



DRIVER CORNER



Ralph Benecewicz started driving in '97 and he has been with us 1 year this month. His favorite part of being a driver is the freedom to travel and see the country. He has three kids and during his home time he likes to spend time with his family. His advice to other drivers is to focus on the job and not stop all the time. Thank you for your hard work, Ralph.

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ELECTIONS

The November election will soon be upon us. The midterms are less than 40 days away. I know you all hear the hyperbole of "This is the most important election in our life time". I hate to say this, but they are all important – even the midterms. In the past several years this current administration has had a terrible impact on the average American.

Over 2.5 million illegal immigrants have streamed across our open borders into the US. This has had a severely negative impact on local communities. It has over stretched their budgets for education, transportation, healthcare and affordable housing to name a few items. This will cause these local communities to raise revenue to cover these increasing costs! Where is that money coming from? You – the local tax payers! It is **NOT COMING FROM THE FEDERAL GOVERNMENT! THEY WILL NOT EVEN ACKNOWLEDGE THE PROBLEM THEY HAVE CREATED!!!**

It is extremely important that you vote and make your voice heard. Only if you are voicing your opinion will these politicians listen. Making your thoughts known is by voting. Drivers do not participate like they should for lots of reasons, but this year it is very important your voices are heard. You can go to your local city hall and obtain an absentee ballot.

Inflation is running rampant in this economy and this administration continues to give **YOUR** money away like candy at Halloween! 40- 50 billion dollars to the Ukraine, proposing you pay for spoiled college students from Harvard, Yale and all the other prestigious colleges. More money to hire IRS agents but no intention of keeping our Southern border safe by hiring more ICE agents!! Evacuating Afghanistan and leaving Billions of dollars of military equipment in the hands of the enemy, are just a few issues that you need to contemplate when voting.

I urge you to think about these issues and how they will impact you and your families going forward. These politician's count on your complacency, **PROVE THEM WRONG!!!!**



CSA SCORES

Category	Measure	Percentile
Unsafe Driving	2.27	23%
Crash Indicator	0.35	77%
Hours of Service	0.36	38%
Maintenance	3.29	45%
Controlled Substance	0.08	10%
HAZMAT	1.25	< 5 HM placardable vehicle inspections
Driver Fitness	0.00	0%

Incidents of damage in the past month – 2

Sudden Stop – Cargo through nose of trailer - \$2500+

Illegal turn into car - \$TBD

Safety Bonus Program

10,500 miles	10,500+ miles	\$200
11,500 miles	11,500+ miles	\$200
Moving MPG	Determined threshold	\$50
Long idle %	Under 25%	\$100
HOS compliance	0 violations	\$50
No citations, accidents, incidents	0 issues	\$50
\$650 monthly! \$7800 yearly!!!		

DAMAGED EQUIPMENT

We had a pretty good insurance record going into the late summer and then things went very wrong. We had a truck in Missouri that went off the road due to drivers’ negligence damaging the tractor (\$50,000.00), the trailer (\$12,000.00) and Cargo (\$5000.00). the tow bill and storage amounted to over \$60,000.00. We had a driver make a right turn without looking and hit a BMW (estimate \$9000.00). A driver who did not watch his entrance onto the tollway and had to make an emergency stop, trailer damage (\$7000.00), a tow bill that exceeded \$3000.00, paper roll damage unknown.

These are a few in the last several weeks. Drivers are not paying attention to their surroundings. Please increase your following distances. The Missouri accident happened at 10:30 at night & this is the very reason we do not want you running at night. Again, each truck has on your door ‘Driven Professionally.’ This is precisely how we want you to be driving, as a professional, so these incidents are not happening.

These accidents have a severe impact on our CSA scores and insurance rates. They are in your direct control so drive as if your job depends on it, because it might!

NEW TRUCKS

This fall we have taken delivery of some new trucks that are in addition to the current number of trucks we are running. These might be the last new trucks we take for a while in that due to inflation they have been significantly increasing. In the



course of the last 2 years truck prices have risen over \$30,000.00 per truck. Next year’s models are looking at moving up \$6-10,000 dollars more plus possible surcharges for inflation. However, we are gaining some efficiencies on these newer trucks due to the aerodynamic designs. Pictured are a few at I state Truck Center in Inver Grove Heights, MN.

We hope to put these new trucks into service by the end of October. These four are set up similar to the last several groups, with flow below on the trucks to improve efficiency. Nick is also looking at a Thermo King solar panels which can go onto the trucks to improve battery life.

We are also looking at install several trucks with Thermo King APU’s to lower fuel idling costs on the trucks that are running into the southwest on a weekly basis.

SAFETY MESSAGE

Load securement is critical. Terminal has had several claims lately from load shifts. These are mostly from hard braking events and the cargo shifts into the nose – Make sure there is a strap in the nose to secure the cargo.

You may have to navigate between paper rolls or other cargo to get to the front. You can avoid this by giving the straps to the dock workers and verifying that they did the securement. Remember once you sign for the load and pull away, it's legally Terminal and drivers responsibly.

If you are picking up a live load, make sure that you are satisfied with its securement. If you are not – contact dispatch before accepting the load. Make sure you have enough straps. Ideally there would be a strap between or around each roll. At a minimum, a load like this should have been secured with a strap in the nose and rear with the paper secured on friction mats.

Additionally, **if conditions lead you to believe that your load may have shifted – get yourself over a scale.** We pay for scales; we don't pay for overweight tickets – **those come out of your pocket.** If you need to break a seal to check on your load. Call dispatch. Know what you're hauling and drive accordingly!

PARKING AT RUDE

Reminder to all drivers – Do not stay hooked up to trailers when parking at Rude. It is not our yard- we rent space. Be respectful of their wishes and park trucks separately from the trailers.

NO PARKING AT WALMART

Terminal driver who was running out of hours stopped at Walmart in Illinois and got a boot on his truck. \$1400 CASH from driver to tow company to remove.



ROADSIDE INSPECTIONS LAST MONTH:

Bad roadsides:

- OOS: False record of duty – tried to extend day to get load delivered on time using pc/yard move
 - OOS: Tire Flat x2
 - Air Chamber Bolts loose
 - Excess Overweight – no citation
 - Excess overweight – no citation
 - Brake hose rubbing/chaffing
 - OOS: Hazmat Drums not blocked, braced, or secured
- These will contribute to our CSA Score – HOS and Maintenance will be updated higher on next review. **DRIVERS NEED TO BE EXTRA DILIGENT. We are under a microscope at the scales.**

We had three clean roadsides last month. Thanks to **Seth Klatt, David Corey, and Tim Arneson**

Citations:

Overweight 1800 pounds -\$200

Overweight 5000 pounds -\$761

Long Idle Cost Last month:

of Gallons Burned: **1920**

Average Fuel Cost: **\$4.89**

**\$\$ Wasted:
\$9388**

This is a great improvement! Thanks to everyone for doing your part!

RECENT HIRES

Russ Johnson (Welcome Back)

Vasily Vlasyuk (Welcome back)

BIRTHDAYS & ANNIVERSARIES

Seth Klatt – 10/20

Lewis Lynch – 10/26

Guy Lauer – 1 year

Darrien Mayfield – 1 year

Ralph Benecewicz – 1 year

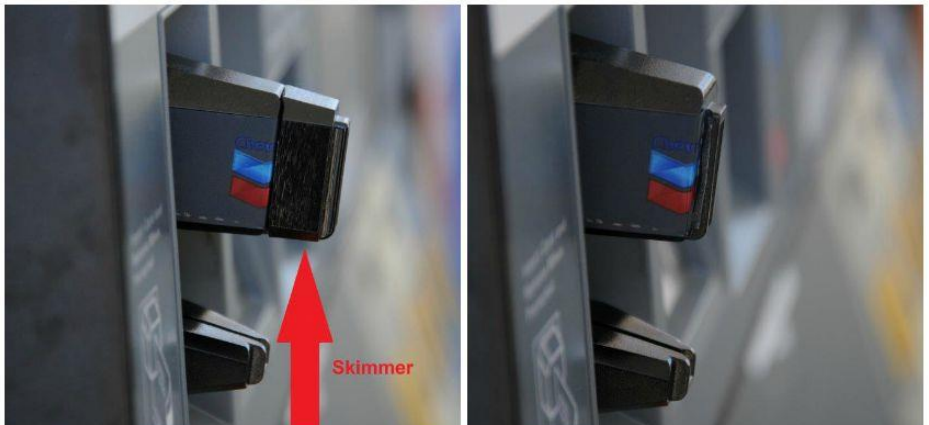
FUEL CARD SECURITY

We had an incident last month where someone accessed a driver’s EFS card number and attempted to use it. This is frequently done by using card skimming devices. These devices fit over standard credit card swiping machines and record the information necessary to clone your card for use. Our service provider was able to detect a discrepancy and blocked the cards usage. Unfortunately, that meant when the driver went to fuel up, they didn’t have a functioning fuel card. Protect yourself and the company from a major headache by watching for signs



of card skimming.

- Make sure the gas pump panel is closed and doesn’t show signs of tampering. Many stations now put security seals over the cabinet panel. If the pump panel is opened, the label will read "void."
- Look at the card reader itself. Does it look different than other readers at the station? For example, the card reader on the left has a skimmer attached; the reader on the right doesn’t. Try to wiggle the card reader before you put in your card. If it moves, report it to the attendant. Then use a different pump.



SMILE

A truck driver lives a long, healthy life. After millions of safely driven miles, he dies peacefully in his bed. When he makes it to heaven, St. Peter greets him and says that he now may have any rig he desires. The driver describes his dream rig and it immediately appears before him. St. Peter tells him to drive to the closest truck stop and wait for his load. The driver makes it to the truck stop and sees millions of rigs from the 1920’s, 30’s, and 40’s all up to the modern day. He walks into the diner and sees all of his favorite food available; his favorite TV show is on. The driver grabs a plate and sits down to watch the show. He then leans to the driver sitting next to him and asks, “Why is everyone here? Are there no loads?” The other driver responds, “We’re still waiting for the first dispatcher to make it to heaven!”

