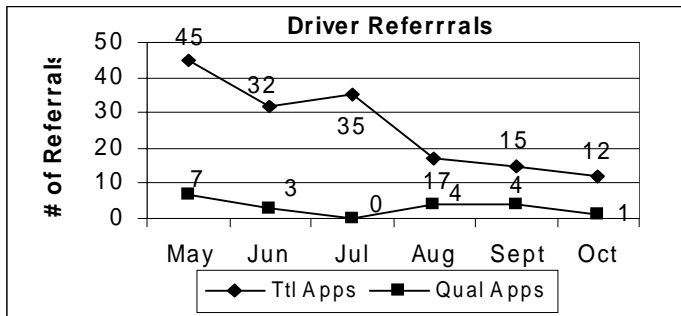
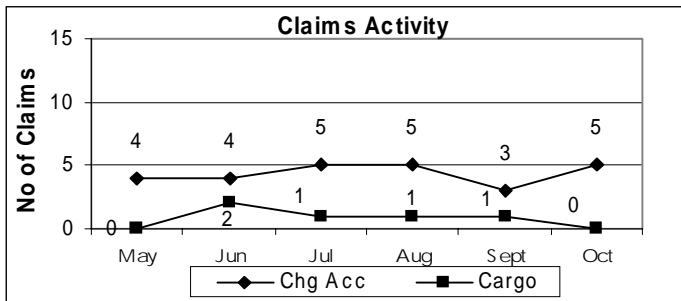
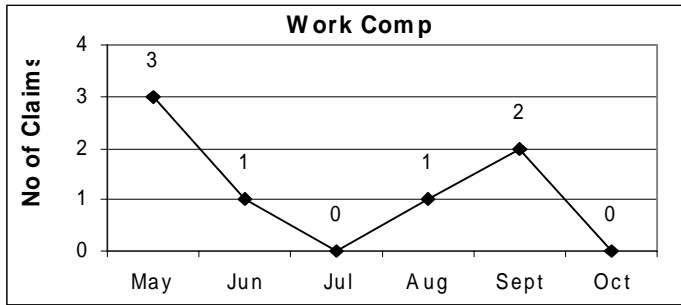




TANDEM EXPRESS

Your Monthly Update on Matters that Matter

Monthly Stats



Driver Referral Payout for OCTOBER was \$2,045!
The year-to-date total is \$26,085!

Operations (for October)			
# Active Drvrs (All)	253	Fuel MPG (Co.)	6.71
No. Loads	5,868	Fuel CPG (Co.)	\$1.47
Miles(x1000-Rand)	2,458	Fuel CPM (Co.)	\$0.22

Tenure Recognition

The following loyal and dedicated employees have reached another year of service in **November**.

	NAME	YOS	POSITION
1	Kenneth Worm	32	Regional Manager
2	David Bay	12	VP HR & Adm Svc
3	Cynda Singer	9	Professional Driver
4	Daniel Singer	9	Professional Driver
5	Dale Worthum	7	Professional Driver
6	Reggie Wilhite	4	Professional Driver
7	Christopher Bond	4	Professional Driver
8	Keith McCune	4	Professional Driver
9	Gary Mlekush	4	Professional Driver
10	Cleo Kephart	3	Professional Driver
11	George Doolittle, III	1	Professional Driver
12	Lloyd Halterman	1	Professional Driver
13	Lee Male	1	Professional Driver
14	Earl Miller, Sr.	1	Professional Driver
15	William Raines	1	Professional Driver
16	Timothy Rose	1	Professional Driver
17	Eddie Williamson	1	Professional Driver
18	Deborah Lowery	1	Reg. Traffic Coord.

Congratulations and thank you for your support!

Safety Update

In general, claims were down in October thanks to Tandem's many Professional drivers. Thank you to everyone for your continued safety awareness. However, coming into this time of year, the potential for claims is much greater. Bad weather brings with it adverse conditions such as ice and snow. Roadways can become very slick without much warning this time of year. Heavy dew on roadways can become icy early in the mornings, especially in shaded areas. Soon we will have snow and more icy conditions to contend with. The best advice I can give is to SLOW DOWN when these conditions are present. **Remember the 3 factors in stopping distance. 1) Perception Distance 2) Reaction Distance and 3) Braking Distance. Match your speed to the road surface and do not "Overdrive" the conditions of road or weather.**

This time of year, with bad weather, there tend to be more cargo claims. Wet and moisture damage claims are a very serious factor to Flatbed carriers during the winter

months. By not fully tarping a load, we run the risk of a moisture claim. Those claims are usually in the Thousands of dollars. Over the last couple of months we have already experienced two cargo claims due to improper tarping.

There may be times when a tarp, by itself, is not enough. **There will be times when extra precaution is necessary. Plastic is a good insurance policy against a moisture claim.** Place the plastic on the top of the load, then tarp over that. If your tarps have any leaks or holes, the plastic will give you added protection against a claim. **Cargo claims are very expensive, and can be avoided even in these adverse weather conditions.** Always be conscientious of Safety and conduct yourself as a true Professional Driver.

New HOS Training

No one really knows what affect the new regs will have on the trucking industry. Many trucking executives agree it will probably reduce overall productivity, but by how much, no one can tell. Therefore, it is critical that drivers are up-to-date on the new regs and are as prepared as possible.

We have close to 100 drivers that have completed the new HOS training. A great big THANK YOU! to everyone who has made the effort to get their training before the end of the year. We need to keep this momentum and train the rest of our fleet. We must get everyone in as soon as possible and prepare them for the changes that will be coming after the first of the year.

We continue to conduct the new HOS classes on Tuesday and Wednesday afternoon. If you are not able to be here on those days, see Jerry Hutchin and he will go over the new rules with you, one-on-one. There are also a few changes in the securement rules, which will be covered at that time.

“Speed Bay” Is Here!

The “Speed Bay” is here! Thanks to the efforts of our maintenance department and the input our Driver Reps, we have established a speed bay that will be utilized for minor repairs (e.g., lights, quick parts replacement, etc.). The Reps suggested that some parameters be set so that drivers would know what to expect and therefore we decided that **repairs estimated at 30 minutes would be considered for “Speed Bay” assignment.** That will allow about 1 hour per service. We have not established a specified time for the speed bay to be open. Since this is the first time we have offered this service, we are not sure what hours will be best. Therefore, it will be open whenever it can be open. We hope to have more consistent hours after the bay has been open for awhile. In the meantime, the shop will direct you to the speed bay when appropriate.

Tire Pressure Testing

Tire pressure has been a topic of discussion for many years. Management is always promoting “Check your tire pressure”. A few months ago we did a random check of 25 units in the Michigan Parking lot. To management’s surprise, many of the units had low or flat tires.

In an effort to encourage drivers to better monitor their tire pressure, maintenance will be noting on the work order if a driver fails the “tire pressure test”. **That is, if a unit has either two low tires (less than 90lbs of pressure) or one flat tire (less than 80lbs of pressure), the driver will be notified and the work order noted.** We are hoping that this will help us identify how well tire pressure is being monitored and address the problem early on.

Air Filters - Service Based On Restriction

Dave Stamp (Donaldson Rep) visited Tandem this month and gave a short presentation. He advised everyone that there are two golden rules when it comes to current air filter technology. **The first is “Air filter service is based on restriction” and the second is that “Only a new and clean air filter is NOT efficient – a dirty one is”.** That means the dirt that collects on the filter is actually necessary for the proper functioning of the air filter. Therefore, DO NOT clean the air filter on your own. If you do, you reduce the efficiency of the filter. Monitor your restriction gauge. If it pops several times, notify the shop and have the filter looked at. You should only have to replace the air filter once during your assignment to a Tandem truck. The filters are built to last 250,000 to 300,000 miles.

Driver Reps in Action

The Driver Rep program continues to move forward. We have just completed our second year of monthly meetings. For the last 6 months attendance has averaged around 17 drivers per meeting – that is a great turnout! We officially have 27 driver Reps and are pleased that so many drivers are making this a priority.

Remember that the Driver Reps are here for you. The last two meetings concentrated heavily on questions that the Reps have heard from the fleet – from tarp repair to truck washes. If you are interested in the detail, please contact Caryn Brown in Michigan City (Ext. 116) and she will mail or e-mail you a copy of the meeting minutes. November minutes are completed, so you can have the latest update.

Thought for the Month

- The three stages of a man’s life:*
- 1. He believes in Santa Claus*
 - 2. He doesn’t believe in Santa Claus*
 - 3. He is Santa Claus*

Author Unknown