

We Are The Z-Team!

Volume 4, Issue 2
February 24, 2017

IT'S TIME TO GET A C.L.U.E. (REPORT)

If you've never heard of a C.L.U.E. report, you're not alone. It's a seven year record of your personal auto and property insurance history. Insurance companies use it (among other things like your credit report) to determine premiums and make coverage decisions.

C.L.U.E. stands for the Comprehensive Loss Underwriting Exchange. It's an insurance database managed by a company called LexisNexis Risk Solutions. Like your credit report, it is available once per year at no charge, thanks to the Fair Credit Reporting Act. And just like your credit report, it can contain errors and mistakes, which can be costly to you.



You can get started by going to this link:
https://personalreports.lexisnexis.com/fact_act_disclosure.jsp

At this site you'll be requested to provide various information to confirm your identity (name, address, date-of birth, SSN, driver license number, and more). You will also be required to answer some questions about your financial past. Again it's all part of the ID confirmation process. Once you confirm your identity, you can immediately view on-screen both your auto and property reports as well as download them in PDF format.

If you are interested in obtaining a C.L.U.E. Report for a property you would like to buy, it has to be requested by the current owner. If you are selling a property, a savvy seller will have copies ready for buyer inspection.



If you do find errors in your C.L.U.E. Report, correcting them (see side bar) could save you hundreds of dollars each year in insurance premiums. After getting errors fixed, you can then go to your insurance company and renegotiate your rates!

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Making Corrections to Your C.L.U.E.

When you get your report, check it for accuracy. If you find a mistake, contact LexisNexis immediately at 888-497-0011. It can take up to 30 days for them to investigate the contested information. Once verified one way or the other, LexisNexis should mail you the results within five days.

A LITTLE EFFORT PAYS OFF IN A BIG WAY!



“We’ve been paying attention to tires for the past eight or nine months, and now we can definitely see the payoff.” That’s the good news from **Tom Naylor**, Shop Foreman. Tom explained that the Shop has been doing a lot of small things that when combined together, have resulted in a reduction in the number of tires the company is using. “In 2015 we purchased 589 new tires, but in 2016 we purchased 265 new tires.”

Wow! How can that be? “We finally implemented a long-standing, but not well-practiced tire monitoring program,” Tom explained. “Every truck and trailer that comes in for any service, we now measure and record the tread depth and tire pressure. We pull a tire when the tread depth is down to 6/32nds of an inch. We used to wait until 4/32nds, so we now pull them when they are less worn and more likely to last through two recaps.”

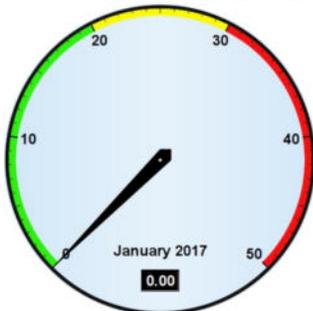
The life of a tire goes something like this: it starts out in the front as one of two steer tires, then when worn down, it gets recapped and put on the back of the tractor as one of eight drive tires. When it gets worn down again, it’s then put on as one of eight trailer tires. If always inflated properly and recapped at the right tread depth, the typical tire should last seven years.



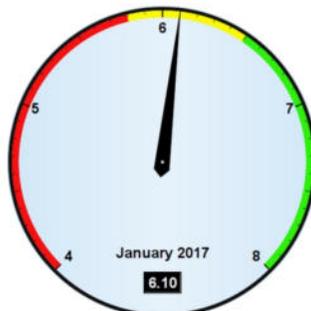
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DEREK'S DASHBOARD — ZTL BY THE NUMBERS

REPORTABLE ACCIDENTS



FLEET MILES PER GALLON



OUT OF ROUTE MILES



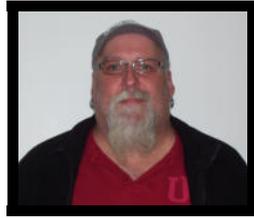
Chief Financial Officer, **Derek “Watch Dog” Ritzman**, wants to share some of the numbers which he monitors every month. This month he’s highlighting three key performance indicators (KPIs): YTD reportable accidents, fuel efficiency (MPGs), and out-of-route miles (OOR). “Compared to the five reportable accidents we had in January 2016, we’re doing great. Zero accidents — especially in a winter month like January — is a testament to our drivers’ skill and professionalism,” Derek said. “Our MPGs are down to 6.1 compared to 6.28 in November-December, but that’s not unusual as the weather gets colder. But drivers should remember to use their APU and avoid unnecessary idling. If your APU isn’t working, tell the shop!” Out-of-route miles though has really spiked compared to January 2016 when we had 82,649. If you are a new driver or you’re going to a new location, call Dispatch to get the best routing. Ritzman emphasized that every driver’s individual effort makes a difference in improving these numbers — and in keeping the number of accidents as low as it is.

WELCOME NEW DRIVERS!

THROUGH JANUARY 2017
MORE IN FUTURE ISSUES!



Ed Brooks



John Powlus



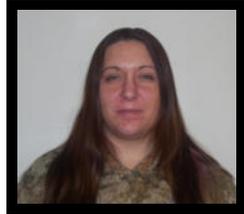
Brian Wolford



Neal Krepps



Carolyn Fordham



Brittany Hawk



Amos Fisher



Larry Workman

(... Fewer Tires, Better Life, continued from previous page)

“We swap tires and match tread depth to get the best wear. We are making sure that the tread depth on all drive tires on a single tractor are within 2/32nds. If they’re not, then they all will wear even faster,” Tom said. “Credit for this effort goes to everyone in the shop including veterans Cody, Steve, Mike, Shane, Tim, Dave, Scott, Jon, and Jake. Our new hires Zach, Jacob, and Dakota are part of the effort now, which should result in another reduction in tires purchased this year.”

He continued, “Drivers can take credit as well. The number of curbed tires is down. Many are keeping tires properly inflated (110 psi on steers, 100 psi on drives and trailers). I’ll say this to the drivers, ‘If you’re not doing it already, you should check and properly inflate your tires, preferably when they are cold. The five minutes spent doing this gives a big payback – and the numbers now prove it.’”



Better tire wear means better fuel mileage. It also means fewer breakdowns from blowouts on the road, which in turn increases driver productivity and customer satisfaction for on-time performance. And the cost? “About 10 minutes to check all tires on a single rig,” according to Tom.

HOS SCORE BREAKTHROUGH!

Below are the latest numbers as of January 27th with the DOT intervention thresholds in parentheses. Arrows show the trend change from last month:

Unsafe Driving (65)	ZTL Score: 9	↓
HOS Compliance (65)	ZTL Score: 65	↓
Vehicle Maintenance (80)	ZTL Score: 22	↑



For the first time in 14 months, our HOS scores are out of the “Red Zone” and at the intervention threshold of 65! Congratulations to all drivers on this achievement! But we’ve got to keep moving this score lower. Remember to (politely) ask for that Level 3 Inspection Report when your logs are checked. And don’t forget the “small stuff.” It counts too! Enter your shipping info as well as show your pre- and post-trip inspections on your logs. And a pre-trip has to be longer than five minutes! Drivers are forgetting to go off duty and log out of their PeopleNet unit when they go home for the weekend. Remember: sign off when you park for the weekend!

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SURE, GO HAVE A STIFF DRINK

Water! Water! Water! Your body needs water to survive and be healthy. Water is the main ingredient in operating your personal waste disposal system. It helps clear out the bad stuff in your body! Drinking coffee, soda, or tea helps, but your body needs plain water. Drinking enough water aids in weight loss, improves your immune system, allows you to sleep better, improves your mood, and aids in keeping your memory strong and accurate. Go grab a zero-calorie cold one right now!



MILE MARKERS

Lynn "Hippie" Sheffer retired on February 4th. A flatbed driver for almost 17 years at ZTL, Lynn is a member of the Million Miler Club with over 1.3 million safe driving miles. He said his immediate plans are to work part-time, spend time out-doors, and play with his grandkids and great-grandkids.



Carson Burge, 94, passed away unexpectedly on February 1st. You will remember that our last edition featured a photo of Carson and friends during a recent visit to ZTL. Carson, who was a veteran of two wars, worked on Zimmerman trucks for almost 30 years. He was from the Port Royal/Mexico area. Except for his military service, Carson spent his entire life in this area. His well-attended funeral was held on Saturday February 4 at the Rex Funeral Home in Port Royal.



DATES TO REMEMBER

Change to Daylight Savings Time:
Sunday March 12th at 2 AM local time

Safety Meeting I — Saturday April 22nd, 9 AM at ZTL
Safety Meeting II — Saturday April 29th, 9 AM at ZTL

Together we can make it better!

MARCH BIRTHDAYS ...

John Powlus — March 2
Steve Tarr — March 4
Ken Stiles — March 5
Mike Kreydatus — March 12
Dale Snook — March 12
Joe Castro — March 13
Ron Zimmerman — March 19
Justin Henry — March 21
Jed Showers — March 26

... AND ANNIVERSARIES

Gary Beatty — 19 years
Steve Detra — 15 years
Dan Hackenburg — 13 years
Geoff Hosband — 12 years
Norm Stever — 11 years
Tom Pannebaker — 10 years
Steve Tarr — 5 years
Chuck Miller — 2 years
Tim Banks — 1 year
Ken Bilby — 1 year

GOTTA GET BACK IN TIME

You may not think about it, but there is a lot of valuable and important information in past issues of *We Are The Z-Team!*

Two articles which should interest almost everyone:
October 30, 2015: Dispatch: What's It All About?
July 24, 2015: MVR: Get Your Driving History

All past issues are on-line at the company's website, www.ztlinc.com. Click on *Our Company*, then click on *News & Community*. Scroll down until you see *Latest Company Newsletters Available On-line*. In that section you will find all our past newsletters. Or ask for a printed copy in the office!

LATE BREAKING NEWS ...

Geoff has just informed us that his guest speaker at the Spring Safety Meetings will be Mark Laurusevage, Chairman of the PMTA Safety Management Council. Attendance is mandatory at one of the two meetings to be held in April. Look to the column at the left for dates and times!

QUOTE FOR THE MONTH

*"Patience is not an absence of action;
rather it is timing.
It waits on the right time to act."
— Fulton J. Sheen*

ZIMMERMAN TRUCK LINES, INC.