

GUARANTEED GAZETTE

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National Truck Driver Appreciation Week

National Truck Driver Appreciation Week is an important time for America to pay respect and thank all the professional truck drivers for their hard work and commitment in undertaking one of our economy's most demanding and important jobs. These 3.5 million professional men and women not only deliver our goods safely, securely, and on time, they also keep our highways safe. Nearly every aspect of daily life is made possible because a truck driver delivered the goods and resources people need.

This year's National Truck Driver Appreciation Week is September 13-19, 2020, and takes on a special significance considering the crucial role truck drivers have played during the COVID-19 pandemic.

Americans in all fifty states have taken extraordinary steps to show their appreciation for the important work that professional truck drivers have done as we navigate our way through the coronavirus pandemic. From children passing out lunches, to "I Heart Truck" signs across America's highways, the public has taken notice of the essential role truck drivers play in their lives. President Trump and Secretary of Transportation, Elaine Chao said, "Thank God for truckers."

Its no secret that truck drivers are a breed apart—independent, tough and capable. Without that legendary truck driver spirit, our nation, and our lives would look very different. Drivers make a difference in the world every day, just by virtue of being you! We at Guaranteed Transport Service sincerely would like to say Thank you for what you do everyday, all year long. There are gifts for you at the Winter Haven Terminal to show some of our appreciation.

Thank you for making a difference!



In This Issue

- Fun Facts
- Red Light Cameras
- Driver Appreciation
- History of Trucking

A Brief History of Trucking

The trucking industry in the United States has affected the political and economic history the United States in the 20th century. Before the invention of automobiles, most freight was moved by train or horse-drawn wagons.

In the early 1900s, trucks were basically motorized wagons that resembled their horse-drawn predecessors. Trucks didn't have noses in front of the cab and the motor and other machinery were simply suspended below the driver's seat. Paved roads at the time were few and far between. Any truck traveling on the roadways rode on solid rubber tires, making the trip very rough and very slow. It wasn't until around 1920 that most trucks were equipped with pneumatic (air-fill) tires, making the ride much easier on the driver and also allowing the truck to travel at much higher speeds.

There was about 10,000 trucks in the whole country in 1912, with many of them being used for deliveries in and around larger metropolitan areas. The Settle Chamber of Commerce sponsored a truck and driver to travel from Seattle to New York City in 1916. This trip showed the manufacturers and merchants of the country that highways and truck transport were going to become major influences in their lives. The trip from Seattle to New York City took a grand total of 31 days!

As motorized trucks became more practical and available, the railroads began losing business to trucking companies. Given the regulatory environment, rail was usually less expensive, but service by truck was far superior in terms of timing.

In 1912, trucks were equipped with electric running lights to allow them to be driven at night and make up travel time that was previously spent sleeping until the morning light. The fifth wheel innovation came to be in the 1920's, greatly enhancing the speed with which loads could be picked up and dropped off. During this time, the semi-trailer was becoming more popular and this innovation made a huge impact on the way that freight and cargo were transported.

In 1914, there were less than 15,000 miles of paved roads throughout the whole country, but during the next decade the federal government spent \$75 million on new road construction along with the improvement of existing roadways.

Trucks were first used extensively by the military during World War I. With the increased construction of paved roads, trucking began to achieve significant foothold in the 1930s, and soon became subject to various government regulations (such as the hours of service). During the late 1950s and 1960s, trucking was accelerated by the construction of the Interstate Highway System, an extensive network of freeways linking major cities across the continent. At this time, diesel fuel was a whopping 14.9 cents a gallon! Quite a difference from the fuel costs of today. Trucks with refrigerated trailers ran them on propane which made it necessary to fill up on propane as well as diesel fuel in order to keep frozen items on ice.

Trucking achieved national attention during the 1960s and 70s when songs and movies about truck driving were major hits. Truck drivers participated in widespread strikes against the rising cost of fuel, during the energy crises of 1973 and 1979, and the industry was drastically deregulated by the Motor Carrier Act of 1980. Trucking has come to dominate the freight industry in the latter portion of the 20th Century, along with what are termed "big-box stores" such as Wal-Mart and Target.

With the growth of the "big-box stores" grew the flow of goods that were being transported. New measures led to a greater demand for new efficient, cost effective and environmentally friendly cargo restraint products. Pallet loads, crates or other items need to be secure to prevent damage during transit. An unsecured load can shift in transit and create dangerous dynamics, damaging the cargo and the structure of the vehicle or intermodal container. To prevent shipment damages and for a more cost effective way to block and brace the cargo, the Loadbar was invented. The Loadbar is a disposable restraint system that is combined with a 2x4 to prevent longitudinal and lateral movements in the trailer with no need to maintain ownership after use.

As the freight and transportation industry continues to grow we continue to innovate and enhance our products to bring the absolute best in freight securement.



1-833-GTS-TANK

Fun Facts

- Truckers deliver about 10 billion tons of freight, or about 70% of all the freight moved in the U.S.
- Alexander Winton is considered the inventor of the semi-truck.
- There are currently about 15.5 million trucks operating on US roads and highways.
- Trucker's account for 12.8% of all the fuel purchased in the U.S.
- One out of every 14 American jobs, more than 9 million, belong to the trucking industry.
- The Federal Aid Highway Act, passed in 1956, authorizing the creation of 41,000 miles worth of interstate highways.
- Most truck accidents occur during lane changes.
- The average truck driver uses about 20,500 gallons of fuel each year.
- Today it would take 60 trucks to equal the exhaust emissions of a single truck in 1988.
- In 1913, 4 states (Maine, Mass., Pennsylvania and Washington) were the first states with weight limits. In 1981 all states adopted a uniform weight limit of 80,000.
- Of every dollar a small business spends on shipping, .82¢ goes to shipping by truck.
- Truckers generate about \$650 billion a year or about 5% of the American GDP (Gross Domestic Product).
- Three and a half million men, and about 200,000 women, are what's called "long haul truck drivers" in the U.S.
- In the last few years truck sales have risen 45%.
- The trucking industry is predicted to grow up to 21% in the next 10 years.

Red Light Camera Citations

Driving through a red light is dangerous and illegal. Driving through a red light with a red light camera is dangerous, illegal *and* expensive. Red light tickets usually cost \$158. Here are a few important things you should know, about red light cameras.

Stop when turning right

These red light cameras are notorious for flashing if you turn right without **coming to a complete stop**. If you fail to make a complete stop at a red light, even when making a right turn, you can expect to receive a ticket in the mail.

You won't get ticketed for driving through a yellow

The red light cameras are only programmed to capture your vehicle if you enter the intersection when the light is red. If you enter when the light is yellow and then it turns red when you are already in the intersection, you will not receive a ticket.

Not every flash ends up being a violation

Sometimes the cameras will go off even if someone did not drive through the red light. This usually occurs when someone makes a hard break before a red light, triggering the cameras without actually driving through. The front wheels of the truck might have gone past the trigger point, setting the camera's lights off. When this or similar events happen, a Notice of Violation is not always sent.

It is important to note that each image the camera captures is reviewed by a police officer, who then judges if a violation occurred.

What the cameras capture

The camera will take two pictures and record **12 seconds** of video. Your notification will include the date, time, and the intersection location.

Paying the ticket

You will then be notified by the Safety Director, Tony Hobbs, that you received a red light violation and the cost will be deducted from your paycheck. This will also cause you to lose the safety bonus for the month.

"Do what you can with all you have, wherever you are."

- Teddy Roosevelt

"Try not to become a man of success. Rather become a man of value."

- Albert Einstein

Most Common Crash Types and Prevention Tips

Weather-related accidents: When the roads are slick with rain, ice or snow, even an experienced driver can be involved in a collision. The weather forecast should be monitored, and routes should be adjusted or delayed when needed. Additionally, commercial vehicles should have important winter weather equipment, such as tire chains and salt or sand.

Accidents involving blind spots: When drivers cannot see their surroundings, there is an increased risk of a collision involving other vehicles, pedestrians or bicyclists. Drivers must be trained to avoid such accidents. Additionally, certain technologies, such as backup camera systems, can improve safety.

Accidents caused by tire blowouts: When a tire blows, the driver may lose control. Tires should be properly inflated and maintained to reduce the risk of a tire blowout. Additionally, drivers should be trained on how to handle a tire blowout – without turning or stopping abruptly.

Jackknives and rollovers: A truck is said to have jackknifed when the trailer collides with the front tractor. This is more likely to happen when the truck is braking on a slick surface, a decline or a curve. Jackknifing can be avoided by braking properly, maintaining the vehicle and using modern anti-lock brake systems. A rollover accident is more likely to occur when speeding on a turn or curve. Drivers must slow down and account for the weight of the vehicle.

Head-on and T-bone accidents: If a large truck hits another vehicle, the truck's size will result in significant damage. Even with smaller commercial vehicles, the damage can be severe. This may happen when a driver is speeding, not paying attention or running a red light, so these dangerous driving habits should be avoided.

Rear-end and underride accidents: Instead of the commercial vehicle hitting another car, the other car might hit it. When a large truck is involved, this can cause the other vehicle to become lodged under the trailer, in what's known as an underride collision. Commercial drivers should avoid stopping short and should be careful when changing lanes.

Accidents caused by distracted drivers: Texting while driving and other forms of distracted driving contributed to 5,367 deaths in 2019, according to the NHTSA. There are laws against texting while driving, for commercial motor vehicle drivers.

Accidents caused by drowsy drivers: Sleep deprivation is another serious safety issue. The FMCSA states that 13 percent of commercial motor vehicle drivers were fatigued when they crashed. The FMCSA offers several tips to prevent drowsy driving, which include getting enough sleep, avoiding medicine that induces drowsiness and taking naps.

When driving, reacting in a timely manner is crucial to crash avoidance. If a driver is distracted - failing to look forward at the onset of a conflict can substantially delay a response maneuver and drastically increase stopping distance.

Scanning the road ahead of you is essential, but you should also be alert to road conditions at your sides and behind you. If you encounter an unexpected situation - debris in the road, a stalled car, an accident, an emergency vehicle approaching from behind you - you'll have alternative options **besides slamming on the brakes**, such as speeding up, changing lanes, or turning.

Get into the habit of **checking your mirrors** frequently as you drive. Always look in your mirrors before you reduce your speed, including when you're preparing to make a turn onto a side road or driveway. Since you can't predict what other drivers will do, using these tips to keep a "space cushion" around your vehicle will give you more time and more options to react to unexpected situations.

Did you know?

You have brown eyes. Eye color is a result of how much melanin, a brown pigment, is in your iris. The more melanin in your eyes, the darker they appear because they absorb more light. If your eyes are blue, it just means there's less melanin in your iris, which reflects shorter wavelengths of light on the blue end of the color spectrum. Therefore, no matter what color your eyes appear to be, they're technically brown.

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