



Newsletter...

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All Freight Log Compliance

In the course of maintaining compliance with Federal Regulations, we audit all logs produced by every driver in great detail.

I have heard the question many times, "Why are we so strict on our logs?"

We are strict on logs to keep in good standing with the DOT and to be prepared for a DOT audit AT ANY TIME.

It goes even deeper into our company's culture though; our standards and expectations are universal. It would not be logical to have a different set of standards from one department to the next.

Excellence should be the standard whether we are talking DOT compliance, load planning, maintenance, payroll, etc.

Adherence to DOT regulations is not so much about being strict as it is about professionalism permeating throughout our entire organization.

The reason for driver logs and hours of service are to assure you are rested and safe to drive. The unfortunate fact is that many drivers often miss this goal.

Plan your trip and run legal logs at all times. If your trip plan is not working for WHATEVER reason call dispatch immediately.

We will work with you to correct the problem and assure we operate fully in compliance with DOT regulations at all times.

Safety Corner

By Ed Heath

Director of Safety and Driver Relations

Accident Prevention - Back to Basics

We have survived a fairly severe winter with very few serious preventable accidents on our record. Thanks for the efforts and focus.

The past few weeks however have shown some increase in our accident frequency, especially in minor property damage accidents.

The job of being a professional driver has many areas that demand your attention on a daily basis. It is important to follow standard procedures and develop solid safety habits, especially for those repetitive tasks we do each and every day; in other words, we need to get **BACK TO BASICS**.

Some examples of recent accidents types include:

- Striking a fixed object while backing to the dock or in parking lots. If you are not 100% sure of what is behind you, GET OUT AND LOOK. Do this as many times as needed to get into the dock or parked safely.
- Trailer door coming loose. Use a tarp strap to make sure the tie back does not come off the hook.
- Make sure you have space to complete a maneuver before you get into it and get in a bind.
- Be sure the surface you are about to drive on will support the loaded truck and trailer.
- Intersections: Protect your right side during turns and be sure the car ahead has moved before starting through the intersection.

These are not "fictional" accident types I selected to write this column. These are **ALL** actual accident scenarios this company has experienced in the last 60 days.

Please pay attention to the basics. Our continued success will be from our ability to complete the basic functions of the job.

PLEASE PRACTICE PROTECTIVE DRIVING

INSIDE THIS ISSUE

- 2 From the Family
- 2 Operations Update
- 3 Driver Courtesy Car Notice
- 4 General Updates and Information
- 4 New Policy – Trailers Dropped with Defects

Can also be view at www.allfreightsystems.com

Operations Update

By Tom Scholl Operations Manager

Staff Changes

As you are all aware of by now, we have had some changes within the operations department. Carissa has moved into the City Fleet Manager position, Kevin has moved into the open OTR Fleet Manager position and we have hired Lon to handle night dispatch opposite Wade.

I am confident these changes will help us continue to improve our operations.

Unfortunately, we will be losing one of our crew later this month. Misti will be leaving us to pursue other opportunities. She has done a great job for us and we wish her the best of luck.

Operational Issues

I want to mention a few things that we need to keep in mind.

First, please remember how important cargo seals are on our loads. Something happened recently that brings this point out much more clearly.

Our driver checked in at the receiver and the load was signed seal intact. Our driver was given a door and backed the trailer in as instructed.

When the dock person came to unload the product he refused the load stating, "the seal had been broken". This issue was resolved but not until 2 days later and many phone calls.

Knowing this could happen at any of our customers, please specifically ask the person you are checking in with or giving you a door assignment, if they want you to break the seal and open the doors.

There are some facilities that have the ability to open the doors with the trailers already backed into the dock.

It is VERY important that you return from home time when you say you are. Recently we have had an increase of drivers calling in at the last minute and not leaving on their runs as scheduled. This causes major problems for our customers and us.

Continued on Page 4

From the Family

By Darrin Karley

Vice President

At the time this article is being written, the national average for diesel fuel is \$3.55 per gallon.

It appears that our decision to purchase APU's (Auxiliary Power Units) will be a good one. We believe the entire fleet will have installations complete by sometime in April.

Many of the trucks have already had engine downloads and show marked improvement in fuel economy. At this point, only one truck has come in above the 5% benchmark we set for idle time.

It looks as though our average idle time for the fleet will be about 4% and our average MPG's will be right around 7. This is on target with our projections.

Early feedback on the ease of use and convenience of the APU from the driver's perspective has been very positive.

I believe this move will be a great benefit to you in contributing to your comfort and safety while on the road, as well as a necessary step toward limiting our exposure to the increased cost of fuel.

We have approached Carrier about giving our independent contractors the same pricing that we negotiated on our units. They have agreed to honor our pricing for all Owner Operators that are interested in purchasing a unit. They also have financing available.

If you are interested, please contact me and I will get you pricing and other information you may need.

You would most likely not be scheduled for installation until sometime near the end of April or early May. This would still allow you to have the unit in time for prime AC season.

Write ups **MUST** be done on **ALL** Trailers and Company Trucks **EVERY** time through the gate...include mileage also please.

All Freight Driver Guest Column

Greetings my fellow drivers. I had asked Ed about the chances of having my thoughts added to our newsletter and was told I could do so. So here I go to share what's on my mind.

I recently had an experience while loading at St. Joe. It made me remember something I had heard many years ago. There I was trying to get my trailer hooked up so I could head out on my trip. It took me some time to do this because the trailer had been dropped too high and I had to crank it down to make contact with the 5th wheel. If I had not been watching this, I could have either jumped over the front of the 5th wheel OR had a false hook and been at risk to have my trailer come loose from my tractor.

In the past trucks didn't have many extras to help make our jobs easier, but now they have done so much to improve trucks it is almost unreal.

One thing that is nearly standard equipment on most trucks now is the air suspension drop switch. This can save a lot of headaches (and backaches too!!). I have noticed many drivers when dropping trailers, crank and crank on the landing gear to make sure they can pull out level from the nose of the trailer.

This can make it hard for the next driver who has to pick up the trailer. The tip I recalled from some time ago was to lower the landing gear to within an inch of the ground, then use the air suspension drop switch to let the trailer the rest of the way on the ground.

Once the trailer is loaded the next driver can let the air suspension do the work of picking the trailer up and reduce the amount of cranking on the landing gear. It will also reduce the amount of false hooks, since we do have truck with different tire sizes.

Another advantage is that using the suspension drop method puts less strain on the landing gear as you pull out from under the trailer, since the load is removed from the 5th wheel before you pull out.

If you don't have a suspension drop switch please help us all by watching how high you drop the trailers.

Maybe if we all can start using the "soft landing" method of dropping trailers we would save stress on our backs, our landing gears and make it easier to get hooked up and gone on our trips.

The Author of this article wished to remain anonymous.

We Pay our Respects

We have had to face one of life's toughest challenges in the past few months; the loss of some long-time associates and friends.

Mr. Bobby Payne passed away earlier this year after a lengthy illness. Bobby was a fixture at All Freight and knew this company well in his 30 years of service as Local Dispatcher and Shop Supervisor.

Recently, Mr. John Brown passed away suddenly after a short but serious illness. John had been with All Freight for several years in the position of Tractor Mechanic. The shocking part of John's passing was how sudden it was.

There is a lesson to be learned from the passing of these employees. Be mindful of your health. If you feel bad or detect changes in your body SEE A DOCTOR as soon as possible.

Life is short, but we have a responsibility to ourselves and our families to take care of our health.

Please remember our departed friends and their families in your thoughts and prayers.

Move Over for Emergency Vehicles

This is one of the most basic common courtesy actions we can take on the highway.

In many states it is law. Imagine the impression we leave with law enforcement and emergency workers when we roll by and nearly cause them to be blown over.

Driver Courtesy Car

A few drivers are abusing the privilege of the Company-provided driver Courtesy Car.

It is to be used for **SHORT** trips only (no more than 1.5 hours) and **MUST** be checked out and in by either Safety OR night dispatch.

This privilege must be respected or it could be removed and lost for everyone. Questions are welcome anytime.

Operations Update – By Tom Scholl (From Page 2)

Please remember we accept the majority of our loads 2 to 5 days out.

Also remember that there are a lot of carriers needing and trying to get our freight. Let's not give our customers a reason to go looking for a new carrier.

Owner Operators – please don't drop trailers high. It causes problems for the trucks picking up after you with low profile tires or 5th wheels.

Finally, as the weather starts to improve, let's not become complacent and think we can leave at the last minute and still make it on time.

GIVE YOURSELF PLENTY OF TIME!!!

I appreciate the hard work you do!

Please drive Safely!!

Tom

Owner Operators - Maintenance envelopes are due in Safety by the 15th of each month for the previous month. If you prefer, you can be inspected once each quarter by our shop instead of maintaining these records.

Compliance Update

Our current **Driver OOS** percentage is **5.2%**. This is down from 5.5% as reported in our last newsletter.

We have been Driver OOS violation free since the last newsletter. **GREAT JOB EVERYONE.** Our numbers are showing improvement thanks to your hard work.

Our **Equipment OOS** percentage is **11.3%** as compared to the National Average 23.14%. This is down from 12.5% last month, so we are on a good trend in this area.

No Violation inspections are the key to future success in this area and we appreciate your attention and efforts to NOT be placed Out of Service.

Please plan **EVERY** trip and run legal logs. Our Future is in your hands.

**NO VIOLATION INSPECTIONS =
PREPASS PRIVILEGES**

Trailers Dropped with Defects

We have a serious problem that requires everyone's attention and focus.

We are experiencing more and more trailers being dropped with defects and not reported to us for correction or repair.

We believe we have some of the best drivers of any company out there, but this problem causes us concern.

Why would you as a professional driver leave a trailer with problems for the next person to have to deal with as they leave? It is contrary to our team and family philosophy and honestly rude and lazy.

Please note the following policy regarding trailers dropped with defects effective immediately.

When an outbound trailer is noted to have a defect: tires, lights, brakes etc. that was not written up, this will be placed on the record of the driver who dropped it. The overtime call-in fees for our staff to repair the trailer will be deducted from Owner Operators settlements and will be held against future safety bonuses of company drivers.

Severe or repetitive equipment inspection neglect could result in more severe corrective actions being taken.

We must all work together to stop this alarming trend. The trailers must be written up when the defects are discovered so we can repair them and assure loads leave on time and we service our customers in a timely, safe, legal manner.

No Idling on the Yard

We are approximately 1/3rd of the way done installing APU's on our company trucks.

Several trucks that do not yet have their APU's have been noted idling recently on the yard, some for the entire weekend.

The driver's lounge is available for you when in the yard on time off, so please **DO NOT IDLE** the trucks. When noted, staff will shut them off.