

We Are The Z-Team!

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ELECTRONIC LOGGING ARRIVES AT ZTL

Electronic logs (eLogs) aren't new, but they are new to Zimmerman Truck Lines. "We knew this day would be coming eventually," said **Dave Wetzler**, Operations Manager. "eLogs was one of our main concerns when we researched and replaced the mobile comm system in the trucks in 2014. At that time, we chose PeopleNet mainly because of their depth of proven experience, especially with eLogs."



As almost everyone knows, the mandatory implementation date for eLogs has been pushed back several times. "But now," Dave told us, "we have to believe that the December 2017 deadline is a real one. We could have waited, but using this time now to learn about eLogs and do proper training for both drivers and dispatchers, will make the transition as smooth and painless as possible."

In fact, it seems that many drivers are liking the new system. Dave said, "It only takes a few days to become familiar with how it works and a lot of it is automatic." So to learn more, **We Are the Z-Team** asked Dave a few questions:

WATZT: Will drivers still be doing paper logs as backups?

DW: "Under ordinary circumstances, the answer is 'no.' Having an electronic log and a paper log is the same as having two logs — and that's never been allowed. Drivers still must carry blank paper logs in the event of an electronic equipment failure, but the blank forms can only be used under that circumstance and that's going to be very rare."

WATZT: How will logging policies be enforced with this new system?

DW: "We're going to be pretty lenient with drivers for the first 30 days of usage. Drivers are pretty comfortable after a week with it, but we're going to give everyone plenty of time. A lot of policies and procedures still haven't been decided yet. We are aware there are all kinds of issues and we talk about them here every day. We're going to do this right and learn from the testing going on right now."

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eLogs On-Line

ZTL driver eLogs are also available on-line at www.pfmlogin.com. Drivers should use the ZTL company code along with their login and password at this portal to view their logs, make corrections, certify their logs, and even log out of the device in their truck if they forgot to do so! Get more information by talking to Dave Wetzler in Operations. Stop by to see him or call at Extension 258.

THREE ATTA-BOYS!

Verteran driver **Bob Zook** came to the rescue of fellow driver **Jim DiCello** when Jim broke down on Route 22 E near Nanty Glo, PA on May 25th. Bob helped get Jim's rig to a better spot off the road to switch out a new power unit when the tow truck arrived. (This story from an alert sent by **Mac Stailey** in the Shop.) Way to go, Bob!



On June 15, Van Dispatcher **Darren Weaver** got a call from a shipper after **Scott Landis** was there for a pickup. The shipper, the Defense Reutilization Marketing Office (aka "military surplus") in Groton, CT, said that Scott was the best, most courteous, and most professional driver he had ever loaded. "Great customer service!" is a direct quote from the caller.



Mike Shope was stopped for a voluntary safety check on May 12 on I-80 near Waverly, NE. The safety check was conducted by the Nebraska Trucking Association (NTA). Mike was praised in a letter sent on May 18 from the NTA for taking time out to make sure he was operating safely. [Editor's note: Can somebody take some updated photos of these guys?!?]



CSA LATEST CSA SCORES

CSA scores as of May 27th with the thresholds in parentheses. Arrows show the trend change from last month:

Unsafe Driving (65)	ZTL Score: 15	↓
HOS Compliance (65)	ZTL Score: 73	↓
Vehicle Maintenance (85)	ZTL Score: 26	↔

When asked about this month's scores, **Geoff Hosband**, Safety Director, said, "It's only gotten slightly better. Logs have now been over the 65 point threshold for seven consecutive months." He then repeated this message, "The DOT knows that when they see a Zimmerman Truck, its driver is more likely to have HOS violations. It's like having a bulls-eye on your truck. Every driver is now aware of the importance of this. Everyone MUST keep their logs current! There are no excuses for logs not being up-to-date!"

GEOFF SAYS ...

The Remember Smith 5Keys



Key 1. Aim High In Steering.

Look ahead a minimum of 15 seconds

Key 2. Get The Big Picture.

4 second minimum following distance

Scan at least one of your mirrors every 5 to 8 seconds

Key 3. Keep Your Eyes Moving.

Avoid focusing on any object for more than 2 seconds

Key 4. Leave Yourself An Out.

Surround yourself with space

Key 5. Make Sure They See You.

Seek eye contact



TRUCK 6 3 2

Truck 632.
November 2014.
Carrying a load of skidded coils.
Driver knew the road,
traveled it all the time.
Moving into a curve marked "45"
he lost control.



He hit the brakes.
Veered sharply.
The load shifted.
The force actually lifted the
trailer from the pavement.
It became airborne.
Landed.
Rolled over twice.
Consensus was
his speed was too high.

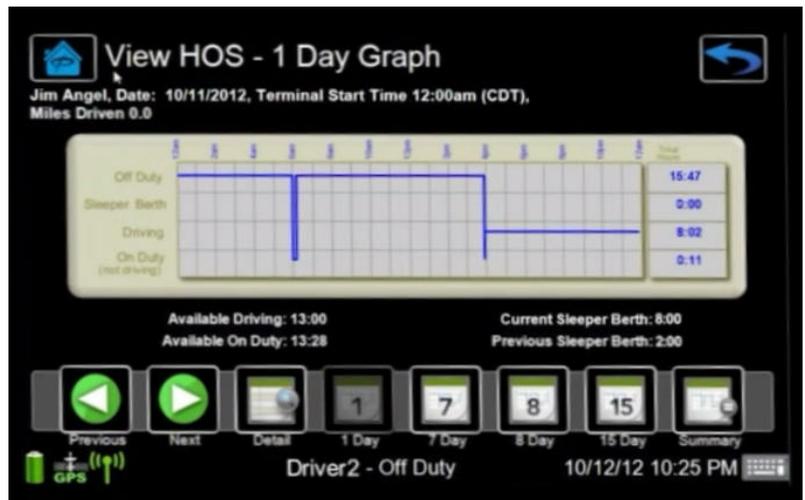
He tried to compensate,
but it was too late.
Driver lost his job,
but walked away with his life.
Would you be so lucky?
Don't press your luck.
Slow down.



ELOGS HAVE ARRIVED ... CONTINUED FROM PAGE 1

WATZT: What happens during a road-side inspection? How will inspectors deal with eLogs?

DW: "There are three choices. Agents can plug in a jump drive to the USB port and download your logs. They can climb up in the cab and review the last 8 days of logs on the screen of the device. Or they can ask you to e-mail or fax the logs to them. Signs are being attached to each truck indicating that the driver is using eLogging. These stickers are placed right next to the driver door. The inspectors will know as soon as they see you that you are using eLogs. So, I guess there is a fourth option, that is that they can see you have eLogs and instead focus on other safety-related inspection items."



WATZT: How is this affecting dispatchers and the dispatch process?

DW: "Dispatch has always had a pretty good idea of drivers' available hours in the past. But now, they will have on their computer screens information as recent as the last 15 minutes. What the driver sees in the cab is real-time, but because the data is transmitted in batches, Dispatch sees it from two to fifteen minutes later."

WATZT: How will Dispatch support the drivers?

DW: "Anytime a driver is made to wait longer than expected, it's always a good idea for that driver to call Dispatch and let them know. Sometimes all it takes is a phone call from Dispatch to the right person to shake things loose. It doesn't hurt to ask."

WATZT: This could have a real impact on flatbed drivers, couldn't it?

DW: "We know that flatbed drivers are often made to wait for their loads and with eLogs that time is now even more valuable. We are testing with six flatbed drivers right now. On an individual basis, we have calculated each of their average incomes and guaranteed each one a minimum income for every week during the first 90 days of testing. We are going to use this test period to understand how flatbedders will be impacted and what kinds of changes we should request at various shippers. If needed, we could expand the number of drivers testing and/or lengthen the testing period."

WATZT: What kind of changes from shippers are you talking about?

DW: "It's going to be a learning experience for everyone, but ZTL is going to work to protect the drivers as much as we can. We are going to tighten up dramatically on detention time and start charging more often. Eventually, to get their products delivered to their customers, shippers will realize they have to work more efficiently when loading outbound shipments. This issue isn't going to be just a ZTL issue. And it won't be resolved overnight. This will affect all truckers and everyone in the supply chain. By doing our testing now and learning how we can increase efficiency and productivity, we'll be that much farther ahead in the game."

WATZT: How would you summarize progress with the eLog roll-out so far?

DW: "Really, it's going well. Drivers are understanding the system and everyone is learning. There are some calls with questions, but it's going well. We have a target of getting all drivers on eLogs by the end of 2016. We should make this goal with time to spare before the Federally imposed deadline. And finally I do want to emphasize that *if anyone has any questions, whether they are using eLogs, not using eLogs, want to volunteer to be an early adopter, or just have general questions, please call me at anytime in my office at x258 or stop by. I want to answer questions and I am happy to talk about it.*"

[Editor's note: our sincere thanks to flatbed driver **Ray Snyder** for allowing us to sit in on his eLog training session. Ray came up with most of the great questions that were used in this article. Thanks Ray!]

www.WeAreTheZ-Team.com



**COMPANY PICNIC
SIGN-UP NEWS**

This year's company picnic is going to be held **Saturday August 13th**. The same as last year, the Picnic will be at Del Grosso's Amusement Park in Tipton. ZTL pays for each employee and their spouse, as well as children and grandchildren under the age of 18. Others can be signed up and pay ZTL's cost per person. Reservation forms with all the details will be in mailboxes after the July 4th holiday and due back to Gina by August 1.



NEWS BRIEFS

Ellie's Bake Sale, which was conducted for the 9th year by **Derek Ritzman's** family, raised \$11,888 over the Memorial Day weekend. The money was donated to the Janet Weiss Children's Hospital in Danville.

The **Independence Day** holiday is something we don't want to forget and this year it falls on a Monday. So for some of us the holiday will be on Sunday and Monday the 4th will be like a Sunday!

Employee August
APPRECIATION WEEK 22-26

JULY BIRTHDAYS ...

- David Flowers — July 3
- Tina Baum — July 10
- Rob Ritter — July 10
- Brian Tyger — July 13
- Scott Walter — July 14
- Mike Hamilton — July 16
- Dave Martin — July 17
- Leonard Chubb — July 19
- Gary Lytle — July 24
- Bob Rush — July 25
- Joe English — July 25
- Adam Swartz — July 27
- Terry Wagner — July 29

... AND ANNIVERSARIES

- Kerry Hummel — 17 years
- Scott Pecht — 15 years
- Jake Yoder — 15 years
- Arlan Yoder — 10 years
- Jim Price — 10 years
- Joe Castro — 6 years
- Regina Castro — 6 years
- Tanner Zimmerman — 5 years
- Ray Snyder — 3 years
- Scott Landis — 3 years
- Mike Tyger — 2 years

Mike Tyger in 476 was the winner in last month's "Find Your Truck Number Hidden in the Newsletter" contest. His truck number was in the photo of the big rig from Iron Horse Racing featured at the bottom of page 2. After randomly choosing two brothers, Mike and Brian, two months in a row, we decided to take a break and skip the contest this month! (Unless your truck number is 1776, then see below!)



QUOTE FOR THE MONTH

"Believe in your potential, even if you haven't yet seen the results."
— Gaby Natale

ZIMMERMAN TRUCK LINES, INC.