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2009

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# FleetNet

*focus*

[www.fleetnetamerica.com](http://www.fleetnetamerica.com)

## FleetNet America, Inc incorporates full VMRS coding program \_\_\_\_\_

FleetNet America announced January 12th enhancements to our vendor invoice administration and customer reporting platforms. In order to better serve our customers, FleetNet America has fully expanded usage of VMRS (Vehicle Maintenance Reporting Standards). This enhancement will allow FleetNet America to apply costs to emergency roadside and preventive

maintenance events more precisely across all vehicle types as our business continues to grow into new markets and vehicle types. Customers will benefit through more detailed analysis of their maintenance costs which will give them more control over their expenses.

Oren Summer, President and CEO of FleetNet America states, "VMRS is a coding standard maintained by The

Technology and Maintenance Council of the American Trucking Association. It is used to identify and track equipment and continuing maintenance costs; these codes represent the maintenance standards for the transportation industry. It is most helpful to fleet managers who have the capability of establishing an electronic interface module with FleetNet to electronically

feed their existing maintenance software. Essentially with this interface, all costs and control can be analyzed from a single database accessible to the fleet. Most major maintenance software firms are licensed to incorporate VMRS codes in their software. VMRS is the proven standard for fleet maintenance providers regardless of size or area of expertise."

## Corporate Trainer Named \_\_\_\_\_



**Ronnie Moss**

FleetNet America, Inc announces the recent move of Ronnie Moss to Corporate Training Coordinator. Ronnie joined FleetNet America in 2006 as a TMcare Fleet Manager with over 20 years of work experience in the maintenance field, with 10 years

hands-on mechanical experience. Ronnie began his career as a mechanic for Carolina Freight Carriers in the early 80's. Previous supervisor experience includes: line haul shop manager, regional maintenance manager, and fleet maintenance manager. Responsibilities as Corporate Trainer will include the continued training of coordinators and operational personnel on new engine specs, OEM information, industry standards and much more.

## Web Conferencing

FleetNet America, Inc conducts weekly WebEx presentations showcasing our programs and services. Companies may join the live presentations and interact with presenters in real-time via audio conferencing, instant messages, etc. while learning about the latest information in fleet maintenance management. To learn more about these live presentations, please visit [www.fleetnetamerica.com](http://www.fleetnetamerica.com).

## 2008 Events \_\_\_\_\_

FleetNet handled 215,236 breakdown calls in 2008 enabling us to gather significant data on all types of system and component failures. These failures can be sorted, grouped and layered in many ways, such as by location, customer size and type of operation — long or short haul — and equipment make and model. With this information, customers can prevent future breakdowns by changing their engine parameters and spec'ing their equipment differently. If you are not receiving these reports, please contact us 1-800-438-8961 ext. 2550.

# Tips to Survive the Current Economic Conditions

In today's market many fleet owners have had to make the decision to park some of their equipment. If you find yourself in this situation and need to park equipment for an extended period of time, the following tips can help you avoid some costly repair bills later when you put your equipment back into service.

**Tires:** Many tire manufacturers recommend inflating the stored tires to their maximum rated pressure. The higher pressure puts less stress on the tire's cables. Due to the fact that

tires will loose 2 to 3 psi per month they need to be checked every two to three months.

**Engine Fluids:** Use a good fuel-treatment with a stabilizer and biocide to help stabilize the fuel and keep it clean and dry. This will help prevent the breakdown of the fuel and the growth of microbes.

Microbes can grow in fuel tanks and left untreated, they feed on diesel fuel and can plug the filters and injectors. Keeping the tanks full of fuel can also help prevent moisture from collecting. Make sure the

oil pan is filled to the proper level with fresh oil. The premium oils that we use today have corrosion fighting additives that last for extended inactive periods with no problems.

**Batteries:** A fully charged battery that is left connected in an inactive vehicle can be dead within 30 to 45 days due to the fact that today's trucks all have electronics that require current to maintain their memory. As small as that current draw is, it is enough to drain a battery over an extended time of inactivity. One easy way to prevent

this is to make sure the batteries are completely charged and the ground cable is disconnected. Good batteries should hold their charge for several months.

### **Additional Tips:**

1) Occasionally start or crank the engine over for several revolutions in order to keep the internal engine parts lubricated; 2) Place a desiccant in the cab to collect moisture and help prevent the cab from smelling musty; 3) Make sure all fittings are well greased to help prevent rust and corrosion.

## Corporate Contacts

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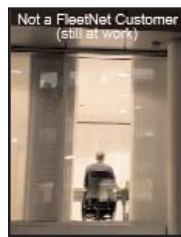
## Does Deferring Maintenance Save or Cost Money?

Each of us is under pressure to look for ways to reduce cost and eliminate waste. Preventive maintenance is viewed by some as an area of "cost or expense" that can be put off or deferred. Unfortunately, this happens too often and the price is paid 4 or 6 months down the road when the deferred maintenance starts showing up. The short term "savings" invariably have long

term cost impact. There are some mechanical issues that can be deferred but for the most part the sooner the repair is made the lower the risk of a roadside failure or a catastrophic failure. FleetNet's Tmcare program insures your scheduled services are performed on time at a reasonable cost. This way you only have to pay for the labor and the parts when you need them. We

can provide mobile on-site service or arrange for your units to be serviced on the road, regardless of where they are located. We have an extensive vendor network throughout the United States that can provide service for any issue you may have. Please give us a call or send us an email to learn more about our Tmcare program and how we can work with your company.

## We're Here



We're here so you don't have to be there. With customized instructions on how to handle your emergency breakdowns and preventive maintenance needs, we can handle your fleet while you are out of the office. Simply forward your

phones to us when you need us and we act as an extension of your maintenance staff. We are on call 24/7. After a good night's sleep you will come in to email notifications that keep you informed on your events every step of the way.



## Update Your Instructions

Keep your instructions and contacts up to date to avoid delays in handling your breakdowns. Call Mark Bowling today at 1-800-438-8961 ext. 2541 if you need to make changes to your authorization levels, personnel, equipment lists, etc. The more information we have when you call the quicker we can get you rolling.