



# RUSH NEWS

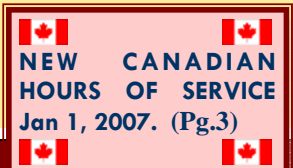
## RUSH TRUCKING'S 2007 GOALS

1. Profitability in EVERY Month
2. Satisfactory Safety Rating
  - .50 accidents per million miles
  - 25% reduction in total accidents
3. Improved Driver Retention
  - 33% Turnover Improvement
4. Meet or Exceed All Customer Performance Expectations.

In 2007, we must remain focused on the above 4 goals. Below are specific activities which will help us reach these goals:

- Cost containment, measurement, and continual waste reduction in all areas.
- Improved maintenance cost management and preventive maintenance management.
- Continued improvements in equipment utilization manage-

- ment – especially trailer utilization and tracking.
- Continued improvement in our fuel program management.
- Constant safety related communication to our employees
- Proactive rather than reactive safety department activities
- Revamping and launching our new safety program in 1<sup>st</sup> Qtr.
- Continued increased emphasis on safety training
- Full force effort to eliminate log violations and HOS violations.
- Improved driver recruiting practices and revamped driver orientation process.
- Improved efforts in operations to be accountable and involved in meeting our safety goals.
- Improved efforts in operations to welcome, train, communicate, and retain drivers.
- Improved measurements and communication of our efforts to address and meet customer performance expectations.
- Improved communication of expectations and progress reports from the COO to the management team.



## MAINTENANCE DEPARTMENT

In the past year, the Maintenance Department has seen a significant decrease in repair/ service costs on our units. This decrease comes from the care and responsibility of our drivers. Our drivers have been completing post and pre trip inspections on their units, which in turn cuts down on service calls and major repairs that would typically take place if an issue was not seen and or neglected. Thank you!

In our efforts to make things better for the drivers, I have encouraged our maintenance department to treat drivers with more respect. Drivers, in turn, treat our Maintenance department with more respect and matters are resolved on site more efficiently. Our department's goal is to get our drivers back on the road as quickly and as hassle free for the driver as possible.

Our Company drivers and Owner Operators have been aiding us in obtaining our DOT compliance rating of 100%.

To ensure that our numbers remain, it is mandatory for drivers and owners to get inspections completed in addition to submitting their annual DOT inspections to our department. It is also imperative that our vehicles are maintained every 15,000 miles by getting PM services completed. Drivers can aid us by submitting their mileages weekly. Drivers can submit Annual inspections, PM Service reports, and mileages to our office either by Trip Pak or Fax to (734) 728.8878.

The more information that you provide to our department the more effectively your equipment can be repaired. This will only ensure better running equipment for you and our company.

Your safety is important to us!!

Thank you and Happy Holidays to you and your family!  
Jack Hunt

## RECRUITING—WE NEED A FEW GOOD TRUCK DRIVERS

Here we are at the end of 2006, I want to take this time and thank all employees here at Rush Trucking. Especially the drivers. If it wasn't for the drivers we would not be able to operate successfully. The driver's hard work and dedication to on time delivery has made Rush Trucking a successful carrier of automotive products. Going into the year of 2007, we can't slack. Due to the changes Ford is making, we need all drivers to con-

tinue to practice the on time delivery and dedication to Rush Trucking. If you have any friends (Truck Drivers) at other companies and they want to be a part of a fantastic team, contact the recruiting office at Clarksville, IN or Wayne, Michigan and we will be glad to assist them, and thanks again for joining the team of Rush Trucking: THE HOME OF THE HAPPY TRUCK DRIVER. Happiness starts here 1-877-525-2937.



## RUSH TRUCKING RECRUITING OFFICES

Doug, Lori  
or Richard

Wayne, Michigan  
888-595-7874

Bill Phillips

Clarksville, Indiana  
877-525-2937

## RUSH TECHNOLOGY— CELL PHONE

Cell phones continue to include new features. We have over 30 trucks working out of Buffalo, WV currently deployed using enhanced Rush Nextels. The Rush IT Department is working to use the Rush Nextel phones' GPS and texting features improving dispatching. Drivers without

Qualcomms were limited to phone calls only. Enhanced Nextels, allows text messages to drivers, real time location updates, and updates auto upload into our dispatching system. We are working to expand this program to cover all lanes limited on calling.

## PAYROLL ALL DRIVERS

Please **DO NOT** turn in your toll and/or scale receipts in empty pro envelopes. They must be turned in with your loaded pro envelopes. Just a reminder when your work week ends on Saturday all pay envelopes must be dropped in Trip-Pak no later than Wednesday.

How to contact your Payroll Rep:

- 1) Please send a **QUAL-COM message attn: Payroll**
- 2) **IF YOU DO NOT HAVE A QUAL-COM**

– Please call the following  
1-800-526-7874 hit # 1 then hit the extension number as followed.

<b>Company Payroll ext.</b>	<b># 1460</b>
<b>Raycan &amp; EDS Owner Operator ext.</b>	<b># 1462</b>
<b>Rush Owner Operator ext.</b>	<b># 1463</b>
<b>Mr. Shah ext.</b>	<b># 1446</b>

Thank you and drive safe.

## EQUIPMENT: \$100 TRAILER FIND

Rush Trucking is currently make changes to our trailer fleet. We are making every effort to provide the very best equipment to not only our customers but to our drivers. Over the next year, we will begin replacing many out dated trailers with new ones in efforts to decrease issues many of you have faced in some way or another.

We ask your for your help in locating several trailers missing in action. The list of trailers below are units that we plan on retiring from service by January 2007. Rush Trucking is offering a finders fee of **\$100 per trailer**. If you have information on any of the below units please call either 800-526-7874

Kirk Eshelman @ ext. 4210  
or Loren McMahan @ ext.1411.



<b>367815</b>	<b>367836</b>	<b>367844</b>	<b>367884</b>	<b>367902</b>
<b>367833</b>	<b>367838</b>	<b>367874</b>	<b>367896</b>	

## BENEFITS FOR CO. DRIVERS

I would like to stress the importance of understanding your benefits to all company drivers. Recently we sent you a package for the health insurance benefits available this year, many of you have had questions or needed clarification as to what this means to you. Our agent is available to discuss this with you at any time. You can contact McDonald Financial at 1-888-388-4834 for specific questions related to your health coverage. All new company drivers are

offered insurance upon being hired and your enrollment forms must be in before the end of your 90 days. Please keep in mind that any coverage you have elected will start at the first of month following your completion of 90 days employment. If you have any questions you can also contact Stacy Uden from 7:00 a.m. to 3:00 p.m. at 1-800-526-7874 ext. #4354.



## SAFETY STARTS WITH PROPER PRE AND POST TRIP INSPECTIONS

**F.M.C.S.R.  
Part 396**

Pre and Post Trip Inspections are essential tools that prevent accidents and protect our company's most important asset, you our Drivers. It is also our obligation as a company to protect the general motoring public from harm and injury. The law states that before driving a commercial motor vehicle, Drivers must be satisfied that the vehicle is in safe operating condition. Drivers must start by reviewing the last inspection report and if deficiencies were found and noted, sign it to acknowledge that required repairs have been made. Most importantly, if you find defects during you pre trip, get the repairs made before leaving on your trip or seek alternative equipment to use. Repairs, such as tire replacement, become very expensive when service call charges are added.

Written Post Trip Inspections must be done on every piece of equipment operated during your tour of duty. Check the brakes, steering, lighting, tires, horn, wipers, mirrors, coupling devices, and the rims. Worn air hoses are a big issue in the scales. Make sure your fire extinguisher is fully charged.

The point in all of this is COMMUNICATION. Your post trip inspection is a form of communication that makes the next driver fully aware of any potential equipment defects. Contact Dispatch and make them aware of any situation that may prevent any piece of equipment from being used. This is particularly important for live loads. And finally, contact our Maintenance Department: they can have the defects corrected making the equipment roadworthy and safe for the next driver.

Bill Downing, Director of Safety

## RUSH TRUCKING— JEFF SNYDER, CHIEF OPERATING OFFICER

As we enter into the holiday season, and the worst part of the year for road conditions, I want to ask everyone to please be extra careful and safe. Slow down and make sure you are keeping safe following distances. That extra few seconds you gain by going too fast or by traveling in an unsafe manner just is not worth the ramifications to you, your family, and others on the road if your actions result in an accident.

As a large motor carrier we have a big responsibility to manage our business in a safety conscious and focused manner. That can be very difficult to do – in fact impossible to do – if we do not get the cooperation and buy in from our drivers. You are the key! In 2006 we focused much attention on making safety awareness a priority. You have seen more safety related messages, communications, and information than ever before coming from the management team at Rush. You have also participated in two major new safety initiatives we kicked off in 2006. The first of which is the on-line Tread-1 Safety training program. We have gotten great feedback regarding this program and have seen much success in getting a lot of people trained in a short period of time. We also began to utilize the SMITH System training in all of our orientations. This program is extremely well known and utilized in the industry. It is a proven technique that is very effective when used properly in eliminating unsafe activity and reducing accidents.

I am excited about what is coming in 2007. We plan on

taking our safety program to a whole new level. Not only will we continue to utilize the above mentioned programs, but we are also working jointly with a consulting firm (Universal) to put together a much more robust program that will allow us to reward drivers that do their job right and safely. Adhering to the Department of Transportation log book and hours of service regulations is not an option. Our program will focus much on these areas as well as on positive safety performance in other areas. It will give incentives and rewards to you as a safe driver for your performance.

At the same time, we know that there are those drivers out there that feel that their own safety and the safety of the general public are not of great concern and do not wish to adhere to the regulations. Our hope is that we can convince and change that mindset. If not, we will part company with the drivers that have this mentality. As a father I know that I do not want unsafe and fatigued drivers on the road with my family. I am sure that all of you feel the same about your families. I look forward to 2007 and the changes and opportunities we have to really make Rush a standard in the industry of safe performance.

Thank you for your dedication and work this past year. Drive Safe!

*Jeff Snyder*

## JAN 07 NEW CANADIAN HOURS OF SERVICE

- Minimum off-duty time increased from 8 to 10 hours per day.
- Canada will retain the ability to split sleeper and on-duty/driving time for single and team drivers.
- May reset their hours after 36 or 72 consecutive hrs off duty.
- May use one of two cycles, 70 hours in 7 days or 120 hrs in 14 days, but must reset hrs to zero before switching cycles.
- May defer up to 2 hrs of off-duty time to the subsequent day using the 48-hr averaging provision.
- All drivers must retain logs and supporting documents for 14 days.
- The rest reduction provision has been eliminated from the new rule.

## BILLING DEPARTMENT

With the implementation of TripPak On Line Services, we have had almost a perfect transition. However, there are a few drivers that are not putting all the necessary information in the correct fields. Please familiarize yourselves with the envelopes and make sure that these are done correctly. This will make it

easier for the biller and payroll clerk that is processing your pay. Above all, remember one pro and/or deadhead per envelope. Do not put bols from another pro in that envelope, make a new one for it with the correct info.

## REMAIN ACCIDENT FREE DURING THE WINTER MONTHS

The Holiday Season means additional traffic on the road that unfortunately leads an increase in accident statistics. Do not become one of these statistics. The Tread -1 Space Management Training you have just taken hopefully provided insight and the tools and skills needed to prevent accidents. Following too close, cutting in and out of traffic, speeding, and most importantly, not leaving a safe distance between your unit and the vehicle in front of you increase your chances of becoming involved in an accident. It is also important to remember the chances of encountering drunk drivers on the road are much greater during the Holiday Season.

Obviously, winter weather leading to icy roads compounds this problem. The four wheelers simply travel too fast

for these conditions. To add to the problem, cell phone users are not paying attention. Good trip planning is essential during the winter months. Make it a habit to watch weather reports on TV. You can also look on the Internet at sites such as [weather.com](http://weather.com) The Weather Channel for the regions you intent to traveling. Leave early so that you travel at a safe speed and give yourself plenty of time extra time to make your destination SAFELY.

Remember, the CDL you possess is your livelihood. If you are away from home celebrating use a designated driver.

The entire Safety staff wishes you and your families a joyous Holiday Season

Bill Downing, Director of Safety .



# DECEMBER 2006 NEWSLETTER

## RUSH LOCAL DISPATCH

All Rush Local drivers are asked to report starting mileages to the dispatcher on duty every Monday. Save time, Have mileages available please. Our yard checks at Wayne yard proves drivers are leaving paper work in back of trailers dropped. Paper work must be dropped off at dispatch. Our security cameras are scanning Wayne yard, but we are asking all drivers to report any suspicious activity via Qualcomm or Nextel # 15 OR 12.

Lastly, all Drivers must drive through our Check Bay at Wayne yard. Check Bay is very important because trailer checks will save you time on the road and also insure our

loads arrive on time. We would like to thank all of our drivers in our outlying Terminals in Flint, Michigan and Port Huron for their cooperation working with dispatch through out the year.

We would like to thank all of the Wayne drivers for a job well done thru out the year. Every year at this time we will select one driver for a special Thanks. That driver this year will be Cliff Worden. Cliff is an Exceptional Driver; he manages his Run like his own Business. Great job Cliff.

Merry Christmas and drive safe through out the New Year. Golf Season is only a short time away. -Seth White

## BUFFALO DISPATCH

As we come to the close of another year I would like to thank all of the drivers for their hard work and dedication. TMMWV is in the middle of many changes that will affect the growth of the Buffalo terminal, with the introduction of the new V-6 engine line and the 6 speed transmission line this

year. We should enjoy continued growth and prosperity at our location.

Lets continue to be professional in our jobs and promote safety on the roads we travel everyday.

-John Sidenstricker



# Have a Happy and Safe Holiday Season