



DUMP TRUCK CARRIERS CONFERENCE

NEWSLETTER

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DIED OF NATURAL CAUSES (True Story)

POLK COUNTY FLORIDA SHERIFF, GRADY JUDD

An illegal alien in Polk County Florida, who was pulled over in a routine traffic stop, ended up "executing" the deputy who stopped him. The deputy was shot eight times, including once behind his right ear at close range. Another deputy was wounded and a police dog killed.

The murderer was found hiding in a wooded area. As soon as he took a shot at the SWAT team, officers opened fire on him and hit him 68 times. Naturally, the liberal media went berserk and asked why they had to shoot the poor, undocumented immigrant 68 times.

Sheriff Grady Judd told the Orlando Sentinel: "Because that's all the ammunition we had."

Now, is that just about the all-time greatest answer or what!

The Coroner also reported that the illegal alien died of natural causes. When asked by a reporter how that could be, since there were 68 bullet wounds in his body, he simply replied: "When you are shot 68 times you are naturally gonna die."

DID YOU KNOW?

Maximum Penalties For DOT Violations Were Increased On June 2, 2015

Examples (Per Violation):

OOS Violations:

Driver - \$3,100 (up 48%)

Company - \$21,000 (up 31%)

Hours-Of-Service:

Driver - \$3,750 (up 36%)

Company - \$16,000 (up 45%)

Falsification Of Records - \$11,000 (up 10%)

Railroad Grade Crossing Violation - \$11,000 (up 10%)

CDL Violation - \$4,750 (up 27%)

Insurance Violation - \$21,000 (up 31%)

QUOTABLE:

"The hottest places in Hell are reserved for those who, in a period of moral crisis, maintain their neutrality."

- Dante

GENERAL INFORMATION

WHERE WHITE MAN WENT WRONG!

Indian Chief Two Eagles, approaching 90 years old, was asked by a white U.S. government official, "You have observed the white man for 90 years. You've seen his wars and his technological advances. You've seen his progress, and also the damage he's done".

The Chief nodded in agreement.

The official continued, "considering all these events, in your opinion where did the white man go wrong?"

The Chief stared at the government official, smiled, then replied, "when white man find land, Indians running it, no taxes, no debt, plenty buffalo, plenty beaver, clean water. Women did all the work; medicine man free. Indian man spend all day hunting and fishing; all night making love.

You have more question?

DUMP TRUCK CARRIERS CONFERENCE NEWSLETTER

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Dannemiller Associates, Inc.
7792 Olentangy River Road, Suite F-2
Columbus, Ohio 43235
(614) 431-8740
Fax: (614) 431-8742
Website: Dannemiller.US
E-mail: larry@dannemiller.us

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Submissions by members and interested parties are welcome.

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FMCSA MAY EASE RESTRICTIONS ON DIABETIC DRIVERS

Commercial drivers who need insulin to control their diabetes could soon be able to drive across state lines without needing a special waiver.

Diabetes poses a safety concern mainly due to the symptoms of **hypoglycemia** a condition where insulin treatment may cause blood glucose to drop to dangerously low levels. This can result in double or blurry vision, shaking or trembling, weakness, fatigue, fainting, seizures, or coma.

The Federal Motor Carrier Safety Administration (FMCSA) has proposed a new rule that would eliminate the need for drivers with insulin-treated diabetes mellitus to apply for an exemption to be able to operate in interstate commerce.

Current federal safety rules prohibit individuals who take insulin from driving commercial motor vehicles.

In order for a driver to qualify for a medical certificate under the newly proposed standards, their treating clinician would have to send documentation to the medical examiner indicating that their diabetic condition is stable and well-controlled. The driver would have to get a new medical certificate at least annually.

According to the FMCSA treated diabetics "are as safe as other drivers when their condition is well-controlled."

The FMCSA estimates that over 200,000 drivers may be eligible for medical qualification under the new standards.

Congress required the FMCSA to relax its qualification standards for insulin-using drivers

GENERAL INFORMATION

FMCSA MAY EASE RESTRICTIONS ON DIABETIC DRIVERS (Cont'd)

in 2005, but the agency has been slow to respond.

Meanwhile, exemption requests have been mounting - the agency received 858 exemption applications in 2012 from insulin-using drivers. If the new standards are finalized, the existing exemptions would be unnecessary and withdrawn.

DRIVERS WITH DEFIBRILLATORS STILL WAITING FOR EXEMPTIONS

Another 12 drivers recently submitted applications to be exempted from the federal prohibition on the use of implantable cardioverter defibrillators (ICDs), joining 7 drivers who have submitted applications since 2012.

ICDs are used to prevent cardiac arrest in high-risk patients, but federal safety standards do not allow their use among drivers operating commercial vehicles.

The Federal Motor Carrier Safety Administration (FMCSA) says it is still "in the process of gathering and analyzing additional data concerning (ICDs and commercial motor vehicle (CMV) driving".

If granted, the exemptions would allow drivers with ICDs to operate in interstate commerce for up to two years.

The FMCSA also recently received exemption requests from three drivers who suffer from narcolepsy.

In all 22 cases, the agency's decision remains pending.

RULE CHANGES

The following is an overview of DOT regulations scheduled to be initiated or changed by year end (Seldom happens as scheduled)

1. Rule: Heavy Vehicle Speed Limiters

Stage: Draft

Expected Publication Date: August 27

Summary: This rule would require the installation of speed limiting devices on heavy trucks over 26,000 pounds.

2. Rule: Carrier Safety Fitness Determination

Stage: Draft

Expected Publication Date: September 9

Summary: This long-delayed proposal would change the way that motor carriers receive a safety rating, using data from the Compliance, Safety, Accountability (CSA) program. (Bad idea).

3. Rule: Prohibition of Coercion

State: Final

Expected Publication Date: September 25

Summary: This rule will prevent motor carriers, shippers, receivers, or other "transportation intermediaries" from forcing drivers to operate commercial vehicles in violation of federal safety rules. It will include procedures for drivers to report such coercion to the DOT.

GENERAL INFORMATION

RULE CHANGES (Cont'd)

4. Rule: Electronic Logging Devices (ELDs) and Supporting Documents

State: Final

Expected Publication Date: September 20

Summary: This rule will establish minimum performance and design standards for electronic logging devices, require their use by drivers who currently have to prepare logs, and will establish new rules for supporting documents.

5. Rule: Entry-Level Driver Training

State: Draft

Expected Publication Date: October 15

Summary: The DOT will propose new standards for mandatory training of entry-level drivers of commercial motor vehicles that require a commercial driver's license (CDL). The standards will include requirements for classroom, range, and behind-the-wheel training from training providers listed on a national registry.

6. Rule: CDL Drug and Alcohol Clearinghouse

State: Final

Expected Publication Date: December 14

Summary: This rule will create a central database for verified positive and refusal drug and alcohol test

results for CDL holders. It will require employers and service agents to report positive test results and refusals, and require employers to query the database before hiring a driver.

IS HITTING AN ATTENUATOR TRUCK AN "ACCIDENT"?

If you crash into a truck that was designed to be crashed into, is it considered an "accident"? Not for the company that owns the truck, according to the Federal Motor Carrier Safety Administration (FMCSA).

New FMCSA guidance says the operator of an "attenuator" truck at a construction site does not need to make an entry on its accident register when someone hits the back of the truck.

If a commercial motor vehicle (CMV) hits an attenuator truck, however, then the accident is recordable for the CMV operator.

Attenuator trucks are highway safety vehicles equipped with an impact-absorbing cushion intended to reduce the risks of injuries and fatalities resulting from crashes in construction work zones.

Crashing into an attenuator truck is not considered a recordable accident for the company operating the truck, the FMCSA says, since "it is expected that these vehicles will be struck from time to time while the attenuators are deployed".

Construction companies that already have such crashes on their safety records can have those accidents removed through the DataQs appeal process.

The new guidance to 49 CFR Sec. 390.5 took effect on May 26, 2015.

GENERAL INFORMATION

GOT VIDEO? USE IT PROPERLY!

The National Transportation Safety Board (NTSB) has issued a "Safety Alert" to help motor carriers ensure that their onboard video recorders are set up properly - or to help them buy a good recording system if they don't already have one.

The notice says to make sure the video equipment:

- Provides visibility of the driver,
- Provides visibility of each occupant seating location,
- Provides visibility forward of the vehicle,
- Ensures an optimized frame rate,
- Allows low-light recording capability (night vision), and
- Is properly installed and maintained.

The notice is available online at www.ntsb.gov/safety/safety-alerts/Documents/SA_043.pdf.

OWNER-OPERATOR SHUT DOWN FOR SERIOUS VIOLATIONS

A trucking company with one truck and a 100 percent out-of-service rate has been ordered to immediately cease all vehicle operations.

The Federal Motor Carrier Safety Administration (FMCSA) says the company was an "imminent hazard to public safety" due to serious violations of federal rules for vehicle maintenance, drug and alcohol testing, driver qualification, and hours-of-service.

On six separate occasions in the past 12 months, the company's sole tractor-trailer was placed out-of-service following roadside inspections. Violations included inadequate brakes, brake system pressure loss, oil-contaminated brake and steering components, and worn tires.

"Any vehicle, especially a large commercial combination vehicle such as a truck and trailer, that is not maintained or repaired and allowed to

become a serious public hazard, is absolutely unacceptable," said FMCSA Chief Counsel Scott Darling. "Compliance is not optional. If a motor carrier does not adhere to the safety regulations, we will see that it does not operate".

Under the Compliance, Safety, Accountability (CSA) program, the company was on "Alert" in both the vehicle maintenance and hours-of-service categories, with a score of 99 percent for vehicle maintenance.

The FMCSA also simultaneously revoked the carrier's federal operating authority and suspended its USDOT number.

Violating an imminent-hazard out-of-service order and operating without operating authority and a USDOT number may result in civil penalties up to \$60,000 as well as a criminal penalty, including a fine of up to \$25,000 and imprisonment for up to one year.

MEDICAL CERTIFICATION CHANGES

Processing driver medical exams will be changing starting late this year under a new rule from the FMCSA.

The rule could actually save drivers and motor carriers time and money once fully in place.

The biggest changes:

- CDL holders and their employers will no longer have to deal with paper medical cards or provide them to state licensing agencies, because exam results will be forwarded electronically from the examiner to the FMCSA and then to the states;
- Motor carriers will no longer have to verify that their CDL drivers' medical examiners are listed on the National Registry; and
- New medical exam forms and certificates will have to be used for all commercial driver exams.

Compliance not required until June 2018.

GENERAL INFORMATION

CVSA SEPTEMBER BRAKE INSPECTION BLITZ

During this annual event to be held September 6th to 12th, tens of thousands of vehicles are inspected by state and federal inspectors, with an emphasis placed on brake components.

CVSA, inspectors will look at brake-system components to identify loose or missing parts, air or hydraulic fluid leaks, worn linings, pads, drums or rotors, and other faulty brake-system components.

During the 2014 inspection blitz inspectors from participating agencies **inspected 13,305 vehicles, resulting in 2,162 trucks put Out-Of-Service for brake violations.**

Antilock braking system (ABS) malfunction indicator lamps will also be checked, and inspectors will check brake components and measure pushrod stroke where applicable.

Defective or out-of-adjustment brakes will result in the vehicle being placed Out-Of-Service.

General Inspection Procedure

Items Inspected:

1. Driver License
2. Registration
3. Low Air Warning Device
4. Pushrod Travel (Adjustment)

5. Brake Linings/Drums
6. Air Loss Rate (if Leak Detected)
7. Tractor Protection System

Air Brake Inspection Procedure

Step 1: Choose The Inspection Site

Step 2: Safety Considerations

Step 3: Check Air Brake Mechanical Components

Step 4: Check Steering Axle Air Brake Mechanical Components

Step 5: Check Brake Adjustment

Step 6: Build The Air Pressure to 90 - 100 PSI

Step 7: Check The Air Brake ABS System (If Applicable)

Step 8: Test Air Loss Rate

Step 9: Test Low Air Pressure Warning Device

Step 10: Check The Tractor Protection System

Step 11: Finalize Paperwork, And Provide The Results To The Driver (i.e. Out-Of-Service, Etc.)

WE NEED HELP? (by Larry Dannemiller)

The Chinese invented paper in 105 A.D. but it was not used as a form of currency until much later. During the "Tang" Dynasty (618-907), merchants began to leave heavy strings of coin with a known and trustworthy agent who would record how much coin the merchant had stored on a piece of paper. That paper, basically a promissory note, could then be traded for goods, and the seller of those goods could go to the agent and redeem the notes for coins. Workable but unwieldy.

At the beginning of the Song Dynasty (960-1279), the government licensed specific deposit shops where people could leave their coin and receive paper notes which could be used for other transactions. In the 1100's, "Song" authorities decided to take direct control of this system issuing the world's first government produced paper money. In 1265, the government introduced a truly national currency, printed to a single standard, and usable across the empire. Successor Dynasties (Yuan Dynasty, Ming Dynasty), printed their own form of paper currency. This currency was not backed by anything of value and the printing of increasing amounts of paper money eventually lead to run away inflation and collapse.

Democracies inevitably devour themselves. Since the collapse of the Ming Dynasty in 1644, almost always, a government's ruin has been the result of hyper-inflation produced by printing worthless currency resulting in unsustainable public debt levels. The Song Dynasty, the French Revolution, the Confederacy of The United States, the Weimar Republic (who's demise produced Adolph Hitler), are historic examples of governments' printing increasing amounts of unbacked currency that accompanied their collapse.

The United States of America, age 239, is the longest running successful democracy in history. 2nd place, 3rd place, 4th place, etc...all succumbed to the inevitable circumstance that

once people realize they can and become accustomed to spending more money than is taxed, the leaders and politicians, whose primary concern is re-election, are simply unwilling to change and possibly alienate the voters who most benefit from the unfunded government largesse.

How are we doing now? Our debt to Gross Domestic Product (GDP) was 64.8% in 2008. In 2014 it was 101.5%. This compares to Germany @ 74.7%, Canada @ 86.51%, Australia 28.6%, Britain 89.4%, China 22.4%. Of the major developed nations, only Greece @ 177%, Italy @ 132% and Japan @ 230% are higher than the United States.

For the first time in history we are no longer AAA credit rated.

Today's U.S. Federal Debt is over \$18 trillion dollars and expected to be over \$20 trillion by the end of 2016,...more than double the amount when this President was elected. Even with low interest rates the annual cost on this debt is over \$200 billion. It is expected to grow dramatically to over \$500 billion annually by 2020; at which point the annual interest on Federal debt will exceed the total Federal debt in 1974.

The scary thing is, when we get to where Greece is and can't pay our bills, there is no country big enough to bail us out. We're done!

It seems that as a country we have become so complacent in the face of fiscal irresponsibility that no one seems alarmed when Janet Yellen, Chairwoman of the Federal Reserve, supposed watchdog of our finances, said before congress last week when asked whether she was concerned with the Federal Debt levels, "there will come a time when something must be done, but not now." I wonder what time she has in mind. I suspect when either she and/or Barack O'bama are out of office.

WE NEED HELP? (by Larry Dannemiller)
(Cont'd)

Last year, in the 2014 mid-term elections, the country overwhelmingly voted in Republicans who promised to put a stop to stifling regulation, the push to amnesty. O'bama Care and the nonsensical spending programs. They could do it. Congress has the power of the purse, but they know that Barack O'bama, Harry Reid and the liberal media will call them either racist or cruel, which could possibly jeopardize their re-election chances.

When Israeli Prime Minister, Benjamin Netanyahu spoke before congress last March, he mentioned the competition between two of our enemies, Iran and ISIS, to impose their own version of a militant Islamic Empire on the Middle East. He said when it comes to Iran and ISIS "*The Enemy of your Enemy is your Enemy.*" Without the bloodshed and atrocities, that memorable phrase precisely encapsulates the Democratic and Republican parties' attempt to impose their will on the American electorate. Each party talks of different ideals, morals, and goals; but how different has it really been in the last 20 years, regardless of party in power? George Bush and the Republicans increased the deficit by 3.2 trillion; Barack O'bama and the Democrats have doubled down by increasing debt by almost 7 trillion. Either schedule of deficit would eventually bankrupt the country. It's just a matter of how long it will take.

Since the elections, there have been many speeches, interviews on T.V., and televised hearings involving the IRS scandals, VA scandals, Benghazi, immigration, The Clinton Foundation, and the Hillary E-Mail fiasco. Every one on earth knows there's some very bad stuff going on but no one has been fired or indicted; and who really believes something will be done? Why? Because they don't have the guts for a true face-off.

So, the Enemy of my Enemy is my Enemy because the members of both political parties are taking up space in Congress that could be occupied by real patriots with the courage to just stand and fight in spite of the substantial power that has been ceded to the executive, even if it involves a government shut down, or their job.

The new President is going to have to be smart, bold, brash, and not worry about re-election or what the New York Times says about them.

Mitt Romney was probably close to the mark when he was taped saying that 47% of the American people (the ones that pay no taxes), wouldn't vote for him under any circumstances and actually it's now probably over 50%. But will they have the same enthusiasm for Hillary? Despite the numbers, they have to actually vote to make a difference.

I was the Republican Overseer at a polling location in the Columbus innercity on the day of the 2012 Presidential Election. There was real excitement for O'bama. Real excitement by the busload. It was like a party. They all had their voting cards listing the democratic candidates to vote for, and then they were given food, drink, and other goodies. I can't imagine the same atmosphere with a Hillary Clinton candidacy.

If she is the candidate, which appears likely, what an opportunity we have been presented! Hillary Clinton is a person with absolutely zero accomplishments, is a known repetitive liar, generally described as mean spirited, a poor campaigner, and has openly compromised the security of this county for her own gain. Her trustworthy rating among all voters, Democrat and Republican combined, is below 50%. She is definitely beatable. The shame would be if we nominated someone who either couldn't or wouldn't make a difference.



DUMP TRUCK CARRIERS CONFERENCE

MEMBERSHIP LISTING

CARRIER MEMBERS

Mr. Aaron Jones
AARON JONES TRUCKING
P. O. Box 186
Spring Valley, Ohio 45370
(937) 488-2075

Mr. Leroy J. Robbins
AUGUST ROBBEN SONS, INC.
6500 Bender Road
Cincinnati, Ohio 45233
(513) 941-7500

Mr. Abu Bundu
BAKARR ENTERPRISES, INC.
935 Wake Drive
Westerville, Ohio 43082-8539
(614) 898-7214

Mr. Jim Knisely
BERNER TRUCKING, INC.
P. O. Box 660
Dover, Ohio 44622
(330) 343-5812

Mr. Thomas Boyd
BOYD BROS., INC.
Box 118
Fredericktown, Ohio 43019
(614) 694-5916

Mr. Bill Berger
CTS, INC.
420 Howard Street
Mt. Vernon, Ohio 43050
(740) 397-9191

Mr. Daniel Zarlenga
C-Z TRUCKING CO.
9495 Harvard Boulevard
Youngstown, Ohio 44514
(330) 758-2313

Mr. Christopher A. Scala
CRYSTAL SPRINGS
MATERIALS, INC.
9500 Forty Corners Road NW
Massillon, Ohio 44647
(330) 494-6455

Mr. Gary Nye
FA NYE & SON'S
ENTERPRISES
P. O. Box 398
Bettsville, Ohio 44815
(419) 986-5400

Mr. Shawn Henderson
HENDERSON TRUCKING, INC.
124 Henderson Court
Delaware, Ohio 43015
(740) 369-6100

Mr. Bari Henning
HENNING TRUCKING
3618 Bootjack Road
Williamsburg, Ohio 45176
(513) 724-2994

Mr. Todd Hiney
HINEY TRUCKING LTD.
1101 S. Columbus Street
Xenia, Ohio 45385
(937) 372-9960

Mr. John Grattino
J.T. TRUCKING, INC.
19070 Haskins Road
Chagrin Falls, Ohio 44023-605
(216) 663-7002

Mr. Joe Stenger
J.W. STENGER TRUCKING, INC.
61485 Professional Drive
Barnesville, Ohio 43713
(800) 837-8364

Mr. Dick Jones, President
THE JONES FUEL CO.
350 Frank Road
Columbus, Ohio 43207
(614) 443-4611

Mr. Richard E. Jones, Jr.
JONES TRANSPORTATION CO.
2610 Crescentville Road
West Chester, Ohio 45069
(513) 326-6000

Mr. Bill Kerr
KERR TRUCKING, INC.
705 State Route 302
Ashland, Ohio 44805
(419) 289-9275

Mr. Bryan Monesi
MONESI TRUCKING &
EQUIPMENT REPAIR, INC.
1715 Atlas Street
Columbus, Ohio 43228-9648
(614) 921-9183



DUMP TRUCK CARRIERS CONFERENCE

MEMBERSHIP LISTING

CARRIER MEMBERS

Mr. Tim Patrick
PATRICK INCORPORATED
5839 S.R. 5
Ravenna, Ohio 44266
(330) 296-7706

Mr. Rick Kuntz
RICK KUNTZ TRUCKING, INC.
9056 State Route 88
Winham, Ohio 44288
(330) 296-9311

Mrs. Suzette Hamlin
VIKING TRUCKING, INC.
Box 25, 19-929 Rd. T
Ridgeville Corners, Ohio 43555
(419) 267-3319

Mr. Paul Adelman
PAUL ADELMAN TRUCKING
P. O. Box 370
1250 Hartville Road
Randolph, Ohio 44265
(330) 325-7470

Mr. Ben Morabito, Jr.
S.B. MORABITO TRUCKING
COMPANY
3560 East 55th Street
Cleveland, Ohio 44105
(216) 441-3070

Mr. Dan Vorst
VORST PAVING & LEASING,
INC.
14373 Road 23M
Cloverdale, Ohio 45827
(419) 453-3166

Mr. Mark Carrocce
R & J TRUCKING
8063 Southern Boulevard
P. O. Box 9454
Youngstown, Ohio 44513
(330) 758-0841

Mr. Brad Smith
SMITH MATERIAL SUPPLY,
INC.
1571 N. Main Street
Marion, Ohio 43302
(740) 382-4148

Mr. Michael D. Hodson
W.A. HODSON, INC.
P. O. Box 412
Leesburg, Ohio 45135
(937) 780-4272

Mr. Dave Jackson
REDBANK TRANSPORT, INC.
910 U.S. Route 50
Milford, Ohio 45150
(513) 831-5491

Mr. Kim Testa
TESTA TRUCKING, INC.
4381 Newhouse Road
Ostrander, Ohio 43061
(740) 666-1920

ASSOCIATE MEMBERS

Legal Services:

John Alden, Esquire
ALDEN LAW
One East Livingston Avenue
Columbus, Ohio 43215-5700
(614) 221-1306

Legal Services:

Mr. L. Christopher Bobbit
SANBORN, BRANDON, DUVALL
& BOBBITT CO., L.P.A.
2515 West Granville Road
Columbus, Ohio 43235
(614) 889-2531

Medical Services:

Ms. Lorri Smith
INTEGRITY TESTING &
SAFETY ADMINISTRATORS
6015 19 Mile Road
Sterling Heights, Michigan 48314