



DRIVER CORNER



Babette Seidel has been driving for us at Terminal Transport for about 14 years in total. Her two most interesting loads were a shipment of \$50,000 in coins and a load of seasoning for Burger King French fries. Her advice to other drivers is to keep your head on a swivel and maintain your following distance as best you can. She enjoys cooking, gardening and spending time with her four-footed children. Thank you for your hard work, Babette!

COMMENTS FROM PLOVER - BUNK COMFORT

Now that temperatures are on the rise, here are some tips for bunk comfort. On both Freightliners and Internationals, the bunk temperature dial ranges from full cold (60 degrees) to max heat (80 degrees). When outside night time temps are 45 to 70 degrees, the units should not need to idle. The truck has to make the best decision based on the settings and info provided. We had a driver set their temperature in the middle (70 degrees) with outside temps of 60 and the AC kicked on instead of heat. What happened was the bunk temp rose above the 70-degree setting, so the truck changed mode to cooling. If you want more warmth set the temp dial a little higher than normal, or for a little cooler, set it lower. Once we get out of the 45-to-60-degree temperature range, the system will operate better.

My advice for spring is to run the bunk system only at night, as long as outside temps are above 30. Also remember to close your bunk curtains when you park – this will help keep bunk temperature more constant. You should not need the Optimize Idle (Freightliner) or Auto Start/Stop (International) turned on at night over 30 degrees. Keep an eye out for other tips for these systems through the year as we will address seasonal changes as they occur. As some of you may have more specific questions as no two trucks are alike or have a question that you and other drivers had experienced, give Rob a call at 715-340-8496 and they can be addressed. Please keep questions limited to current conditions, so we can move forward season to season as we need to. Thank you for all you do, and be safe (and comfortable) out there!

NOTE FROM BILLING

“I want to thank the drivers for being so good about getting your paperwork sent in to me within the 24 hours that I ask. It makes my job much easier.” - Michelle

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CSA SCORES

Category	Measure	Percentile
Unsafe Driving	2.13	22%
Crash Indicator	0.30	51%
Hours of Service	0.89	69%
Maintenance	3.13	45%
Controlled Substance	0.00	0%
HAZMAT	1	< 5 HM placardable vehicle inspections
Driver Fitness	0.00	0%

Incidents of damage in the past month:

Knocked off mirror due to unsecured trailer door- \$1010

Overweight on Scale - \$2000

Backed into car at shipper - \$2500

Safety Bonus Program

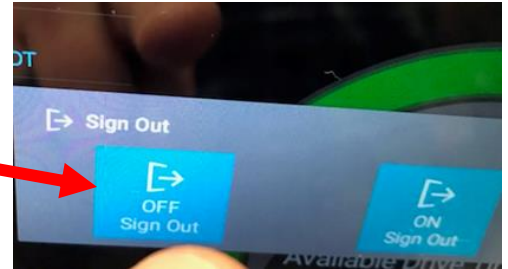
10,500 miles	10,500+ miles	\$200
11,500 miles	11,500+ miles	\$200
Moving MPG	Determined threshold	\$50
Long idle %	Under 20%	\$50
HOS compliance	0 violations	\$50
No citations, accidents, incidents	0 issues	\$50

\$600 monthly! \$7200 yearly!!!

PEOPLENET SIGN OUT GUIDE

It's very important that drivers sign out of their PeopleNet units during home time and maintenance periods. If you are dropping a truck, you need to sign out to avoid your HOS getting messed up.

1. Status > Off
2. Status > Sign Out
3. Complete post trip > Save
4. Press OFF Sign Out (again)
5. Verify Log Data > **PRESS NO – failure to press no will stop sign out**
6. **Verify login screen pops up – takes 5-10 seconds**



These steps are all critical to ensure that you do not lose valuable hours of service.



all and vice versa.

Office hours are Monday – Thursday 7AM – 5PM CST. Friday hours are 7 AM – 4 PM CST. Do your best to make calls during business hours. This means requests for home time and other non-urgent calls should not be made in the evenings. Emergency calls are an obvious exception.

PROFESSIONALISM:

“Professional/ Professionally” – The dictionary defines “Professional or the adverb Professionally” as “someone engaged in or worthy of high standards, a person who does something with great skill”. On all our truck doors, we have the words stenciled “Professionally Driven”. You look at that or should see it every time you open the door to the truck. I have it there to remind you that you are a professional and that the standard that I expect you to hold is of high standard. This does not mean that you do one or two things with great skill but in fact you do everything while operating that vehicle with a skill and degree that is above the average. We do not strive for mediocrity but to be the best at what we do. We provide you with the best equipment on the road and the latest in technical equipment to help and assist you in doing your job on the road. Take that extra minute to look or walk around a new consignee to make sure you are not going to hit anything when entering the receiving area or backing into the dock. Park away from traffic if possible, to avoid being hit. Do your best every day!

LOAD SECUREMENT

The overweight and OOS citation received this month (see column to right) was a result of load shifting. Driver had to make a sudden stop on the roadway to avoid debris in the road. The load was not adequately secured and all shifted to the nose of the trailer – see photo. Luckily, the load shifted forward and not backward – out of the trailer. Driver drove from Virginia to Minnesota before hitting a state scale. Driver got a \$1100 ticket, and Terminal had to hire a tri-axle heavy hauler to get the load delivered from the scale a \$2000 fee.



If you are picking up a live load, make sure that you are satisfied with its securement. If you are not – contact dispatch before accepting the load. At a minimum, a load like this should have been secured with a strap in the nose and rear with the paper secured on friction mats. Make sure you have enough straps. Ideally there would be a strap between or around each roll. See the diagram.

Additionally, if conditions lead you to believe that your load may have shifted – get yourself over a scale. We pay for scales; we don't pay for overweight tickets. If you need to break a seal to check on your load. Call dispatch.

Special Circumstances: Loading and Securing Paper Rolls with Eyes Vertical in a Sided Vehicle (Section 3.4.2) (continued)

Requirements for preventing rearward movement

When any void behind a group of paper rolls (including rolls at the rear of the vehicle) is greater than the diameter of the paper rolls, prevent rearward movement by one of these methods.

- ◆ Friction mats
- ◆ Blocking
- ◆ Bracing
- ◆ Tiedowns
- ◆ Banding to other rolls

ROADSIDE INSPECTIONS

LAST MONTH:

One bad roadside:

- Overweight and Out-of-Service 10,800 pounds OVERWEIGHT on tractor drive axle.

We had four clean roadsides last month. Thanks to **David "Rambo" Corey, and Tim Arneson, and Steven Bobeldyke.**

At recent roadsides they have been dipping fuel tanks to verify fuel is not dyed and verifying that IFTA paperwork is in the truck – not just looking at the sticker. Make sure your permit book is up to date!

Citation:

Red light ticket in Hannibal, MO. Be very cautious driving in Hannibal, MO. They have a red-light trap. If your bumper is over the line, you still get a citation.

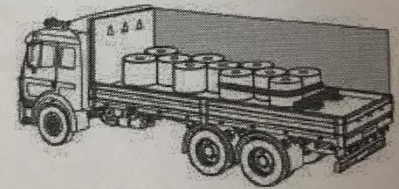
Long Idle Cost Last month:

of Gallons Burned: **1803**

Average Fuel Cost: **\$5.13**

\$\$ Wasted: **\$9249**

This is **over \$300 per driver** – wouldn't you rather have this money as a bonus? Do your best to reduce your idle times.



Prevent Rearward Movement

RECENT HIRES

Joanna Carney
Adrien Sykes

Remember there is \$700 in Driver Referral Bonuses!

BIRTHDAYS & ANNIVERSARIES

Joanna Carney – 4/16
Chris Deptula – 4/22
Robert Lentsch – 4/18

Lewis Lynch – 5 years

Thank You for Being a Part of Our Team!

GET WELL SOON

Our thoughts are with **Russ Johnson** and as he heals from his surgeries. **Kenneth Eastwood** has returned to work, but continued prayers as he continues to recover!

SPRING ROAD RESTRICTIONS

Minnesota and most of the Midwest Spring road restrictions have been on since Mid-March and will be on until the end of May.

Keep an eye out for road tonnage signs – see attached road weights.

You do not want to be overweight on a restricted road. Fines are huge. It does damage to the roads and your pocket book.

TRAILER DROPS

Spring means soft shoulders and muddy yards. Check where you are parking both your truck and trailer. Make sure that you are on solid ground – not mud. Average cost to pull a trailer out of the mud is \$500. Make sure that at Rude you are putting the landing gear on something solid!

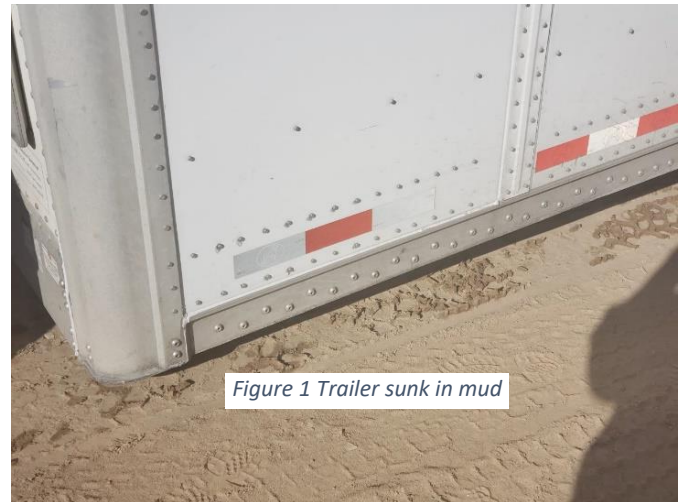


Figure 1 Trailer sunk in mud

Soft shoulder signs generally mean the shoulder will be made of gravel, packed dirt, or some combination of the two. This is in stark contrast to the material which is used to pave the road itself. A Soft Shoulders sign is meant to warn drivers about the difference in these two surfaces, and

to alert everyone that driving on the shoulder is likely to be hazardous and unstable. The difference in traction and support can lead to sinking and getting stuck, swerving or even tip-over.

Not only is it dangerous to drive on a soft roadside, but it's actually illegal, so keep that in mind as well when you see one of the signs. Soft roadside should only be driven on in the case of an emergency, and even so, you should be prepared for your wheels to lose traction when moving into a soft roadside lane. There will also be some hazards if you attempt to brake while on a soft shoulder, especially when two of your wheels are on the soft shoulder, and the other two remain on the road surface itself.

80000 pounds will sink in a soft shoulder. Especially avoid during spring thaw from March – May.

Look for a hard shoulder if you need to park.