

The Fifth Wheel

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Phil DeSimone
Chief
Operating
Officer

Diesel fuel has surpassed \$4.00 per gallon, and for the 1st time in our industry's history, fuel has eclipsed driver wages as a trucking company's highest cost. Currently, fuel is Southern Cal's highest cost, and we need your help to manage our highest cost area. Fuel impacts carriers in two ways: 1) Drains cash flow quickly as fuel purchases are paid immediately to providers and 2) Reduces operating profit because it is an increased cost that is not completely offset by a fuel surcharge. Many trucking companies are struggling not just to be profitable but to continue in business. In the first Quarter of 2008, there were 935 bankruptcies of trucking companies with five trucks or more. This number most likely will grow in the 2nd quarter due to the continued increase in fuel prices.

Most all companies are taking measures primarily around reducing speed and idling time in an attempt to increase MPG and control their fuel expenditure. You can help us by taking actions to improve your MPG performance. We, like all other trucking companies, have to reduce and control this extreme high cost area just to stay up with the rapid rise in fuel costs. One of the actions that we must take to improve our fuel economy and mitigate the high cost of

Improving Fuel Economy

fuel is to govern trucks at lower speeds. Effective immediately, we will be turning ALL Southern Cal tractors down to 72 MPH – down from 75 MPH. Even at 72 MPH, we are governing our trucks at higher speeds than most of our competitors. We will adjust ALL Eagle tractors to 65 MPH – down from 68 MPH. Taking these two actions could reduce our fuel cost by as much as \$2.7 Million annually.

We are not taking this step lightly. We took many actions to drive our costs downward and were hopeful that fuel costs would not continue to rise as they have. However, given the present high cost of fuel the company must responsibly manage this high cost area downward and maintain our low cost posture as a carrier. It is vital that we

remain low cost as a carrier to be able to continue to drive value for our customers and provide work for our drivers. We know that this will not be a popular decision with our fleet, and we ask for your understanding as we respond to drastic fluctuations in our fuel costs. We have the benefit of having a professional, experienced fleet that understands business and our current economic conditions, and we are very grateful for the hard work that you perform day in and day out.

Thank you and drive safely,

Ken Adam
Owner

Phil DeSimone
Chief Operating Officer

L.A.P.

is an acronym you can use to help you remember the uncoupling steps.

- L** = Landing Gear
- A** = Air Lines
- P** = Pin

Landing Gear - Crank the trailer supports all the way down, as described in step 3 of our uncoupling procedures.

Air Lines - Disconnect both air lines and the electrical pigtail, and hang them in their holders - step 4.

Pin - Pull the 5th wheel release handle, step 5.

Performing the steps in this order will help you develop a consistent method to make sure you don't miss any steps.





Cliff Abbot
**Director of
 Driver
 Development**

Each year we spend thousands of dollars on wrecker and repair bills for trailers that were damaged due to being improperly dropped. Follow these instructions for a safe and secure uncouple:

1. Check the area. Know What's Happening; get out and walk the area where you intend to drop the trailer (G.O.A.L.). Will the trailer fit in the space you have chosen? Is it level? Will the surface (pavement) support the weight of the trailer? Keep in mind that conditions can change – asphalt can become soft in the summer sun and that hard-packed dirt may turn into a quagmire in a hard rain. Make sure that you, or another driver, will have a solid surface to back under the trailer and enough traction to move it. Use blocking under the trailer supports whenever you aren't sure the ground or pavement will support the weight of the trailer. Make sure the blocking you use is sturdy enough (about 4" thick wood works well) to do the job. Place it under the trailer

supports, running the same direction as the trailer (lengthwise), so that if the trailer moves when picked up, it won't slide off the blocking material.

2. Back in. Set the tractor and trailer parking brakes. Don't forget to Get Out And Look (GOAL) as often as necessary.

3. Lower the trailer supports. Crank them all the way to the ground and then continue cranking. As the weight of the trailer transfers to the supports, the crank will become harder to turn. When this happens, stop cranking.

4. Disconnect the lines. Hang the air lines and light cords in the holder mounted on the rear of the cab. If there is no holder, hook the air lines together and hang them up somewhere so they will not rub against the frame or fall down and become tangled in the drive shaft.

5. Pull the pin. Release the 5th

wheel locking jaws by pulling out on the release handle – make sure it's all the way out and latched so it does not retract.

6. Dump the air. Release the air pressure from the suspension air bags. This prevents the rear of the tractor from springing up forcefully as it comes out from under the trailer.

7. Pull half-way out. Pull forward just until the 5th wheel is partially out from under the trailer – and then stop. Make sure that a part of the 5th wheel is still under the trailer, so that if the trailer supports sink into the ground, the trailer will come to rest on it. Inspect the pads on the trailer supports – if they are **both** touching the ground or pavement and not sinking in, proceed with the next step.

8. Pull away. But take a last look at the trailer on your way out to make sure it is not sinking or leaning - and don't forget to re-pressurize the suspension air bags.

Uncoupling

Top 10 Idle% and MPG

TRK	Idle %	Driver	TRK	MPG	Driver
551	7.40	Geneva & Scott Wheelis	1359	6.803	Cedrick Barfield
928	8.30	Tammy & Danny Beaver	996	6.699	Linda & Dimas Martinez
396	9.76	Belinda & Carl Byrd	1155	6.661	BonnySue Bullock
561	10.86	JoAnn & Robert Cochran	1153	6.405	Jerry Hyde
408	12.46	Verlon Strait & Bernard McClindon	916	6.401	Amelia & Jose Camacho
994	12.62	Raymond Ford & David Anderson	351	6.394	Alicia Gonzalez & Jose Rodriguez
967	13.14	Gabriel Villareal	408	6.392	Verlon Strait & Bernard McClindon
529	13.32	Frances & Leonard Hedge	950	6.369	Patrick Stutzenburg & Demetris Weaver
542	13.44	Millie & Curtis Boyd	991	6.357	Susan & Richard Durstine
1335	13.47	Stephen Antonicelli	975	6.355	Linda Vinson & Samuel Norwood

Expiring CDL's & Physical's

Expiring CDL's

DUKE, WILLIAM A.	02/18/08	FRANKLIN, TIMOTHY B.	04/30/08
GALVAN, LETICIA	03/04/08	HARRIS, ERNEST	05/02/08
SMITH, TERRY	03/06/08	SETTLE, RONALD O	05/04/08
WARREN, ROBERT D	03/31/08	TAYLOR, LOYD B.	05/04/08
WHITE, JEROME	04/02/08	BOYD, MILLIE	05/04/08
SULLIVAN, JACK	04/10/08	COWLES, DARRELL W.	05/10/08
MORRISON, DENISE	04/10/08	WHITE, LINDA F.	05/12/08
RIGSBY, RONA	04/11/08	HEADLEY, MARION RANDALL	05/15/08
SAGER, TONY	04/17/08	PITCHFORD, ALBERT EARL	05/24/08
THIROUX, JOHNNY	04/23/08	HANNA, ADEL	05/31/08

Expiring Physical's

BOMAR, ALLAN	04/10/08	DENNIS, MARK LEROY	05/12/08
COX, JOHN RICHARD	04/10/08	CRAVEN, ANTHONY R.	05/14/08
GIOIELLI, RICHARD MICHAEL	04/18/08	WHITE, JEROME	05/14/08
COX, JUDY	04/27/08	DELIPHOSE, STEVEN J.	05/23/08
RADCLIFF, KENNETH	04/28/08	DELIPHOSE, DIANE	05/23/08
ROGERS, BRENDA	05/02/08	BEASLEY, CLAUDE	05/26/08
HEDGES, STEVEN LEE	05/02/08	WRIGHT, GEORGE V. (BUDDY)	05/26/08
PITCHFORD, ALBERT EARL	05/03/08	BOWERS, DONNIS REBECCA	05/29/08
GIVENS, HENRY	05/10/08		



Larry Byrum
Maintenance
Director

NEW CASCADIA TRUCKS

The new cascadia trucks are a completely different truck as far as wiring. It has multi-plex wiring which works on ground instead of what everyone is used to as having a hot wire and a ground. It is a better system mainly because there are no hot wires running through the cab of the truck. When you work a switch in these trucks, all you are basically doing is completing a ground. Therefore, there are a few things a driver needs to be aware of:

1. Do not try to hook up a power inverter yourself. It is not a simple hook up like it used to be as far as going straight to the battery. Now we have to go through a power junction block with a 150 amp, 32 volt fuse. **The shop needs to hook inverters up.**
2. Do not probe wires in these trucks looking for a 12 volt supply to hook to because it will not have one and damage to the wires will occur. Remember it works on ground

instead of power.

3. Do not change the radios out on these trucks and install what you have purchased. The communication wire between the truck and all the components run through the am/fm radio. If a radio is installed that is different from the factory radio, it will turn a check engine light on.
4. Do not remove cabinets from the truck because on the passenger side the wiring is going through them and the left side the heat and a/c duct work runs through the cabinet. All the cabinets have a power outlet in them, and they are all 12 volt outlets.
5. The trucks are pre-wired for a C.B. radio, but you will not see a red wire and a black wire. All the wires have numbers on them and GND which means ground. The shop will identify the correct wires for you to hook your C.B. radio up.

6. For those of you that are already on the road running and do not have a refrigerator installed in your truck, we now have them in stock and will work with you and your dispatcher to get you through here to have them installed.

7. Remember if you are on home time and the truck is going to be down for an extended period of time, you need to cut the power switch off in the truck. The switch is located next to the driver seat and very easy to access either from the seat or outside the truck. It will save the battery power and hopefully we will not see the problems of having to jump trucks off after sitting a few days.

8. If anyone has a question about these trucks, please do not hesitate to call. If we do not know the answer to your question, we will be glad to research it and give you an answer to any question you might have.

Thanks and drive safely.

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Billy Erskine
Director of
Safety

Safety Corner

How do you know if you have High Blood Pressure?

Only your doctor can tell you if you have high blood pressure. Most doctors will check your blood pressure several times on different days before deciding that you have high blood pressure. A diagnosis of high blood pressure is given if repeated readings are 140/90 or 130/80 or higher if you have diabetes or chronic kidney disease.

Having your blood pressure tested is quick and easy. Your doctor or nurse will use some type of a gauge, a stethoscope (or electronic sensor), and a blood pressure cuff, also called a sphygmomanometer (sfig-mo-ma-NOM-e-ter).

Blood pressure readings are usually taken when you are sitting or lying down and relaxed. Below are things you can do before going to get your blood pressure taken:

- Do not drink coffee or smoke cigarettes 30 minutes before having your blood pressure taken.
- Wear short sleeves.
- Go to the bathroom before the reading. Having a full bladder can change your blood pressure reading.
- Sit for 5 minutes before the test.