

The D&T Trucking Company



CROSSROADS

A Publication For And About Valued D&T Team Builders

JULY 2005

D&T SALUTES OUR INDEPENDENT CONTRACTORS

**In Recognition Of The Importance
Of The Trucking Industry
To The Nation's Economy . . .**

Good stuff.



Please Join Us For The Ninth Annual
**NATIONAL TRUCK DRIVER
APPRECIATION WEEK**

**Being Celebrated August 8 – 12
At D&T Trucking Company**

- ***Complimentary Meals Served Every Day***
 - Breakfast: 8:00 to 10:00 a.m.
 - Lunch: 11:30 a.m. to 2:00 p.m.
- ***Prize Drawings For Drivers***
- ***New And Used Trucks On Display***
 - ***Exhibits And Gifts***
- ***Working Class Pride And Polish Pictorial***

***To All Our Contractors . . . D&T Welcomes You!
It's YOUR Week, In Honor Of Your
Outstanding Performance and Dedication
To Our Customers And To The Public***

Being safe and on time demonstrates contractor pride

With an emphasis this month on the upcoming National Truck Driver Appreciation Week, the accompanying listings of Safe Driving Achievers and On-Time Achievers for the second quarter are particularly fitting and timely.

Such achievements are greatly appreciated and highly valued by customers—who need this professional performance in order to effectively serve their customers; are integral to the image of the trucking industry as a whole; and furthermore demonstrate the pride that D&T independent contractors take in themselves. The satisfaction they and other industry drivers have from doing their job so well underscores the merits of Truck Driver Appreciation Week.

D&T Trucking Company participates in the week-long celebration (August 8-12) as one way of paying tribute to our contractor team. Other ways include various awards and rewards for safety and on-time achievement and public recognition via the listings of those who were “performance perfect” for the quarter.

100 Percent Safe Driving Achievers, Second Quarter, 2005

Jeffrey Allguire	Grace Griebel	Charles Noll
Gary Anderson	Mark Guenther	Mariusz Okula
Joe Appel	Evelyn Heldt	Milton Olson
Joe Appel, Jr.	John Heldt	William Paul
Robert Bailey	Christopher Hilgart	Steven Petersen
Royce Beek	Edwin Hohneke	Harold Pflughoeft
Brandon Bergman	Gerald Holmstrom	Lavern Pflughoeft
Carlyle Berhow	Brian Hoppenrath	Svetoslav Popov
James Boyer	Charles Hoppenrath	Alan Posthuma
Lucian Bunas	John Hostetler	Norman Potter
Donald Burton	Steven January	Duane Rubner
James Caldwell, Jr.	Zbigniew Jarzab	Waldemar Satola
Jason Carolan	Nathan Jensen	Joseph Schumacher
Paul Christle	Calmer Johnson	Jordan Scheidt
Wojciech	Artur Karwat	Lloyd Schofield, Jr.
Cichaczewski	Todd Kohnen	Raymond Shankle
Francis Collins	Kenneth Kosbab	Earl Shrader III
Allan Cordes	Leonard Ladner	Stefan Sienczuk
Mark Crom	Joe Lang	Milton Simmons
Urszula Dajwowski	Theodore Larson	Marvin Soelle
Lukasz Daniel	Roger Lee	Gary Stewart
Dean Dobberfuhl	Jerald Long	Derrick Stout
Russell Dunbar, Jr.	James Long	Tadeusz Strus
Pawel Dzimira	Michael Lyons	Charles Swanson
Ted Ellifson	Frank Mackes, Sr.	Mariusz Sycewicz
Philip Frerich	Wojciech Martynko	David Taft
Wojciech Gawiec	Terry Melvin	John Tressler
Anthony Gluch	Garry Meyers	David Wallace
Wayne Goldsmith	Micheal Mihes	Richard Wallace
James Grey	John Mischler	Donald Warner
Paul Green, Jr.	Carl Morse	Pawel Winiarz
Henry Griffith	Shawn Nelson	

100 Percent On-Time Achievers, Second Quarter, 2005

Jim Adams	Henry Griffith	Milt Olson
Jeff Allguire	Mark Guenther	William Paul
Gary Anderson	John and	Steve Petersen
Dave Antiel	Evelyn Heldt	Harold Pflughoeft
Joe Appel	Chris Hilgart	Lavern Pflughoeft
Joe Appel, Jr.	Ed Hohneke	Svetoslav Popov
Bob Bailey	Brian Hoppenrath	Alan Posthuma
Royce Beek	Chuck Hoppenrath	Norm Potter
Carlyle Berhow	John Hostetler	Duane Rubner
John Bracelen	Steve January	Waldemar Satola
Jeff Brede	Nathan Jensen	Jerry Scheidt
Lucian Bunas	Cal Johnson	Lloyd Schofield
Don Burton	Artur Karwat	Joseph Schumacher
James Caldwell, Jr.	Todd Kohnen	Art Scott
Jason Carolan	Ken Kosbab	Ray Shankle
Ralph Castillo	Lenny Ladner	Stefan Sienczuk
Paul Christle	Joe Lang	Milt Simmons
Wojciech	Ted Larson	Marvin Soelle
Cichaczewski	Roger Lee	Gary Stewart
Frank Collins	James Long	Derrick Stout
Andrzej and	Jerry Long	Jimmy Stout
Urszula Dajwowski	Michael Lyons	Charles Swanson
Lukasz Daniel	Frank Mackes	Piotr Swiatek
Dean Dobberfuhl	Wojciech Martynko	Mariusz Sycewicz
Russ Dunbar	Terry Melvin	Dave Taft
Pawel Dzimira	Garry Meyers	Dave Wallace
Ted Ellifson	Michael Mihes	Richard Wallace
Wojciech Gawiec	John Mischler	Tim Wallace
Tony Gluch	Carl Morse	Don Warner
Paul Green	Shawn Nelson	Pawel Winiarz
Jim Grey	Chuck Noll	Tryan Winston
Grace Griebel	Mariusz Okula	

Did you know that . . .

. . . statistics are kept on the top “distracted driving” causes of accidents? As reported by Liberty Mutual, they are: looking at crashes, roadside incidents or traffic—16 percent; driver fatigue—12 percent; looking at scenery or landmarks—10 percent; passenger distraction—9 percent; adjusting radio, CD or tape—7 percent.

The requirements of pre-trip, post-trip inspections

Even if pre and post-trip inspections of equipment were not required by Federal Motor Carrier Safety Regulations (which of course they are) and covered by D&T Trucking Company policy (which of course they also are), the professional independent contractors of D&T would be diligent about conducting them.

Obviously it is in everyone's best interests, including the drivers', to do everything possible to ensure vehicle safety, help prevent accidents, and avoid breakdowns and costly downtime. So consider the following tips as a "refresher course" with regard to inspecting—and keeping in good working order—brakes, steering mechanism, lighting devices and reflectors, tires, horn, windshield wipers, mirrors, coupling devices, etc.

PRE-TRIP

Vehicle overview—Start making your rounds by looking over the truck's general condition—are the lights working properly, any signs of leaks (grease, oils, coolant, fuel).

Engine compartment—With the engine off, brakes locked and wheels chocked, check engine oil level; coolant level; automatic transmission fluid; condition of all hoses, belts and wires; and battery and other electrical connections.

Inside the cab—Start the engine and check that all gauges and controls are working correctly and reporting normal conditions.

Lights—Make sure that low beam headlights, four-way flashers, high beam lights and signal lights are all operating properly.

Tires—Look for under or over-inflation as well as bad or uneven wear. Defects to watch for include visible tire fabric, sidewall cuts and bumps, tread separation, mismatched tire sizes, cut or cracked valve stems and dual tires touching each other or other parts of the trailer.

Wheels and rims—A damaged rim can cause a tire to become loose or lose pressure. Look for rust around lug nuts.

Brake drums and shoes—Since damage here can become a serious problem on the road, keep an eye out for cracked drums; shoes or pads covered with oil, grease or brake fluid; and broken or thin shoes.

Brakes—Since air pressure checks are important, listen for leaks and know the correct pressures in various stages (engine off and no brakes applied, engine off and brakes fully applied—after initial application).

Steering system—Watch for steering wheel "play" of more than 10 degrees. Look for missing nuts, bolts, cotter keys, any other obviously missing parts; bent or broken parts on the steering column, steering gear box and ties; fluid levels and/or leaks on power steering systems.

Suspension—Look for broken, cracked, missing spring hangers; broken or missing leaf springs; leaks or damage to the air suspension system; loose, cracked or broken frame members.

Exhaust system—Look for leaking, loose, broken or missing exhaust pipes, mufflers and stacks; this check includes brackets, clamps, nuts and bolts.

POST-TRIP

At the end of the day's work, the post-trip inspection covers the following parts and accessories:

- Service brakes, including trailer brake connections
- Steering mechanism
- Tires
- Windshield wipers
- Coupling devices, wheels and rims
- Parking (hand) brake
- Lighting devices and reflectors
- Horn
- Rear vision mirrors
- Emergency equipment

With regard to any defects and deficiencies found, corrections and repairs (or certification of safety) are required before the vehicle can be operated again.

One key to thorough and successful pre-trip and post-trip inspections is repetition. Develop a routine when it comes to looking over your vehicle. The repetition then helps ingrain the routine so that the procedures become second nature—i.e., they are performed naturally, normally, and consistently.

An International Look



Among trucks/truck dealerships to be represented at D&T for National Truck Driver Appreciation Week is International. Pictured here: the new 2005 International 9900ix with Cummins ISX 525 hp engine, Fuller 13-speed transmission and 72-inch Hi Rise Eagle sleeper. It's loaded with owner-operator options. \$106,000 with FET.

Contact: Brad Schreifels
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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.

Be prepared: plan an escape route

(Editor's note: This is the fourth in a series of articles on the "Decision Driving" program developed by Liberty Mutual to encourage and promote safe driving tactics and techniques).



Among the qualities that differentiate the skilled from the average driver is that the professional is always planning for—and prepared to utilize—an escape route. This need can occur in decision-making situations that can involve, for example, following distance, stopped traffic and/or passing other vehicles.

The easiest way to ensure that you have an escape route of course is to maintain a safe following distance. That will provide the time required to come to a complete stop or to safely maneuver around a hazard.

The Timed Interval Rule helps in determining the correct following distance under normal road and weather conditions. The rule is to allow one second of following distance for every 10 feet of your vehicle (or tractor-trailer) length (round up to the next number if the length is not an even multiple of 10).

Thus for, let's say, a 60-foot rig there should be at least six seconds of following time. In other words, there should be at least a six-second interval between the time the vehicle ahead passes a fixed point and the front of the rig reaches that same point. That interval should be doubled or tripled in bad weather or poor driving conditions.

An escape route is also important when you are stopped in traffic. The guideline here is to stop where you can still see the point at which the left rear tire of the vehicle ahead touches the road. This "decision space" would enable you to get around the vehicle without backing up, or it might be needed in the event that the other vehicle starts rolling back.

The aforementioned reference to passing other vehicles belongs, too, in any discussion of an escape route because improper passing is the most frequent cause of head-on collisions. Before attempting to pass, therefore, ask yourself three questions and, if the answer to any of them is "no," DO NOT PASS.

1. Is there a long-term advantage for me in passing?
2. Do I have enough power to pass quickly and safely?
3. Is there space available to pass and return to the proper lane safely?

The third of those questions is where an escape path must be considered. Because without sufficient space, the driver could find himself/herself trapped in the wrong lane—and facing a head-on collision.

As a Decision Driver, you. . .

- . . .never let your own safety depend entirely on the actions of other drivers.
- . . .plan an escape route that leaves an "out" if other drivers make mistakes.
- . . .know that an ideal escape route provides an adequate amount of clear decision space all around your vehicle.
- . . .develop a good escape route by studying the surrounding traffic patterns and using visibility, time and space to your advantage
- . . .have time and room to take decisive action, meaning speeding up, slowing down or moving to either side.

Name Dropping

Congratulations to **Wayne Goldsmith** and **Terry Melvin**, who in June passed roadside inspections with no violations. Terry in fact accomplished the clean inspection feat twice last month.

* * *

Three new independent contractors are now members of the D&T team. They are **James Mangrum** of Bourbonnais, Ill.; **Ryszard Jucha**, Brooklyn, N.Y.; and **John Wall**, Creston, Ill. We're glad you made this choice.

* * *

And speaking of Mangrum, he was referred to D&T by **Joe Appel, Sr.** That means that Joe has just picked up an initial bonus referral check of \$250. Anyone else interested in the same? Talk to Bill Lundquist.

Reaching anniversaries of service in August are. . .

CONTRACTORS

- 14 years - Harold Pflughoeft
William Paul
- 6 years - Grace Griebel
- 5 years - Robert Bailey
Tadeusz Strus
- 4 years - Wayne Goldsmith
- 3 years - John Tressler

STAFF

- 15 years - Meredith Helm, Jr.

With great interest

Contractors are demonstrating their ‘pride and polish’

There’s good news, AND good news, regarding the annual competition at D&T Trucking Company to determine the 12 most attractive Working Class Pride and Polish trucks in the fleet.

First, we are gratified to report that contractor interest in the competition is greater than ever. Second, there’s still time for you to get your truck ready for picture taking and thereby have an opportunity to not only win a trophy but also be featured in D&T’s 2006 calendar. So see or call Bill Lundquist (651/481-6104) for further details.

The appearance of—and pride in—equipment is an important aspect of trucking industry marketing. As D&T contractors well know, clean, attractive, well-maintained trucks (and trailers) show professionalism and do not go unnoticed by customers and others—and often the first impression you make on people is based on appearance.

In addition, there is another benefit for drivers who take care of their equipment. The payoff: Higher resale or trade-in value.

“A truck can be worth thousands more if its appearance has

been maintained,” said Mark Wells, Shop Manager of D&T, who cites, for example, some reasons for taking “the road to cleanliness,” such as:

“Regular washing helps prevent aluminum wheels and fuel tanks from becoming pitted by road salt. Brightwork—bumpers, grill, quarter fenders, exhaust system, etc.—will resist the inevitable rusting potential much longer if they are routinely cleaned. And modern polyurethane paints are extremely durable; they do not require much more than regular washing to look good.”

As in the past, the competitive demonstrations of “pride and polish” coincide with National Truck Driver Appreciation Week, which will be celebrated August 8-12 at D&T Trucking Company. Among the displays will be a pictorial graphic of all trucks entered in this year’s contest, and customers will participate in the process of selecting the 12 winners.

Based on the overall high-quality look of the entire D&T fleet, the decision won’t be easy.

Todd Christy makes another interesting story

Add another name to the list of VIPs (Very Interesting People) who are members of the D&T staff or independent contractor team. He is Todd Christy of Milaca, Minn., a new (as of May 25) Shop Technician with our company.

Todd’s hobby for about the past 18 months has been building customized mini motorcycles. He is on the internet (minni-sotachopper.com) with a website that generates several thousand hits with 800 to 1,000 visits each month, is finishing bikes at a rate of one per week, and now has 14 customers on his waiting list. Oh. . .and he also is getting into car customizing, an interest helped along by his skill as a self-taught painter.

Todd and his wife, Amy, a day care worker, have five children. The oldest is a daughter, Keelie, 13, followed by four sons, Trenton, 12; Triston, 9; Chad, 6; and Cody, 2. The kids help Todd in his avocations and, he reports, “Trenton and Triston, especially, are turning into decent fabricators and mechanics.” Question, then: Might there some day be a “Christy & Kids” customizing operation?

Meanwhile, however, his family obligations, and his bikes, “and fishing once in awhile,” pretty much occupy whatever off-duty time he has after meeting the responsibilities of his job—which brings us back to D&T and trucking in general.

After graduating from a two-year technical school program for diesel mechanics, Christy found work hard to get where he lived and thus went into trucking, a field he mostly has been in ever since. He was a driver—company and then an owner-operator—for six years, also working on equipment during that period, and then was a dispatcher for a motor carrier.

His association with D&T came about after about a year when he was out of the industry. A friend, James Long, who is a D&T independent contractor, referred him here; “I talked with Mark



Todd Christy at work and seated “on his hobby”.



(Wells) and was impressed with what I saw,” said Todd. “I’ve been around trucking a lot, and the equipment and maintenance program at D&T is the best I’ve ever seen. It’s second to none.”

So now he’s making the 124-mile round trip daily between his Milaca home and Little Canada, Minn. and doesn’t mind it a bit. And D&T is as pleased to have him as he is to be here.

The Crossroads Welcomes Family Photos (such as the one below)

It's a big birthday—No. 5!—for Liliana Mihes, born July 29, 2000 to Ioana and Michael Mihes of Romeoville, Ill. Mike has been an independent contractor with D&T for almost four years, and Ioana owns and operates a bakery.

They took the photo and supplied it to the Crossroads because “this will be nice for Liliana to have when she grows up,” said Mike, who by the way



The Mihes family: Ioana, Liliana and Mike.

was one of the contractors interviewed following the observance of National Truck Driver Appreciation Week last year at D&T.

“The week was great,” he said. “In fact, it should be (this was a tongue-in-check suggestion) for a whole month! Really, though, having the drivers get together is a good idea. I’m glad we (drivers) are appreciated.”

Yes, you are, Mike, and we’re looking forward to seeing all of you at D&T during this year’s event August 8-12.

Freightliner to show



The Roseville Freightliner dealership is returning for National Truck Driver Appreciation Week at D&T Trucking Company. Specifications of its 2006 Freightliner Coronado pictured here include 515 hp DDC 14 liter engine; 13 speed transmission; 70-inch Raised Roof; and aluminum wheels.

Contact: Jim Auge
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Roseville, Minn. 55113
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Highway to Health

It is well known that walking—especially at a brisk pace—is a highly recommended, excellent and most convenient way for a person to exercise. But how can you tell how much exercise you’re actually getting? The answer comes from “Top Health,” a health promotion and wellness newsletter of Wagnild and Associates, Mendota Heights, Minn.

Wear a pedometer!

As described in Top Health, the pedometer is a simple, inexpensive device worn on the hip or just above the knee. It tracks the number of steps taken walking and/or running and, depending on the model, can calculate the distance covered and calories burned.

For best accuracy, keep the pedometer as close to your body as possible. Also, make sure it stays horizontal; pedometers must be parallel to the ground to work correctly.

The device can be worn all day or only during exercise. It can be particularly helpful for people who otherwise might overestimate how active they are, which can lead to disappointment when the bathroom scale fails to show much progress. A pedometer provides a more accurate picture and can help the person to reach his/her goals.

The benefit from daily use is that you can see how active (or not) you have really been throughout the course of the day, which can be a great motivator in becoming increasingly active overall. Among suggestions are to stop using the remote—get up instead to change the channel; walk to the store rather than drive; and if you do drive, park as far away from the door as possible.

These steps add up. Taking 10,000 steps a day, by the way, is the equivalent of five miles and offers real health benefits, regardless of your speed. That sounds like a lot of walking, but you might be surprised at how much you can do if you concentrate on it.

Vendor specializes in mirrors for truckers

“Eliminate blind spots with K-10 ‘Eyeball’ mirrors” is the marketing statement of a Mission, Texas-based vendor that has been in business since 1979 and specializes in serving the trucking industry.

According to K-10 Enterprises, Inc., its products—the “Eyeball” mirror and unique standard convex mirror, along with Version 2 conventional hood mount brackets, provide drivers with the visibility they need to avoid blindside accidents. All K-10 mirror/bracket assemblies are made of “the highest quality stainless steel material” and, with the Eyeball on the right front and convex mirror on the left front, are said to be designed for maximum visibility when properly installed.

The hood mount mirror brackets feature “a fully adjustable gear movement which allows for hassle-free viewing adjustments without ever opening the hood.”

And, according to K-10 Enterprises, there is a mirror/bracket assembly for any rig.

The vendor’s products are available through D&T Trucking Company. Interested contractors can contact Jim Walker for further details and price information.



For Mark Guenther

This \$1,500 windfall came at the right time!

A promotional graphic in last month's issue of the Crossroads has turned out to be prophetic. The headline, in reference to D&T's latest Special Referral Promotion, read "What D&T Contractor Can't Use An Extra \$1,500!"

That dollar total was the prize for the referring contractor whose name would be drawn July 1. And the winning name was that of Mark Guenther, who did indeed find good use for the unexpected windfall.

"My truck air conditioner had gone out," said Mark, who almost literally had the repair bill in hand when informed by Bill Lundquist that he had won the \$1,500. "Although things were getting a little tight, I had the money (for the repairs). But this (the results of the drawing) made things a lot easier. It sure came at the right time."

When Mark commented that he had never won anything before, it was suggested that now might also be the time for him to consider buying some lottery tickets. To that he had a ready reply:

"I already have."

In another coincidence in that same June issue, Guenther was the subject of a "Quoting the Contractor" feature, in which he discussed the easy \$500—two initial bonuses of \$250—that he earned for referring two new contractors to D&T. Those were the reasons he was entered in the drawing.

And in this latest "re-interview," he spoke not just about his own good fortune but about the referral program in general; the bonuses and prize drawing give contractors more incentives for participating, Mark feels, and "the program works," he said, adding that he believes, too, "in trying to bring good drivers to D&T."

There is another incentive in that philosophy from both the company and contractor team point of view. A stronger team means enhanced capability for loads, which in turn can lead to an increasing number of assignments from customers.

Thus the D&T referral program is indeed good for everyone.



Mark Guenther is holding his "giant-sized check".

From the 2005 Working Class Pride and Polish calendar **Equipment (and driver) of the month for August**



Trayton, Gary's son, and his first grade class.

To be recognized via the Working Class Pride and Polish calendar is an honor indeed because, as pointed out by Gary Stewart (above), "Good equipment is standard at D&T Trucking Company." And he includes trailers as well as trucks in that observation.

"I'm impressed with the way that the D&T shop keeps our trailers clean and looking good," said Gary. "Customers and others compliment us frequently about it."

The independent contractor, who drives an equally clean and well-maintained truck—a 1995 Kenworth W900—is pleased actually with the company in general, citing the family feeling and the way that drivers are treated. He summarizes it this way: "If I wasn't happy, I wouldn't still be here."

In May, 2004, he reached 20 years of service with D&T. The attractiveness of his truck is matched by professionalism of performance; he has received awards annually for his safe driving and on-time achievements. Gary lives in Milton, Wisconsin. He has three sons and two daughters.

Rejuvenating: the what. . .the why. . .the where

The "Gettin' in Gear Health, Wellness and Fitness" program applies mutually to motor carriers and their drivers, because everyone understands that healthy lifestyles lead to safer driving practices and reduced medical costs. Also, healthy people have higher levels of productivity, which translates into financial benefits both for the carrier and its drivers.

With regard to the second "R" of the program, (see story, right), Rejuvenating, the temptation is irresistible to suggest a philosophy similar to truck maintenance: "Take care of your truck, and it will take care of you" . . . "Take care of your body, and it will take care of you."

Maintaining the body—in other words, being physically fit—involves regular exercise consisting of extended periods of movement. And it starts with a positive attitude: "I will seriously try to do it," not "I can't do it."

The body is built to move. "Use it or lose it" is an accurate expression; muscles, joints and bones get stronger when used. Unused, they begin to break down, making the person more susceptible to strains, sprains, breaks, injuries and diseases. Physically fit people, on the other hand . . .

- Burn more calories, have more energy and stamina, and feel better
- Have stronger hearts to pump more blood to muscles when needed and to the brain for staying awake/alert
- Are better able to deal with periods of inactivity, such as many hours on the road
- Sleep better, enjoy stress relief and have a better outlook on life
- Feel better because they look better
- Have reduced risk of heart disease, diabetes, cancer, weak bones and other diseases

Rejuvenating begins at home, where it is easy to keep moving and to be attentive to doing physical things—walking, chopping a bundle of firewood, doing yard work, participating in sports activities, to mention a few.

But even on the road, an exercise/movement plan and routine can be implemented: Brisk walks around rest stop areas: muscle stretching; arm curls with weights stored in your cab. Even while driving, you can be tightening stomach muscles, holding for 30 seconds and then releasing.

These and many more ideas are contained in Gettin' in Gear presentations and discussions, along with recommendations for how to gradually increase the level of physical activity and when to consult experts for advice.

See Jim Walker for more details. It will be worth it.

Western Star coming



There will be two Western Star trucks (from the Boyer Trucks, Inc. dealership) on display at D&T August 8-12. Company representatives will also be here to answer questions; they feel that "Appreciation Week is an excellent time to find out the real needs and desires of your drivers, and the critical information they share enables us to provide the best trucks possible."

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Lauderdale, Minn. 55113

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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.

Happy birthday wishes to:

Gary Anderson	August 9
Lucian Bunas	August 27
Donald Burton	August 13
Francis Collins	August 10
Allan Cordes	August 1
Wojciech Gawiec	August 17
Mark Guenther	August 14
Theodore Larson	August 19
Michael Lyons	August 31
Duane Rubner	August 11
Marvin Soelle	August 24
Gary Stewart	August 26
David Taft	August 4
Maureen Thesenvitz	August 27
Erik Vegoe	August 11
Mark Wells	August 4



Shop Talk

By Mark Wells

Automatic slack adjusters

From the Federal Motor Carrier Safety Administration rule book, Part 393 (Parts and accessories necessary for safe operation):

Part 393/53: Each commercial motor vehicle manufactured on or after October 20, 1994, and equipped with an air brake system, shall meet the automatic brake adjustment system requirements of Federal Motor Vehicle Safety Standard No. 121 (49 CFR 571.121, S5.1.8) applicable to the vehicle at the time it was manufactured.

In spite of the FMCSA automatic slack adjuster (ASA) mandate, 38 percent of DOT "Out of Service" violations found during roadside inspections are due to one or more brakes being "Out of Adjustment". Why? Automatic doesn't mean maintenance-free. Don't assume that brakes will always be in adjustment because the truck, tractor or trailer is equipped with ASAs. Brake adjustment should be checked as part of every pre-trip inspection and vehicle preventive maintenance service.

Most truck air brake systems are equipped with stroke sensitive automatic adjusters that "see" the angle between the slack adjuster and brake pushrod. When pushrod travel is too great, a ratcheting mechanism in the slack adjuster adjusts the brakes on the return stroke. But, brake adjustment only occurs when the application pressure is greater than 60 percent (60 psi application pressure with 100 psi in the air reservoir). Application pressure during normal braking is typically 15-25 percent, limiting the ability for automatic brake adjustment. During your pre-trip inspection, with at least 100 psi in the system, fully apply and release the brake pedal several times to allow the slack adjuster to do its job. In the event of a roadside inspection, repeat this process while waiting your turn for inspection.

Slack adjuster maintenance is very straightforward. Regular lubrication is needed to purge moisture and grit, keeping the internal parts moving freely. Automatic slack adjusters should not have to be manually adjusted except for initial installation and at the time of a brake reline. If an ASA fails to maintain proper adjustment, it is considered defective and should be repaired or replaced.

Whether you perform brake system repairs yourself or have a shop do it, there are things to watch out for if automatic slack adjusters are expected to function properly.

When replacing brake chambers, an improper length pushrod will alter the slack adjuster to brake pushrod angle. Slack adjusters must be installed at the correct angle for the brakes to adjust properly. A template should be used to verify the correct brake pushrod to slack adjuster angle.

Worn brake components have a direct effect on automatic slack adjuster operation. Sloppy brake cam

bushings, worn camshaft splines and brake clevises add up to increased brake pushrod travel. Automatic slack adjusters will try to compensate for the additional pushrod travel, reducing brake shoe to drum clearance to the point that the brakes drag. Free stroke (how much movement of the slack adjuster is required to move the brake shoes against the drum) should be 5/8" to 3/4".

Slack adjusters vary in length depending on application. When replacing automatic slack adjusters, be sure that they are the same length.

On the Lighter Side . . .

GOLF STORY

The golfer watched in dismay as his tee shot hooked far to the left, sailed completely off the course and into the street, and caused startled motorists to swerve and slam on their brakes, creating a series of fender-bender collisions.

Turning to the club pro, who was part of the foursome, the horrified man shouted, "Did you see that?"

"Yes, I did," the pro answered calmly.

"Look at the chaos in the street," the man continued. "What can I do!"

"Well," came the response, "the first thing to do is to remember to keep your arms straight."

* * *

ALARMING WORDS

The bank vice president was in the safe one morning organizing cash for the teller drawers in preparation for that day's business. An employee came in to inform her that she has a telephone call from a client.

"I'll have to return the call," the vice president said.

Dutifully the employee reported back to the client, "I'm sorry, but she can't take the phone right now," then going on to explain, "she's tied up in the vault."

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QUESTIONS

Did you hear about the guy who was so accident prone that he tripped over his cordless phone? Since accidents seemed to find him, it was just as well that he sold his car. Know why? He needed the money to pay for gas.

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ORDER PLEASE

The waiter, new on the job, was continually getting orders wrong. He brought salad with dressing mixed in rather than on the side. Eggs scrambled instead of fried. Coffee poured for someone at the table who had wanted tea. A hamburger for a patron who had ordered a turkey sandwich.

Finally, as the meal was drawing to a grateful close for everyone, the waiter asked if anybody wanted dessert.

"Yes," sighed one of the customers. "I'd like a slice of apple pie. Now. . . what should I order to get it."

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TRUISM

No one has more driving ambition than the youth who is pestering his parents to buy him a car.

You can pay a lot of money to buy a fine dog, but only kindness will make him wag his tail.

The trouble with bucket seats is that not everyone has the same size bucket.

A message of appreciation from D&T Trucking Company

Words have power. They can bring life to a concept. . .have a positive influence on public opinion. . .favorably define an industry. Realizing this, the trucking industry is in the midst of a new, image-building campaign woven about the theme, "Good stuff. Trucks bring it."

As pointed out by Bob Dolle, President of D&T Trucking Company, this theme accurately conveys the importance of our industry; "it has the right tone, projects a strong image and effectively ties the contributions of trucking to the everyday needs of consumers," said Bob.

But, as relevant and appropriate as the campaign slogan is, and in view of an upcoming event nationally and at D&T, another word could be added during the event: "Good stuff. Truck DRIVERS bring it." True, it's obvious that a truck requires a driver! Nevertheless the public needs a personalized reminder of who and what that person is behind the wheel, which is why the industry in 1997 inaugurated its annual National Truck Driver Appreciation Week.

There is no job more difficult on the highway than driving a truck. There is no one on the highway more dedicated to safety than the truck driver (statistics show the (1) while total truck miles traveled have increased 42 percent over the past decade, tragic accidents are at an all-time low, and (2) by a wide margin most passenger vehicle/truck accidents are caused by the motorist and not the trucker). And of course there is no one who

takes more pride in—and is more crucial to—keeping the flow of goods going via on-time pickups and deliveries than the truck driver.

So. . .why the need for image-building and National Truck Driver Appreciation Week? It's to counteract that old "one bad apple" axiom—the human nature tendency of people to let a single sour experience color their overall impression; "everybody notices when they see something bad about drivers," said D&T independent contractor Gary Stewart. "They see a few negatives and not all the positives," he remarked, referring to the fact that the vast majority of professional truck drivers are respectful, courteous and defensive driving-minded. For that reason Gary feels that the Appreciation Week is well deserved and that there should be more publicity nationally about it.

We at D&T Trucking Company wholeheartedly agree and, moreover, are especially proud of our own team of independent contractors. D&T has received many compliments from customers specifically because of the exceptional service provided by our drivers. We can't emphasize too much the fine job done by our team and therefore are happy to participate in the ninth annual National Truck Driver Appreciation Week, which will be celebrated August 8-12 at D&T.

D&T is pleased to invite you to join us in paying tribute to the outstanding driver performance and dedication.

5 South Owasso Boulevard
Little Canada, MN 55117

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