

Rollin' On

A GARNER TRANSPORTATION GROUP
PUBLICATION FOR ASSOCIATES & FRIENDS

MAY 2017



Garner is a highly skilled network of professional drivers and staff who have made the commitment to **exceed** customer expectations.

celebrations for May

Happy Birthday

5/4 Ken Prusinski
5/9 Robert Downing
5/10 Sonja Walsh
5/12 Michael Geddes
5/14 Matt Ritchie
5/17 Justin Romick
5/19 Tim Sigworth
5/22 Max Anderson
Eddie Cardona
Isaac Cardona
5/27 Joseph Hooper

Years of Service

1 Year
Andrew Himmler
Ken Prusinski
2 Years
Jeffery Bowman
Prentiss West
3 Years
Taren Coleman
6 Years
Jack Petrick
9 Years
Mike Martie
12 Years
Tim Sherman
20 Years
Tim Chrulski

Happy Anniversary

5/29 M/M Ed McKinley

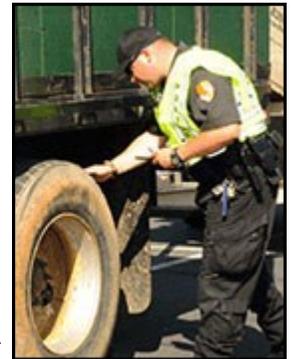


If you see we have missed your celebration, please forgive us and contact the office to help us make the correction.

ANNUAL ROADCHECK JUNE 6—8

It's getting to be that time of year again. This year's **Annual Roadcheck will take place June 6-8, 2017**. Over a 72-hour period, commercial motor vehicle inspectors in the United States will conduct inspections of commercial motor vehicles and their drivers.

Each year, Roadcheck places special emphasis on a category of violations. This year's focus is cargo securement. While checking for compliance with safe cargo securement regulations is always part of roadside inspections, CVSA is highlighting cargo securement safety this year as a reminder of its importance to highway safety.



Inspectors will primarily be conducting a level I inspection, which is the most thorough roadside inspection. It is a 37-step procedure that includes an examination of both driver operating requirements and vehicle mechanical requirements. Drivers are required to provide items such as their driver's license, hours-



of-service documentation (ELD'S), motor carrier registration and shipping documentation (BOL), and inspectors will be checking drivers for seat belt usage

and the influence of alcohol and/or drugs. The vehicle inspection includes checking items such as the brake systems, cargo securement, coupling devices, driveline/driveshaft, exhaust systems, frames, fuel systems, lighting devices (required lamps), steering mechanisms, suspensions, tires, van, wheels, rims and hubs, windshield wipers.

Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with nearly 17 trucks or buses inspected, on average, every minute in Canada, the

(Continued on page 3)



**THANK YOU FOR
SCANNING
BOLs AND DVIRs**

If you are one of the drivers who use CamScanner to send paperwork to the office, we are grateful!

That has brought up another question: if you have DOT Inspections, tickets, or other paperwork that must be turned into the office, you may also scan those documents using the same process. Scott Ritchie will receive those by email. Just forward the scanned pdf document to Scott at his email address:

sritchie@garnertrucking.com

The subject line should reflect the document: i.e. "DOT Insp," "Ticket" etc. It is suggested that you follow up with a call to verify Scott received it.

If you are a driver who does not scan but is interested in knowing more, call the office. As always, if you have any questions, please call the office for answers.

**Clean Inspection
Congratulations!**

- Mackenzie Trenor*
- Richard Holtzapple*
- Eli Yoder*
- Tim Degregorio*
- Chris Basilius*
- John Toupalik*
- Craig Puchta*
- Steve Gorman*



SAFETY PROCEDURES BENEFIT EVERYONE!
Inspection Selection System: 34
Our ISS Score indicates "PASS"

BASICs OVERVIEW

Based on a 24-month record ending March 31, 2017

	GTG Rating	Trend	Thresholds
Unsafe Driving	27%	No change	65%
Fatigued Driving (HOS)	0% (< 3 violations)	No change	65%
Driver Fitness	0%		80%
Controlled Substances and Alcohol	0%		80%
Vehicle Maintenance	34%	No change	80%
Cargo-Related	No Violations		80%
Crash Indicator	Not Available		65%

Safety & Performance Bonus Review
THINK SAFETY!

Month	Dec-16	Jan-17	Feb-17
Total Drivers	107	105	103
Warning/Citations	1	0	0
Stability Control	1	0	0
Hard Brakes	0	0	0
Fuel Solutions	0	0	0
Preventable Accidents	2	2	1
Late Loads	3	1	0
% Receiving Bonus*	76.6%	78%	92.2%
Total Bonus Paid Out	\$15,644.28	\$10,864.33	\$12,045.91

* The % total reflects the actual drivers who are paid their Safety & Performance Bonus. The incident numbers reflect only those drivers who have lost their bonus beginning the month indicated.

Welcome Aboard



**Bryce
McCaughey**
2665



**Brian
Wildman**
2655 Trainee



(Continued from page 1)



United States and Mexico during a 72-hour period. Since its inception, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns.

Please remember to **take your time** and Pre-trip your tractor and trailers thoroughly. This year will be a great opportunity to lower our CSA scores. Better yet don't forget to call Sonja or myself if you have received an inspection so we can award you \$75.00 for each clean inspection. Be safe out there and we are a phone call away if any of you need anything.

Scott Ritchie
Safety Director

OTA SAFETY BANQUET

David Walsh was honored for his safe driving record at the Ohio Trucking Association Safety Banquet on April 21. The 2016 OTA Driver of the Year Finalist was earned by Dave's career 37 years with 2.6 million accident free miles.



Dave stated: "The key to being a successful driver is to slow down and think as you go about each day. However, no matter how much skill and concentration you have, there is still an element of God's watchful eye over you that makes the difference."

Dave is grateful for the nomination by Garner Safety Department and support from the Administration and Staff! Congratulations, Dave!





SUNDAY MAY 14TH

JUNE CELEBRATIONS

June is a time for celebrating! In the June newsletter we like to share exciting things happening with our Garner family, as well as kudos to the great dads in your life. Send us your stories and pictures! We'd love to share things like new babies, graduations, marriages, engagements, milestones! Send us your celebrations and father's day tributes to be included in the June newsletter.



Garner will be recognizing one special father (randomly selected) with a special thank you of a Menard's gift card.

Send your celebrations to Jenny at jschaub@garnertrucking.com by **May 19th!**



2ND ANNUAL WREATHS ACROSS AMERICA RIDE TO REMEMBER SATURDAY JULY 22

Pre-Register until July 19th
\$15.00 single / \$20.00 double

Register Day Of
\$20.00 single / \$25.00 double

Contact

Josh Davis 419-672-10959
Brent Palmer 419-722-0302

- ◆ Bike Run
- ◆ 50/50 Raffle
- ◆ Poker Run
- ◆ Dinner Included

Money raised will be used to support laying wreaths at Maple Grove Cemetery in December

BEST FLEETS TO DRIVE FOR

On Friday April 28th Garner hosted an open house to celebrate being named one of 2017's Best Fleets to Drive For!

Celebrations included an Open House Ribbon Cutting, a visit from The Red Coat representatives from Findlay Hancock Chamber of Commerce, Proclamations from the Office of Governor Kasich, Rep Robert Sprague and Senator Cliff Hite and Findlay Hancock County Chamber and a live broadcast with Big Dave from WKXA. Thank you to everyone who stopped by and helped us share in this great recognition.



FROM THE SHOP

Position Of The Trailer Tandems

Sliding your trailer tandems toward the front or back of the vehicle will primarily change the weight distribution between the tractor's drive axles and the trailer tandems. Sliding the tandems can also affect the weight on the steering axle, but to a rather small degree. For the purpose of focusing exclusively on positioning the trailer tandems, we're going to ignore the minor changes to the weight of the steer axle. It's rarely a factor when deciding where to place your trailer tandems.

By sliding the trailer tandems forward, you will put more weight on the trailer tandems and take weight off the tractor's drive axles. Conversely, by sliding the trailer tandems toward the rear of the trailer, you will take weight off the trailer tandems and put more weight onto the tractor's drive axles.

Amount Of Weight Moved Per Hole: The trailer tandems lock into place with a set of locking pins that slide into holes drilled into the tandem slider rail. You can see the holes in the slider rail in the picture to the left.



The distance between the locking pin holes on the trailer will be the main factor affecting how much weight is moved per hole. This distance varies between the different trailer manufacturers, and the larger the distance between the holes, the more weight will be shifted with each hole.

The two main hole spacings you'll find are 4 inches and 6 inches. You can estimate that you will move 250 pounds per hole for 4 inch spacing, and 400 pounds per hole for 6 inch spacing. This will help you estimate how many holes you'll have to slide the trailer tandems to move the proper amount of weight necessary in order to get the axle weights legal.

EXAMPLE: You scale your truck at a truck stop and receive your scale ticket. The slider rail hole spacing is 6 inches which will move 400 pounds of weight per hole, and let's assume the steer axle weight won't change. What would you have to do in order to get your truck legal?

◆ Steer: 11,590 ◆ Drives: 34,700 ◆ Trailer: 32,100 ◆ Gross: 78,390

In this example, the drive axles are overweight (34,000 pound maximum) by 700 pounds. Assuming each hole in the tandem slider rail moves 400 pounds, you would have to slide your trailer tandems toward the front of the truck a minimum of two holes to transfer enough weight from your drive axles to your trailer tandems in order to get your axle weights legal. The end result would be approximately:

◆ Steer: 11,590 ◆ Drives: 33,900 ◆ Trailer: 32,900 ◆ Gross: 78,390

- Steer: remains unchanged for this example
- Drives: $34,700 - 800$ (2 holes x 400 pounds each) = 33,900
- Trailer: $32,100 + 800$ (2 holes x 400 pounds each) = 32,900
- Gross: Remains the same

So as you can see, this is really simple math. Again, we're assuming the weight won't change on the steer axles for this examples, but in reality it might change a little bit. Most of the time the change in weight of the steer axle will have little or no affect on where you'll put the trailer tandems.