



RUSH NEWS

JANUARY Newsletter

2006 begins Rush's 27th year. Continuing Rush's desire to remain competitive and efficient witnessed the introduction of TripPak Services in December 2005. The TripPak process is driven around minimizing paperwork process time and improving upon paperwork errors. This Rush News edition will expand upon TripPak process and highlight ways we can reduce paperwork errors.

Latest News—In January 2006, Rush has created web sites for office employees, company drivers, owner operators, and contractors. Everyone has their individual logins.

Contractors will see Settlement Sheets by week or year in summary. (Pg.3)

These sites will help in expanding your access to important information and provide answers to questions you might have.

As always, be careful and drive safely. You are our most important asset and we want you to be safe. As all of you know, the changes in temperature and falling snow dramatically changes the road conditions. Over the next couple months the road conditions will remain unpredictable, please plan ahead and leave early. Be cautious of other motorists on the road and construction areas.

Industry news—Why We Must Be safe!!!

Jan 26, 2006—Truck may not have braked in deadly Fla. Crash. Police examine why tractor-trailer rear-ended car filled with seven siblings

LAKE BUTLER, Fla. - Evidence suggests that a tractor-trailer never braked before it rear-ended a car full of siblings and shoved it into a stopped school bus on a rural highway, killing all seven children in the car, state troopers said. **The driver had been awake for 34 hours.** Authorities identified the siblings as 15-year-old driver Nicki Mann; Elizabeth Mann, 15; Johnny Mann, 13; Heaven Mann, 3; Ashley Kenn, 13; Miranda Finn, who was 8; and Anthony Lamb, who was 1. In Addition, five of the students onboard the bus were taken to University of Florida's Shands Hospital in



Gainesville. Three were in serious condition and two were in fair condition "Even though she was an underage driver, it's my understanding she did not cause the accident," her aunt Tina Mann told CNN. "The same thing would have happened had there been an adult in the car with her. We'd just have one more

death in the family."

Tina Mann said her niece had dropped off another child and was taking her siblings home to get ready to go to church. The National Transportation Safety Board will investigate the accident. [Associated Press]

TRIPPAK— New Paperwork processing

A Big Thank-You to all drivers for making the TripPak transition. This past December, Rush Trucking implemented the TripPak scanning system. All envelopes that are dropped into a TripPak drop box are picked up by DHL Express and brought to Wilmington, Ohio for scanning.

Plain and simple, scanning paperwork is faster and more efficient. TripPak scans the paper in to an electronic image. Each envelope has it's contents scanned and matched to the envelope. It's very important to keep 1-PRO or Deadhead PRO per envelope. Keeping driver paperwork properly identified, expedites the entire validation process.

Each image is identified by type and linked to the driver and envelope. Then the image is routed to the correct department. Billing, Maintenance, Payroll and Safety receive only the relevant documents. Some examples of this routing are: logs go to Safety, BOLs go to both Billing and Payroll and Maintenance reviews any repair receipts. Together with TripPak

each of the departments is able to process paperwork fast and accurately. Scanned images are sent faster than paper.

Scanning paperwork is faster and more efficient.

Safeguards are in place to prevent documents from being lost or misidentified. Drivers are a large part of the accuracy in this process. Completing paperwork in blue or black ink and writing clearly greatly reduces errors. Several observations have been noticed. Collectively, we are receiving around a 78% accuracy rate for paperwork being processed. The remaining 22% is typically missing:

- Only 1 Pro per envelope.
- Only 1 deadhead Pro per envelope.
- Correct Truck number for Pro being Claimed.
- Do not send Blank Envelopes.
- Truck and Trailer No. are in the correct envelope fields.
- Drivers Name is correct.

All driver paperwork must be sent through one of over 1200 locations across U.S. and Canada. Shipping is free.





RUSH TRUCKING RECRUITING OFFICES

Doug, Lori
or Joe

Wayne, Michigan
888-595-7874

Bill Phillips

Clarksville, Indiana
877-525-2977

Donna
Compton

Madisonville, TN
800-599-0087

Roadside Inspections: *Violation Free = \$25.00*

Bill Downing (Rush Trucking Safety Director) instituted a driver incentive program. You may already know, you are rewarded for your efforts in violation-free DOT roadside inspections. These rewards are given out on a monthly basis. If you turn in a roadside inspection that is

violation-free you will receive a \$25.00 gift certificate to Home Depot, Sears or Wal-Mart. Make sure you do a complete pre-trip inspection; have up to date logs, current permits and equipment in working order. These are the main items DOT officers will check during an inspection.

Owner-op. sign on bonus

We have received a great response to our Sign-On bonus. This bonus is paid to each new Owner-Operator or existing fleet owner that signs on an additional truck. This bonus will be paid as a separate check to you along with your first settlement check. If your truck remains with the company for a period of at least 6 months you will keep the bonus, but if you quit or are terminated you will lose the bonus. The purpose of this bonus is to secure new trucks so keep those trucks coming. Fleet Owners we appreciate you adding to your current fleet.

Paperwork Pointers

I. Logs: # of Days Off Duty

of Days Off Duty
Includes Today /
de jours tourné taxe,
regrouper aujourd'hui

The Safety Department has noticed numerous logs filled out incorrectly for Days off duty.

- >> Submit only ONE log for multiple days off.
- >> The First day Off is the only date to be entered.

Example: A driver takes four days off. Use the date of first day off and then enter 04 for **# of Days Off Duty**. Don't submit any additional logs for days 2, 3, or 4.

II. Rapid Driver Logs

- Get your driver logs in as soon as possible. As you submit yesterday's Pro to be paid, include the log. Do not hold your logs; get them in.

III. Additional Pointers

- Drivers Correct NAME
- Only 1 Pro per envelope
- Only 1 dead head pro per envelope
- Correct Truck # for the Pro being Claimed
- Do not send in BLANK ENVELOPES
- Make sure that you put the Truck and Trl # in the correct field on the envelope.



CURRENT HOURS-OF-SERVICE RULES

2005 Rule Property-Carrying CMV Drivers Compliance On & After October 01-2005

May drive a maximum of 11 hours after 10 consecutive hours off duty.

May not drive beyond the 14th hour after coming on duty, following 10 consecutive hours off duty.

May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.

CMV drivers using the sleeper berth provision must take at least 8 consecutive hours in the sleeper berth, plus 2 consecutive hours either in the sleeper berth, off duty, or any combination of the two.

Passenger-carrying carriers/drivers are not subject to the new hours-of-service rules. These operations must continue to comply with the hours-of-service limitations specified in 49 CFR 395.5.



Road model—driver HIGHLIGHTS



>> **Nov 2005** MATT CHILDERS (Owner Operator) Matt Childers / Truck 4469 Matt was selected after a poll of the various departments at Rush. No one had anything but positive things to say about him. Matt has been with Rush as an Owner Operator since April of 1996. For the past two years he has serviced the Chrysler Newark, Delaware lane.

>> **Dec 2005** ISAAC THIESEN (Owner Operator) Hired on 4/14/2000-Bought his own truck on 9/04. Currently runs Milton to Belvidere. Used to run Milton to Louisville and Cambridge to Janesville. He uses FAST lane. He has helped us out on re-powers. I believe he has no violations. Always courteous and polite.

>> **Jan 2006** KEN GIDDINGS (Company Driver) Ken Gidding is a city driver at our Flint Terminal. Just had a motorist confirm what we knew already. Very Professional on the road. Always does a very fine job for Rush. One of the old Blazer Ryder drivers. A caller from a plant complimented Ken on his professionalism in all aspects of his job, and also the fact that he took the time to help out another driver that was new to their plant with the various requirements.

**CONGRADULATIONS TO MATT, ISAAC & KEN FOR BEING RUSH TRUCKING ROAD MODEL DRIVERS.
They will receive \$500 as a reward for their efforts. Keep up the good work!**



FEB. 2006

CONGRATULATIONS to ROAD MODELS MATT CHILDERS, ISAAC THIESEN & KEN GIDDINGS



Rush Trucking— Jeff Snyder, chief operating officer

I would like to say hello to all of you that drive for the Rush Trucking group of companies and to give you an update on some of the things we have been working on behind the scenes to make Rush a better place to work and a stronger company both today and for the future.

I know that many times we make changes or adjustments in our business but do not always do the best job of helping people understand what or why we make those changes. The trucking industry and all business in general, are in a constant state of change. Companies like Rush must continually look for ways to improve performance, safety, and service in order to remain competitive in an increasingly tough industry.

The trucking industry faces many challenges that require us to be diligent in our efforts. The cost of doing business is continually changing. Fuel prices have risen to record levels, insurance rates and equipment rates are higher than ever. The cost to maintain our facilities and equipment used to run the business is always rising. And competition is as strong as ever. Therefore we will not, and can not, remain status quo. We must be proactive in dealing with change.

Since I joined Rush in March of 2005 as Chief Operating Officer my goal has been to focus on improvements in all areas and to instill a mindset with the management team here that we must always be looking forward and thinking about how we can do our jobs more efficiently and better.

We have made a lot of changes to that effect. We still have a long way to go and I know that we will never stop changing and improving. I want you to know that we do not change just for change sake. When we make a decision to change it is based on forward thinking and long term improvement. Yes, we understand that in making changes sometimes there are bumps in the road. However, we know that long term we are doing what is right for the company.

Some of the changes / improvements we have made are:

- We recently instituted Trip-Pak for our imaging and log auditing functions. We now have better information, in a timelier manner, and at a lower cost, that will improve our ability to manage our business and our ability to analyze information.

- We switched payroll companies. The new company offers us a more focused approach to Rush Trucking's business, an improved cost structure, and an improved 401K plan.

- We have upgraded our equipment portfolio this past year. We have added over 125 new model 2005 and 2006 units to our tractor fleet. These units have been brought in to replace older units with high maintenance costs and to replace higher costing rental units.

In the fall, we hired a new Maintenance Manager, Jack Hunt who has already brought many new innovative ideas to our maintenance department and is in the process of evaluating and implementing a preferred vendor program and a new tire program that will greatly improve not only our service levels, but our cost structure.

These are just some of the things we are doing. We are also putting much more focus on our safety performance as a company and are in the process of evaluating different types of ongoing safety training that we can offer all of you to help you do your jobs in a safer manner.

We will also be asking each of you to fill out and return the driver survey in this newsletter. This survey will help me and the rest of the management team better understand how to become a more preferred employer.

I appreciate all that you do for Rush Trucking and our customers and ask that you please drive safely.

Jeff Snyder

Rush Trucking 24x7x365 Anywhere Web Access

Rush Trucking has created four new sites. Each designed with relevant information, links and downloads.

- ? Office Employees
- ? Drivers Non-Company
- ? Company Drivers
- ? Contractors

Accessing these sites at www.rushtrucking.com

1. *Click on Employees*
2. *Click Office & Driver Log*

Logging In (User Name and Password)

All but the Contractors will use their PIN (Personal Identification Number) also referred to as Driver ID. The PIN is the same ID needed on Driver logs. PINs are case sensitive and MUST be entered in Uppercase. Passwords will be the last four digits of the users Social Security number. Passwords may be changed after first login.

Contractor IDs are listed on their Settlement Sheets. IDs are case sensitive. Contractor passwords are the last four digits of their Federal Tax ID. If Contractors don't have a Federal Tax number, then use the last four of the Social Security number. Passwords can be changed once logged in.

Samples of contents

- **Rush Office Personal and Company Drivers** will find to company benefit forms; Health, Dental, ect; and explanation of benefits.
 - **Owner Operators and Company Drivers** will find answers to common payroll issues and driver links.
- Contractors** will see Settlement Sheets by week or year. You can get summary or detailed reports.

Feb. 2006



February 2006



Safety Tips

- 1.** Keep your logbook neat and up-to-date. This means up to date to the last change of duty status. A neat and update logbook gives a good appearance to the DOT. They are less likely to do a complete inspection if everything seems to be in order. This will mean a quicker inspection and less chance of fines for you and Rush Trucking.
- 2.** Keep your vehicle in good repair. Keep an adequate supply of motor oil, windshield washer fluid and antifreeze. Make sure you periodically check tire pressure driving on tires that are not inflated properly lowers you fuel efficiency.
- 3.** Maintain a reasonable speed do not exceed the posted speed limit, use caution in construction areas. By increasing your following distance you also increase your reaction time.
- 4.** Is your DOT inspection up to date? Have you sent a copy of your current registration to our Maintenance Department? Make sure you do we are constantly updating files and will be contacting you if we have not received these items. You can contact Maintenance at 1-888-604-7874
- 5.** Make sure you are following plant safety procedures. Chock your tires, slide your tandems, and obey the posted speed limit.



You can access RUSH NEWS by going to www.rushtrucking.com and clicking on Company Info.