

# Wright Knox Motor Lines, Inc.

Newsletter

Volume 4 June 2018

## FROM THE PRESIDENT

### NATIONAL SAFETY AWARD

**Congratulations to all our employees! National Risk Management Services submitted our safety record and information to our insurance carrier, Great West Casualty for an awards program to recognize their best companies.**

**Wright Knox Motor Lines, Inc. received a the highest award available from Great West, National Safety Awards, Platinum Award for Outstanding Achievement in Highway Safety!!!!**

**This award embodies all the actions and decisions our employees make right every day! From the drivers performing pre and post trips, driving safe, watching out for the other motorist, to the dispatch closely watching hours of service, taking loads that work for our drivers, to the garage for maintaining the equipment to operate safely on the highway! We have the best group of employees any company could wish to call their “team” and “family”.**

**Thank you all for your dedication to safety.**

**Gladys**

<b>NEW GUIDANCE ON PERSONAL CONVEYANCE, ISSUED MAY 31</b>
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### FROM OPERATIONS, HAROLD WRIGHT:

**Parking: verify with management or you may be paying \$500-\$3000 to get a boot removed. If there is a *NO Parking* sign, DON'T PARK THERE, EVEN IF MANAGER SAYS OK.... when you get up after your 10 off duty, or nap, there will be a different manager who may not agree!**

## **Kudos to our drivers:**

**Great team work between Toland Cordell and Bob Fedoruk..... during a recent West Coast trip .....**

**Toland was sitting in a traffic jam caused by a merger accident at I-44/35 split on the north side of Oklahoma City, searching for a way around the huge backup. When he found a way to circumvent the backup, he also realized Bob Fedoruk would soon be driving into the same area. He called Harold, asked for Bob's cell number so he could warn Bob. By this time, Bob was within a mile of where he had to exit to avoid the huge backup. Toland quickly guided him around the backup saving a huge amount of time for Bob. (Toland had already lost a ½ hour when he had found another route). Kudos to Toland and Bob for great team work and trust!**

## **FROM JERRY KNOX, Garage**

**Have you experienced an incident that could have easily been corrected with a couple small tools? Consider keeping a crescent wrench, socket set, and screw driver in the truck to make small repairs to keep you moving or check a couple things so a mechanic can talk you through a small problem.**

## **FROM SAFETY AND MAINTENANCE:**

1. **Avoid parking on ramps.** This practice is illegal in some states already.
2. **Don't park in nasty truck stops.** If the parking lot is trashed, this means no one is properly managing the place and has no idea what goes on there at nights.
3. **Avoid inner city truck stops.** Crime is always higher in crowded metropolitan areas.
4. **Stick with the reputable truck stops.** They are usually well managed and sometimes offer security.
5. **Avoid parking alone.** Everyone likes peace and quiet, but you also become an easy target.
6. Of course, **lock all doors!**

7. **Close the curtains.** Don't let thugs see if you're up or not. Keep them guessing.
8. **Be aware of your surroundings.** I have moved after sitting for awhile and not liking what I saw.
9. **Park in well lit areas.** Bad things happen in the dark.
10. **Be prepared to defend yourself.** Truck stops and rest areas attract hitchhikers and drifters. If trouble makers detect an easy target for robbery, they are more likely to strike.

## **From the Safety Department: CVSA ROAD CHECK - JUNE 5-7**

### **Roadcheck 2018 to focus on HOURS OF SERVICE enforcement**

**The Commercial Vehicle Safety Alliance says this year's International Roadcheck enforcement blitz will focus on [hours-of-service compliance](#).**

**A MAIN EVENT will be checking to see if drivers can transport their HOS records to the officer. An instruction card is in your ELD binder, and you will receive an instruction sheet in your boxes). If you cannot do this, you may be placed out of service.**

**SECONDLY.....they are interested in unidentified records and use of Personal Conveyance and Yard Move. Make sure you annotate the reasons for Personal Conveyance.**

**Drivers are asked to provide their operating credentials and hours-of-service documentation, and they will be checked for seat belt use. Inspectors also will be attentive to apparent alcohol and/or drug impairment.**

**CVSA's International Roadcheck is scheduled for June 5-7. Over that 72-hour period, commercial motor vehicle inspectors in jurisdictions**

throughout North America will conduct inspections of commercial motor vehicles and drivers.

During International Roadcheck, inspectors will primarily conduct the [North American Standard Level I Inspection](#), a 37-step procedure examining both driver operating requirements and vehicle mechanical fitness.

**The vehicle inspection includes checking brake systems, cargo securement, coupling devices, driveline/driveshaft components, exhaust systems, frames, fuel systems, lighting devices, steering mechanisms, suspensions, tires, van and open-top trailer bodies, wheels, rims and hubs, and windshield wipers. Additional items for buses include emergency exits, electrical cables and systems in the engine and battery compartments, and seating.**

If no critical inspection item violations are found during a Level I Inspection, a [CVSA decal](#) will be applied to the vehicle, indicating that the vehicle successfully passed a decal-eligible inspection conducted by a CVSA-certified inspector.

If an inspector does identify critical inspection item violations, he or she may render the driver or vehicle [out of service](#) if the condition meets the North American Out-of-Service Criteria. This means the driver cannot operate the vehicle until the vehicle and/or driver qualification violation(s) are corrected.

International Roadcheck is the largest targeted enforcement program on commercial motor vehicles in the world, with around 17 trucks and buses inspected, on average, every minute in Canada, the United States and Mexico during a 72-hour period. Since its inception in 1988, more than 1.5 million roadside inspections have been conducted during International Roadcheck campaigns.

[International Roadcheck](#) is a CVSA program with participation by the U.S. Federal Motor Carrier Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).

## **ONLINE REVIEWS**

**In the world of new technology, it seems most people check the web for advice on whether a company does what it says when they hire people, if they pay on time, provide good benefits, and in general respect their employees and provide an good atmosphere in which to perform their jobs.**

**We would be most pleased if you would take some time and provide a review on any sites of your choice concerning these issues. Many thanks to all of you for supporting our company.**

## **Roadside Inspection UPDATE**

### **Wright Knox Motor Lines, Inc. CSA SCORES**

<b>Unsafe Driving</b>	<b>28%</b>	<b>Crash Indicator</b>	<b>8%</b>	<b>HOS</b>	<b>22%</b>
<b>Vehicle Maint.</b>	<b>14%</b>	<b>Controlled Subs.</b>	<b>0%</b>	<b>Haz. Mat.</b>	<b>0%</b>
<b>Driver Fitness</b>	<b>0%</b>				

### **New Driver:**

**Russ Heidler, an engineer by trade, trucker by career, returned to the industry and has been driving with WKML for the past couple months.**

**In addition to spending 10 years in trucking before taking a break, he became a world traveler and has spent several years in China. Russ runs a side business selling and trading world class gemstones as well as design remarkable jewelry. All of which he is able to control from his laptop during his downtime while on his trips!**

**Russ, a tall slender gentleman usually attired in jeans, denim shirt and stylish tweed flat cap, is in truck 59, if you see him out and about, take some time to enjoy conversing with him about gems, China and travel, as well as trucking.**

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## WKML ANNIVERSARIES!!!!

**Jim Miller 06/09/2010**

**Al Ball 06/19/1995**



**Rhonda Kinzey 06/24/1993**

**Thank you for your years of dedication to excellent driving and service of our customers.**

## EMPLOYEE FAMILY “SNOOPY” NEWS AND ACHIEVEMENTS

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### **Tuition reimbursement program!!!**

**Know any OTR students? Strapped for cash and worried about OTR school payments; getting sucked into a large company that will keep them out for several weeks to 3 or 4 months just to have their OTR schooling reimbursed?**

**Have them give WKML a call, we may be able to work with them!**

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## **Parking “traps” gets EXPENSIVE**

**The truck booting, towing trap — another nontraditional parking spot to avoid**

**Todd Dills May 17, 2018**

Owner-operator **Glenn Keller** regular readers may well recall from my talk last year with him about his book, *Moving My Mountains*. What I didn't write about at the time, but which came up briefly in my conversation with Keller then, was an incident a little over a year ago at a lot where he commonly parked his truck while visiting a Gastonia, N.C., friend along one of his haul lanes up I-85 into North Carolina, at west end of the Charlotte metro area.

“I’ve been towed one other time and it cost me \$1,000,” Keller says, but when his truck and trailer were removed from the property at 1545 Rankin Lake Rd. just off I-85 at Exit 17, by a company based in neighboring Charlotte, it cost him upward of \$3,000 to get it back.

“I had been parking there for a while” on routine visits to the area, Keller said, noting he believed towing companies can be “so predatory they just find a spot they know where trucks park and throw up some signs.”

He’d never seen no-parking signs there before the tow happened, though when he left the area after the incident he “went back and took a picture. You couldn’t even see the sign” on approach to the lot from the intersection of I-85 and U.S. 321, he added, given where it’s placed, a small square sign on a larger realtor’s sign at the edge of the property.



The sign tacked onto the realtor’s sign at the site when Keller was there last year.

Further signs were placed on trees at the back of the lot, a spot truckers typically backed their trailers against, obscuring the view. At the time, Keller added, the spot was well-utilized by trucks, including some that were referred to the [parking location](#) when staying at local motels.



Map view of 1545 Rankin Lake Rd., which truckers would do well to avoid.

“The industry being what it is, we’ve got more drivers than we’ve got parking spaces” where they’re needed, Keller said then, an [issue I’ve written about quite a lot in recent times](#) and which has come even more to the fore with the advent of the [electronic logging device mandate](#) last December, stiffer enforcement going into effect on April 1 this year.

Keller was looking for a potential attorney to take his case against the towing company when we talked last year, and had been in touch with North Carolina’s attorney general’s office about the situation, all to no avail. (The AG’s office determined they didn’t have authority to prosecute, Keller says.)

Late last week, however, local authorities in Gastonia sent [Michigan-based Eagle Express small fleet owner Leander Richmond](#) a copy of a letter addressed to a different towing company, RPM Towing and Recovery, based in Gastonia. It stated signs placed on the

property were in violation of local ordinances, specifically City of Gastonia code sections 8-378(a)(1) and 8-378(a)(2)(d). The letter went on:

*The signs on the property are not within five feet of the street right of way line. Additionally, the signs at the property do not state the maximum fees and charges for booting or immobilizing a vehicle. ... The maximum fee cannot be stated in a range from \$100-\$5,000, as this is insufficient notice to the public. Moreover, it is apparent that a "0" was added ad-hoc to the original \$500 listed.*

The letter directed RPM to "cease towing from the property until the requirements ... are met."

It also directs the company to refund Richmond the \$1,600 charged to him to remove boots applied his driver's truck while parked there the weekend of April 7. The driver had in this case been aware of the signs placed on the property warning drivers not to park there, but in need of a place to rest, went ahead and parked. Richmond's "driver was in the truck when the truck was booted and he had a sign in the window that stated that if they woke him up he would move," Richmond said in a letter to city officials asking for remedy of the situation. "I fully understand, as does the driver, that there are signs warning not to park there."

What's more, Richmond says RPM applied not just one, but *two boots*, immobilizing both truck and trailer, and "initially wanted \$2,000 *plus* a 20 percent credit card fee to have both removed," he says in his letter. "That would be \$2,400 for being booted. I am enraged just typing this."

The lot presents a convenient trap for towing businesses, given significant use by truckers needing rest along the I-85 or U.S. 321 routes through Gastonia, Richmond notes in the letter. The lot "serves absolutely zero purpose other than to lure trucks in so that they can be booted. ... There is no business or building or place to conduct business present on this lot. If trucks are so offensive and they are truly worried about any possible damage done to the lot by trucks, they could simply gate it, or put a chain across each entrance to keep trucks and other vehicles from pulling onto the property. Instead, they have resorted to lying in wait for trucks to pull in and park, which they know [is] going to happen, and then they apply boots."

Owner-operator Keller was towed farther afield from the location, but he did note at the time that this was going on at the lot even then, more than a year ago now. A driver he talked to there after the incident had been asleep "in his truck, with it running – they put a boot on it while he was sleeping," he said. "The guy with the boot, they got \$750" for it.

Have you been snared by such a tow or booting? If you're reading on a smartphone, tap the image to call and paint the scene for us in a message on our podcast line with your story. If you're on a desktop, call 530-408-6423. Make sure to tell us your name and state of residence.

Richmond notes that Keller and others similarly situated, if they do in fact have pictures of sign placements at the time of their tow or boot from the lot, should work through the city of Gastonia to possibly get restitution.

Further ordinances limiting the value towing companies can extract from agreements with owners of private lots may not be in the offing in North Carolina locales, however, given a 2014 state supreme court ruling in the *George's Towing v. Chapel Hill* suit, which struck down such maximum-fee provisions of an ordinance imposed by the Chapel Hill municipality.

Richmond noted that, though the state supreme court's ruling against the town's rate structure provisions in its ordinance presents a barrier to any local rate regulation by cities, Gastonia had nonetheless "been a huge help" on combating the situation at 1545 Rankin Lake Rd.