



**HAPPY VALENTINE'S DAY**

**FEBRUARY 14, 2008!**

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**SAFETY MEETING**

The next safety meeting is scheduled for February 16, 2008 at Richard's Restaurant in Marion, SC. The meeting will start at 9:00 am. The subject of this quarter's meetings will be Right Turns, Left Turns, and Intersections. Drivers and Owners need to attend these meetings. Remember you must attend at least one meeting per quarter. Make your plans now to attend.

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**HARD HATS AND SAFETY GLASSES**

We have had a lot of complaints lately about drivers not wearing their hard hats and safety glasses at Pilkington. You must wear these whenever you are inside the doors and on the shipping dock. It is very important that all drivers follow the safety procedures whenever you are at the plant. Remember when you get out of your truck to put them on.

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**BRAKE SYSTEM MAINTENANCE TIPS**

*Automatic Slack Adjusters:* Just because it says it's automatic doesn't mean it's maintenance free. For automatic slack adjusters (ASAs) to do their job, you must do yours. That means checking to

ensure that the slacks were installed properly. Also, make sure the ASAs are lubricated. Check the brake system for damage, since ASAs are not a cure-all for deficiencies in the foundation brake.

*Cam Brakes:* Be sure to replace the cam brake return springs at every reline. Not everyone believes it is necessary to replace cam brake return springs each time cam brakes are relined, but wouldn't you rather do it then, instead of on the road? The return spring is critical to alignment, the accurate return of the brake away from the drum and brake adjustment with the automatic slack adjuster.

*Cam Brake Linings:* Vehicle brake systems require the correct lining material to perform a specific job. If the type of lining material is changed, the job isn't done properly.

*Plan Ahead:* Replace all the hardware when servicing cam brakes. Planning ahead could avoid unnecessary downtime for your vehicle. When you service your cam brakes, take time to replace all the springs, anchor pins, bushings and rollers, not just the shoe return springs. Spending a little extra money up front can save you valuable time and money later.

*Brake Drums:* Just because they fit doesn't mean they'll perform the same. Never judge a drum solely by its fit. In the brake drum market, there are two basic types of drums – cast and composite. They differ in their ability to absorb and dissipate heat. A drum's ability to provide satisfactory performance depends on its ability to dissipate heat. Using different weight or types of drums on the same axle could result in unbalanced braking and

improper functioning of automatic slack adjusters. Poor brake performance due to uneven lining and drum wear will occur.

*The Pressures On:* Make sure cam brake air chambers are the same size and type. When changing cam brake air chambers, make sure all brake chambers on the same axle are the same size and type. In doing so, you will ensure proper brake balance. An unbalanced brake system could result in unacceptable lining and drum wear.

*Brake Replacement Parts:* There are no unimportant brake replacement parts. Brakes work as a system. When an original part is replaced by a “will-fit” part, performance of the entire system may be compromised. A will-fitter’s parts may be less expensive to buy initially, but they could cost you more down the road in downtime or reduced performance. So, don’t take a chance with something as important as your brakes.

*Anti-Lock Braking Systems:* Anti-lock braking systems are not a cure-all for brake maintenance. ABS effectively reduces wheel lock-up that can result in spinout and loss of steering control which, in turn, helps minimize accidents, repairs, and insurance costs. To achieve these benefits of ARS, make sure your foundation brakes are kept in adjustment and that you follow preventive maintenance guidelines to properly maintain your braking system.

*Improve Brake Performance:* Always make sure cam rollers are correctly lubricated. The proper way to lubricate a cam roller is directly in the web roller pocket and not at the cam-to-roller contact area. If you do this correctly, you will avoid creating flat spots. These flat spots adversely affect the brake adjustment, which may result in

premature brake wear or reduced braking performance. The best time to change your cam rollers is when you reline. That will save you both time and money.

*Replace Brake Linings:* When it comes to replacing single or tandem axle brake linings, the best advice is: replace one, replace them all. Always replace the linings on both brakes of a single axle or all four brakes of a tandem axle at the same time. If you don’t you could experience brake balance problems. Plus, not replacing a unit’s brake linings at the same time may contribute to uneven wear, reduced lining life, maintenance problems and drum cracking on your drive or trailer axles.

*Braking Technique:* On a mountain descent, always snub, never drag your brakes. When coming down a mountain with a fully loaded vehicle, it’s always best to use short 20- to 30- psi brake snubs in your descent. If you drag your brakes, and your air system is not properly balanced, certain brakes will end up doing more of the work than others. This will lead to excessive temperatures and brake fade, resulting in increased stopping distance and shorter lining life.

*Hand Valves:* Always give your hand valve a break. Because trailer brakes are designed to work in conjunction with tractor brakes, it’s recommended that you not use the hand valve for braking, especially on long descents. If you overuse your hand valve, the trailer brakes do more than their fair share of the braking. This can result in excessive brake temperatures and shorter lining life on the trailer brakes.

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**MIND YOUR TIRES**

Among the most frequent road service calls are those of blown tires. Tires not only head the list, the dwarf all other breakdown causes, accounting for nearly half of the breakdown dollars. Are they preventable? For the most part they are. Usually they are caused by under-inflation, which leads to overheating and then to the blowout. Sometimes nails and other road hazards have caused punctures and air leaks, but more often tires fail because no one has bothered to check them.

Experts say every tire on every vehicle should be "stuck" with a gauge once a week to measure air pressure, and those that are low should be replenished. Those that are especially low – some say 10 percent or more below the desired air pressure is a danger sign – should be pulled and the probable air leak found and fixed.

Many owner/operators don't trust retreads and insist on running only new tires. That mistrust is mostly misplaced, because quality retreads can last as long as an original tire and be just as reliable. A lot of the road alligators are from new tires that have been run with insufficient air pressure.

Some owner/operators have a different reason for running new tires. They look good and that makes a good impression on equipment inspectors. They figure that if the tires look good, the rest of the truck does too, and they'll let you go. If the tires look ratty, they're more likely to pull you in and inspect everything.

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**FUELISH BREAKDOWNS**

Running out of fuel has often run as a top cause of road calls. It shouldn't be

there at all. With the price of fuel so volatile, the pressure is on to get to the cheapest pumps is mounting. You need to try to get the best price for fuel for a trip while keeping your truck from running too low on fuel.

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**HAPPY ANNIVERSARY WITH LEWIS TRUCK LINES!**

James Ford 7 Years  
Keith Reed 2 Years

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Joyce Cooper 02-02  
Herbert Brunson 02-10  
Cleven Hanner 02-12  
Roseanna Johnson 02-19  
Tommy Aiken 02-29

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**NEW TRUCKS**

John Thomas 1450  
Ronnie Hannah 1451  
Webster Gibson 1452  
Louis Trucking 1453  
Levester Brown 1454  
Jerome Foxworth 1456  
Robinson Trucking 1457  
George Wheeler 1459

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**NEW DRIVER**

Cleven Hanner