

YOUR MAINTENANCE NEWS

THE MAINTENANCE NEWS LETTER OF
JOHN CHRISTNER TRUCKING, LLC.

FROM THE TOP MAINTENANCE MANAGEMENT

Whew, half way thru a difficult year and guess what, we're doing ok. While our segment of the industry has seen lower freight volumes and rates we have been able to maintain a consistent level of freight which can be attributed to our history of service excellence to a very stable and secure customer base. Aristotle said "We are what we repeatedly do. Excellence then is not an act but a habit." I'm not sure if John Christner knew this quote when he started the company, but I can attest to his belief in excellence and diligence in expecting nothing less, a trait he has handed down to Danny, Darryl and the JCT staff. Excellence then is a habit we practice, not because we are force fed the belief, but because while other companies are struggling today, we can say we're doing ok.

Without question our nation's economy will continue to improve, but not overnight, we still have

many difficulties to overcome and challenges to face. With a team focused on excellence we will survive and continue to grow.

The JCT maintenance staff shares the belief that our success is dependent on the success of our Owner and Lease Operators.

Steve Dickson, Vice President Maintenance

DID YOU KNOW?

JCT is receiving 200 new Great Dane Trailers with Thermo King units beginning in July 2009. Additionally we have received 40 new 386 Peterbilts and will be receiving new International Pro Stars between July and the end of the year. If you are driving a 2006 year model truck this would be a perfect time to upgrade into a new Pro Star or 386.

SIZE MATTERS

As we all know, you should not run a tire with low tread depth next to a brand new tire. The differences in tire height will cause more tire damage. However, recent warranty issues have brought to light an often forgotten tire size issue. If all tires on your front drive match in height and all tires on your rear drive match in height, you may still have a problem if your tire heights don't match close enough from one axle to the other.

This is not something that can simply be measured by a tread depth gauge. According to the differential manu-

facturer, a specific formula must be used to determine if your tires match close enough from axle to axle. It requires close measurement of each tire's circumference. If your tires are mismatched by more than 1.25%, they may not cover what would normally be warrantable repairs on a differential.

Your JCT Maintenance Team is equipped with the knowledge and tools needed to identify this potential problem. Let us help you to protect your business.
Royce Sharp – Driver/Maintenance Liaison

PARTS DEPARTMENT SPECIALS

Filters:

Check out our outstanding prices on engine air filters:

W-900, Classic and Peterbilt 379 – \$39.23 each.

International 9900ix – \$37.20 each.

T-600 – \$28.90 each.

We also have HVAC filters for all of our trucks at great prices. Just ask our Parts Dept. how they can help save you money on the parts you need.

SHOP SPECIALS

Find out if your drive tires match front to rear within warrantable limits. From now through the end of July and at no charge, the JCT shop will measure your drive tires and make the calculations needed so you can make an informed decision on protecting your differential warranty.

RE-GEN IT AGAIN, SAM

Well the temperature is on its way up again and we have the seasonal problems showing up. A/C problems seem to be the problem most noticed, but the heat will affect several other items that will require your attention. Proper tire pressure is the one most ignored and needs to be checked quite often, preferably after the truck has set for at least three hours and the tire has cooled. Proper tire pressure will not only add life to the tire but increase fuel mileage. Also your cooling system needs to be checked and the CAC, radiator and evaporator need to be kept free of dirt and debris for proper air flow.

These are just a few small things you can do that will save you a costly repair, but with that reminder out of the way I want to address the newer engines.

We have several trucks on the road now that have the newer clean burning engines in them. The regulations were required for all engines built after January 2007 and will change again in 2010. We are just now seeing a majority of our fleet with these engines and we are see-

ing some problems with Re-gen.

As particulate matter (for the common folk "soot") builds up in the filter system of the exhaust there will be a re-generation process or re-gen. On most systems this consists of a small amount of fuel being injected into the exhaust and ignited. This creates extreme heat and basically burns the particulate matter allowing it to be released harmlessly into the atmosphere. In most cases you will never notice the process when driving however there are occasions when you may have to manually initiate the process.

On all the engines there will be three lights, two yellow and one red. When the first yellow light comes on it is telling you that a re-gen is needed and if you are at road speed it will automatically complete the procedure. In some cases if you are in traffic or idling and the automatic re-gen cannot be completed you will see a second yellow light. At this time you must find a place to stop and due a manual re-gen because if you don't you'll see the light nobody wants and that's the third light, the red one. At this point the engine will de-rate and eventually shut down requiring a tow to the shop so they can perform the manual re-gen.

We believe a majority of our problem is education and not understanding the importance of the manual re-gen. Each unit has instructions and a more detailed explanation of the process in the truck. Take time to read them and if you have any questions please ask us or call Breakdown, we are all very familiar with the system. Fully understanding this system will save you a lot of headaches and downtime later on down the road.

Alan Hammons—Director of Maintenance Operations

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CAT ALLERT

A recent recall from Caterpillar reports an oil line issue on all C15 engines with Serial No. Prefixes MXS and NXS. CAT will repair the vehicles at no charge. If you are not sure if your CAT engine is part of this recall, contact the JCT shop.

TRAILER CARE IS FOR EVERYONE

Trailer repair is something that just doesn't happen on its own. This sounds fairly simply and usually is but it takes knowing that the trailer is needing repair. We have 900 trailers and don't always get to see them at the JCT Shop; they are moving up and down the highways with freight. When you drop a trailer is it road ready and DOT compliant? The breakdown dept gets several call's each day from drivers saying that trailers are needing repairs before they load or when they are picking them up. When you have the trailer and needing repairs contact breakdown so that the repairs can be made, you have the trailer and you

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know what is wrong with it. Don't just drop it and leave for the next driver and say its not my problem or trailer. That way trailers are in good shape and you don't have to wait to repair the trailer that you are trying to leave with. Remember you do have to do a pre-trip on the equipment and don't forget to check the unit, oil level, belts. When dropping in the Sulpulpa yard do a write up on the trailer even if all is good, that way the foreman can check to see when the last time it has been through the JCT Shop and its in good working condition for you.

Kevin Grant—Assistant Director of Maintenance

To submit stories, ideas, or if you have comments, please contact: Royce Sharp—Driver Liaison at extension 6622 or email him at roycesharp@johnchristner.com