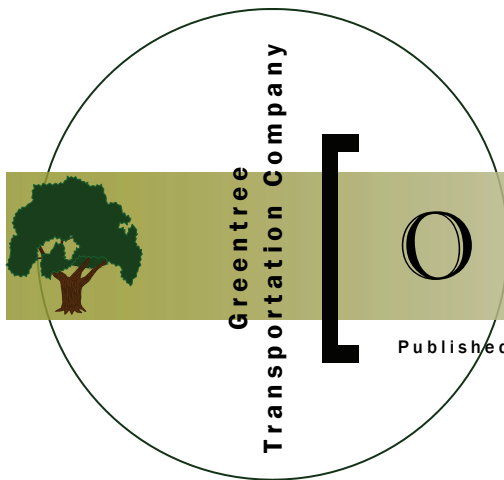




April 2014 (1st Qtr)

On The Road

Published Quarterly

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President's Letter

Greentree Transportation Company's first quarter sales revenue was \$12,691,000 versus 2013's first quarter sales revenue of \$12,068,000 or 105% of the previous year. Revenue for January was \$4,017,000, February was \$4,008,000 and March was \$4,666,000.

On a consolidated basis, TII reported a 21% increase in the first quarter revenue to \$43,589,000. March revenue alone was 33% over March 2013 revenue. All in all, very promising results indeed. With the first quarter historically the slowest of the year, we are really looking forward at this time to an outstanding year in 2014.

Even though fuel costs remain high, good things are happening with the economy. The stock market is high, interest rates remain low, frost laws are starting to come off, used equipment is still retaining its values and shortages of equipment are springing up in different parts of the country. Individual investment and retirement portfolios have also remained high in value. Also, another bright spot is that the winter weather is finally gone.

Greentree's SEA values for the first quarter continue to decline, however we must remain vigilant in the Hours of Service Compliance category. We are so close to being compliant in this category. Thanks to all the owner operators who continue to make these scores decline month after month.

This past quarter, Greentree became a member of ISNetworld, a global resource for connecting hiring clients with safe, reliable contractors. This membership will help our agents in dealing with customers in the energy market. Also remember when dealing with shippers, that Greentree is a member of the Smartway Transport Partnership, aimed at helping shippers move goods in the cleanest most efficient way possible.

We remain financially strong and positioned to capitalize on the economic growth we see in the near future. Thanks to our owner operators, agents and employees whose continued dedication helped achieve such a good first quarter revenue Result. Once again it's been a privilege to work with such a reliable group.

Sincerely,
GREENTREE TRANSPORTATION COMPANY

Kenneth E. Slafka
President

Driver Recognition

Congratulations To:

<i>Rick Balderson</i>	<i>David Bueltmann</i>
<i>Steve Hann</i>	<i>Joe Kenley</i>
<i>Dennis Kleinz</i>	<i>Del Kok</i>
<i>Russel Lee</i>	<i>Dave Stover</i>

The above drivers were recognized for providing exceptional service and having a professional attitude.

If a customer and/or agent acknowledges a job well done by one of our drivers, please let us know so that we may let that driver(s) know what an exceptional job he or she has done.

Is Your Escort Approved?

Escorts must be approved prior to contracting for their services. This approval is a formal process where we obtain a signed contract, necessary insurance, and tax information. This process can be completed in as little as 20 minutes. Use of an unapproved escort will result in the responsible contractor paying 100% of the escort costs and continued violations will result in the contractor no longer being permitted to haul over-dimensional freight. An Escort Recap Sheet must be submitted with each load with escort invoices attached. Failure to do so will delay billing and settlement of the load.

Mid America Truck Show

TII had another successful outing at the Mid America Truck Show in Louisville, the nation's largest. Thanks to all of the Greentree drivers that stopped by to see us at our booth. It was great seeing all of you there !

Attendees from Greentree Transportation Company included:

Matt Duenke
John Goodwin
Gary Groesbeck
Randy Quick
Dan Rodesky
Johnnie Rousselle
Vern Taylor
David Thomas

Violation Free D.O.T. Inspections

The following owner operators have received a VIOLATION FREE D.O.T. INSPECTION and Greentree has rewarded them by sending them \$100 for their outstanding efforts:

Driver	State (Province) Inspected	Level
Steven Abell	CO	2
Andre Arnold	IL	3
Larry Blevins	WA	3
Tim Burrage	CA	3
Jonny Byrd	NV	3
Dallas Chidester	SD	3
Dennis Cole	MT	3
Willie Durand	MT	3
Gregory Fuchs	IA	3
Gregory Fuchs	IA	3
Guy Graham	LA	2
Greg Hainline	OR	3
Greg Hainline	NM	2
David Harer	OH	2
Donnie Harvey	WY	2
Robin Hengsteler	KY	3
Brian Holland	MD	2
Curtis Howard	OR	3
Shane Huffstickler	TX	2
Carl Jones	TX	2
Dennis Kleinz	OH	3
Dennis Kleinz	MD	2
Robert Lawson	MI	3
John Lenover	IL	2
Darwin Lindsey	OH	2
Robert McCabe	KY	2
David McConahy	WV	2
Bryan Merkle	IL	3
Kenneth Morris	CO	3
Randy Moyano	NC	3
Carl Robertson	MI	2
Daniel Rodesky	OH	2
Richard Sampson	CA	1
Robert Shaffer	IN	2
Gregory Stearns	ND	2
Thomas Weaver	WA	2
Kevin Wernham	AZ	3
James Willard	TX	2
John Wilson	NV	2
Steven Wray	OH	1

20-Year Veterans

Congratulations are in order to David Thomas for becoming a 20-year veterans with Greentree Transportation Company. David joined the Greentree "family" on June 24, 1994.

Congratulations David and thanks for a job well done.

Top Drivers for the 1st Quarter 2012

Top Flatbed

	<i>Unit #</i>	<i>Domicile</i>
Fernando Chavez	71617	94-4 Houston, TX
Tim Vis	71707	38-3 Lebanon, PA
Szymon Olszewski	71668	34-7 St Catharines, ON
Ed Kuehl	71651	02-2 Georgetown, DE
Jim Buchanan	FLA69778	22-5 Manton, MI
Germaine Sanders	71678	80-1 Leesville, SC
Tim Mobley	71556	13-2 Palatine, IL

Top Stepdeck 2-Axle Trailer

Joe Tripoli	71677	94-4 Houston, TX
Dave Stover	71711	89-4 Remington, IN
Johnny Chance	71453	85-3 Cantonment, FL
Andre Arnold	71127	49-9 East Troy, WI
Roger Newsom	71506	35-0 Jackson, OH
Lee Schmitt	41699	06-2 Aurora, CO
David McConahy	71507	76-4 Wampum, PA
Glenn Magner	71228	49-9 East Troy, WI

Top Stepdeck 3-Axle Trailer

Rick Sampson	71416	71-7 Youngstown, OH
Steve O'Connell	71489	19-4 Millersville, MD

Top DoubleDrop 2-Axle Trailer

Steve Edwards	91700	71-7 Youngstown, OH
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Top DoubleDrop 3-Axle Trailer

Derald Mueller	9900	06-2 Aurora, CO
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Top DoubleDrop/Stepdeck 3-Axle Trailer/4-Axle Tractor

Roger Babcock	91553	02-4 Magnolia, DE
Thomas Weaver	91532	02-4 Magnolia, DE

Top Stretch DoubleDrop/ Stepdeck 3-Axle Trailer

Tom Gierke	71445	70-1 Findlay, OH
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Top Specialized Equipment

Shawn Schindler	41624	94-4 Houston, TX
Darwin Lindsey	91074	06-2 Aurora, CO
Troy Parsons	41512	94-8 Nacogdoches, TX
Tony Kocher	41595	13-4 Alhambra, IL
Greg Stearns	41057	06-2 Aurora, CO

Top Revenue Agents 1st Quarter 2014

	<i>Terminal</i>
T R Beck Ltd	94-4 Houston, TX
Osage Specialized Transport	06-2 Aurora, CO
C&R Enterprises	02-4 Magnolia, DE
Innovative Heavy Haul	94-8 Nacogdoches, TX
M & M Trucking	15-1 Bakersfield, CA
Rocket Too Transportation, LLC	51-1 St. Peters, MO
HM2 Corporation	13-4 Alhambra, IL
M&C Adventures	91-3 Keyesport, IL
M&M Transportation	06-1 Dana Point, CA
Hess Supply Chain Solutions	94-6 Frisco, TX
Allegiance Logistics Service	12-4 Wolcottville, IN
Jaco Leasing Company, Inc	49-9 East Troy, WI
R/T Connection, Inc.	09-7 Panama City, FL
Grand K Transport	71-7 Youngstown, OH
Lutke Dispatch, Inc.	22-5 Manton, MI

5-Year Veterans

Congratulations are in order to the following driver for becoming 5-year veterans with Greentree Transportation Company.

<i>Driver</i>	<i>Date</i>
Thomas Gierke	04/01/09

As a token of our appreciation, Thomas will receive a Greentree Transportation Company 5-year veteran jacket.

Congratulations and thanks for a job well done.

15-Year Veterans

Congratulations are in order to Joel Morris for becoming a 15-year veteran with Greentree Transportation Company. Joel joined the Greentree "family" on April 14, 1999

Joel, congratulations and thanks for a job well done.

10-Year Veterans

Congratulations are in order to Michael Ionese for becoming a 10-year veteran with Greentree Transportation Company. Michael joined the Greentree "family" on June 21, 2004.

Michael, congratulations and thanks for a job well done.

We are on the web!
www.thetii.com

The Easiest and Cheapest Way To Improve Your Personal Safety

How can you improve your safety while on the job in just 3 seconds, for free? USE YOUR SEAT BELT! Consider this:

- The 2 violations that have the highest correlation with crash rates are speeding, and seat belt use! You might ask how not using a seat belt can cause crashes. It won't. But drivers who don't use belts have more crashes, on average, because they are less safety-conscious than those who do.
- It's the law. Failure to use a seat belt will earn you 7 CSA points, but remember those points are tripled for the 3 months following the violation, and doubled during the next 6-month period. So let's count that as a 21-point violation.
- Despite all of the "truck stop talk" and CB chatter about how everyone knows a driver who died because he WAS wearing a belt, every study ever done demonstrates that seat belt use saves lives.
- 52% of truck occupant fatalities in large trucks involve a rollover. Rollover in a large truck increases the likelihood of a fatality by 30 times. IN A ROLLOVER, A TRUCK DRIVER IS 80% LESS LIKELY TO DIE WHEN WEARING A SAFETY BELT. (Source: Federal Motor Carrier Safety Administration)

MYTH 1 - Safety belts are uncomfortable and restrict movement.

- **FACT** - Most drivers find that once they correctly adjust the seat, lap and shoulder belt, most drivers find that discomfort and restrictive movement can be alleviated.

MYTH 2 - Wearing a safety belt is a personal decision that doesn't affect anyone else.

- **FACT** - Not wearing a safety belt can certainly affect your family and loved ones. It can also affect other motorists since wearing a safety belt can help you avoid losing control of your truck in a crash. It's the law; Federal regulations require commercial vehicle drivers to buckle up.

MYTH 3 - Safety belts prevent your escape from a burning or submerged vehicle.

- **FACT** - Safety belts can keep you from being knocked unconscious, improving your chances of escape. Fire or submersion occurs in less than 5% of fatal large truck crashes.

MYTH 4 - It's better to be thrown clear of the wreckage in the event of a crash.

- **FACT** - An occupant of a vehicle is four times as likely to be fatally injured when thrown from the vehicle. In 2006, 217 truck occupants and drivers died when they were ejected from their cabs during a crash.

MYTH 5 - It takes too much time to fasten your safety belt 20 times a day.

- **FACT** - Buckling up takes about three seconds. Even buckling up 20 times a day requires only one minute.

MYTH 6 - Good truck drivers don't need to wear safety belts.

- **FACT** - Good drivers usually don't cause collisions, but it's possible that during your career you will be involved in a crash caused by a bad driver, bad weather, mechanical failure, or tire blowout. Wearing a safety belt prevents injuries and fatalities by preventing ejection, and by protecting your head and spinal cord.

MYTH 7 - A large truck will protect you. Safety belts are unnecessary.

- **FACT** - In 2006, 805 drivers and occupants of large trucks died in truck crashes and 393 of them were not wearing safety belts. Of the 217 drivers and occupants who were killed and ejected from their vehicles, almost 81% were not wearing safety belts.

MYTH 8 - Safety belts aren't necessary for low-speed driving.

- **FACT** - In a frontal collision occurring at 30 mph, an unbelted person continues to move forward at 30 mph causing him/her to hit the windshield at about 30 mph. This is the same velocity a person falling from the top of a three story building would experience upon impact with the ground.

Get in the habit of using a belt. Buckling up before rolling will put you in a safety-alert mode and set the tone for the entire trip. AND IT'S THE LAW.

A Healthier You

Keeping an active lifestyle can be a challenge for anybody, but if you find yourself behind the wheel all day and in a new city each night, expensive gym memberships and shopping organic at Whole Foods are luxuries you may not be able to afford. Recent studies have shown obesity rates among OTR drivers are nearly double the rates of the general public. (Commercial drivers as a whole tend to work extremely long days in high stress environments of deadlines and often uncomfortable living conditions.) So, what can you do to take back control of your health when the odds are working against you?

Both Travel Centers of America and Petro Travel centers are adding healthy living amenities such as fitness rooms, walking trails, and food options to many of their locations within the U.S. TA/Petro's healthy living opportunities are part of a program called StayFit, which include "a combination of nutritious food options, exercise and information to keep you on the road to better health." The travel centers have added symbols to select foods in their convenience store and restaurants, taking the guesswork out of choosing healthier foods. TA/Petro has also added more than 120 walking trails, 17 basketball courts, and 45 indoor and outdoor fitness areas to their centers with plans to add more soon. For a list of participating centers and more information, visit <http://www.tatravelcenters.com/drivers/truck-drivers/services/stayfit>.

Pilot Flying J centers have partnered with Snap Fitness and Rolling Strong to offer their own express gyms. While using these fitness centers is not free (\$29.95 monthly for drivers), the amenities and conveniences it offers are worth it. Members gain access to the 85 Snap Fitness/Rolling Strong gyms within select Pilot Flying J stops, as well as any of the 1,300 Snap Fitness clubs across the world. The PFJ centers are also staffed by fitness professionals. For information and locations, visit http://rollingstrong.com/CMS11/rs/Snap_Info.html.

Remembering Those We Have Lost

Greentree Transportation Company recently lost a member of our Family. We honor Larry Neville, (Unit 41495) who recently passed away. Larry served Greentree Transportation Company as a driver for 17 years. Our sympathies go out to Larry's Family.

2014 First Quarter Safe Driving Awards

1 Year—Road Atlas Ronald Brown Leeland Carroll Abraham Clark, Jr Leonard Edmonson Paul Guerra Greg Hainline Robert Henderson Brian Holland Arron Jackson Larry Johnston Roy Lenover Gerald Mayfield Gerald Mitchell Craig Morris John Piechocki Richard Tackett	3 Year—Greentree Watch Matthew Duenke Fred Fishbeck Randy Moyano Carl Robertson	8 Year—\$400 Robert McCabe Tim Mobley
2 Year—Binder Chris Krudup Harold Steiner Cory Stellpflug Michael Stevenson	4 Year—Attaché Case Michael Shafer	9 Year—\$450 Bryan Merkle
	5 Year—\$250 William Dudley David Henney Ricky Lowe Timothy Moore Michael Stangl Vernon Taylor	10 Year—\$500 Joseph Kenley Patrick Nestlerode Lonnie Phipps Robert Record
	6 Year—\$300 Ron Brenneman Thomas Cordner Will Robinson	11 Year—\$550 Stephen Hann Stephen Kuyath
	7 Year—\$350 Ricky Lehw Mathew Simpson	13 Year—\$650 Ellen Jorgenson
		15 Year—\$750 Richard Sanders
		18 Year—\$900 Robin Hengsteler
		23 Year—\$1,150 Derald Mueller

Happy Birthday To Our Drivers

April			
David Benson	April 3	Larry Blevins	April 16
Robert McCabe	April 3	Paul Guerra	April 16
Kenneth Curry	April 4	Steven Abell	April 18
David Henney	April 6	Edward Kuehl	April 21
April Bronson	April 7	Charles Sanderson	April 21
Karl Schrage	April 7	Joseph Hare	April 22
Timothy Lisko	April 14	W John Roussele, Jr	April 22
James Hornsby	April 15	Robert Clevenger	April 24
Shane Huffstickler	April 15	Carl Coy	April 26
		Steven Adkins	April 27
May			
Charles Harrell	May 1	Joel Morris	May 10
Lawrence Lant	May 1	Thomas Gierke	May 13
Willie Durand	May 3	Kenneth Ransome	May 16
Harold Steiner	May 3	Michael Ionese	May 18
Miroslav Tous	May 3	Andrew Stone	May 18
Brian Wishard	May 3	Jake Chidester	May 19
William Dudley	May 4	Ron Brenneman	May 20
Dennis Kleinz	May 4	Linda Lee	May 20
Robert Lawson	May 4	Arron Jackson	May 23
Steven Wray	May 5	Anthony Barbera	May 24
David Butcher	May 6	Jeffrey Kaeding	May 24
James Willard	May 6	Will Robinson	May 27
		Arturo Mata	May 29
June			
Victor Angeline, Jr	June 6	Fernando Chavez	June 17
Ronald Brown	June 6	Thomas Cordner	June 18
Andrew Palos	June 6	Stephen Edwards	June 19
John Piechocki	June 6	Richard Scott	June 19
Thomas Castello, Sr	June 7	John Porter	June 22
Carlos Garcia	June 10	Stephen Masalko	June 27
Janet Blevins	June 12	Bobby Alexander	June 29
Carl Jones	June 15	Merle Burnem	June 29
Steven Gammage	June 16	Greg Inglis	June 29
Joseph Tripoli	June 19	Thomas Lenover	June 29
		David McGuire	June 29

Driver Excellence

The following drivers have been violation free on their log sheets for the months of December, January & February:

December		January			February	
Bobby Alexander	Stephen Kuyath	Craig Anderson	Robin Hengsteler	Rodney Raup	Craig Andersen	Russell Lee
Michael Barrick	William Leach	Roger Babcock	David Henney	Carl Robertson	Roger Babcock	Darwin Lindsey
William Beirne	Linda Lee	Michael Barrick	Curtis Howard	John Rousselle	Ralph Bingaman	Dale Matlack
Jeffrey Borders	Russel Lee	Clarence Benson	Shane Huffstickler	Rudy Ruiz	Ron Brenneman	Neil Melvin
Ron Brenneman	Roy Lenover	Ralph Bingaman	Arron Jackson	Shawn Schindler	James Buchanan	Bryan Merkle
Tim Burrage	Dale Matlock	Gary Booher	Larry Johnston	Ron Schroeder	Matt Budd	Laverne Merkle
Tom Castello, Sr.	Robert McCabe	Ron Brenneman	Ellen Jorgenson	Russell Scott	Robert Clevenger	Fredrick Mitchell
Tom Castello	David McGuire	James Buchanan	David Kaufman	Matt Simpson	Dennis Cole	Craig Morris
Robert Clevenger	Craig Morris	Matt Budde	Chad Keeling	Cory Stellpflug	Jerry Cooper	Glenda Morris
Jerry Cooper	Glenda Morris	Tim Burrage	Keith Keeling	Michael Stevenson	William Dudley	Kenneth Morris
Rocky Creasy	Kenneth Morris	Tom Castello, Sr.	Anthony Kocher	Andrew Stone	William Enzlmueller	John Moser
Ken Curry	Donald Reed	Fernando Chavez	Delwyn Kok	Murry Syfert	Steven Gammage	Randy Moyano
Jack Dillon	Will Robinson	Dallas Chidester	Matt Kolb	Richard Tackett	Paul Guerra	David Mueller
Tony Emerson	Daniel Rodesky	Jerry Cooper	Russell Lee	Miroslav Tous	J. Hare/E.Jorgenson	Patrick Nestlerode
Earmon Hagan	Karl Schrage	Rocky Creasy	Ricky Lehw	Delmar Ulsh	Richard Harry	Jerry O'Neal
Charles Harrell	Richard Scott	Ken Curry	Roy Lenover	Brian Wishard	Don Harvey	Timothy Plubell
Richard Harry	James Shaffer	Jon Davis	Robert McCabe	Glenda Wright	Eric Hearn	John Porter
Don Harvey	Tamara Sian	Danny Doolittle	David McGuire	Todd Zimmerman	David Heinemann	William Robinson
David Heineman	Mathew Simpson	Tony Emerson	Bryan Merkle		Robin Hengsteler	John Rousselle, Jr.
Jerry Hensley	Harold Steiner	Tom Gierke	Laverne Merkle		Shane Huffstickler	Rudy Ruiz
Real Houle	Ronald Stidham	Gary Gregory	Jerry Miller		Michael Jack	Karl Schrage
Michael Ionese	Mark "Joe" Szoke	Charles Grosebeck	Fred Mitchell		Larry Johnston	James Shaffer
Michael Jack	Miroslav Tous	Paul Guerra	Craig Morris		David Kaufmann	Tamara Sian
Ellen Jorgenson	George Willard	Joseph Hare	John Moser		Keith Keeling	Joseph Tripoli
Chad Keeling	Michael Workman	Don Harvey	Derald Mueller		Matt Kolb	Joseph Wine
Alex Kolb	Glenda Wright	Eric Hearn	Tim Plubell		Stephen Kuyath	Glenda Wright
Ed Kuehl	Todd Zimmerman	David Heinemann	John Porter		Linda Lee	Michael Workman

How to Take Pictures to Help Save Claim Dollars

Having the right pictures can save claim dollars not only for the company, but for you as well. As you should be aware, all claims carry a deductible that can be charged to you in the event that you are found to be responsible for the claim. The right pictures have the potential to support your account of what happened and help us to not pay for damages or injuries that we are not responsible for.

Cargo

If there is damage on the load prior to you taking possession of the freight, ensure to write it down along with documenting the damage with pictures. This way when the freight is delivered with only the damage on it that it was picked up with, we can deny being responsible for the damage and have picture evidence to support our denial. If damage was caused during transit, you need to take pictures of the damage and what caused the damage. If the damage is not noticed until delivery, then you will need to take the pictures at that time.

Crashes

If you are involved in a crash, it is very important to take pictures of the damage to your vehicle, the damage to the other vehicle, and the position in which the vehicles made contact. If the vehicles are no longer in the crash position, then take pictures of the place where the crash occurred to show what the road situation was when the crash occurred. Ensure to take pictures of any skid marks, pieces that may have fallen off either of the vehicles, and even a picture of the other driver to document any injuries in case they try and come back against us claiming injuries.

Taking Pictures

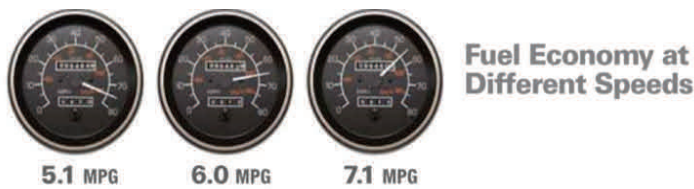
The type of camera that is used to take the pictures is not important. It could be a cell phone, a digital camera, or even a disposable camera. The most important part of the picture and the biggest reason for taking the pictures are the details. When taking pictures, try and take them from different angles to capture all of the details. If you are trying to take a picture of damage that is small, take a picture from a few paces back to show the overall object, then take it a few paces closer, and then take a picture of the damage up close. When taking a picture of something that is small or when trying to show the size of a scratch or dent to something, use a point of reference in the picture. A point of reference could be something like a coin, a ruler, a pen, or even a log book - use something that will help show the actual size of the damage. All pictures that are taken of the damages need to be sent into safety to be added to the claim file.



Fuel Economy As A Function Of Speed

We recently reviewed a study done by Bridgestone that analyzed a number of factors and how they relate to fuel economy in trucks. Here are some of the key findings:

- **Speed is the biggest factor related to fuel economy.** This is primarily due to the increased air resistance at higher speeds. Air resistance is practically non-existent at very low speeds, but increases rapidly with speed, and becomes the most important factor once speeds exceed 45 MPH. This is especially true with non-aerodynamic trucks (big hoods, external lights and air cleaners, etc).
- **In their tests, vehicles went from about 5.1 MPG at 75MPH to about 7.1 MPG at 55 MPH.** Bridgestone tests indicate for every 1MPH you increase speed above 55 MPH, you cut your miles per gallon by about 1.6%.



- **Engine manufacturers estimate that maintenance costs may be as much as 10-15% higher at 75 MPH than at 55 MPH,** and engine durability could drop 10-15%.” Again, air resistance is making the motor work much harder.
- **Higher speeds result in shorter tire life.** Additional effects could include uneven tire wear, and reduced casing life and retreadability due to tires running hotter.

Let's do some quick math. We'll assume you are running 100,000 miles per year, paying an average of \$3.85 per gallon after receiving your TII discounts (you ARE receiving our

discounts, right?) and attaining an average fuel economy of 5.5 MPG. Based on this study, if you slow down by 5 MPH your fuel economy should increase by 8% ($5 \times 1.6\%$), which would result in a new MPG of 5.94 MPG. This will reduce your annual fuel bill from \$70,000 per year to \$64,815 per year. What would you do with an extra \$432 per month IN YOUR POCKET? And this doesn't even count the potential savings in tire life or engine wear.

Of course we understand that occasionally you need to run the maximum legal speed in order to make a pickup or

delivery on time. But when time is not critical, we urge you to give yourself a raise by slowing down.

Upcoming Driver Appreciation Events

There are three scheduled driver appreciation events coming up. The meetings will be in Pensacola, Florida in May, home office in Pittsburgh in June and in Youngstown, Ohio in July.

May 17th Pensacola, Florida

The location of this meeting is 7050 Plantation Road Pensacola, Florida. It will be held in the Hampton Inn. The meeting will start at noon with lunch to follow. The location has available parking for tractor trailers. If attending with your truck park in the rear of the hotel. I have reserved 5 rooms at a discount rate if drivers want to stay in the hotel on Friday May 16th. The rooms are under InTransit.

June 7th Home office, Pittsburgh, Pennsylvania

The location of this event will be 100 Industry Drive, Pittsburgh Pennsylvania. We will start the meeting at noon with lunch to follow. We will have adequate parking at our location.

July 12th Youngstown, Ohio

The location of this event will be 801 N. Canfield Niles Road, Youngstown Ohio at the Fairfield Inn and Suites. I have also reserved 5 rooms at a discount rate. The rooms are under InTransit.

These events are family friendly. If you are in need of an inspection Dan Lawson will be performing inspections while the meeting is taking place free of charge. If you plan on attending please notify the Safety department so we can coordinate the food and gifts.

Claim Reporting

It is very important that all crashes and claims be reported immediately. The safety department needs to be able to start working on claims as soon as they happen to help prevent the costs of damages from increasing and help you get back on the road. In order to report your claim, the safety department can be reached at 412-490-6040 option 3. If it is after hours, the answering service can be reached at 888-278-0623 and you will be connected to a safety representative who can take down the information about your claim.

Quick Log Book Quiz!

Answer True or False to the following questions to test your knowledge:

- ☐ You must sign your log at the completion of the day
- ☐ The total miles I drove for the day is a required field
- ☐ I can only log my 30 minute break as "off duty", or "sleeper berth"
- ☐ I can log multiple off duty days on one log
- ☐ I need to log my fuel stops
- ☐ I need to log any DOT inspections, to include enforcement and commercial
- ☐ I cannot drive after 8 hours of being on-duty and driving without taking a 30 minute break
- ☐ I need to list my shipping number or shipper and commodity on my log
- ☐ If I have a co-driver, I need to list them on my log
- ☐ When I am sent for a drug and alcohol test, I log it as on duty
- ☐ I can only drive for 11 hours in a 14 hour period.



All questions above should be answered true. Your log can not be signed until you have completed your day. It is a certification that you have completed your log entirely and that everything on it correct. Falsified logs carry a heavy penalty if discovered on a roadside inspection. The total miles field is a requirement to have listed per DOT, plus it is used for fuel tax purposes. Your 30 minute break is required to be on the off-duty line or on the sleeper berth line. This 30 minute break is supposed to be a break from all duties required of you for the day. When taking multiple days off, the date that is listed in the date field should be for only the first day that you are off-duty. In the box called "number of off duty days starting today" you will list the number of days that you are off in a row including the day the log is dated for. You must list all fuel stops on your log along with the city and state of that fuel stop and you must list all DOT stops on your log as well as notate any violations that are found on your Driver vehicle inspection report. In addition to fuel stops and DOT stops, the shipping number or shipper and commodity must be listed on your log. If you have a co-driver, you must list them on your log. If you are sent for a drug and/or alcohol test, whether it is a random or post-accident, it must be listed on your log as on-duty time. This knowledge check represented some of the most frequently asked questions as well as some of the most frequent violations. If you have any questions regarding hours of service, please contact the safety department.

Do Not Type or Read a Text Message While Driving a CMV!

Use of mobile phones is restricted for CMV drivers

This rule restricts a CMV driver from reaching for or holding a mobile phone to conduct a voice communication, as well as dialing by pressing more than a single button. CMV drivers who use a mobile phone while driving can only operate a hands-free phone located in close proximity. In short, the rule prohibits unsafely reaching for a device, holding a mobile phone, or pressing multiple buttons.

What happens if a driver is caught using a hand-held phone or texting while driving?

The rule imposes sanctions for driver offenses, including civil penalties up to \$2,750 and driver disqualification for multiple offenses. Motor carriers are also prohibited from requiring or allowing their drivers to text or use a hand-held mobile phone while driving and may be subject to civil penalties up to \$11,000. Violations will impact SMS results. Texting and calling on a hand-held phone carry the maximum violation severity weighting in SMS!

What are the risks?

Besides penalties and possible driver disqualification, recent research shows that the odds of being involved in a safety-critical event (e.g., crash, near-crash, unintentional lane deviation) are 23.2 times greater for CMV drivers who text while driving than for those who do not. Texting drivers took their eyes off the road for an average of 4.6 seconds. At 55 mph, this equates to a driver traveling the approximate length of a football field — without looking at the roadway! For CMV drivers who dial a mobile phone while driving, the odds of being involved in a safety-critical event are six times greater than for those who do not. Why take chances?

Bottom Line: Using a hand held device while driving is a serious traffic violation that could result in a driver disqualification.

No call, no text, no ticket!

