

K & J CONVOY

A Newsletter for the Drivers of K & J Trucking, Inc.



Last month we celebrated Neal Hinker's 25th anniversary with K & J. His parents were able to join us for the celebration. If you have a picture to submit for the newsletter, send it to Carrie at canderson@kandjtrucking.com

OCT. ANNIVERSARIES

MATT JOHNSON - 1 (2 YRS)
MARSHALL JACKSON - 10 (3 YRS)
FRANCISCO PARRA - 14 (12 YRS)
DARRELL DAMM - 14 (22 YRS)
COREY EVANS - 16 (2 YRS)
KELVIN WYNN - 20 (1 YR)
TOMMY TAYLOR - 20 (5 YRS)
MIKE HIGHLAND - 21 (2 YRS)
FRANK FELDMANN - 23 (2 YRS)
BILLY KILIAN - 26 (15 YRS)
JOHN GACKE - 27 (11 YRS)

OCT. BIRTHDAYS

MARK EAST - 12
BRAD HARALDSON - 17
JOE GERRY - 18
BOB BELL - 18
LARRY DEWALD - 20
ERIC CRUZ - 24
CHAD SHELTON - 27
JUSTIN OESTREICH - 28
RICK MEYER - 30

Winter Is Coming... Ready?

Lou here! I'm hoping that the shop is taking care of you well. Please let us know how things are going. As it gets colder, make sure your batteries are tested and that they are good. Make sure the water is removed from the bottom of your fuel tanks.

If you need new drive tires they are running \$430.00 to \$500.00 each. Let us know what you would like and we will make sure we get them on.

We would love your feedback on the repair request form on the driver website. The shop loves it when you use this form! If you need assistance Carrie Anderson will help you set up the driver website on your phone.

Thanks again for driving for K & J! - Lou

Update Truck Values Now!

If you are an owner-operator you need to consider updating your truck value for the physical damage insurance renewal coming in December. We never thought we would say it, but here we are.

If you haven't heard new and used truck prices are soaring. We want to make sure that your truck values are keeping pace (to some extent) with the market so that you are able to afford a replacement if needed.

You are not required to raise your truck value. It will cause your premiums to go up. However, our goal is to ensure that the insurance coverage is enough to help you purchase another truck if needed. Reach out if you have questions!

WATCH OUR WEEKLY VIDEO UPDATES

If you don't already, now is a great time to start watching our weekly video updates on the driver website. It is a password protected site, so if you need help, contact Carrie Anderson and she will set it up on your phone! Each week we post a 5 minute update on freight, customers, and things you should know as a K & J driver. Thanks!

OCTOBER 2021

A Note From Dispatch

Happy October everyone. If you take a look at the screens, you'll notice Mike's birthday on the 8th. Gifts may be dropped off in person, or if you don't make it in, please mail checks to the office. Thank you everyone.

On the trucking side of life, here's what I know. Loads continue to move pretty well out there. We will continue to evaluate the good, the bad, and the ugly loads, but we haven't had any major changes or news recently in customers or lanes. Please continue to attend, or make an attempt to attend the driver listening sessions to voice your opinions if you feel any changes are needed.

I also want to get in writing some of the topics mentioned recently in videos:

- 1) There is a claims page available on the website if needed. Under the Resources menu. Who to call, and phone #'s are in there if you need it for our major customers.
- 2) On repowered loads, please turn your paperwork in ASAP after delivered. The first truck will not get paid either until the load is turned in and billed out.
- 3) If you pick up a van at Menard's and come to Sioux Falls, please put those right in line with the dirty reefers.

Lastly, I just wanted to put a reminder out on some of the PeopleNet quirks for dispatch:

- 1) If the PeopleNet reads 00:00, there is NO appointment set. Any appointment that is actually midnight would be indicated with 2359, or 0001.
- 2) If we live load and preload at a shipper or receiver, live loads are indicated with even times, such as 10:00, and preloads or drop trailers are indicated with :01, such as 10:01

Happy Trucking.

Thanks,

Mike & Dispatch

A Note From Safety

Following to close is still a concern with our fleet.

I pulled data on roads traveled and time of day and we found there was a significant amount of following-too-close videos on I-80. This was very evident.

The other evident item was that there are some of you out there that drive on I-80 all the time *and don't get many videos if any* for following too close.

Before we start feeling too good about ourselves, some of you produce A LOT of them and make up for it!

It is proven that at 65 mph it is going to take you 660 feet to stop AFTER you recognize that there is an OH S#!+ moment occurring in front of you.

I have a plethora of videos of folks under 100 feet behind someone for more than 75 seconds rolling along at 60 mph and higher.

If it is a car you're going to kill them and you will have to walk back and do a body count. Should it be a semi you are following, you are going to be dead.

I have had drivers tell me that, well I always leave myself an out to take the median or the ditch... Really?? You would wreck your truck for those few seconds? Is the price you could pay in lost revenue, down time, injury or possible death worth the cost?

We all here at K & J want you to come home safely and spend years and years with your family, friends *and us*.

We are realistic in knowing that maintaining a 6 second following distance is almost impossible *all the time*, but some of you out there are able to maintain a good 2 or 3 or more because your video count is very low.

As the vehicle in front of you passed a sign or goes under a bridge, start counting 1 one-thousand, 2 one-thousand, 3 one-thousand. At the count of 3 one thousand you should be passing the object that you picked out.

If it is longer than that, super, great, awesome. If you pass it before then give it some more space. Otherwise you may be involved in one of the scenarios I listed above.

Jennifer