



DHT Press Express

Danny Herman Trucking, Inc.



July 2009

Volume 1, Issue 3

Maintenance, Safety and Security Brief

Hours of Service and Driver's Log Books

Steve Frantz, Director of Safety

I would like to spend time on this newsletter talking about Hours of Service and logging. As our mileage has been increasing over the last few weeks, so has our log violations. Log violations are a serious matter when it comes to the DOT roadside or in house inspections, accidents and your safety. All violations have a negative effect on our company's safety rating and cause more roadside inspections for each of you. An increased safety rating can have a high impact on several areas, our customer base, insurance premiums, increased fines and accident cost just to name a few. It is company policy to obey all Federal, State and local laws & regulations.

We have put together a few log tips based on some of the problems we see daily on our logs.

You can use this guide to help keep your logs legal at all times;

- Anything less than 8 hours sleeper berth time counts on your 14 hours
- Anything less than 10 hours off duty time counts on your 14 hours
- Anything less than 10 consecutive sleeper berth and off duty time combined counts on your 14 hours
- We are seeing a lot of violations caused by taking a 9 ¾ hour break, please watch this and take 10 hours, that extra 15 minutes could save you from violations
- If you are a team please be sure you have the correct fuel card. Using your partner's card will cause him/her to get fuel violations. Fueling must be logged on line 4 (on duty not driving) and you must log at least 15 minutes.
- Be sure to put your miles driven each day at the top of your log sheet, failing to do this is a violation, and if you are a team each driver must log only his/her miles
- Be sure to put either your trip number or bill of lading number in the space provided on your log sheet, failure to do this is a violation.
- If you are logging more than 1 day off duty on your log sheet, be sure to put the date of the first day you are off a full 24 hours at the top (not the last day) and draw your line straight across line 1 (off duty), then in the bottom right hand corner of your log sheet where it says "Number of off-duty days STARTING today" put the total number of days you were off including the first day. If this is not filled out correctly it will cause you to have missing logs.
- Remember you cannot have more than 70 hours driving and on duty time in an 8 day period
- You must fill out a log sheet for every day including the days you are off. If you have been on an extended leave when you return you must turn in log sheets for the entire time you were off.
- You must log all DOT Inspections, citations, accidents, or incidents and random drug or alcohol test on line 4 (on duty not driving)
- Logs need to be turned in no later than 7 days unless you have been off for an extended period of time, then you must send them in as soon as you return to work. Any time you send in a TripPak send in all the logs you have up to that day. If you hold your logs for too long a period of time and do not send them in you will be shut down until the logs are caught up.
- Do not falsify your logs. You must log it exactly as you do it, and you must run legal. If you continually falsify your logs it will be cause for termination.

If you need further assistance with the Hours of Service please call Lisa or me in Mountain City. We would be more than happy to talk with you about your logs.



Transportation Security

Steve Frantz, Director of Safety

With the state of the economy, cargo theft and illegal activity is on the raise as well. We need to be aware of our surroundings to better protect ourselves, equipment and cargo. Whatever you do, don't place yourself in danger by stopping or parking in an area that would make you an easy target.

Remember, the most important part of the truck is you, don't take unnecessary risk or place yourself in danger. With just a few basic precautions we have a better chance of avoiding and problems or delays.

Following are a few tips that may help you along the way:

- ⇒ Park in secured locations, (most truck stops).
- ⇒ Park in an area with good lighting.
- ⇒ Make sure trailer has a seal and is locked. If you pick-up a trailer without a seal notify dispatch immediately.
- ⇒ Try not to stop for a couple hours after picking up a load, watch to see if you are being followed.
- ⇒ Do not talk about what you are hauling or your destination.
- ⇒ Do not drop a trailer unless authorized by your fleet manager.
- ⇒ Do a complete pre-trip inspection to make sure there is no one hiding on or in the tractor or trailer.
- ⇒ Do a complete inspection after every stop.
- ⇒ Do not accept packages from anyone to transport.
- ⇒ Do not have any strangers or unauthorized passengers in the truck.
- ⇒ Always take the keys out of the truck when it is unattended.
- ⇒ Report any suspicious activity to law enforcement and dispatch.

Remember... Security is EVERYONE'S job!

Maintenance Best Practices In Today's Market

Bobby Allen, Director of Maintenance

In today's world, all of you driving a truck and most of us driving a car have seen the one thing come on that makes our hearts jump and fills us with dread. I am talking about the yellow check engine light or the red stop engine light. In some of the trucks, you also have the DPF, or regenerate, light coming on. The lights are telling us that the ECM on the vehicle has detected something in the way the vehicle is running that it does not like.

The ECM and sensors work together to keep the engine running as efficiently as possible, while maintaining power, fuel mileage, pulling power and a general sense of well being knowing that the engine will get us where we want to be. The thing that we do not want to do is ignore the lights when they come on.

The yellow light may come on and go off many times during a trip, if the ECM detects something wrong. If the light goes off that does not mean that everything is well. Every time that light blinks, it sets a code of something wrong. It will also count how many times it has had a bad reading. In many cases, it is all right to drive with a yellow light blinking but as soon as you get safely to a shop, you must tell the manager that you have a light blinking so they can put it on a computer and start to diagnosis the problem. The repair can be as simple as a loose connection to a sensor to a more serious engine problem developing. The higher the count sometimes will determine if the company will get the repairs done under warranty or the dealer saying that we ignored the problem and the bill will become ours.

The red light is the shut down light, if it comes on, the engine must be shut down immediately to prevent a catastrophic failure of the engine. In most cases the ECM will shut the engine down shortly after it red light comes on. In a case of the red light coming on,

immediately look for a place to safely pull over, get on the side of the road and shutdown the engine. You must be prepared for the engine to shutdown before you are ready, as sometimes this will happen. As soon as stopped, contact maintenance; let us know what has happened and we will decide what course of action to take.

The DPF light blinking on is telling you that there is a problem with the regeneration system of the truck. This part of the truck is like the catalytic convertor on your car except that it goes through a cleaning process called regeneration, which allows cleaning of the filter and the catalyst. This keeps the truck running without problems. If the light were to start blinking then the regeneration process is not happening and the truck will eventually quit running. What happens is the exhaust simply stops up and the trucks stops.

Any of the lights, when they come on, need reported to a shop manager as soon as you get to a shop. This allows the shop to check the truck out, and repair, before the real failure happens on the road and leaves you stranded. If the failure happens on the road, the expense to the company can be extraordinary. Depending on the failure and the number of times the check engine light has come on can determine how warranty will help with the repair. It can also determine how long it will take to repair once the diagnosis is made. In the case of a DPF, it could make a difference between a cleaning of the element or replacement.

The best thing to remember about the lights is that they are your friends and not the enemies. They are coming on to tell you about an impending problem and asking you to have them checked out before they need to stop the truck and leave you stranded.

