

# K & J CONVOY

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



Mike spoke about the spotted lanternfly in a recent Friday video, but for those who missed it, the state of Pennsylvania is taking this invasive species quite seriously. For more information on how that affects us at K & J, see the second page of the newsletter.

## MAY ANNIVERSARIES

**JAMES KLIMPLE - 1 (2 YRS)**  
**BARRY JENSEN - 7 (7 YRS)**  
**DAN CAMERON - 13 (16 YRS)**  
**JOHN SNOW - 13 (11 YRS)**  
**JOHN SCHWINGLE - 15 (6 YRS)**  
**ROB ROHR - 21 (2 YRS)**

## MAY BIRTHDAYS

**GENE WEBSTER - 7**  
**GREG VIETOR - 10**  
**JAY YOUNG - 10**  
**GENNADIY PACHECO - 11**  
**TODD BOOMGAARDEN - 12**  
**NICK SOULEK - 15**  
**JIM KOSTAL - 20**  
**DAN CAMERON - 22**  
**BRAD SCHIPPER - 24**  
**JEREMY TEAS - 24**  
**MATT MCEACHRAN - 25**  
**JOE LITTLE - 26**  
**RITA BEYENHOF - 26**  
**MIKE BUCK - 30**

## Rock Chip Scheduling Change

The company that we use to fix rock chips and replace windshields has alerted us that they are in their busy season. From this point forward if you need a rock chip repaired when you come in, please give us at least a 48 hour notice.

Their schedule is busiest toward the end of the week which has made Thursday and Friday bookings more challenging. They also do not book appointments for Saturdays.

When you call, message, or write up your request for a rock chip fix please let us know if there are components wired into the windshield such as lane mitigation. Than

## Money Code Issue Fix!

As of April 14th we have begun a new process of balancing the money code report on a weekly basis and crediting balances back to you on weekly settlements or paychecks. If you have questions about this change or issues, please contact Brenda Boese!

## SpartanNash Omaha BOLs

The process hasn't changed, but we have a stepped up emphasis on making sure we are getting the BOL's back into the office. When you arrive to the guard shack, give them all your bills.

When you pick up an empty trailer, the guard shack will give you the bills for that trailer. Be certain to either scan those bills in, and/or bring them to the K & J front office. We need the signed bills on record in the event of an audit.

## Q1 Driver Scorecards Done

1st Quarter Scorecards are complete. For company drivers, Eric Cruz is # 1, and John Snowe is # 2. Congratulations to both, and thank you all for your hard work! Owner Operator Scorecards are complete for Owner Operators and fleet drivers for last names of Evans to Jackson.

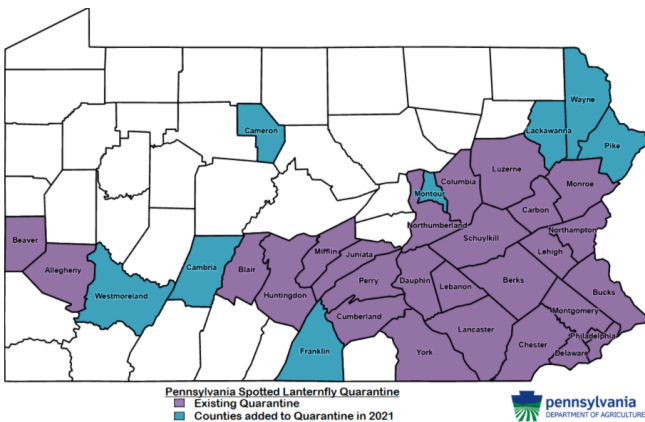
If you want to see how you stack up against your peers, please stop in to see Jennifer, Lou, or Mike.

## Spotted Lanternfly in PA

Mike spoke about this little guy in a recent Friday video, but for those who missed it, the state of Pennsylvania is taking this invasive species quite seriously.

It kills vegetation and makes also makes a sticky mess on sidewalks and driveways. What do we have to with it? Well, it sticks to vehicles and travels to the next area that doesn't have it.

So each time you stop in one of these counties, you need to inspect for the bug, and kill it if you do find one. Document on your logs, and let Dan Schipper know when your trip is complete. He will further document the trip and the inspections, and have you sign off on it on your next return to the office.



This map details the counties where the spotted lanternfly is most problematic in Pennsylvania.

## Note Lumpers on PeopleNet

We need everyone to make sure you note lumper payments on your PeopleNet messages to dispatch. When you send in an Empty Call Reply or other replies that included a lumper, we need you to put that amount in the lumper field on the electronic PeopleNet form. This helps make sure billing stays on track and everyone is reimbursed correctly!

## Critical Safety Score Update

We have had 5 Out of Services (OOS) written on K&J Trucking since February 23rd, 2021. We had only 3 OOS written the whole year of 2020. The OOS items are tires. Yes, there is going to be times that you are not able to avoid road debris but there is still something you can do, and that is to ensure that you are doing thorough pre and post-trip inspections.

There are some out there that probably subscribe to the old only theory that you only need to look at stuff once a day! The best drivers are going to evaluate their equipment every time they get out. You walk one side to get to the rest area and walk back on the other. These two have to be logged as well on line 4, on duty, not driving.

The FMCSR's have 2 different regs that refer to inspections. In 392.7 Equipment, Inspection & Use it states that the vehicle is not to be driven unless the driver is satisfied with the specified parts & accessories and it lists 11 items. In 396.11 it states that at the completion of the day's work you will make a report in writing and it lists the 11 items that must be cleared. That is why we have you write in with Annotations that "all is okay" or that something was deficient and needed attention & was fixed. If you have been forgetting to put your annotations in for the post-trip, be sure and contact Carrie or I about the steps to correct that.

These out of service violations have put unnecessary points onto our company SMS score. It has jumped the Vehicle Maintenance score 6% in 1 month. The tire program is being assessed here in the shop but you also need to step up the due diligence in making double sure the tires on the tractors and trailers are acceptable and inflated properly.

Thanks in Advance for stepping up to keep our SMS score low. Safe Travels and ducks in a row.

*Jennifer*

**DON'T FORGET TO WATCH THE WEEKLY VIDEOS!**

If you need help getting onto the driver website, let Carrie know! It is [www.kandjdrivers.com](http://www.kandjdrivers.com) and you will need a password.