



November, 2007



HAPPY THANKSGIVING!

SAFETY MEETING

The next safety meeting is scheduled for November 17, 2006 at Richard's Restaurant in Marion, SC. The subject of this months meeting is Right Turns, Left Turns and Intersections. We will have breakfast at 9:00 and the meeting will start at 9:30 am.

CHRISTMAS PARTY

We have planned our Christmas Party for December 08, 2006 at The Original Benjamin's Restaurant in Myrtle Beach, SC. We will be giving out awards at this party. We will be playing the gift game that was played at the party last year. We will have rooms reserved at the Caravelle Resort Hotel. We will be sending out reservation sheets this week also. Make your plans now to attend and please let the safety department know as soon as possible. When the reservations are made, we will make deductions from your settlements for them.

TARP BARS AT PNA

If you have extra tarp bars at PNA, they must be put into the containers. They do not need to be left at PNA. PNA is being charged for any missing tarp bars that are not in the containers. In the future you will be charged for leaving these out if PNA is charged.

TARPS AT PILKINGTON

Pilkington is still having a problem with drivers disposing old tarps. Under no circumstances should any driver throw out a container tarp. If the tarp is not usable Pilkington will provide a new tarp, but the old tarp must go with the container no matter what condition it is in.

**TARP PROTECTION
STARTING NEXT WEEK AT
PNA**

Starting next week all drivers hauling out of gage end cap loads will be required to place corner protection cones on end cap corners before tarping the load. Over the last year PNA has received many complaints from customers and steam ship lines on tarps damaged due to end cap corners. These corners caps should protect the tarp from this damage.

DRIVING AT NIGHT

Traffic death rates are three times greater at night than during the day, according to the National Safety Council. Yet many

of us are unaware of night driving's special hazards or don't know effective ways to deal with them.

Why is night driving so dangerous? One obvious answer is darkness. Ninety percent of a driver's reaction depends on vision, and vision is severely limited at night. Depth perception, color recognition, and peripheral vision are compromised after sundown.

Older drivers have even greater difficulties seeing at night. A 50-year-old driver may need twice as much light to see as well as a 30-year old.

Another factor adding danger to night driving is fatigue. Drowsiness makes driving more difficult by dulling concentration and slowing reaction time. Alcohol is a leading factor in fatal traffic crashes, playing a part in about half of all motor vehicle-related deaths. That makes weekend nights more dangerous. More fatal crashes take place on weekend nights than at any other time in the week.

Fortunately, you can take several effective measures to minimize these after dark dangers by preparing your car and following special guidelines while you drive.

The National Safety Council recommends these steps:

1. Prepare your car for night driving. Keep headlights, tail lights, signal lights and windows (inside and out) clean.
2. Have your headlights properly aimed. Miss-aimed headlights blind other drivers and reduce your ability to see the road.
3. Don't drink and drive. Not only does alcohol severely impair your driving ability, it also acts as a depressant. Just one drink can induce fatigue.
4. Avoid smoking when you drive. Smoke's nicotine and carbon

monoxide hamper night vision.

5. If there is any doubt, turn your headlights on. Lights will not help you see better in early twilight, but they'll make it easier for other drivers to see you. Being seen is as important as seeing.
 6. Reduce your speed and increase your following distances. It is more difficult to judge other vehicle's speeds and distances at night.
 7. Don't overdrive your headlights. You should be able to stop inside the illuminated area. If you're not, you are creating a blind crash area in front of your vehicle.
 8. When following another vehicle, keep your headlights on low beams so you don't blind the driver ahead of you.
 9. If an oncoming vehicle doesn't lower beams from high to low, avoid glare by watching the right edge of the road and using it as a steering guide.
 10. Make frequent stops for light snacks and exercise. If you're too tired to drive, stop and get rest.
 11. If you have car trouble, pull off the road as far as possible. Warn approaching traffic at once by setting up reflecting triangles near your vehicle and 300 feet behind it. Turn on flashers and the dome light. Stay off the roadway and get passengers away from the area.
- Observe night driving safety as soon as the sun goes down. Twilight is one of the most difficult times to drive, because your eyes are constantly changing to adapt to the growing darkness.

AIR BRAKE SAFETY

A 2006 study by the US government identified brake deficiencies as a factor

in 29.4 percent of all serious truck crashes that involved a fatality or injury. This is greater than any other single driver factor listed in the study. Considering these findings, the need for brake training is essential to increase driver and mechanic knowledge of air brake systems. Education on air brake systems is the key to eliminating crashes caused by brake defects, safety violations and costly roadside brake repairs.

The National Safety Board issued a warning earlier this year, “manually adjusting automatic slack adjusters is dangerous. It should not be done, except during installation or in an emergency to move the vehicle to a repair facility.” They emphasized that manual adjustment of this brake component masks the real reason why the brakes are not maintaining adjustment, giving the driver a false sense of security about the effectiveness of the brakes, which will likely go out of adjustment again soon. It also causes abnormal wear to the internal adjusting mechanism for most automatic slack adjusters, which may lead to failure of this brake component. Manual brake adjusters need to be readjusted on a regular basis. Please obtain proper training before attempting to adjust them. Automatic brake adjusters normally don’t require manual readjustments.

If you have a brake that is over-stroking, and it has an automatic brake adjuster, you have a problem with the brake or the adjuster.

A manual readjustment of an automatic slack adjuster that is over-stroking is not a recommended practice. Repeated manual adjusting will damage the brake which will no longer stay within the adjusted limit. This should be a temporary repair only.

Make sure that your brakes are operating as they were designed and intended to by checking them often.

NEW DRIVER

Christopher Godbolt



HAPPY BIRTHDAY!

Keithan Sanders 11-01
James Legette 11-06

**HAPPY ANNIVERSARY WITH
LEWIS TRUCK LINES!**

Pearley Legette 26 Years
Roseanna Johnson 24 Years
Troy Williams 8 Years
Ty Anthony 2 Years
Ronnie Floyd 1 Year
Michael Harrison 1 Year
Willie Spears 1 Year
Macklin Williamson 1 Year

NEW TRUCKS

Franklin Trucking 1444
Robert Bridges 1445
Damone Bell 1446
JLW Trucking 1447

