



CROSSROADS

A Publication For And About Valued D&T Team Builders

MAY 2006

‘Support our troops’ has special meaning for Bernetta Jones

The Iraqi war is the subject of fierce political debate nowadays. But unanimity prevails on one score; regardless of politics, the public cares about, is concerned for, and supports our military personnel in Iraq. And among those who have special cause to feel that way is D&T Trucking Company staff member Bernetta Jones.

Bernetta’s 21-year-old daughter, Stephanie, and Stephanie’s husband, Nicholas Eichman, also 21, are now serving in Iraq. They are newly-weds (as of March 15), and the events surrounding their marriage read like a media story. Which, in fact, it was.

Minneapolis-St. Paul television station KARE, Channel 11, sent a crew to Shelby, Miss., where 2,600 soldiers in the 34th Brigade Combat Team, Minnesota National Guard, were in training since last September, in preparation for being deployed to Iraq. Said reporter Joe Freyer on camera and in voice-over film coverage:

“There was a lot to get done (before leaving at the end of March), and two Minnesota soldiers checked one important thing off the list, changing their lives forever.”

The “important thing” was the wedding of Nick and Stephanie Eichman. The young couple had met in the National Guard about five months earlier, started dating, and decided, in view of the circumstances, to get married before heading overseas together.

There were some churning emotions for Mom Bernetta as she watched Channel 11’s coverage of the event, “but I feel fine about it. They both wanted it, they’re happy, they’re of age. I’m proud of them,” said Bernetta.

Stephanie has been in the Minnesota National Guard since she was a junior in high school. A Specialist in the Military Police, she has received considerable advanced training—including during the period in Mississippi before deployment to Iraq—since those first basic training days, and now is a Humvee driver.

“She’s been doing real well,” said Bernetta. “I’m nervous now, of course, but I have no qualms about her service. I’m very proud of her.”



The happy newly-weds—Stephanie and Nick.

Appreciation Week set for August 21-25 at D&T

The date has been changed for the celebration of National Truck Driver Appreciation Week at D&T Trucking Company. The annual tribute is now set for August 21-25 rather than the week designated in the Working Class Pride and Polish calendar. So please make note of the new schedule, because D&T looks forward to your joining us for what always is a most meaningful activity for the company and the trucking industry.

Two D&T contractors enter Truck Driving Championships

D&T Trucking Company will again be well represented in the annual Minnesota Truck Driving Championships sponsored by the Safety Council of the Minnesota Trucking Association (MTA).

Independent contractors Duane Rubner and Waldemar Satola have entered the challenging event, which will be held June 10-11 at Yellow Transportation in Burnsville, Minn. It will be the third time for each, demonstrating how much they enjoy matching their skills against about 100 of the other best professional drivers in the state.

Duane and Waldemar will both compete in the Sleeper Berth portion of the Championships, one of the eight classes out of which will come first, second and third place winners (Satola took third place in the Sleeper Berth class last year). The other classes of competition are Straight Truck, Three-Axle, Four-Axle, Five-Axle, Tank Truck, Flatbed and Twin Trailer. All of the eight top finishers will have then earned the right to compete in the ATA National Championships in August.

The two-day Minnesota event starts with a written test

and personal interview; in the interview judges consider factors such as appearance, industry knowledge and conduct, which may include personality, use of language and in general the professionalism of the driver. Then comes pre-trip inspection competition, followed by the driving challenge of the Championships that requires maneuvering through a variety of obstacle courses.

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

And after all the points are added up, there will be presentation of awards at the MTA's traditional concluding Championship Banquet set for the Shakopee Ballroom and Banquet Center, Shakopee, Minn., on Sunday evening, June 11.

In a sense, of course, every participant is a "winner" for his/her willingness to compete against the best. D&T admires and applauds all of the entrants, but...we don't mind admitting it...we're especially rooting for Duane and Waldemar!

Reaching anniversaries of safety with D&T

Six members of the independent contractor team of D&T Trucking Company had an anniversary in April signifying their respective years of accident-free driving with D&T. Each contractor earned the award designated for the particular period during which he/she has been a continuing Safe Driving Achiever.

But recognition is also a reward and is an important policy as well. For that reason, the Crossroads is happy to honor the following drivers for representing themselves and D&T safely and professionally.

- 14 Years - John Heldt
- 9 Years - James Adams
- 3 Years - Evelyn Heldt
- 2 Years - Lavern Pflughoeft
Norm Potter
- 1 Year - Charles Noll

Wireless internet offered at D&T

D&T Trucking Company is happy to announce the availability of wireless internet service throughout our Little Canada, Minn. facility. Those interested will need an access code to initially sign on. See Bill Lundquist or Wanda Svenson at D&T to obtain the necessary code. And if you have any problems signing on, please ask Wanda for technical assistance.

There's room for improvement in seat belt usage

"Be Ready. Be Buckled" is the title of a Federal Motor Carrier Safety Administration (FMCSA) campaign aimed at truck drivers, who nationally as a group have had much lower rates of seat belt use than drivers of automobiles.

The campaign is evidently working; in a recently-completed study, FMCSA reported that Class 7 and 8 drivers had increased belt use from 48 percent in 2002 to 54 percent in 2005. But while that shows "a significant improvement," the agency added that "there is still a long way to go when you compare those figures to 83 percent belt use for passenger vehicles in 2005."

During the three-year period examined in the study, national and regional fleets improved belt use from 55 percent to 63 percent. However, independents and local fleets remained at 44 percent seat belt usage.

Researchers also found, by the way, that last year belt usage rates among commercial vehicles were higher on weekends (59 percent) than on weekdays (53 percent). It could be supposed that this trend perhaps indicates increased concerns about traffic but, in any event, buckling up every day for every trip, weekend or not, is the only way to go.

Quoting the Contractor . . .

(Editor's note: Duane Rubner is one of the two D&T independent contractors—Waldemar Satola is the other—who will compete in the 2006 Minnesota Truck Driving Championships. The Crossroads asked Duane about the upcoming event in June and following are some of his remarks).

"It (the Championships) is a good thing, a good program. It promotes safety, helps make everyone more safety conscious, and drivers must have a good accident-free record to be eligible to participate.

"Those who are competing are showing that we are serious about our driving and take pride in what we do for a living. Some people take truck driving for granted, but I'm proud of and feel strongly about what I do and I enjoy the competition.

"This will be the third time that I'm participating. I have a good time at the Championships. It's fun to meet drivers from other companies, to get to know the other contestants. The attitude around the event is always positive and upbeat and very enjoyable. Drivers cheer for each other to do well. But let me tell you, everyone is still really competitive.

"The competition is never easy. I thought I was ready last year; maybe I was a little overconfident, because of my experiences from the year before. The toughness of the competition caught me by surprise. My scores did improve, but not enough. So I'll try to be more ready for this time.

"I'll be going over a few things with Jim (Walker) on pre-tripping. They don't make it easy, and change things every year, in the pre-trip part of the competition. That's really a thorough test. And there's a lot of pressure on the obstacle course.

"But I'll be competing hard. I'll be driving for myself and for D&T, and I'm looking forward to it."



Duane Rubner will carry the D&T Trucking "banner" into the Minnesota Truck Drivers Championships.

Alertness, caution required in road work zones

The often-repeated joke about the trucking industry having two seasons. . . winter and road construction. . . is in reality no laughing matter of course.

Professional drivers do not need statistics to warn them that construction/work zones can be dangerous places. There is congestion, narrowed lanes, sudden stops, merging traffic and road workers who may inadvertently step into traffic, to mention some of the potential hazards.

Also, as surely as night follows day, truckers will find impatient motorists who aggressively cut in front of them to get ahead before reaching the work zone and who quickly change lanes without warning and pass the truck after the work zone.

The best way to survive the road construction season without incident, therefore, is to remain alert and cautious when faced with a work zone. With that in mind, here are some safe driving tips.

- Watch for posted warning signs and pay attention to and follow all instructions.
- Slow down, never tailgate, maintain a safe following distance.
- Dedicate complete attention to the road; do not allow yourself to become distracted.
- Expect sudden stops, and anticipate actions of other drivers.
- Be patient/remain calm.
- In adverse driving conditions, reduce speed to well below posted limits.
- Follow all directions given by a flagperson.
- Watch for construction workers or vehicles crossing the road.
- Merge into the proper lane well before reaching the work zone, and do not make unnecessary or sudden lane changes.
- Use headlights and/or four-way flashers when traveling at slow speeds or if stopped in work zone traffic.



And here's a final tip from safety experts: "If possible, find an appropriate alternate route where there is no construction." Good luck on that one!



From generation to generation



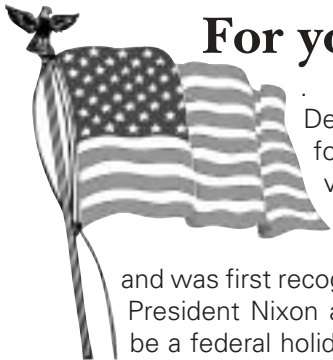
A proud great grandfather is D&T independent contractor Ken Kosbab, who is pictured holding Karissa, born April 8. The vital specifications: 8 pounds, 3 ounces, and 21 inches long, and a fifth generation female in the Kosbab family. Ken and his wife, Shirley, have three children, five grandchildren, and, now, two great grandchildren. And the arrival of Karissa made Shirley's mother, Ella Quade, a great great grandmother! Also pictured here with Ken is the "newcomer's" big sister, Alexis, who is 2 1/2 years old.



From left to right, five generations of Kosbab females: Darlene, the daughter of Ken and Shirley; Ella Quade, the great great grandmother, with Karissa and Alexis in front; Shirley; and Amanda, mother of the two children pictured here, and daughter of Darlene, granddaughter of Shirley (and Ken), and great granddaughter of Ella. Now. . .does everyone have this straight?

Memorial Day May 29

For your information . . .



. . . Memorial Day, originally called Decoration Day, is a day of remembrance for those who have died in our nation's service. It evolved from spontaneous separate beginnings in many towns during the initial years following the Civil War and was first recognized officially on May 30, 1868. In 1971, President Nixon and Congress declared Memorial Day to be a federal holiday to be observed on the last Monday in May.

The holiday, which has evolved to honor not only Americans from the armed forces but also the memories of all loved ones who have died, is marked by visits to cemeteries, flowers and flags on graves, rifle salutes, wreath-laying ceremonies or even silent tributes. A National Moment of Remembrance resolution, passed in December, 2000, just nine months before the infamous 9/11/01 terrorist attack on the United States, asks all Americans at 3 p.m. their local time "to voluntarily and informally observe in their own way a moment of remembrance and respect, pausing from whatever they are doing for a moment of silence or listening to 'Taps'."

An indication of the impending arrival of Memorial Day is the selling of red poppies for people to wear, a tradition started more than 85 years ago. In 1922, the Veterans of Foreign Wars (VFW) became the first veterans' organization to nationally sell the poppies, and this still is an important VFW project. Funds raised are used to aid disabled and needy veterans.



Shirley Kosbab holds her two great grandchildren, with her mother, Ella, standing proudly behind her.

June anniversaries of service with D&T

CONTRACTORS

- 23 Years - Paul Christle
- 12 Years - Franklin Mackes, Sr.
Steven Petersen
- 7 Years - David Wallace
- 6 Years - Richard Steidl
Allan Cordes
- 5 Years - John Bracelen
- 4 Years - Wojciech Gawiec
Kathleen Wallace
- 3 Years - Svetoslav Popov
- 2 Years - Mariusz Okula
- 1 Year - Ryszard Jucha

STAFF

- 36 Years - Bob Dolle, Jr.
- 5 Years - Darrold Geist

National study: driver behavior causes most crashes

Everyone can learn from the experiences and mishaps of others as well as from their own mistakes. Which is an appropriate introduction to a report, now in the collective hands of Congress, on the causes of large truck crashes.

The bottom line: Just as defensive driving can help in preventing accidents, so can driver behavioral lapses result in accidents. In fact, the behavior of drivers of large trucks and other vehicles is 10 times more likely to be the cause of the crash than other factors, such as weather, road conditions and vehicle performance, according to a new study released by the Federal Motor Carrier Safety Administration (FMCSA).

The genesis for what was to become the Large Truck Crash Causation Study began with passage of the Motor Carrier Safety Improvement Act of 1999. This directed the Secretary of Transportation to conduct a comprehensive study to determine the causes of, and contributing factors to, crashes involving commercial motor vehicles. The Secretary was further directed to provide Congress with the report and, through the study, to identify effective crash countermeasures.

Commissioned to undertake this effort was the FMCSA, with the help of the National Highway Safety Administration. Data already existed on specific crashes and/or individual causes, but this study was the first nationwide examination of all pre-crash factors.

Fatal and injury crashes were investigated at 24 sites in 17 states between April, 2001 and December, 2003. Data collection at each site was performed by a two-person team consisting of a trained researcher and an inspector.

Each crash involved at least one large truck and at least one fatality or injury. The total sample of 967 crashes included 1,127 large trucks, 959 non-truck motor vehicles, 251 fatalities and 1,408 injuries. In 88 percent of the cases, action or inaction by the driver of either the truck or other vehicle was the critical reason for the crash.

"The Large Truck Crash Causation Study makes it clear that we need to spend more time addressing driver behavior as well as making sure that trucks and buses are fit for the road," said FMCSA Administrator Annette M. Sandberg. "The multitude of data now available will allow us to analyze specific areas of behavior and work with our industry and safety partners to develop an agenda on driver safety that will improve commercial driver performance."

The FMCSA will be examining driver factors such as use of prescription and over-the-counter drugs, speeding, fatigue, inattention, distractions, work environment and unfamiliarity with the road. Eventually the study database will be available to the public "to encourage further analysis and increase knowledge about large truck crash factors."

Signs of a distracted, inattentive driver

1. Movement inside the vehicle—operating electronics, on the cell phone, eating and/or drinking, adjusting climate controls, reading, writing, etc.
2. Tailgating—unaware of being too close to the vehicle ahead; also could indicate impatience or rudeness.
3. Erratic driving—rate of speed that is too fast, too slow, not in keeping with flow of traffic.
4. Cutting off other motorists—indicating lack of awareness of what is going on around him/her.
5. Breaking traffic laws—running a stop light or stop sign, passing in a no passing zone, etc.

Note: Considerable distance can be traveled in a short time while a driver is momentarily distracted by what would seem to be a simple task. The accompanying chart provides examples.

Then factor in the time required for the brain to react to a potentially risky situation, plus the distance traveled after the beginning of an evasive maneuver and/or braking, and the dangers of distraction become increasingly obvious.

At 65 miles per hour . . .

Action	Time	Distance
Reading a Billboard	1.5 secs.	142 ft.
Tuning a Radio	2 secs.	191 ft.
Unfolding a Map	3 secs.	300 ft.
Dialing a Cell Phone	7 secs.	667 ft.

Take security steps to combat thievery

D&T's independent contractors have been made aware in previous communications that the security of trailers and loads is a matter of increasing concern in the trucking industry. Thieves have become increasingly sophisticated in their tactics, and that has wide-ranging implications for everyone in the industry—the drivers, the motor carriers, the customers, the insurance companies.

So this is a reminder that all contractors must get authorization from Dispatch before dropping a trailer or load, and steps must be taken to help prevent theft. This means securing dropped trailers with a pin-lock or glad-hand lock; padlocking trailer doors; and backing up tightly to something stationary so that rear doors cannot be opened even if the padlock is cut or broken. The best practice is to leave the tractor secured and hooked to the trailer.

Your cooperation in D&T's campaign against thievery is very much appreciated.

Baby in a basket

Meet Ethan Merlin Johnson, the new grandson (as of February 18) of Tim and Kathleen Wallace, a driver team with D&T Trucking Company. Tim has been a D&T independent contractor for 24 years and Kathleen for four years. Ethan arrived at 18 1/2 inches long and 5 pounds, 11 ounces. After just three months though, he weighed about 13 pounds! His mother is Kelli and his dad is Ernie. This is the Wallaces' second grandchild. Eric Johnson, Ernie's twin brother, and his wife, Veronica, have a daughter, Astra, who is 5.



On the Lighter Side . . .

WORKOUT PROBLEM

A man was advised by his doctor to begin a consistent program of exercise and decided to join a large health club. On his initial visit, he noted that the first floor contained mainly a vast array of weight-lifting and strengthening equipment.

"Where are the treadmills and bikes," he asked a trainer.

"On the mezzanine area," the trainer replied.

"How do I get there?"

Pointing toward the back of the room, the trainer said, "Up those stairs."

"Oh," the man said, "don't you have an elevator?"

* * *

THE JUDGE RULES

The civil trial was bogged down in a myriad of technical details, complicated questions from attorneys, and lengthy answers from witnesses. As the day dragged on, everyone in the courtroom was bored beyond tears. Finally one of the spectators fell asleep and began snoring loudly.

"Should I wake him up, your honor?" the bailiff questioned.

"Leave him alone," the judge sighed. "He's the only person here who's getting something done."

* * *

DUMB JOKES

Some people are so dumb that . . .

They think that General Motors is in the army.

When they go to meet a plane and see a sign that says, "Airport left," they turn around and go home.

They study for a blood test.

After learning about all of the crimes that are committed and accidents that occur around the home, they decided to move.

They think that they cannot use the AM frequency on the radio in the evening.

* * *

CHOICE QUESTION

Helen was a perfectionist when it came to buying fruit at the supermarket. One day as she was lifting, holding, squeezing, pinching and scrutinizing for minute upon minute before making her selections, a man stood by watching patiently.

Finally, as she was heading for the checkout counter, the man stopped her. "Excuse me," he said, pointing at the fruit section, "would you mind showing me which were your second choices?"

* * *

BEING TRUTHFUL

The teenager was applying for her first real job. Filling out the questionnaire, she wrote "Baby sitting" in answer to "Previous job." Next came "Reason for leaving."

Her response: "Parents came home."

'Gettin' in Gear' has vital health risk information

As pointed out in "Gettin' in Gear: A Wellness, Health and Fitness Program for Commercial Drivers," there are several common health risk factors associated with professional trucking. Among those factors is the use of chemical substances and the resulting potential effect on driving performance.

This does not necessarily pertain to illegal drugs or drugs used to the point of addiction. Rather, the issue is much broader and involves myriad prescription and non-prescription medications or drugs such as diet pills, food supplements or additives and chemical compounds found in both food and drink.

To illustrate the importance of this subject, there is a story on page 5 about the Large Truck Crash Causation study. The study deals with driver behavior, and two of the top six factors affecting behavior and thus cited as prime reasons for crashes are prescription drug use (the number one factor) and over-the-counter drug use; the remaining top six facts are traveling too fast for conditions, unfamiliarity with the roadway, inadequate surveillance and fatigue.

The Gettin' in Gear program is a vital source of information, which is available to independent contractors at D&T Trucking Company. With regard to the aforementioned health risk, the program deals with the problem, for example, of drivers self-medicating: Taking headache remedies or antihistamines to alleviate symptoms of rhinitis, hay fever, or other seasonal allergies. Some of those attempting crash weight loss programs often take commercially available diet pills containing a variety of chemical substances, or "stay awake" substances ranging from caffeine to energy drinks containing taurine and guarana. These types of items are touted to promote alertness, and are prominently displayed for sale at truck stops.

Additionally, some drivers take a variety of health food supplements with little regard for what effect these will have with other substances they are consuming. How do some of these other chemical substances, not prescribed by a physician but rather self-administered, affect wellness, health and fitness? And how do they affect alertness or level of drowsiness? Here are some general answers:

Stimulants

With many stimulants, the body adjusts to the intake of the drugs, so over time, the user must take increased dosage levels to obtain the same effect. As most of the stimulants are also addictive, this adaptation hastens the addictive process. Stimulants therefore risk producing longer-term health consequences. Worse yet, most stimulants also produce a "rebound fatigue" effect, in that people are more tired and fatigued after they stop taking the drug than they would have been if they had avoided it in the first place.

Amphetamines produce strong central nervous system stimulation, increasing physical and mental alertness. The Physician's Desk Reference (PDR) lists elevated blood pressure, restlessness, dizziness, euphoria, and headaches as side effects of amphetamine usage and warns that their use may impair the ability of a person to engage in potentially hazardous activities such as operating machinery or vehicles.

Besides the side effects, dependence on amphetamines can cause irrational behavior: restlessness, anorexia, insomnia, agitation, tremors, increased motor activity, hallucinations. Some individuals may even become hostile and aggressive.

The National Institute on Drug Abuse (NIDA) indicates there is scientific evidence that even three years after ceasing regular use of methamphetamine, the dopamine neurons in the brain are still damaged.

Sleeping pills

With most hypnotics, there is usually a risk of hangover effects—that is, a person is still pretty tired after awakening from a drug-induced sleep period. In that sense, the drugs usually leave some sleep inertia effects to overcome before a person is alert enough to perform at his or her best.

As with stimulants, people may also adapt to sleeping pills and therefore have a tendency to take more of them, eventually becoming addicted. When someone tries to wean him or herself off regular use of sleeping pills, he or she is likely to experience withdrawal symptoms that disrupt sleep and upset circadian rhythm physiology.

Antihistamines

These are often taken as a prescription or an over-the-counter form of medication for colds or allergies. Most antihistamines produce drowsiness for a period of time after ingestion, and some people use them as sleeping pills. Further research is still needed on the performance effects associated with antihistamines. From the research reports published to date, the results vary considerably.

Non-sedating antihistamines are still somewhat new on the market and are still being subjected to scrutiny to determine their ability to provide allergy relief without contributing to driver drowsiness.

Name dropping

Congratulations to **David Croes** for being the most recent D&T contractor to (in April) pass a roadside inspection with no violations. Good work, David.

* * *

Welcome to these new members of the independent contractor team: **Michael Liebhart**, South Beloit, Illinois; and **David Holmes**, Baxter, Minn. Glad to have you with us.

Happy birthday wishes to them:

James Adams	June 19
Urszula Dajwowski	June 26
Linda Fales	June 27
Darroll Geist	June 30
Bernetta Jones	June 9
Todd Kohnen	June 13
Jerald Long	June 18
Tryan Winston	June 9

Shop Talk

By Mark Wells

Coming soon to a fuel stop near you...

The U.S. trucking industry is the largest consumer of diesel fuel in the world, burning more than 49 billion gallons each year. The EPA expects their 2007 emission regulations will significantly reduce exhaust emissions. 2006 marks the beginning of a new era of clean diesel technology. Starting in October 2006, the U.S. Environmental Protection Agency (EPA) will require the sulfur level of diesel fuel intended for on highway use does not exceed 15 parts per million (ppm) – representing more than a 95 percent reduction from current levels of 500 ppm. Ultra-low sulfur diesel (S15 or ULSD) fuel is necessary for 2007 mandated emission control devices, like oxidation catalysts and particulate filters, to function effectively. The EPA expects the combination of emission controlled 2007 model year diesel engines and the lower sulfur content diesel fuel to result in reduced nitrous oxide (NOx) and particulate emissions to the atmosphere. Introduction of the new 15ppm diesel into the on-highway diesel fuel distribution network will be managed through staggered compliance dates. For North America, there are currently three S15 (ULSD) implementation timelines. Refineries must have ULSD available by June 1, 2006. Terminals must have ULSD available by September 1, 2006 and retail outlets by October 15, 2006. For a while, low sulfur diesel (500 ppm) and ULSD (15 ppm) will both be available. The move to ULSD will be phased-in between 2006 and 2010. In June of 2006, EPA's rule requires refiners and importers to ensure that 80% of the on-road diesel fuel produced meets the 15-ppm ULSD standard. In 2010, 100% of the on-road diesel fuel produced must be ULSD.

The use of higher sulfur fuel in 2007 emission equipped vehicles could increase emissions, damage pollution control devices, and possibly void the manufacturers' warranties. To avoid misfueling during the phase-in period, the EPA has mandated strict diesel pump labeling requirements. By June 1, 2006 each diesel dispenser (except those dispensers in California) must have a label that correctly identifies the type of diesel fuel being sold from that dispenser. The state of California has mandated that ULSD be the only fuel available. Therefore, the EPA has exempted California from labeling dispenser pumps.

There are some potential drawbacks to using ULSD fuel. These drawbacks include cost, availability, lubricity, and cold flow properties.

The EPA anticipates that ULSD will cost an extra 5 cents per gallon. According to a Department of Energy study, the cost of producing ULSD will increase prices from 4.7 cents to 9.2 cents per gallon. A similar study conducted by the American Petroleum Institute projected the ULSD rule will increase the cost of highway fuel by approximately 13 cents per gallon over today's LSD (500 ppm) highway diesel.

Will there be adequate supplies of ULSD? It is clear that refineries have the ability to manufacture ULSD at levels

below the 15-ppm regulatory limit. What is less clear is the ability of the distribution system to deliver ULSD to the end-user without contaminating the fuel. There are numerous opportunities for ULSD to become contaminated once it leaves the refinery. The pipeline system carries many different types of petroleum products from refineries to fuel terminals for distribution. Some of these products contain levels of sulfur in excess of 3,000 ppm. In the absence of dedicated piping and storage tanks, ULSD will pick-up sulfur as it travels from the refinery through various pipelines and holding tanks, to distribution terminals and even in tank trucks. Recent tests conducted by pipeline companies demonstrated that the distribution system requires additional modification to ensure ULSD integrity is maintained. The pipeline industry has reported that a 7-ppm batch leaving the U.S. Gulf Coast exceeded the 15-ppm regulatory limit at the destination terminal. One way to compensate for the contamination caused by distribution is to require refineries to produce lower sulfur product. Initially refiners were expected to produce ULSD at approximately the 10-ppm level, now the pipelines are thinking that refineries will have to tender ULSD in the 3-6 ppm range. If refineries are required to produce fuel with lower sulfur content it may adversely impact ULSD availability. Additionally, the refining process to further reduce sulfur content may also slightly reduce the energy content of the fuel. According to the DOE, the energy content of ULSD will decline by 0.5 percent compared to current on-road diesel fuel. Other sources suggest 1 to 4 percent decline in energy content. Experts agree, it is difficult to estimate the impact that the transition to ULSD will have on the average energy content of on-road diesel fuel until the requirement is fully implemented.

There are several diesel fuel properties other than sulfur that will change during the production of ULSD. The process used to refine ULSD also results in a loss of lubricity, which could potentially result fuel system component wear. However, additives or blending ULSD with biodiesel increases the lubricity of ULSD. Adding just 1 percent of biodiesel increases lubricity by 60 percent.

In cold weather, the cloud point of ULSD is higher than conventional diesel. Therefore, ULSD may require added precautions, such as additives or heated storage tanks, when the ambient temperature gets very low.

Anyone that was around during the transition from high sulfur diesel to low sulfur diesel will remember leaking fuel pumps and cold weather fuel flow problems. It appears that fuel producers are taking measures to insure that the same problems don't occur during the transition from low sulfur diesel to ultra low sulfur diesel. As independent contractors, a proactive approach can reduce the risk of problems. Avoid purchasing ULSD if LSD is available. If only ULSD is available, use biodiesel fuel blends for their enhanced lubricity properties. When cold weather hits, be sure to keep extra fuel filters on hand.

Highway to Health

The old saying, "If it ain't broke, don't fix it," might apply in some cases. But it doesn't work with regard to maintaining the health of one's teeth and mouth. The practice of dentistry focuses on regular preventive care to minimize the possibility of more serious and expensive care later. In other words, to use another old saying, "An ounce of prevention really is worth a pound of cure."

Most dental problems start out small and may be hard to detect at first. If your teeth and gums feel fine, you might be tempted to put off regular visits to the dentist. However, the plaque that you didn't notice can lead to gum disease. The sensitivity to hot and cold can be a sign of an abscess, cavity, inflamed tooth pulp (nerve), cracked tooth or receding gums.

As part of the regular checkup, the patient is asked for an update on his/her medical history. This request should be taken seriously; seemingly insignificant or unrelated health conditions may affect dental care.

For example, the dentist needs to know what medications you are taking. Some antibiotics can reduce the effectiveness of other pills. Certain pain medications can interfere with other prescriptions. Some commonly prescribed medications reduce saliva flow, which can lead to more cavities. And people with heart conditions may require special medication prior to certain dental procedures.

Similarly, allergic reactions to certain foods such as bananas or avocados may suggest a sensitivity to the latex products used in dental offices. And, metal allergies sometimes affect the choice of materials used to repair teeth.

Also part of the checkup visit are special screenings designed to detect problems early. In an oral cancer screening, the dentist or hygienist inspects the tongue and cheeks to make sure there are no suspicious sores, swellings or nodules. In periodontal (gum) disease screening, an instrument is used to measure any recession or "pocket depth" along the gum line to document the health of the gums. Gum disease is the leading cause of tooth loss among adults.

Of course people should take responsibility for performing their own preventive care with regular brushing and flossing, avoiding sugary foods, etc. But the dental community emphasizes the need, too, for the periodic checkups, cleaning and X-rays that will prove the validity of the old saying about "an ounce of prevention. . ."

Did you know that. . .

. . . The Egyptians were among the first to recognize dentistry as a specialty. Historic discoveries from 2900 BC include (ouch) a skull showing two holes drilled through the bone, presumably to drain an abscessed tooth. Scientists have also concluded that Egyptians were performing dental implants way back then—by hammering seashells into the jaw to replace teeth. Fortunately and thankfully, the dental profession has come a long way in sophistication and painless treatment since those good old days!

From the 2006 Working Class Pride and Polish calendar Equipment (and driver) of the month for June



Shawn Nelson - 2001 Kenworth

The quality and appearance of D&T Trucking Company's fleet and drivers are well known in the industry. And contributing to that prestigious image is the Working Class Pride and Polish calendar, which each month features an individual truck and its owner-operator.

In addition, each issue of the Crossroads contains the text and photos (although not in color obviously) that will be appearing in the upcoming month in the calendar. This extra recognition is due to one primary reason.

Our contractors deserve it.

In the opinion of Shawn Nelson, the Working Class Pride and Polish calendar is "a neat idea" for independent contractors of D&T Trucking Company.

Drivers, including him, "like to ride in something nice." The calendar provides a way to demonstrate that fact and, in Shawn's view, "is good for self esteem." He is certainly pleased to be in it; "I'll be giving the calendar to my relatives," he said.

Shawn and his wife, Bonnie, have three children. Teenagers Taylor and Emma are at home and Danny is married and has two children of his own. The Nelsons reside in Milaca, Minnesota, where one of Shawn's principal activities when off the road is "working on the house. When you live in an old farm house, there's always something to do," he remarked.

In construction before going into trucking, Shawn has been driving for 10 years, the last seven as an owner-operator. He joined D&T in February, 2005. There was an extended family connection that brought him to the company. His father-in-law, Jerald Long, is a D&T driver, as is Shawn's brother-in-law, James Long, who is another featured contractor in this year's calendar.

Don't get caught by Internet scams

Internet scams are one of the fastest-growing frauds today, according to governmental and financial authorities. These scams typically involve a bogus e-mail message that utilizes legitimate materials, such as a company's Website graphics and logos, in an attempt to persuade recipients to provide personal details (credit card information, Social Security number, etc.).

Consumers are advised to never provide personal information in response to an unsolicited telephone call, fax or letter in addition to e-mail or Internet advertisement. The Department of Justice recommends the "Stop, Look and Call" precautions when you receive suspicious solicitations.

1. Stop the urge to respond—and to provide the detailed information requested—despite urgent or exaggerated claims from the sender (or caller).

2. Look at the text of the e-mail several times and ask yourself why the information requested would really be needed.

3. Call the company or organization identified in the solicitation, using a telephone number you know to be legitimate for them, to alert them about the use of their graphics to elicit personal information from you.

The Internet scams are preying on the unwary. So keep your guard up and fight back against this type of fraud, advise the authorities.

Be prepared for June road checks

The 2006 Road Check time is drawing near. Specifically, throughout the 72 continuous hours from June 6-8 there will be thousands of Commercial Vehicle Safety Alliance (CVSA) certified inspectors conducting their annual surprise inspections at sites along major highways throughout the United States, Canada and Mexico.

Additionally, roving patrols will be inspecting commercial vehicles traveling other highways.

Therefore D&T contractors should be prepared personally as well as with their equipment. Make sure beforehand that equipment is being operated with no safety-related defects. Logs must be current and accurate, and be sure you have on person your current CDL and medical certificate. Further, from a personal standpoint, it is necessary to be polite, cooperative and a good listener.

Those are all the marks of true professionalism which results in clean inspections (no violations) and thus bonuses from D&T for the qualifying contractors.

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D&T
TRUCKING COMPANY