in your pocket. If you haven't considered investing in an auxiliary power unit, now would be a good time.

5 South Owasso Boulevard
Little Canada, MN 55117

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TRUCKING COMPANY