LTL NEWS

Keeping in Touch

March, 2008

SAFETY MEETING

The next safety meeting is scheduled for March 22, 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. Make your plans now to attend.

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TWIC BADGES

Drivers can now apply for and get their TWIC badges. The cost of these badges is $132.50. The badges are good for 5 years. Everyone that enters a port must have a TWIC badge by September 2008. Drivers must also have a current port badge to get into the individual ports. The individual badges give you permission to get into the individual ports. The TWIC badge is good for all ports. When you receive your TWIC badges, be sure to fax the safety department a copy of your badge. If you have any questions about the badges, please contact the safety department.

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EXTENDING TIRE LIFE

Here are some strategies that should help you get the most mileage out of your tires.

Determine proper inflation levels for your application. The biggest influence on tire life is inflation pressure. At normal speeds, running tires at 20% under recommended pressure reduces tire mileage by 16 % and fuel mileage by 2 %. Tires are designed to run at specific pressures based on the total load. To determine the correct air pressure for your tires, gather information on your actual axle loads and refer to the tire load/inflation charts.

Establish a good inflation maintenance program. Tire pressure is difficult to maintain because tires naturally lose air over time. The leakage can occur through valve caps or through small punctures. To stay on top of "normal" leakage and watch for any rapid leaks, drivers or mechanics should check tires once a week using a calibrated air gauge. A growing number of fleets are using flow-through valve caps that make it easier to check pressure and add air without removing the valve cap. On-board systems that monitor or correct inflation pressures are also available.

Reduce your top speeds. High speeds generate more heat and accelerate tire wear. Data show that increasing highway speeds from 55 mph to 75 mph can reduce total tread mileage by 20 % or more. So a tire that would have provided 250,000 miles in tread life at 55 mph will only net 200,000 miles per tread if driven at 75 mph. The drop is quite consistent as speed increases. That 250,000-mile tread drops to 237,500 miles at 60 mph; 225,000 at 65 mph; and 212,500 miles at 70 mph. Plus, there's an added bonus for slowing down: fuel economy tests have shown fuel usage increases 0.1 mpg for every mph over 55 mph.

Keep vehicles properly aligned. Irregular tire wear is most commonly caused by poor vehicle alignment. If tires are not running straight ahead, accelerated tread wear occurs on parts of the tire. Fleet experience has shown that correct

alignment of drive and trailer axles can extend total mileage by 25 %, as well as improve fuel mileage 0.5 to 1.0 mpg.

Mount tires correctly. The rounder or more concentric the tire, the better it will wear. To keep tire run out to a minimum, they should always be mounted on the wheel correctly. Ideally, the tires should be matched-mounted to the wheel. Wheels are usually marked to show the low spot and tires are marked to show their high spot. How the high spot is marked will vary from one tire to another. Check with the tire manufacturer to see how they mark their tires.

Learn to "read" tires. Drivers typically don't check tread wear unless they are having ride problems or the truck is pulling one way or another. By then, it's often too late to prevent premature wear. Regular inspections of tires can provide a lot of useful information and catch wear trends before they have done too much damage. Problems can be diagnosed by visual inspection or by running a hand over the tread and feeling for abnormalities. Items to check for include distortion in the tread, feathering, or cupping. If corrected early enough, bad wear patterns can be countered and tire life can be extended. Rib edge feathering is a good early indicator of misalignment. At the first sign of it, the vehicle should go in for an alignment.

Rotate tires. Moving tires around takes time and effort, and the temptation is to leave them in one position for the life of the tread. But intelligent tire rotation promotes even tread wear and can net a lot of extra miles in tread life. Some fleets will run new steer tires in the drive position and take off 1/32 to 2/32-in. in tread depth to establish a good wear pattern. Drive tires should be rotated between forward and back positions at least once to even out wear. Rear tires of a tandem typically will wear quicker than the forward positions. Some drive tires will also develop heel and toe wear. This can be evened out by reversing their direction of rotation.

Replace tires with matching ones. For optimum tread wear, tires should be as alike as possible across the same positions. If a tire must be pulled due to irregular wear or a road hazard, it should be replaced with a tire that matches the existing one.

Check and replace worn wheel and suspension components. These can be the hidden enemies of tire life. A wheel bearing that is not properly torqued can cause irregular tire wear. Worn shock absorbers can create depression wear on treads and an early trip to the retreader or scrap pile.

Keep good tire records and use the data wisely. Because every fleet is different, there are no hard and fast formulas for tire management. To manage most efficiently, regular collection of data on your tires is critical. You should be recording information including tire inflation pressures, wear trends, and tire mileage at removal.

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HOURS OF SERVICE RULES

11 Hours Driving Rule: All time spent behind the wheel is considered driving time. After 11 hours of driving time, you must have 10 consecutive hours off duty before you can drive again.

14 Consecutive Hours On Duty: You cannot drive after 14 consecutive hours after coming on duty. You cannot drive again until you have 10 consecutive hours of rest.

Lunch breaks or other off-duty time do not extend the 14 hour period. The 14 hours are consecutive from the time you start your tour of duty.

The only time that would not count toward the 14 hours is a qualifying sleeper berth period that is used toward accumulating 10 hours off duty by using two periods in the sleeper berth.

Duty Status Record Retention: The regulations require that drivers either submit or forward by mail the original driver's record of duty status to their employer within 13 days following completion of the form. The carrier then retains the record for 6 months from the date of receipt.

The second copy or duplicate must be retained by the driver for a period of 8 days and be in his/her possession while on duty.

Driver fatigue is a serious problem. It is one of the leading causes of heavy truck crashes. And when you consider that thousands of deaths each year result from accidents involving commercial motor vehicles, you can see why there are regulations to keep tired drivers off the road. The hours of service regulations are based on the sensible ideal that if you drive too long, you get tired and dangerous.

Following the rules and keeping good records can help drivers avoid costly citations and fines, or even being placed out of service.

But most importantly, following the rules may prevent an accident, possibly even save a life.

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NEW TRUCKS

Keith Reed	1455
Willie Davis	1460
James Ford	1461

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NEW DRIVER

Sherman McLaughlin

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HAPPY BIRTHDAY!

Christy Hewitt	03-04
Eddie McLain	03-25

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HAPPY ANNIVERSARY WITH LEWIS TRUCK LINES!

Nathaniel Burgess	10 Years
Robert Cain	7 Years
Tony Ford	5 Years
Robert Dozier	1 Years

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Everyone at Lewis Truck Lines expresses deepest sympathy to Troy Williams for the loss of his mother, Sarah Williams, on March 5, 2008.

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CONGRATULATIONS!

Evern and Valerie Buey on the birth of their granddaughter

Alaia Brielle Vanderhorst
Born on February 25, 2008
8 lbs. 1.21 oz.

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CONGRATULATIONS!

Isiah McFadden and Karen Hall on the birth of their granddaughter

Haylee Brooke Kesling Flowers
Born on March 1, 2008
8 lbs. 1.8 oz.