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President's Podium

Where will it end? The price of diesel fuel is out of sight and we don't know if this is the top. I have heard of prices as high as \$4.39 per gallon. And the price per barrel is now below \$100. I covered this same topic in 2000 in this column and it referenced our fuel surcharge of 3% to 7%. Our fuel surcharges today are in the 30% range. I may be wrong but 8 years is no spike in the price of fuel. Fuel is now the highest expense category in operating a truck. Labor, what the driver makes, used to be the highest. So some may say increase the fuel surcharge, but is that the answer. In some cases the fuel surcharge covers the cost of fuel, and in some case it does not. The problem with that solution is that is does nothing to cover the increase in the cost of labor. What do I mean by that? Have you been to the grocery store lately? Check the price of milk and other essentials. The cost of groceries has doubled in the last 6-10 months. And it is sad to say that the increase is just beginning. What increase you see on the shelf now is from the increase in fuel prices. Spring is here and planting season is upon us, and guess what, the prices the farmers are paying for seed and

fertilizers have doubled. Now add that to the price of fuel to get your groceries on the shelf. What is the answer? I don't know. Keep your costs down, do what little things you can to conserve fuel, pick your routes carefully, travel thru big cities after hours when you can. We have been thru this before, so I guess we all ride it out again.

.....

If you have heard the rumor, it is true. I am a Grandpa as of 1/23/08.



Please welcome Emma Catherine to our family.

Backing: Proper Procedures and Techniques

J. J. Keller & Associates, Inc.
February, 2008

Backing is one of the most difficult tractor-trailer maneuvers the professional driver executes on a regular basis. Though a relatively small amount of time behind the wheel is spent backing, this maneuver accounts for a large percentage of all vehicle accidents and incidents.

Successfully backing a tractor-trailer requires skill, practice, patience, and good judgment.

Basic Backing Maneuvers

The following are the basic backing maneuvers a driver needs to master in order to safely perform his/her job:

- Straight line backing
- Sight side backing
- Blind side backing
- Alley dock backing
- Parallel parking.

Straight line backing is the easiest of the backing techniques and is fundamental in learning all other backing maneuvers. When executing a straight line backing maneuver, the vehicle should be positioned straight and shouldn't drift to either side. The earlier drift is detected, the less steering input will be needed to correct for the drift. If drifting cannot be easily corrected, start the maneuver over. It is easier to start over than to reposition the vehicle while backing.

Sight side backing means the driver is backing toward the left side of the vehicle. The driver can see along the intended path of the trailer in the vehicle's left mirror. However, the driver cannot see the area to the right of the vehicle. Sight side backing is preferred, as it provides maximum visibility.

Blind side backing means the driver is backing toward the right side of the vehicle. It is the most difficult type of backing as the driver has limited visibility and has more of a chance of hitting something. **Blind side backing should be avoided whenever possible.**

Alley dock backing involves backing while turning into a space that is 90 degrees to the truck. This type of backing technique is most often used at loading docks when the tractor-trailer must be backed in from off the street or between two vehicles. This maneuver requires patience and extreme caution as it combines straight line backing and sight side backing.

Parallel parking involves backing into a space along a curb or dock. While the principal is the same as parallel parking a car, it is one of the more difficult to learn with a tractor-trailer.

Contributing Factors

All backing maneuvers have the potential to become dangerous. **"Backing should be avoided whenever possible."** There are several factors that make backing difficult and potentially dangerous. Size of the vehicle is one contributing factor. The vehicle's length makes it difficult to judge distance from the rear of the vehicle. Another contributing factor is the driver's inability to see directly behind the vehicle. The driver needs to depend on a walk-around of the vehicle, the vehicle's mirrors, and (in some cases) the assistance of a helper.

General Procedures

Prior to starting a backing maneuver, the following safety checks should be performed:

- Get out of the vehicle and check to the rear
 - o **(GOAL – Get Out and Look)** Stickers on your mirrors?
- Check above, under, and to the sides of the vehicle
- Check for adequate swing clearance
- Check in front of your vehicle (if pulling forward is necessary, and
- Warn others that the truck is backing

Once the safety checks have been made, don't delay in moving the vehicle. Any delay could allow time for another potential hazard, including someone or something moving into the path of the vehicle. If there is a delay, conduct the safety checks a second time. **Proper position is essential to successful backing.** The easiest and safest position to start from is straight. Whenever possible, try to position the vehicle so the tractor and trailer are in a straight line with one another.

Other key backing tips include:

- Being patient
- Backing as slowly as possible, using the lowest reverse gear
- Not accelerating or riding the clutch
- Not over steering
- Backing to the left side (sight side) whenever possible
- Using mirrors
- Using the horn and flashers
- Turning off the radio and keeping the windows open to listen for noises
- Checking behind the rig
- Watching for obstacles that can tilt the trailer (curbs, ramps etc)
- Looking out for overhead objects (wires, tree limbs, overhead door, etc.)
- Having someone watch and guide the rig from the outside (if possible) and
- Restarting the backing maneuver instead of backing poorly.

Use of a Helper

When using a helper, the driver and the helper must agree on signals, with the most important signal being stop. The helper should be in front of the tractor; walking from side-to-side so the driver can see the helper at all times. If the driver can't see the helper, he/she must stop immediately. Even though the driver is using a helper, he/she must continue to take full responsibility for his/her actions. The driver can't neglect his/her responsibility because a helper is available.

Specific Situations

The following are a few tips for dealing with specific situations including loading docks and parking lots.

Loading docks – Evaluate the receiving area before backing into position. Be aware of parked vehicles and other stationary objects in the area. Know where alleys and driveways are located as vehicles entering or exiting these areas could cross your vehicle's path. Also note any usual heights/clearances around the dock or nearby barriers that could be struck by the trailer.

Parking lots – evaluate the direction of the traffic flow through the lot, the location of parking stalls, and the position of the entrances and exits. Carefully position your vehicle so not to strike a parked vehicle. This may require you to get out of the vehicle and determine clearances before backing.

TICKETING AGGRESSIVE CARS TRUCKS

Commissioner Howard of Kentucky Vehicle Enforcement spoke at the Kentucky Motor Truck Associations Safety Council meeting in January. He talked about a program that Kentucky and four other states (Georgia, North Carolina, Pennsylvania, and Washington) are participating in.



“Ticketing Aggressive Cars and Trucks” (TACT) program. This program, federally funded through the FMCSA’s Motor Carrier Safety Assistance Program’s (MCSAP) High Priority Funding, began in September of 2007 and will run through September of 2008 with the potential of a renewal for the 2008/2009 fiscal year. The goal of the program is to reduce the amount of collisions surrounding commercial motor vehicles (CMV), identify and modify driver’s behaviors as they pertain to aggressive driving and ultimately educate the motorists regarding the dangers of failing to “Leave More Space” between vehicles.

There are three parts to this program: Education, Enforcement and Evaluation. We chose two locations on KY’s highways that had the distinct characteristic of having the highest volume of commercial related collisions. These two areas, I-75 from the Ohio River south to the I-71/75 split and I-65 from the Watterson Expressway (MM130) to mile marker 110 which is just north of Lebanon Junction, will be heavily enforced for the duration of the program. Officers will be focusing on aggressive driving in the form of speeding, following too closely, improper lane usage, careless driving, reckless driving and of course driving under the influence. Partnering with the KY Motor Transport Association, we have been able to wrap two commercial trailers with a “Leave More Space” message that will be used during “blitz” enforcement campaigns that will last for 2 weeks each for a total of 6 weeks. During the interim time periods, officers will enforce at the minimum of one day per week in the enforcement zone. The wrapped trucks, during the “blitz” periods, will contain an enforcement officer in the passenger seat to observe for aggressive driving violations and then contact an enforcement vehicle nearby to conduct the traffic stop. Officers will utilize unmarked/covert vehicles and will also monitor violations from fixed wing aircraft.

Officers have also been equipped with new LIDAR (laser) speed measuring devices. These new devices will not only determine a vehicle’s speed but will also identify the distance between vehicles in feet and also in time (seconds). This will allow us to effectively enforce the following too closely statute which has been difficult to enforce in the past. The Department of Kentucky Vehicle Enforcement, along with the Department of Kentucky State Police, Louisville Metro Police and the Boone County Sheriff’s office will worked together during the enforcement portion of this program.

We are educating motorists in several different avenues. First, our wrapped trucks will continue to be utilized by the carriers in their official capacity during the off blitz periods. In other words, the trucks will travel the routes while operating in commerce as usual. The message is essentially a roving



billboard and a visual statement for Leaving More Space. Secondly, we have produced radio ads and purchased radio air time during each of the enforcement blitzes. These messages were focused on the male 18-35 age group that is the primary demographics in relation to cmv fatalities. Lastly, we have drafted a brochure that will be distributed to each violator that is encountered during the program.

This brochure, see attachment, has essential information regarding safety around cmv’s. In addition to enforcement acts, these brochures will be handed out at every venue that will draw large crowds enabling us to reach the greatest amount of readers possible. We have been able to capitalize on earned television media formats at every opportunity available. From morning talk shows to news reports. We’ve had articles in various publications that are continuing to develop as we speak. The interest in this program is only growing.

Lastly, evaluation. The Kentucky Transportation Center is conducting all research on this program. Telephone surveys are being conducted prior to/during and after enforcement blitzes identifying whether operators are familiar with the program, if they leave more space as a result of hearing the message and whether they have been issued a citation, just to name a few. In addition, video tapes of traffic patterns are being monitored from both ARTIMIS and TRIMARC traffic management services. Video tapes of the enforcement areas are being monitored and evaluated for number of violations and the levels of violations (how close the vehicles are following to one another). In addition to this evaluation, KTC has provided a sign survey to the Federal Highway Administration, that assesses the reaction and understanding ability of the highway signs that were placed on the enforcement routes. At closing of the program, KTC will provide a crash analysis comparing the TACT areas to previous locations and years to determine if decreases have occurred as we projected they would.

Driver Health & Wellness: Contributing Factors

A healthy driver is a safe and alert driver. Achieving a healthy lifestyle can be a challenge when on the road, but it can be done.

This article will focus on several of the factors that contribute to driver health and wellness.

Cholesterol Levels

Cholesterol is a fatty, waxy substance in your blood. It forms a brittle substance called plaque that can build up and cause your blood vessels to narrow. This narrowing of the blood vessels can lead to heart attacks and strokes.

There are two kinds of cholesterol, LDL and HDL.

LDL is the "bad" cholesterol that causes buildup. HDL is the "good" cholesterol that removes buildup.

Desirable cholesterol levels include:

- total cholesterol under 200;
- LDL cholesterol under 130; and
- HDL cholesterol over 50.

A balanced diet, moderate exercise and avoiding smoking and drinking alcoholic beverages can aid in reaching a healthy cholesterol level.

Blood Pressure

High blood pressure is dangerous. It can lead to heart disease and increase the chances for stroke.

Your blood pressure should be below 140 over 90 to be in the healthy range.

A balanced diet, consuming less salt, moderate exercise, and avoiding smoking and drinking alcoholic beverages can aid in maintaining blood pressure within a healthy range.

Weight, Diet, and Exercise

Being overweight contributes to many health problems including unhealthy cholesterol levels, high blood pressure, diabetes, back pain, joint stress, and makes you tire more easily.

Whether you're on the road or at home it's important to eat right. Eating right includes:

- having at least 5 servings of fruits and vegetables every day;
- watching how much fat you're consuming – especially saturated fat, which is a major contributor to high cholesterol;
- moderating your sugar and salt intake; and
- limiting the amount of alcohol you consume.

Physical activity is also an important part of maintaining a healthy lifestyle. Moderate physical activity for 30 minutes a day can help improve your well-being.

Before starting any exercise program, consult your physician. He/she can make recommendations and help you start an exercise plan that is appropriate for your health and lifestyle.

Alcohol and Drug Abuse

Driving, drugs, and drinking are a deadly mix.

Alcohol or drug use can decrease your skill and thinking abilities. It can reduce coordination, slow your reaction rate, and dull mental processes.

You should never use alcohol or drugs to help you stay awake or remain alert. Part of being a professional driver is knowing when it is safe to drive.

It is your responsibility to comply with applicable drug and alcohol regulations as well as your company's drug and alcohol policy.

Stress

Stress is a physical or mental response to the pressures of an event or factors of living in general. Though we tend to speak of it in a negative context, stress can be positive or negative.

Biologically, when stress occurs, your body releases hormones which accelerate your breathing and heart rate, increase your blood sugar levels and blood pressure, and improve blood clotting. Your body gets into a survival mode, readying itself for a physical emergency.

As stress continues, your body temporarily adjusts to the stress. If stress is removed during this adjustment period, your body returns to normal. However, if stress goes on for prolonged periods of time, your body fails to adjust and wears out, weakening your defenses to disease.

Medically, stress can cause you to suffer high blood pressure, pain, breathing trouble, digestive disorders, insomnia, and fatigue.

Psychologically, you may suffer frustration, irritability, anger, impatience, worry, and/or lack of self confidence.

You can deal with stress by using one or more of the following stress-reduction techniques:

- get proper rest;
- maintain a balanced diet;
- exercise;
- take breaks;
- relax;
- practice deep breathing or yoga; and/or
- manage your time/set priorities.

Fatigue

Fatigue is a generic term used to describe anything from being sleepy to exhausted. In extreme cases, fatigue can cause an uncontrolled and involuntary shutdown of the brain.

Two major causes of fatigue are sleep loss and changes to the body's internal clock (called circadian rhythms).

Sleep Loss – Sleep, like food and water, is necessary for human survival. Depriving your body of sleep is like starving yourself or not drinking water.

Generally, most adults need 7 to 8 hours of uninterrupted sleep to feel well-rested.

Occasionally, the human body can function well on fewer hours of sleep, but after a couple of days of sleep loss, a sleep debt can develop.

For example, if you need 8 hours of sleep to feel

completely alert and rested, but only get 6 hours sleep, you would have a 2 hour sleep loss. If this sleep loss continues for 4 days in a row, you would accumulate an 8 hour sleep loss. That's one night's worth of rest. 2 hours x 4 days = 8 hours (1 night)

A sleep loss of as little as 2 hours can affect alertness and performance. This can include reduced judgement, slowed reaction time, lack of coordination, and poor attitude/mood.

Circadian rhythm – A circadian rhythm is, in simple terms, your body's biological or internal clock. Most people's clocks run on a 24-hour basis with some high points and low points in that time span.

Time cues keep your body clock set to a certain schedule. Time cues include sunlight and your work/rest schedule.

If your body's internal clock is moved to a different schedule (change in time zones, changing from day to night shift), your body needs time to adjust.

During the transition, disruption in your internal clock can produce the same effects as sleep loss.

No matter what shift you work or what sleep pattern you follow, most everyone's clock is set for two low points. One is between 2 a.m. and 6a.m. The other is between 1 p.m. and 5 p.m.

The most dangerous of the two low points is between 2 a.m.

and 6 a.m. Most people are programmed to sleep when it is dark, and fighting fatigue is difficult.

The following are signs of fatigue:

- lack of alertness;
- yawning;
- drowsiness;
- trouble focusing eyes or fighting to keep them open;
- head drooping;
- stiff/sore neck muscles;
- erratic shifting, intermittent braking, following vehicles too closely;
- reduced reaction time;
- making bad driving decisions; or
- lane deviations – weaving onto the shoulder or into another lane of traffic.

You can fight fatigue by getting a solid 8 hours of sleep.

When on the road, try to get as much sleep as you would at home and try to establish a regular schedule or routine.

When possible, schedule trips so the bulk of the driving is done during the usual waking hours and avoid driving during your body's downtime.

Establishing good sleep habits can improve your quality of sleep. This includes sleeping in a dark and quiet room that is at a comfortable temperature and having a regular bedtime routine.

Sleep apnea - Sleep disorders can also affect work performance. One of the more common sleep disorders is sleep apnea, a breathing disorder characterized by brief pauses of breathing during sleep. When this happens, the sleeper gasps for air, wakes up enough to get back into a normal breathing pattern, then falls back to sleep. Often, this happens in such a short period of time, the person sleeping doesn't realize what just occurred.

Early detection and treatment for sleep apnea is important because it may be linked with serious medical conditions including irregular heartbeat, high blood pressure, heart attack, and stroke.



Doctors Needed

When you are sick you just call in to the office and let them know that you will be absent so you can go to the doctor. Well, what do truck drivers do? They are on the road far from home and have no doctor or time to visit. Often they are only home on the weekends when the doctor's office is closed. This leaves no time for seeking

treatment until often it is so bad they are unable to work and certainly leaves no time for preventative measures. One of the biggest challenges on the road is healthcare. If a driver gets ill and miss a load or takes time off to see a doctor, he does not receive a paycheck. Most cannot afford to miss a check and still pay the bills. This causes many to self medicate and climb behind the wheel and continue down the road. Without treatment many of these illnesses often get worse until they become chronic.

According to a recent study by Professional Driver's Medical Depots (PDMD), 65 percent of drivers rated their health as fair or poor, 70 percent were on blood pressure, diabetes, cholesterol, or heart medications. According to the American Trucking Association (ATA) out of 3.8 million drivers, 73% are overweight, 44% experience high blood pressure, and 35% are type II diabetic. This is largely in part to driver's food choices, long hours, and lack of ability to maintain an active life style. The PDMD study shows that professional driver's health is below the national average. To combat this problem PDMD has begun to open healthcare facilities at travel centers across the county. PDMD opened its first facility in Knoxville, TN, in January of 2007. They opened an additional facility in West Memphis, AR this past July at the Petro truck stop. PDMD plans to open 60 to 80 clinics in truck stops over the next five years. They currently have 14 in the works. These clinics offer Dot physicals, drug screenings, breath alcohol testing, and treatment of work related injuries. They also treat personal illness; prescription refills, flu and pneumonia vaccines. More importantly they are part of a nationwide network allowing for fast track emergency evaluations, diagnostics and lab screenings. The age old problem in the trucking industry of lack of access to proper health care may finally be seeing some relief.

CANTON AREA MEETING HELD MARCH 2, 2008 WAS WELL ATTENDED



Cincy Area Driver Meeting



Photos of the Indiana Motor Truck Association Driver of the Month Awards



Left to right: Garry Wilmoski, Director of Safety and Risk Management, Scott Rose, Sherman Hangsleben, David Caudill and President Dan Doran.

2007 Indiana Motor Truck Association Drivers of the Months were announced for the Over 25 Years category and the Under 25 Years category at the IMTA Driver of the Year banquet in Indianapolis on Saturday, January 19, 2008. Ace Doran Hauling & Rigging Co. contractors David Caudill and Scott Rose were recognized for their achievements by being named a Driver of the Month for the Under 25 Years category and Sherman Hangsleben was recognized for his achievements by being named a Driver of the Month for the Over 25 years category. Our congratulations goes out to all the contractors who were recognized for their efforts and to these three contractors who received special recognition.



TWO NEW CALIFORNIA ENVIRONMENTAL REGULATIONS TO TAKE EFFECT IN 2008

DOOR SIGNS AND UNIT NUMBERS

All leased equipment must display appropriate markings in accordance with FMCSA Part 390.21. This requires the following to be met:

- Legal Name or Trade Name of the Motor Carrier and City and State.
 - (If you have the equipment owner's name on the vehicle, then the words "Operated By" must also be displayed)
- The Motor Carrier Identification Number: USDOT 81361
- The lettering must "contrast sharply in color with the background on which the letters are placed"
- The lettering must be legible from a distance.

Unit numbers:

- Must be on front corners of the tractor and on the front and rear of the trailer.
- Numbers must contrast sharply in color with the background
- Must be of a size to be readily legible from a distance (at least 4 inches tall)

In addition to the much talked about change to California's idling regulation, trucking companies should be aware of the state's engine labeling requirement which will be enforced in 2008. Brief descriptions of these two regulations are provided below.

Commercial Vehicle Idling Restrictions: Effective Jan. 1, 2008, the use of a sleeper berth for sleeping or resting will no longer be exempt from the state's five-minute main engine idle limit. A minimum fine of \$300 may be issued to a commercial vehicle operator found exceeding the limit. For information regarding potential compliance options, including the most recent CARB-approved systems, visit www.arb.ca.gov/msprog/cabcomfort/cabcomfort.htm.

Heavy-Duty Vehicle Inspection Program: Effective Feb, 15, 2008, inspectors will begin to check for engine emission control labels as part of the state's roadside inspection program. A fine of \$300 may be issued to a commercial vehicle operator with a missing or tampered label. An additional \$500 fine may be issued if proof of repair is not provided within 45 days. For more information, visit www.arb.ca.gov/msprog/hdvp/bip/faq%27s.pdf.

For additional information, contact Mike Nell at mtunnell@trucking.org or (916)-300-3161.

SPOTLIGHT ON TERMINALS AND AGENCIES LOUISVILLE OFFICE



Left to Right: Bill Leffler, Alice Turner, Shelley Gates and Tommy Strong

The four dedicated individuals in the Louisville, KY office (047) have almost a hundred years combined of truckload experience. They are dedicated to their contractor's success and work hard every minute of every day to produce for their contractors. Stop by their office conveniently located on Ralph Ave to say "Hello" and thank you for a job well done. Everyone is welcome.

JEFFERSONVILLE OFFICE HAS RELOCATED



Left to Right: Anna Morber, Chris Carter and Leigh Brooks

The Jeffersonville Office (033) has recently relocated to the same facility as the Louisville office on Ralph Ave, Louisville, KY. They are enjoying their new environment, always have the coffee on and look to hear from you when you are in the area looking to load the wagon. They are looking for great things in 2008.

Chris wanted to thank Steve McCord and Mike Batner for going above and beyond to help Dwayne Perry get his limping tractor back home to complete economical repairs.



I hope everyone had a safe winter. I, for one, am looking forward to spring and summer. I want to give a big thanks to everyone for all the leads you guys given me. Some of those leads have worked out real well for the owner/operator and for Ace Doran Hauling & Rigging as well. I am always glad to talk to anyone you recommend.

Please feel free to call me if you need anything or have any situation you need to chat about. Remember I always have food and soft drinks in the motorhome for Ace Doran contractors and drivers. Stop by and see us at the Mid America Truck Show, March 27th thru March 29th and at the 75 Chrome Shop Show, April 25th & 26th.

Keep up the good work and "Thanks" again,

Wes Dyer
Recruiter

UPDATED TERMINAL AND AGENCY INFORMATION Additions:

#027 - O'Fallon, Mo

636-720-2193 Tami, Greg & Mark

#709 - Oxford, Ms

662-413-4096

#769 - PASCAGOULA, Ms

601-766-1155 Traci & April

#732 - Houston, Tx

281-488-2575/13-944-6577 Carlos

(S) - Panama City, Fl

850-230-9577 Pat

(S) - Elmira, NY

607-767-1886 Norman

#033 Jeffersonville, IN

has moved to Ralph Ave, Louisville, KY
(Same location as terminal 047)

Deletions:

#015 - Granite City, Il

#088 - Benslem, PA

#711 - Glenwood, AR

#713 - Montague, NJ

#716 - McKenzie, Tn

#767 - Calvert City, Ky

Chesterfield, VA #(S)

Charlie #036 - Decatur, Al (Charlie Sims has retired.)

TENTATIVE DRIVER MEETING SCHEDULE FOR 2008

MARCH 29, 2007 MID AMERICA TRUCK SHOW
EXECUTIVE INN - WEST 8:30 AM
(Right outside the main entrance to the truck show)
LOUISVILLE, KY

COME SEE US AT THE TRUCK SHOW

APRIL 26, 2008 STARS AND STRIPES 75 CHROME
TRUCK SHOW
Wildwood, FL

HAS BEEN POSTPONED TO LATER DATE

MAY 10, 2008 Ironton, OH
Golden Corral, Ashland, KY @ 8:30 AM

WE ARE SCHEDULING UPCOMING VISITS WITH THE RECRUITER FOR THURSDAYS AND FRIDAYS TO THE FOLLOWING LOCATIONS:

EAST CHICAGO/HAMMOND, IN
YOUNGSTOWN AND CLEVELAND, OH

WATCH FOR ANNOUNCEMENTS FOR SCHEDULED DRIVER MEETINGS IN THE OWENSBORO/EVANSVILLE, IN AREA, RESCHEDULED WILDWOOD AND THIS FALL IN SEYMOUR, IN

STOP THEIR SLOUCHING POSTURE TRAINING, SEAT ADJUSTMENTS IMPROVE COMFORT, CUT INJURIES

Since drivers spend most of their time in their seats, one seemingly obvious way to improve driver comfort is to buy the best possible seats. Not so fast.

The characteristics and features of mid-to high-end truck seats from the major vendors - including National Seating, Bostrom Seating and Sears Seating - are fairly consistent. According to Drew Bossen, a physical therapist and executive vice president of Atlas Ergonomics, the root cause of driver discomfort isn't the seat: It's that drivers do not understand how to stabilize their posture properly.

Prolonged periods of high intra-discal pressure can cause cumulative tissue breakdown and degenerative changes in the spinal discs. These forces, coupled with natural vibration from highway travel, can cause advanced degenerative changes such as disc bulge and disc herniation, Bossen says.

"This complicated process is a primary source of back and neck pain," he says. "The key is stabilizing the seated posture into an upright neutral position, avoiding flexed and rounded postures associated with driving."

Atlas Ergonomics has developed a program called the Seat Marking System. Drivers that participate in the fleet-sponsored program receive training on using an equation that quantifies their seat adjustments - such as the angle, height, distance from pedal, lumbar settings and the steering column - based on their physical characteristics.

"This equation, from truck to truck is consistent," Bossen says. "It creates a very consistent blueprint. You can dial in your settings to reproduce a stabilized posture."

In 2005, Schneider National was the first fleet to partner with Atlas to develop a sustainable system for drivers to maintain correct seated posture. Schneider believed, and had ample data to prove, that better posture would ease driver discomfort and lead to reduced injuries and turnover.

An initial study revealed that 85 percent of drivers reported discomfort. More than 50 percent reported the "Big Three" - low back, neck and shoulder pain. Half of the drivers reported that discomfort affected their fatigue level, productivity and job satisfaction.

After Schneider's implementation of Atlas' Seat Marking System in the spring of 2005, driver discomfort fell from 85 percent to 20 percent. Specific complaints for the "Big Three" declined by more than 70 percent. Furthermore, the survey showed:

- 65 percent of drivers reported a moderate to high impact on job satisfaction and productivity;
- 70 percent reported a moderate to high impact on reducing fatigue; and
- 84 percent reported a moderate to high impact on their ability to drive safely.

To date, Atlas has worked with fleets that range from thousands of trucks to less than 100, Bossen says. One year ago, Interstate Distributor Co., a large truckload fleet

based in Tacoma, Wash., began to implement Atlas' technology. As of June 30, about 50 percent of Interstate's 3,000 drivers had implemented the Atlas program. Surveys of participating drivers indicated a 45 percent drop in individuals experiencing high or extreme levels of discomfort,

"Driver participation in the program is voluntary, and frankly it started out slower than we expected," says Tammy Warn, vice president of risk management for Interstate. "However, as our drivers used the technology and felt the difference, interest in the service increased significantly."

"Beating" DOT Drug Tests

Drug testing is a fact of life in the trucking industry, and for most drivers is a minor inconvenience. But for some, it's a reason to panic, because the next test just might be the one that catches them. Drivers who use drugs and try to "beat the system" risk more than their health - they risk their licenses, their careers, their friends and families, and the motoring public.

Not If, But When

There are hundreds of products available that claim to help you beat drug tests, but the DOT and testing labs are cracking down. It's not a question of if - but when - you'll get caught. Besides wasting your money and providing false hope, these products could land you in jail and ruin your career.

The Rules

If you take any of the following actions during a DOT drug test, the result will be the same as a positive test, and your career as a professional driver could be over:

- Adulterate a urine sample
- Substitute "clean" urine for your own.
- Fail to provide a urine sample (with no medical explanation)
- Refuse to allow observation or monitoring while producing a urine sample.
- Refuse to provide another urine sample when directed to do so, or
- Fail to appear for a test, fail to remain at the testing site, or fail to cooperate with any part of the testing process.

Don't risk your job or the public's safety by trying to beat the system. If you have a drug problem, seek help now, before it's too late.

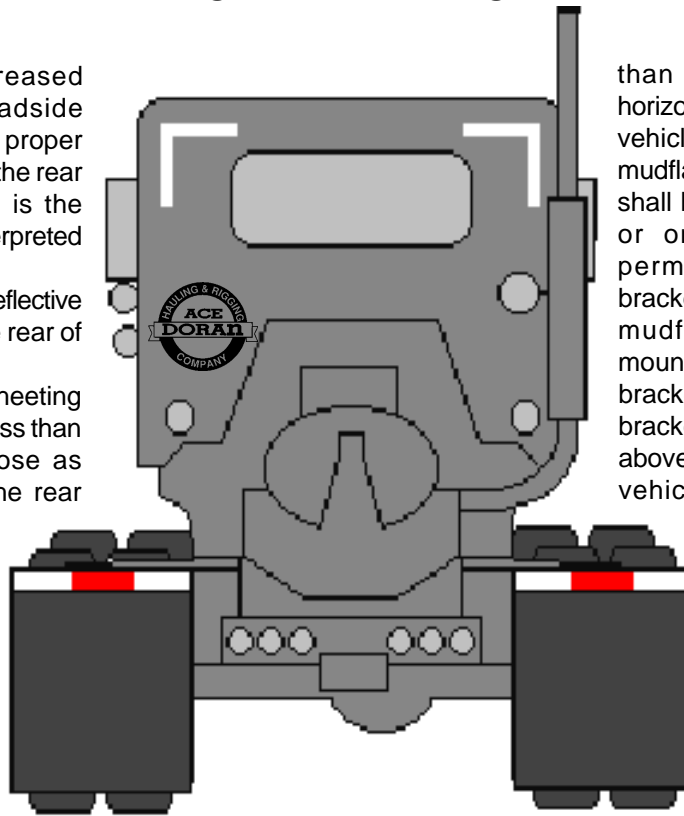
It's not ok to put the keys in the car when you've been drinking, use a designated driver, or lose your license.

REFLECTIVE TAPE ON THE REAR OF THE TRACTOR

We have seen some increased enforcement activity on roadside inspections in regards to the proper application of reflective tape at the rear of the tractor. The following is the regulations as it reads and is interpreted by the CVSA.

Rear of truck tractors. Retroreflective sheeting shall be applied to the rear of each truck tractor as follows:

(a) Element 1: Two strips of sheeting in alternating colors, each not less than 600 mm long, located as close as practicable to the edges of the rear fenders, mudflaps, or the mudflap support brackets, to mark the width of the truck tractor. The strips shall be mounted as horizontal as practicable, in a vertical plane facing the rear, on the rear fenders, on the mudflap support brackets, on plates attached to the mudflap support brackets, or on the mudflaps. Strips on mudflaps shall be mounted not lower



than 300 mm below the upper horizontal edge of the mudflap. If the vehicle is certified with temporary mudflap support brackets, the strips shall be mounted on the mudflaps or on plates transferable to permanent mudflap support brackets. For a truck tractor without mudflaps, the strips may be mounted outboard of the frame on brackets behind the rear axle or on brackets ahead of the rear axle and above the top of the tires at unladen vehicle height, or they may be mounted directly or indirectly to the back of the cab as close to the outer edges as practicable, above the top of the tires, and not more than 1525 mm above the road surface at unladen vehicle height. If the strips are mounted on the back of the cab, no more than 25 percent of their cumulative

area may be obscured by vehicle equipment as determined in a rear orthogonal view.



The All-Seeing Eyeball Mirror

SAFETY MIRRORS

The troublesome and dangerous right side blind spots can now be eliminated by the installation of a K-10 Eyeball Mirror. The Eyeball Mirror supplements the traditional "West Coast" mirrors and gives the driver detailed vision along the right side. Most standard convex mirrors and very deep convex mirrors are not the answer to blind side safety. One is too shallow - the other too deep. The K-10 Eyeball Mirror, with its unique radius, is the answer.



When properly mounted, the Eyeball Mirror eliminates dangerous blind spots down the right hand side of the tractor and even across and in front of the bumper. Always in the correct position, the Eyeball Mirror allows the driver to assess the situation beside and in front of the vehicle in a single glance without taking his eyes off the road.

The new V-2 Bracket assembly features a full adjustable gear movement allowing for hassle-free viewing adjustments without ever opening the hood



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Cincinnati OH 45223
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AFTER HOURS PAPERWORK DROP

Are you aware that there is an after hours paperwork drop location at the Cincinnati facility? You can drop off paperwork at this facility by sliding your documents (in a sealed envelope) under the door to the right of the Operations entrance that is marked "Shipping and Receiving". This is the second door on the right as you face the building from Apple Street.

You can drop off any paperwork that you chose such as billing paperwork, logs and any other documents. Use a separate envelope for logs, maintenance reports or any other documents to be delivered to the Safety Department.

You can use TripPak for a small monthly fee of \$15. Simply place the **ACE DORAN HAULING & RIGGING** addressed envelope in the TripPak drop box.

(DO NOT USE BROKER ENVELOPES FOR TripPak OR THE US MAIL.)

WORDS OF WISDOM FROM TRUCK SETTLEMENTS

By Patti Wiehe

This is a reminder that you need to put your name on the documents that you send in so that they can be identified. We suggest the following:

- Name and unit number on the envelope you send the documents in (Especially TripPak envelopes)
- Name, unit number and Pro Number on the shipping documents and be sure you signed the Bill of Lading
- Name and Unit number on all permits, fuel receipts and toll receipts.
- Include all documents for that trip in the same envelope.

(Dennis/Safety also reminds you to put your name and unit number on your MONTHLY maintenance report and inspections.)