



DRIVER AND FAMILY NEWSLETTER MAY-AUGUST 2013

New Hours of Service Rules Coming July 1, 2013

Below are the major changes you need to be aware of:

Provisions	Current Rule	Final Rule Compliance 7/1/13
Limitations on minimum “34 hour Restarts”	None	(1) Must include two periods between 1 AM and 5 AM home terminal time (2) May only be used once per week
Rest Breaks	None except as limited by Other rule provisions	May drive only if 8 hours or less have passed since end of last off-Duty period of at least 30 minutes

TRAINING VIDEO AVAILABLE: “HOS FINAL RULE” <http://starfreight.infinit-i.net/>
****WORKS ON ALL SMART PHONES** USERNAME=DRIVER CODE PASSWORD=STAR**

QUESTION: Do I have to take a break exactly 8 hours after I come on duty?

ANSWER: The rule allows flexibility in when and where you choose to take the break. The rule only prohibits driving if more than 8 consecutive hours have passed since the last off duty period of at least 30 minutes. For example, let’s assume you spent 2 hours loading at the beginning of the day and then you have a 10 hour drive ahead of you. You must take the break no later than 8 hours after coming on duty. You can however take the break earlier. If you take a 30 minute break or more at some point between the 4th and 8th hours after coming on duty, you can complete the rest of your planned 10 hours of driving without another break.

QUESTION: Does the break have to be spent resting?

ANSWER: NO – The driver must be off duty for at least 30 minutes. Meal breaks or any other off duty time of at least 30 minutes qualifies as a break.

THERE IS NO CHANGE IN THE 11 HOUR, 14 HOUR OR 70 HOUR HOS REGULATIONS

Here is a summary of those rules:

11 Hour Driving Limit	May drive a maximum of 11 hours after 10 consecutive hours off duty.
14 Hour Limit	May not drive beyond the 14 th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off duty time does not extend the 14 hour period.
70 Hour On Duty Limit	May not drive after 70 hours on duty in 8 consecutive days. A drive may restart An 8 consecutive day period



DRIVER BIRTHDAYS

MAY

2-David Clark
8-Jay Murphy
29-Willy Hernandez
31-James Cooper

JUNE

2-Ray Brooks
8-Khaild Eddington
14-Brandon Whitner
18-Jermeiy Lampman
22-Rick Rais
26-Rob Hielckert
28-Bryan Chamberlian

JULY

12-Janet Gaston
14-Fred Schautz
14-Charles Armstrong
20-Barrian Moorer
28-Gene Knudson

AUGUST

5-Eddie Wimes
6-Amiel Meyer
7-Peggy Dube
9-Joe East
12-Gabe Walo
15-Daniel Wilson
17-Eric Brown
21-Mike Smith
28-Rob Johnson
29-Lynn Lockhart



DRIVER ANNIVERSARIES

4 Years:

Jose Rendon-May
Rick Wilson-July
Jim Glitch-July
Manny Mendiaz-July

3 Years:

Leo Johnson-June
Patrick Fleming-July
Ron Nixon-August

2 Years:

Khalid Eddington-June
Bryan Chamberlain-July
Bill Martin-July
Cedric Banks-August
Jerry Adams-August

1 Year:

Dan Shope-May
Phillip Floyd-May
Jermaine Rice-May
Willy Hernandez-May
Robert Ireland-June
Billie Ireland-June
Mike Smith-July
Gabe Walo-July
Chris Sessions-August

THANK YOU ALL FOR YOUR LOYALTY!!

SUMMER SAFETY TIPS

HYDROPLANING:

Summertime is approaching and you will encounter rain which can be troublesome. As you know, there is a great deal less friction between the rubber and a wet road. Recent research shows that at normal highway speeds, truck tires can hydroplane just like cars.

Hydroplaning results when a film of water builds up under the tires rather than being squeezed out from under them. The tendency to hydroplane is affected by speed, depth of the water on the pavement, tire load and tread depth.

As in the case with locking the brakes and losing control on wet pavement, the danger is greatest when driving a lightly loaded or empty unit or when bobtailing a tractor. The lighter the load on the tires, the easier it is to build up a sufficient film of water to literally lift the tires off the pavement. The likelihood of hydroplaning is further increased by the fact that as the load on the tire decreases, the size of the contact area between the tire and the road gets a lot smaller.

Of the many factors that affect control, speed is the one you can do something about. Under any conditions, reducing speed shortens stopping distances. Reducing speed reduces the danger of hydroplaning because it gives time for the tires to squeeze the water out rather than having it build up underneath the tires.

Avoiding loss of control on wet pavement depends on your right foot. Be sure to slow down enough to avoid a preventable accident.

TIRES:

Overheating from under inflation is the number one cause of a tire failure. If it's too hot to touch, it's too hot to drive.

Check your tires before the trip, then every 2 hours or 100 miles and at every stop. A damaged, flat, over-inflated or under-inflated tire cuts performance by up to 45%.

Fast stops, fast starts and chuck holes are easy to avoid tire wasters. Keep tires clean and treads clear, monitor their wear patterns and check for rocks lodged between the dual tires to extend their life and save you money.



Did you know we have a Referral Bonus Program?

REFER A DRIVER THAT IS HIRED – GET AN EASY \$1,000 IN YOUR POCKET

Star Freight's referral bonus program is currently paying \$250 after the referred drivers 1st check - \$250 after 30 days - \$250 after 90 days and \$250 after six months of service.

HOW DO I QUALIFY?

START A CONVERSATION TODAY ABOUT STAR FREIGHT LLC - remember to give them your name and tell them to call Sherrie at 219-510-5662 or apply at www.starfreightllc.com and you could earn an extra \$1,000 today!!!