



MAINTENANCE & TECHNOLOGY COUNCIL

Meeting Minutes

January 19, 2012

Rogers, AR

Welcome

Mr. Brent Hilton, Director of Maintenance for Maverick Transportation, LLC and Chairman of the Maintenance and Technology Council of the Arkansas Trucking Association called the 77th meeting of the Arkansas Trucking Association's Maintenance and Technology Council to order at 11:00a.m. Chairman Hilton reminded everyone that this is their council and encouraged involvement from everyone and hoped that all in attendance took away some benefit for their time invested.

Housekeeping

Chairman Hilton pointed out housekeeping measures which included:

- Emergency Exits.
- This is an Informal Meeting format; feel free to use the facilities as needed.
- Out of courtesy to others, please turn off your cell phones and pagers or put on silent, if you need to make a call, please step out of the room.
- Robert's Rules of Order, as revised will govern our proceedings.
- There is a sign in sheet on each table, please make sure that you all sign the sheet.

Safety message

Chairman Hilton, in the tradition started by our first Chairman Mr. Carl Tapp stated: We like to begin each meeting with a short safety message. Today's message is about Eye Safety.

- Each day, about 2,000 U.S. workers sustain job-related eye injuries that require medical treatment, according to the U.S. Centers for Disease Control and Prevention's (CDC) National Institute for Occupational Safety and Health (NIOSH).
- Approximately 60 percent of workers sustaining eye injuries were not wearing proper protective eyewear, according to the Bureau of Labor Statistics. "I didn't think I needed them" should never be the answer as to why safety glasses were not worn.
- An estimated 90 percent of eye injuries could be prevented through the use of proper protective eyewear on the job, according to the National Eye Institute.
- Under the Healthy People 2010 program, the nation's official public health agenda, the U.S. Department of Health and Human Services hopes to cut workplace eye injuries by almost a third over the course of this decade.
- Industry standards now recognize two classes of industrial safety lenses: traditional *basic impact* lenses and *high impact* lenses, shown in ballistic tests to offer improved protection against flying particles. Basic impact protectors can only be worn in situations where known or presumed hazards are low impact in nature. High impact protectors (Z87+) provide protection from hazards of high

velocity and/or high mass.

- Safety eyewear is now available in a variety of new styles and materials that make it more attractive and comfortable to wear.
- Occupational Safety and Health Administration (OSHA) standards require employers to ensure workers have suitable eye protection.

To that end, OSHA requires employers to formally assess workplace eye hazards, select the appropriate type of eyewear to use, train and certify employees in eye protection, and plan for eye emergencies.

www.osha.gov/SLTC/etools/eyeandface/index.html

Introductions

Chairman Hilton suggested that we start our introductions by going around the room and having each person stand and give their name and affiliation.

Reading of the minutes of the last meeting dated November 17, 2011.

Chairman Hilton informed everyone that the minutes from our last meeting have been published on the Arkansas Trucking Associations web site under the Maintenance and Technology Council page. He then asked for a motion from the floor to waive the reading of those minutes and approve them as written. The motion was granted, seconded, unopposed, and passed unanimously.

Reports of Standing Committees

Chairman Hilton provided the following TMC Update:

The Technology & Maintenance Council invites you to join them for their 2012 Annual Meeting & Transportation Technology Exhibition, February 20 through the 23rd at the Tampa Convention Center in Tampa, Florida.

In addition to a strong slate of educational sessions, TMC's Annual Meeting includes trucking's complete technology tradeshow featuring technical experts from our industry's top manufacturers and suppliers.

The theme of TMC's 2012 Annual Meeting ---Creating Value Through Maintenance and Equipment Efficiencies---focus on the value of industry best practices as a means of creating new equipment and maintenance efficiencies among end users, manufacturers and service providers. Several of our educational sessions will address fuel economy and various aspects of vehicle durability and performance.

I invite you to join the industry wide celebration of technology improvement and innovation. During the week, there will be more than 100 industry task forces meeting to resolve issues critical to your fleet, as well as a broad offering of technically oriented educational sessions. TMC's Annual Meeting and Transportation Technology Exhibition remains the premier event for fleet management and offers a comprehensive array of information that is vital to the growth and success of your company.

I encourage you to join me at the TMC's 2012 Annual meeting. For more information about registering and hotel information, you can log onto, tmc.truckline.com.

New Business/Old Business

Old business brought up for discussion.

None.

New business brought up for discussion.

None.

Adjournment of Business Meeting

In light of the fact that there was no further business, Chairman Hilton suggested that we adjourn the business meeting and asked for a motion from the floor to do so. The motion was granted, seconded, unopposed, and passed unanimously.

Chairman Hilton extended a thank you to Todd Blaising of Duraplate/Wabash National Corporation and John Shuttleworth and Chris Fannin of Ridge Corporation for presenting to the Council in Fort Smith in November. Chairman Hilton then informed everyone that momentarily we would hear a presentation from Alan Denniston, Technical Services Engineer and Certified Lube Specialist/Certified Grease Specialist of Total Lubricants USA, Inc.

Presentation

Chairman Hilton stated that: Governmental pressure to reduce fuel consumption is driving diesel engine manufacturers to strive for ways to improve fuel economy. One of these ways is to drive engine oil viscosity downwards to reduce fuel consumption. A variety of evidence is presented which indicates that over two percent fuel savings is available by switching from a 15W-40 to 10W-30 engine oil. Some class 8 truck manufacturers are currently factory filling with 10W30 while all others have plans to factory fill with 10W30 within the next year or two.

I have asked Alan Denniston of Total Lubricants to come speak to us today about this very topic. Alan has over 30 years of experience in the lubricants field. He has experience in formulating engine oils, industrial oils and greases and provides technical expertise in solving field problems. He holds a CLS (certified lubrication specialist) credential and has a PhD in chemistry. Please join me in welcoming Alan Denniston.

See ATA website for PowerPoint presentation by Total Lubricants USA.

Meeting adjourned.