



BBE Bulletin
Quarterly Update

BILLY BARNES
 ENTERPRISES, INC.
 MONROEVILLE, ALABAMA

July-Sept 2013

THIRD QUARTER, ISSUE 3

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VP of Maintenance Report

By: Jerry Layton

The Maintenance Department has been very busy this year. Through July we have completed 1,269 inspections, 6,237 unit repairs, 808 unit washes, 3,822 Fuel Island inspections, and 364 tarp repairs. We have prepped five new day cabs for service, three Macks and two Volvos. These units are around 1,000 pounds lighter than the Macks and Volvos purchased last year. We have also received five new Freightliners, four boom trucks and one regular sleeper.

Our International Prostar trucks have had several recalls that should enhance performance and alleviate some issues we have had. The recalls include the ECM recalibration, fuel pump, fuel sender, EGR shaft, alternator wiring harness, and blower motor. We are actively working to correct these recalls, which could take several days. If you are assigned to one of these trucks your patience is appreciated.

We have also been busy with major engine work on 2004-2007 model trucks. This year, 14 engines have been rebuilt or replaced, averaging about one every two weeks. We are running 12 different engine models,

which is up from only four different models five years ago. This has presented many challenges, but Maintenance is doing a great job of adapting to the engine changes, the different truck brands, and the new emission requirement components.

We recently placed a new live bottom trailer in service for use in Waynesboro/Pine Hill. We have completed major repairs on two customer live bottom trailers for use in the Thomasville area. We have also equipped two additional day cabs with wets kits for use with the live bottom trailers. All double door chip trailers are being modified to open from the side. This modification, which takes four to five hours, will allow us to use these trailers in customer mills that do not permit center latch doors.

The summer heat and humidity present challenges on our equipment and on our Maintenance personnel who work in the heat 8-10 hours a day. Maintenance does a great job of keeping equipment available despite these adverse conditions, and they also continue to do an outstanding job of working safe. We are currently

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at 291 consecutive days without a lost time injury. Our record is 1,075 consecutive days set from 2008 to 2011.

Finally, I want to remind drivers of the importance in performing good, daily pre-trip and post-trip inspections. Immediately contact Maintenance with any issues you have with your truck or trailer. Many defects found during a DOT inspection can be identified with a good pre-trip inspection. Billy Barnes Enterprises, Inc., has shown significant improvement over the last few years in DOT out of service violations.

Our drivers are doing a good job of communicating and working with Maintenance to identify issues that need to be corrected. It takes a team effort to accomplish this. Thank you for your cooperation.

Preventable or Not? Doe pained by four- wheeler's lane switch

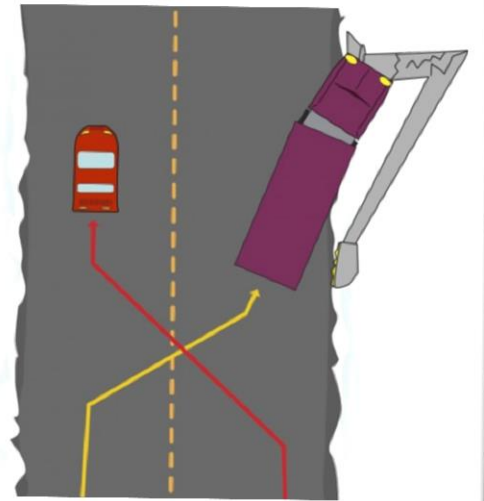
CCJ Journal

Having delivered a shrink-wrapped pallet of Mrs. Frisky's Rock-Throwing Kits to Toys Galore – off Pudd Pike, in the Smurdley Shopping Center – trucker John Doe was heading eastward on Route 409 with an empty dry van in tow. An icy rain was starting to fall, making the roadway slick, and it also was approaching lunchtime. “A hot pizza with extra veggies and low-calorie cheese sure would hit the spot,” mused Doe, who was watching his weight, after all.

After passing some turtle-paced traffic, Doe continued to run in the left lane at the posted speed limit of 55 mph, daydreaming about his imminent arrival at Paul's Pizza Paradise. Simultaneously, Hortense P. Pocallia, rolling along

slightly ahead in the right lane, noticed that cars ahead were stopping, but only in her lane. “There must be an accident,” Pocallia concluded as she hit her brakes and swerved her Corvette to the left into Doe's path, hoping to escape the traffic jam.

Suddenly faced with the Corvette's bright-red posterior, Doe also braked hard, figured that he couldn't stop in time, steered into the right lane, started to jackknife and slid entirely off the road into a hefty light pole. Doe wasn't hurt, but his long-nose conventional now resembled a cabover, inspiring his safety director to charge him with a preventable accident, which Doe contested.



Asked to render a final decision, the National Safety Council's Accident Review Committee upheld the preventable ruling. Despite worsening road conditions, Doe had passed more-cautious drivers instead of slowing down, even when traffic in the next lane was braking. Under those conditions, a professional driver should have anticipated lane-hopping by Pocallia and others, NSC said.

The Importance of Vehicle Inspections

JJ Keller Safety Training Newsletter
May 2013

Vehicle inspections are an important part of a professional driver's job. In addition to being a regulatory requirement, vehicle inspections help in making sure a commercial motor vehicle (CMV) operates safely and efficiently. This, in turn can have a positive effect on a motor carrier's Compliance, Safety, Accountability (CSA) scores.

Daily Inspection Requirements: The Federal Motor Carrier Safety Regulations (FMCSRs) include daily inspection requirements.
Post-trip—At the end of each

day's work on each CMV operated, the driver must complete a written report. This report is commonly referred to as a driver vehicle inspection report (DVIR). It must cover, at a minimum, eleven parts and accessories as listed in Sec. 396.11 of the FMCSRs.

On the DVIR, the CMV must be identified and any defect or deficiency which could affect its safe operation or cause a mechanical breakdown must be listed. If no defects or deficiencies are found, this must be reported as well. In all cases, after completing the inspection, the driver must sign the DVIR.

Before the vehicle can be operated again, any items listed as being

defective or deficient that may affect the safety of the vehicle must be repaired and the motor carrier must sign the report, verifying that the repairs have been made.

Pre-trip—Before the driver starts the day operating the CMV he/she must be satisfied that the vehicle is in safe operating condition and that all emergency equipment is in place and ready to use.

He/she is also required to review the last DVIR and sign the report if defects or deficiencies were reported by the driver who prepared the report. This is the driver's way of acknowledging that he/she has reviewed the report and certifies that all repairs have been performed.

PRE-TRIP ITEMS

U J N U N W I X V Y F F N S Y
 C O U P L I N G D E V I C E S
 M C Q Z C W B V R C S O Y M K
 E V W D O D U X R U G E L B Q
 T N E M E R U C E S O G R A C
 S U S P E N S I O N M A M I O
 Y T S L E E H W D E K X V S T
 S K W Y S L O P T E S S K D R
 T J G B P R I S S M T M N E X
 S Z U R V U Y G J V E I S R F
 U H X A E S R T H U E R E X T
 A C P Y L E K C L T R R D J J
 H W T E F C J S G M I Z Y T P
 X C U N R J M K Z Q N N F U H
 E F K V I R J V X R G R G I I

Find: Brakes, Coupling Devices, Fuel System, Exhaust System, Lighting, Cargo Securement, Steering, Suspension, Tires, Wheels, Rims, Hubs

THE 7-STEP PRE-TRIP INSPECTION

1. Vehicle Overview- Walk around vehicle noting overall condition, look for unusual wear, review last DVIR, make sure any defects noted are repaired
2. Engine Compartment- Check all fluid levels, hoses, belts, wiring, alternator, water pump, and air compressor; inspect wheels, tires, steering system, suspension, exhaust, and frame
3. Inside the Cab- Check gauges, warning lights, directional, windshield wipers/washers, steering wheel, clutch, accelerator, and brake; inspect mirrors, windshield, and safety equipment
4. Lights- Inspect low and high beam headlights and four-way flashers
5. Walk around- Should cover entire exterior of vehicle starting at left front side and continuing to front, right side, coupling system, rear, and left side
6. Signal Lights- Make sure signal lights and brake lights are operating properly
7. Brake System- All brakes should be tested including parking, emergency, and service

TEST YOUR KNOWLEDGE

1. Doing your pre trip the same way every day helps you perform complete and consistent inspections.
 - a. True
 - b. False
2. When performing the vehicle overview portion of your pre trip inspection, you should:
 - a. Walk around vehicle noting overall condition
 - b. Look for unusual wear
 - c. Review last DVIR making sure any defects noted are repaired
 - d. All of the above
3. Wheels, tires, steering system, suspension, exhaust, and frame are components that should be inspected when performing the engine compartment portion of the pre-trip inspection.
 - a. True
 - b. False
4. When inside the cab, you should inspect?
 - a. Water pump
 - b. Radio
 - c. Safety Equip.
 - d. All of the above
5. The walk around portion of the inspection only needs to cover the front and rear of the vehicle.
 - a. True
 - b. False

Answers: 1.A 2.D 3.A 4.C 5.B

Roadcheck Checklist for Drivers

Commercial Vehicle Safety Alliance
http://www.cvsa.org/programs/documents/roadcheck2012/checklist_20120531v2.pdf

As a professional driver you face a lot of stress and pressure each day just trying to do your job.

Maneuvering through congested highways with aggressive car drivers darting around you can be difficult since all too often everyone is in a rush to get where they are going. It may make you want to gamble a bit by taking unnecessary risks. But your risk goes up exponentially for each violation you receive. The seriousness of violations is more than monetary, unless you're willing to pay with your life. And we're not just talking about your life. When you gamble, you are also gambling your family's future and the future of many other innocent parties. Don't take that gamble; it's just not worth the risk.

Safety Tips:

1. **Buckle up!** It is your last line of defense!
2. **Pre-inspect the condition of your vehicle** before and check for load securement. Maximize the vision around your truck with properly adjusted mirrors; be sure your mirrors are properly set and clean.
3. **Get in a safe mindset!** Obey speed limits and traffic signs. Excessive speed reduces your ability to avoid a

crash, extends your vehicle's stopping distance, and increases the severity of a crash when it occurs. Slow down in bad weather and at construction zones.

4. **Maintain a safe following distance.** Follow other vehicles at a safe distance. Make sure to constantly check your mirrors.
5. **Make only safe and necessary lane changes.** Pick a lane and stay in it for as long as possible. Lane changes increase one's risk of an accident.
6. **Focus on your driving and avoid or minimize in-truck distractions** such as cell phone use, changing CDs, eating, or other activities that can remove your attention from the road.
7. **Never drive under the influence!** Watch out for other motorists whose driving behavior suggests they may have been drinking.
8. **Get enough sleep.** Sleep deprivation and fatigue can cause lapses in attention, slowed awareness and impaired judgment.



School Bus Safety Tips

JJ Keller Safety Training Newsletter
August 2013

With school starting throughout the country in the next several weeks, now is the time to review school bus safety.

When traveling through a school zone keep an eye out for children, especially younger children. Half of all school age pedestrians killed are between 5 and 7 years old. As well as being

smaller and harder to see, younger children don't understand the dangers posed by moving vehicles and can't judge vehicle speed and distance as well as an adult.

Drive defensively. Continually scan the road. Watch for children gathering near bus stops and watch for children walking in the road. Pay extra attention in school zones and reduce speed as required.

Understand and follow the flashing signal light system. Yellow flashing lights mean the

bus is getting ready to stop. Red flashing lights and an extended stop arm mean the bus has stopped and children are boarding/ exiting. All drivers must come to a complete stop and not proceed until the lights stop flashing, the stop arm is withdrawn, and the bus starts to move.

Learn and obey the school bus laws for the areas in which you travel. As well as being dangerous, violating these laws can result in citations and fines.



July:

Ernest Anderson-7/08
Bob Courter-7/25
Russell Fletcher-7/08
Kendrick Hill-7/24
James Huff-7/17
Sherman Jones-7/21
Terry Kilpatrick-7/04
John Nichols-7/06
Joe Pettis-7/25
John Poindexter-7/13
Calvin Williams-7/31

August:

James Callahan-8/05
Zachary Carraway-8/02
Richard Eakin-8/22
Stephen House-8/22
Everett Jackson-8/14
Gerald Johns-8/15
Gerod Johns-8/15
Bryan Kilpatrick-8/17

Carl McNickles-8/18
Steve Morris-8/14
James Reedy-8/17
Manfred Sanders-8/15
Terry Woodson-8/16

September:

Irene Bell-9/06
Charles Bishop-9/15
Melvin Blankenship-9/14
Kenny Boatwright-9/30
Aaron Brown-9/12
Wiley Downing-9/02
Bruce Harris-9/23
Clyde Harris-9/14
George Hawkins-9/22
Sherrie Salter-9/17
Wayne Summers-9/24
Johnny Thomas-9/13



July:

Odell Rudolph-27 yrs
Johnny Frost-27 yrs
DL Mason-21 yrs
Wiley Downing-12 yrs
Jerry Young-12 yrs
Fred Penn-11 yrs
Chris Champion-9 yrs
Luke Hudson-8 yrs
Charlie Jones-8 yrs
Dennis Harrison-6 yrs
Richard Eakin-5 yrs
Jimmie Spann-5 yrs
Tim Catrett-4 yrs
Charles Bishop-4 yrs
Brian Wilhem-3 yrs
Steven Bigford-2 yrs
Clyde Harris-2 yrs
Ladon Cauley-2 yrs
Dylan Frye-1 yr
Steve House-1 yr
James Huff-1 yr
Rodney Morgan-1 yr

August:

Joe Holifield-24 yrs
Tex Scott-23 yrs
Irene Bell-21 yrs
Jimmy DuBose-14 yrs
Albert Richardson-5 yrs
Bryan Kilpatrick-5 yrs
Kevin Colbert-2 yrs
Gary Pugh-2 yrs
Judy Courter-2 yrs
Johnathan Williams-1 yr

September:

Johnny Snodgrass-11 yrs
Carl Clark-8 yrs
David Nobles-7 yrs
Tim Ward-6 yrs
Donald Baker-4 yrs
Bob Courter-3 yrs
Cole Champion-2 yrs
Scott Ziglar-1 yr

“Opportunity is missed by most people because it is dressed in overalls and looks like work.”

Thomas A. Edison