

Hey Drivers! Remember, GLM pays a \$500 referral bonus. So refer a friend. Also you get \$100 for every clean DOT inspection, so make sure you have everything in order when you put the truck in gear and head out. It's money in the pocket!



Drivers Corner with Jason Baker

The GLM staff have been like family to me for the past 5 years. I don't just feel like an employee but as a member of a team. They understand personal matters that have been very important in my family's life. I like having the ability to use my input when I feel I need to and I feel that I am listened to on certain obstacles. As a professional driver safety is my number one concern. I do believe that the safety record for our company needs to be improved. Before the trucks move all paperwork should be done and inspections should be done. GLM gives incentives to make sure you are being safe. GLM is the best company I have seen, I have many friends and family that always complain about their companies, but there is little negative that I can say. Plus when people leave they usually come right back. The grass seems greener because someone is spreading the "fertilizer."

With the warmer weather there has been a rash of blown tires. It is imperative that we check our tires in both pre-and post-trip inspections. Check for proper inflation as underinflated tires will cause greater heat and subsequently blow apart. Also be looking for flat spots and missing tread. Check that the valve stem and cap are present and in good shape. Being proactive will assist in avoiding breakdowns along the highway.



The story of Robert Vibbert

I was born and raised here in Van Wert, OH after high school I joined the Army. I left for basic in Jan 2003 to become a Chemical, Biological, Nuclear and radiological specialist. After Graduation I was sent to Fort Benning, GA to go through airborne school, where I learned to jump from perfectly good airplanes. I ended up in Germany in early 2003 and sent straight to Iraq from there. Where I spent a year of my life sweating in a 120 deg desert. After deployment I was in Germany for a year before returning to the USA.

Upon my return to the USA I decided to change Jobs within the army. I went to school to become an EOD tech (Explosive Ordinance Dispose tech). After completing training I was deployed to Afghanistan for a year. I was back in the states for only a short time before I was sent back to Iraq. While in the EOD field I took many classes on air load planning and logistic operations to move our Unit and our equipment all over the world. Thus the start of my logistic career.

I ETS from the army in April 2011, after a long 8 years. I then returned to Van Wert, OH and got a job work for Iberdrola renewable as a logistics operations crew member and dispatcher. It was a short term job as they move on to other locations to build more wind mills. I spent so time searching for employment and I landed a job here with GLM. I have been here with GLM for approximately 4 months now. For myself I am very great full to be here at GLM it is a very enjoyable and accommodating place to work. It is a very down to earth and rewarding job.

Birthdays

Larry Stockman	6/2
Ron Roby	6/3
George McIntyre	6/21
Mark Goins	7/5
Calvin Wimmer	7/6
Eddy Casto	7/15
Bob Dwenger	7/22
Doug Coffman	7/25
Richard Sutton	7/25
Tony Craig	7/29
Terry Kouts	7/29

Company Anniversaries

John Hubbs	6/2	4 years
Don Wells	6/5	1 year
Kevin Papke	6/17	1 year
Josh Deuel	7/5	1 year
Eddy Casto	7/12	1 year

CONGRATULATIONS ALL!!

Since our last newsletter we say
good-bye to:

- Jamie Smith
- Charles Waits
- Fred Williams
- Ken Holt
- Ken Sulfridge

We say hello & welcome to:

- Mike Edwards
- Bobby Fuelling
- Michael Hunt
- Susan Darwish
- Eric Wallenhorst

New Hours-of-Service Safety Regulations to Reduce Truck Driver Fatigue Begin Today

WASHINGTON — The U.S. Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) announced that new federal regulations designed to improve safety for the motoring public by reducing truck driver fatigue took full effect today, July 1, 2013.

"Safety is our highest priority," said U.S. Transportation Secretary Ray LaHood. "These rules make common sense, data-driven changes to reduce truck driver fatigue and improve safety for every traveler on our highways and roads."

Trucking companies were provided 18 months to adopt the new hours-of-service rules for truck drivers. First announced in December 2011 by FMCSA, the rules limit the average work week for truck drivers to 70 hours to ensure that all truck operators have adequate rest. Only the most extreme schedules will be impacted, and more than 85 percent of the truck driving workforce will see no changes.

Working long daily and weekly hours on a continuing basis is associated with chronic fatigue, a high risk of crashes, and a number of serious chronic health conditions in drivers. It is estimated that these new safety regulations will save 19 lives and prevent approximately 1,400 crashes and 560 injuries each year.

"These fatigue-fighting rules for truck drivers were carefully crafted based on years of scientific research and unprecedented stakeholder outreach," said FMCSA Administrator Anne S. Ferro. "The result is a fair and balanced approach that will result in an estimated \$280 million in savings from fewer large truck crashes and \$470 million in savings from improved driver health. Most importantly, it will save lives."

FMCSA's new hours-of-service final rule:

- Limits the maximum average work week for truck drivers to 70 hours, a decrease from the current maximum of 82 hours;
- Allows truck drivers who reach the maximum 70 hours of driving within a week to resume if they rest for 34 consecutive hours, including at least two nights when their body clock demands sleep the most - from 1-5 a.m., and;
- Requires truck drivers to take a 30-minute break during the first eight hours of a shift.

The final rule retains the current 11-hour daily driving limit and 14-hour work day.

Companies and drivers that commit egregious violations of the rule could face the maximum penalties for each offense. Trucking companies and passenger carriers that allow drivers to exceed driving limits by more than three hours could be fined \$11,000 per offense, and the drivers themselves could face civil penalties of up to \$2,750 for each offense.

GLM employees,

You are the life-blood of this company and much appreciated. Thank you for your continued efforts in making GLM a good place to work and a profitable company.

Microsoft

Primary Business Address
Your Address Line 2
Your Address Line 3
Your Address Line 4

Phone: 555-555-5555
Fax: 555-555-5555
E-mail: someone@example.com

We're on the Web!
example.com

Your business tag line here.



This would be a good place to insert a short paragraph about your organization. It might include the purpose of the organization, its mission, founding date, and a brief history. You could also include a brief list of the types of products, services, or programs your organization offers, the geographic area covered (for example, western U.S. or European markets), and a profile of the types of customers or members served.

It would also be useful to include a contact name for readers who want more information about the organization.

Inside Story Headline

This story can fit 175-225 words.

If your newsletter is folded and mailed, this story will appear on the back. So, it's a good idea to make it easy to read at a glance.

A question and answer session is a good way to quickly capture the attention of readers. You can either compile questions that you've received since the last edition or you can summarize some generic questions that are frequently asked about your organization.

A listing of names and titles of managers in your organization is a good way to give your newsletter a personal touch. If your organization is small, you may want to list the names of all employees.

If you have any prices of standard products or services, you can include a list-

ing of those here. You may want to refer your readers to any other forms of communication that you've created for your organization.

You can also use this space to remind readers to mark their calendars for a regular event, such as a breakfast meeting for vendors every third Tuesday of the month, or a biannual charity auction.

If space is available, this is a good place to insert a clip art image or some other graphic.



Caption describing picture or graphic.