



Trucking Jobs!
Great trucking companies
who want to hire you!
Directory on page 45



Industry News
News and information
that's relevant to your life
on the road!

EXPEDITE NOW MAGAZINE

Volume 14,
Issue 6



3 Best Practices

READ ON PAGE 14

to Cut Fuel Costs,
Grow Profit

The [Untraditional] Road

to Fleet
Owner Success

READ ON PAGE 34

Know What To Expect

with Your Expedited
Trucking Career

READ ON
PAGE 28



Q&A

Jim Welch & Jeff Curry share their new
secret sauce for success at Premium
Transportation Logistics

READ ON PAGE 6

THE LANDSTAR ADVANTAGE

Put more profit in your pocket and define success on your own terms as a Landstar independent owner-operator.



FedEx[®]
Custom Critical

Tractor Teams

FedEx Custom Critical has over-the-road opportunities for tractor teams or fleet owners providing teams. Sign on with us and pull a company-owned dry or temperature-controlled trailer, or bring your own trailer.

FedEx Custom Critical offers:

- Weekly on-time shipments with direct deposit
- Base plate program
- Fuel surcharge paid on all authorized miles
- Sign-on incentives available



VAN • REEFER • FLATBED • STEPDECK • EXPEDITED
• HEAVY/SPECIALIZED • HOT SHOT



www.lease2landstar.com
1-800-622-0658

- More home time: the independence to run when you want, where you want.
- Earn a share of the revenue for every load hauled. As freight rates go up, your settlement check does too.

 Follow us on Twitter @lease2landstar

- 100% of all billed fuel surcharges paid straight to you.
- Big fuel discounts at the point-of-sale, no waiting for rebate checks. Big fleet national account tire prices. Cash rebates on new tractors, factory-direct trailer pricing.

 www.facebook.com/LandstarOwnerOperators

Join an expedited and critical shipment industry leader.

Call 1.888.735.0659

You can also learn more online by visiting
<http://customcritical.fedex.com/oo>

© 2017 FedEx

EXPEDITE NOW MAGAZINE

Featured in 14.6



Q&A

6

Jim Welch & Jeff Curry share their new secret sauce for success at Premium Transportation Logistics



28

Industry
Know What to Expect with Your Expedited Trucking Carrier

34

Business
The (Untraditional) Road to Fleet Owner Success

42

Press Release
Landstar's New Available Loads Mobile Application

47

Trucking Jobs!
Find YOUR Next Trucking Job with One of These Great Companies!

miss an issue?

Visit us at expeditenow.com for both past & current articles. Also, sign up for your **FREE SUBSCRIPTION!**

OnTimeMedia LLC

On Time Media, LLC • PO Box 782
Florence, KY 41022
Phone: 859 746-2046 • Fax: 859 746-2084
Toll Free: 888 862-9831

Feature



14

3 Best Practices to Cut Fuel Costs, Grow Profit

Business Staff

Lawrence McCord Publisher
Monte Stetler.....VP of Business Development
Jeff Blakemore.....Creative Director
Joshua McCord.....Interactive Developer
Michael Sams.....Interactive Developer
Debbie McCord.....Accounting
Carol Hill.....Subscription Manager

Editorial Staff

Jeff JensenEditor Posthumous
Sandy Long..... Staff Writer
Sean Lyden..... Staff Writer
Scott Loftis.....Contributing Writer

National Account Executive

Isaac Speicher 859-795-5741

Expedite Now is written for professional owner operators and drivers working in the expedited trucking industry.

Our editorial policy encompasses informing drivers, fleet managers and carriers of the news and information about the expedited trucking community.

News and feature articles are compiled to keep owner operators and drivers apprised of industry trends and events, and other issues which impact those who move this industry.



- Espar Heater Sales and Service
- Expert and Custom Espar installations
- RigMaster APU Sales and Service
- RigMaster Parts in Stock!
- Auxiliary Battery Systems sold and installed
- Inverters
- Complete Comfort Packages for Sprinters, Ford Transits and Cargo Vans.
- Roof Top AC for Vans and Box Trucks
- Espar Heaters and RigMaster APU for Straight Trucks and Tractors
- NITE Battery Powered AC for Tractor Sleepers



Over **28,000** Orders Fulfilled!

Visit our website and sign up to receive *The HEAT* newsletter for great tips on fuel savings!

Call today for an installation appointment **888.920.7743**

EXPEDITE NOW Q&A

Jim Welch & Jeff Curry share their new secret sauce for success at Premium Transportation Logistics



TELL US A LITTLE ABOUT YOURSELVES, JEFF & JIM.

Jim Welch and I were with Express-1 for years. Jim was a founding owner and ran sales and operations, and I came in a few years later and got involved in a variety of capacities with Express-1. The business went public in 2004 under the ticker symbol XPO. Subsequently, the company was purchased and was used as the launching pad for what is known as XPO Logistics today. Both Jim and I left the business around the time of the XPO take over, and had been out of the expedite world for a period of time. I went back to my banking roots for a few years, and Jim did some consulting work. We had a wonderful culture and great employees at Express-1. I think we both have a great appreciation for our past, and we want to apply the best of what we did in the past, with our current effort at PTL. And, conversely we want to avoid the things we screwed up. Without a doubt absence makes the heart grow fonder. We've been fortunate in that some of our old team members like Mindy Howard in sales, Dwayne Ridgway in recruiting, Keith Avery and Kyle Plummer in logistics have now joined our team. Mike Welch the founder and previous CEO of Express-1 is on the board of PTLs holding company Magnate Worldwide, and President of

Magnate Logistics. The experience of these people, combined with the potential of the PTL team that was in place has resulted in a great rebirth of PTL.

WHEN YOU TALK ABOUT WONDERFUL CULTURE, WHAT DOES THAT MEAN TO YOUR TEAM?

The culture can be described quickly in one word "YES". The power of saying yes to the customer and then working like heck to meet their expectations. We are big believers in Relentless positive action. Mike Welch has always stressed the importance of continual improvement, but always leveraging the positive aspects of the team. We face reality, but are always encouraged by what we are accomplishing through our efforts to improve.

BEING IN NORTHERN OHIO... BUCKEYES, SPARTANS, WOLVERINES... OR ROCKETS?

Funny question. Jim runs the ops team and he is a huge Michigan fan so I bet you can guess which flag flies in the operations center! The office has a lot of lively discussion centered around Buckeyes or Wolverines. On occasion a fan of one or the other will lose a bet. And will be wearing the other teams

CONTINUED ON PAGE 8

Owner-Operators Needed

Premium Pay, Premium Freight...for Premium Drivers.



Owner-Operators of qualifying tractors

\$1.40/mile + FSC, All Miles Paid
Teams \$1.60/mile + FSC, All Miles Paid
\$450 minimum pay on a run, No Up Front Cost
\$1.00 on deadhead miles, No hold backs
No charge trailers, Weekly settlement
Cargo Coverage provided, Physical Damage
Bobtail coverage available at group rates



800.661.3166

Apply Online - www.drive4premium.com

Mobile Application



jersey to work the next day. We hauled all the game-day football equipment for Bowling Green away games this year. That is the kind of fun shipments that we have in our niche of transportation.

TELL US A BIT ABOUT YOUR JOURNEY TO PREMIUM TRANSPORTATION LOGISTICS.

Not so much my personal journey, but the journey of the old Express-1 team, I think was the result of a group of us missing the thrill of what we had in the past. In PTL we saw a company that provided a great framework to do it all over again, but better. PTL had been in business since the early 2000's and had developed a core base of strong staff, drivers, and customers that we thought would be the perfect launch pad for our return effort. We joke that we brought the band back together, and have some new "younger" members too.

HOW LONG HAS PREMIUM TRANSPORTATION LOGISTICS BEEN IN BUSINESS AND WHAT TYPES OF VEHICLES ARE YOU CURRENTLY RUNNING?

Premium has been in business for over 15 years and we run vans, straight trucks, and tractors. The mix in the fleet is about one third each. We run the 48 states, but primarily east of the Mississippi. Prior to our (Magnate) acquisition in April of this year PTL was mixing expedite business and truckload. We have been busy transitioning the business from the partial truckload model to a 100% expedite model. I am glad to say that the transition is complete, and it has been very successful.

WHAT IS A MAJOR CHANGE YOU HAVE WITNESSED OR EXPERIENCES IN THE EXPEDITE INDUSTRY OVER THE YEARS?

As I mentioned before both Jim and I had been out of the business for a while. In my case, I was out of the expedite business for 5 years. Some things have not changed at all, but certainly others have changed a great deal. One thing I noticed right away was that the phones don't ring nearly as much as the old days. Many of the large shippers communicate electronically and the call volume compared to years ago has dropped significantly. Like many maturing business models there are more competitors in the space now. The distribution of loads electronically has made it easier to setup shop without much of sales team to support the business. Sales are still important but it is certainly a different sales approach today than it was back in the day. Capacity is another topic; vans remain driven by owner operators, straight trucks are largely fleet owner sourced, and tractors are a combination of owner operators, company, and fleet owners. The day of Joe or Sue who own their own straight truck has pretty much passed us by. Good drivers were always hard to come by, but they are especially hard to find and keep today. The obvious change with ELDs, which seemed to take forever to come to fruition, but we are finally at the finish line with ELDs. I've been real pleased to see how many drivers like the ELD and would not have it any other way. I came from banking most recently and the two big disruptors were technology and compliance. I would say that those two disruptors are a big part of change in our expedite world too. It's nice to see that communication technology has improved and we do not need to put the big domes on all trucks in order to communicate via satellite.

CONTINUED ON PAGE 10 
ExpediteNow.com



TRI-STATE™
EXPEDITED SERVICE, INC.

**NEW
HIGH-ROOF
VAN PACKAGE!**

Tri-State is your one stop shop for your transportation career!

- Tractor Team 0/0
- Straight Truck Team 0/0
- Drive for a Fleet Owner; Tractor, Straight Truck or Sprinter Van

**Choose Your Path
& Call Today!**

800-831-8737

**FREEDOM
TO CHOOSE
YOUR
OWN
PATH**

www.tstate.com

CAN YOU TELL US ABOUT OPERATIONS AT PTL? SUCH AS ANY UPCOMING CHANGES OR PROGRAM ADDITIONS?

Jim has done a great job in instilling the power of “YES” in the team, in fact we do not refer to the group as operations, but rather internal sales. As the label “internal sales” better connotes the positive never say no approach we expect. We’ve hired new and additional staff to accommodate our growth. We have made the atmosphere a more data driven environment by posting key metrics that drives our daily activity. I always thought that a business without scoreboards is like going to a game and not keeping score. That would be pretty boring.

WHAT IS SOMETHING YOU FEEL SETS PTL APART AS A SUCCESSFUL MOTOR CARRIER?

We are part of the Magnate worldwide family which includes: Masterpiece International, Trumpcard, Magnate Worldwide Logistics, and PTL. Masterpiece is a freight forwarder that specializes in the transport of very high end items, such as extremely valuable artwork. They are our international experts. Trump Card also provides high end service domestically from offices around the US. Masterpiece is headquartered in New York, and Trump Card in California. Magnate Worldwide Logistics focuses on cross border shipments, some company relocation logistics, and also serves as the conduit for all Magnate companies in helping them combine business opportunities. PTL is the “ground game” we have the trucks that can complement what Masterpiece or Trump Card are piecing together. It’s a pretty powerful family of

companies. The other day we had a PTL truck out in the state of Washington and within hours of delivering Trump Card had the truck on its way with another 1,000 mile plus load. Service sensitive and time sensitive is our sweet spot.

IF A NEW DRIVER IN 2017 WERE TO ASK FOR SOME GENERAL ADVICE HEADING INTO THIS INDUSTRY, WHAT WOULD YOU SAY?

Great question. I just had a young man and his parents ask me this very question the other day. Its kind of like picking a college you want to attend. Do you want large or big? Do want local or National? What do you want to specialize in? Other key questions are what is their turnover? Do they measure it and track it, or do they wing it on that answer? What driver performance metrics do they follow? Do they have awards and recognition for the drivers? I could go on, but that is my thought pattern on this important question.

IS THERE ANYTHING ELSE YOU WOULD LIKE TO SHARE WITH OUR READERS?

We acquired PTL because we love the expedite industry. We missed what we accomplished in the past and want to do it all over again, but better.

WANT TO KNOW MORE?

For more information or to join Premium Transportation Logistics, just call 800-661-3166 or apply online at drive4premium.com

There’s No Glass Ceiling in This Truck



Providing Opportunity for Women

877-349-9303 • expediterservices.com

Never Stand Alone®



Merry Christmas

from **Jung Express**

As we celebrate the most significant delivery in history!

See what
Jung Express
has to offer!

- 26 years in the industry
- Professional friendly 24/7 dispatch
- No Qualcomm
- Accurate on time settlements with direct deposit
- Set your own hours
- Control your paycheck
- Fuel surcharge compensation
- Rewards Program that includes discounts on:
 - Cell phone bill
 - New tires
 - Oil changes
 - Vehicle maintenance
 - Hotels
- Incentive program to earn merchandise



Jung Express  **Jung Logistics**

Your Expedited Freight Specialists

Partner with a company that truly knows what family means. Call Jung today!

VEHICLES NEEDED:

- Cargo Vans
- Sprinters
- Straight Trucks
- Tractor Trailers



junglogistics.com

800-597-4144

3

Best Practices

TO CUT FUEL COSTS, GROW PROFIT

By Sean M. Lyden,
Staff Writer

**EXPEDITE
NOW**
MAGAZINE

FEATURE

"This may only be a short-term spike in fuel prices, and it's definitely a far cry from the over \$4.00 per gallon for diesel about five years ago."



EXPEDITE OWNER OPERATORS

Contracting Straight Trucks and Tractor Trailers

Sign-on Bonus

In recent weeks, with the devastating aftermaths of Hurricanes Harvey in Texas and Irma in Florida, the national average price for diesel has jumped from \$2.52 before Harvey to \$2.72 a few days after Irma, a span of about three weeks, according to AAA's fuel price guide as of press time.

This may only be a short-term spike in fuel prices, and it's definitely a far cry from the over \$4.00 per gallon for diesel about five years ago.

Back then, veteran expedite owner-operators Bob and Linda Caffee spent over \$70,000 on fuel in a year—about \$40,000 more than what they expect to spend this year, even with the recent price bump. You can imagine the impact such a big difference on fuel cost alone can make on an expediter's bottom line.

But although today's fuel prices are still a good bit lower than a few years ago, the Caffees haven't forgotten the lessons they learned for maximizing fuel economy

during those \$4.00-per-gallon days. And they credit these three best practices for helping them continue to keep their fuel costs under control—and put more of that money in their own pockets—no matter what the price of fuel might be.

BEST PRACTICE #1 TAKE ADVANTAGE OF YOUR CARRIER'S FUEL DISCOUNT PROGRAM.

"When you look at the fact that you can get anywhere from about 25 cents to up to 60 cents off the cash price per gallon, that's a recruiting bonus [for the carrier] because that savings goes right into your own pocket," says Linda.

But how do you price shop with those carrier discounts? Is there an app that tells you who's providing what and for how much?

"With our carrier, Landstar, we use

You'll Have the Advantages Of:

- Low start-up costs
- Weekly pay settlements
- 99% no touch
- No forced dispatch
- Pickup and drop-off pay
- Standardized fuel surcharge on all loads
- Paid cargo and collision coverage
- Competitive non-trucking and physical damage insurance
- Nationwide roadside service

CONTINUED ON PAGE 20
ExpediteNow.com

XPO

www.xpo.com ■ 866-857-4546

A HEALTHY DRIVER IS A HAPPY DRIVER



Your solution to eating healthier and exercising while on the road.



Visit ta-petro.com/amenities/stayfit for the most up to date map and site listings.

Visit ta-petro.com or find us on



TA
Nasdaq Listed

SPRINTERS AND CARGO VANS NEEDED!

SINGLES & TEAMS WANTED

WE RUN EASTERN 30, PLUS TEXAS



WANT TO JOIN THE TEAM?



NOW TAKING ON FLEET OWNERS!

\$.72
for Cargo Vans

\$.77
for Sprinters

1500-2500
Average Weekly Mileage

TRACTORS!

- Better lease-purchase
- No-money down, sign and drive for those who want a new truck
- Baseplate program
- Singles and teams wanted



Apply online @ allstateexpress.com/business.php or email recruiting@allstateexpress.com

888.691.8304

Quality Service
FAST!



THE **EXPEDITERS'** EXIT

EXIT 188

25 42 127

Dixie Hwy
Fort Mitchell

EXIT ONLY

71 75

Ft. Mitchell, KY



RELAX
While you wait!

LARGE
Service Bay



We accommodate ANY size Sprinter!



SPRINTER
of Fort Mitchell

Dan Tilley, The Expediter's Expediter
dtilley@mbfm.com (888) 388-9312

Present this Coupon for

25% OFF

ANY SERVICE

No Limits, No Exclusions Through November 30!



ENOUGH ROOM
FOR THE **BIG LOADS!**

CALL TODAY! 888.661.5758

2100 Dixie Hwy ▪ Fort Mitchell, KY 41011
Exit #188, just 5 minutes south of downtown Cincinnati!

Comdata cards. And they have an app called the FleetAdvance,” says Bob. “The app will bring up a map and highlight the best price of fuel in your area. And if you’re looking for fuel on down the road, you can also scroll the map to get to the next city, or you can search by city. Then, if you want to, you can zoom out and tap on those prices to find out where that fuel station is.”

But keep in mind that the lowest fuel price doesn’t always equate to the best deal, Bob advises.

“If a station offers the best fuel price, but they don’t have showers or food or anything like that, you’ll need to factor that in your calculations,” Bob explains. “I’ve seen differences as little as one tenth of a cent between one fuel stop and another. So, you have to consider: Do I pay a tenth of a cent less and buy a shower, or do I spend the extra half cent, or whatever it is, and get a free shower? You have to take that into consideration when you are buying your fuel. If you’re only going to save \$4.00 on fuel, but then you have to go on down the road and spend \$13.00 on a shower, you didn’t save anything.”

BEST PRACTICE #2 COMPARE THE ACTUAL PRICE OF FUEL BY SUBTRACTING THE STATE’S FUEL TAX.

Each state charges its own fuel tax, which is collected at the pump in that state. Then a portion of that money is paid to the state based on the number of gallons your truck consumes while traveling through that state. Any remaining state tax money collected can be applied as a tax credit that will pay the fuel taxes in the surrounding states that you drive through.

So, what does all this have to do with

From the Open Forum @



WHAT’S THE AVERAGE EXPEDITER LAYOVER TIME?

Survey Says:

- 24hrs or less42%
- 24-48hrs38%
- 48hrs+20%

your fuel cost management strategy?

Linda says that if you’re looking to pay the lowest fuel price, you need to subtract the state tax from the price at the pump so that you know how much you’re actually paying for fuel. (To get the latest state tax numbers, go to: iftach.org/taxmatrix3/choose_tableqnew.php.)

She uses the state fuel tax difference (as of press time) between Florida and Georgia as an example. “In Florida, on every gallon of fuel we purchase, there is .3387 on a gallon of fuel. If you cross the line into Georgia, it’s .294. That’s a four cent difference in terms of the tax. So, if the price at the pump is the same in Georgia and Florida, and you take out the state fuel taxes, we’d be better off to fuel in Florida than we would in Georgia because the actual price of fuel is four cents lower in Florida.”

BEST PRACTICE #3 PRACTICE FUEL-SAVING DRIVING BEHAVIORS

Earlier this year, the Caffees installed a gadget on their truck called the PedalCoach by LinkeDrive as part of a pilot program that gives them real-time feedback on

CONTINUED ON PAGE 22

ExpediteNow.com

WITH THE BEST RATES IN THE INDUSTRY, YOU’LL FEEL LIKE

YOU OWN THE ROAD

Rates For Team Tractor Trailer
Contractors Start At

\$1.52-\$1.57
PER LOADED MILE PLUS FUEL



Increased Revenue & Opportunities within Panther’s Life Science & Government Fleets

UP TO **\$5,000**

TRACTOR SIGN-ON BONUS

UP TO **\$3,000**

STRAIGHT TRUCK SIGN-ON BONUS

\$0 DOWN TRACTOR LEASE PURCHASE
STRAIGHT TRUCK FINANCING OPTIONS AVAILABLE



DO AMAZING THINGS WITH PANTHER

Call today **866.344.5898**
Visit panther4me.com



Panther Premium Logistics® is a wholly owned subsidiary of ArcBest Corporation. ©2016 ArcBest Corporation. All rights reserved. All service marks featured are the property of ArcBest Corporation and its subsidiaries. *All statements and requirements are for advertising and marketing purposes only. Average rates per mile include Team, Hazardous Material, FSC rates, and other accessories. Lease purchase vehicles are not eligible for sign-on bonuses. Leasing & financial options are through a third party finance company and not legally affiliated with Panther.

how they're driving the vehicle in terms of maximizing fuel efficiency. (See linkedrive.com/services/pedalcoach/.)

Says Linda, "The system will tell you, for example, that when you pull forward, do you give the throttle too much? When you're pulling up onto the interstate, are you standing on the throttle and not letting the truck to just build into what you need to be on? Not saying that you need to creep out there, but are you doing too much? It has changed both of us on our driving habits in really fine-tuning more of what we are doing."

What has been the impact on their truck's fuel economy since using the PedalCoach system?

Since July 1st, the Caffees total average fuel economy has increased from 12.168 to 12.289 mpg. That's a bump of over a tenth of a mile average mpg with over 300,000 miles on the truck.

LINDA ALSO OFFER THESE FUEL-SAVING DRIVING TIPS:

- "Drive as if you have an egg between foot and pedal."
- "Consider where you stop. Don't use rest areas or stopping places that are at a bottom of the hill because when you're leaving, you have to go from a dead stop and gain speed."
- "When there is traffic on city streets, don't rush to the traffic light that is red. Slow down and if it turns green before you're fully stopped, you are that much ahead of the game."
- "If you're in a truck that has adaptive cruise control (that automatically adjusts the speed of the truck to maintain a safe distance with the

vehicle ahead), pay attention to how close you follow because you want to control the speed of your truck and not have your truck's speed controlled by the person in front of you who could be driving erratically."

- "When in a traffic jam or stop-and-go traffic, remember to drive smoothly, with easy stops and easy take-offs. Road rage affects fuel mileage."

THE BOTTOM LINE

As Hurricanes Harvey and Irma have demonstrated, fuel prices are anything but stable, driven by events that are completely outside anyone's control. So, put these three best practices to work for you—no matter what fuel prices might be at any given time—to cut fuel costs and get the most out of every drop of fuel your truck consumes. **EN**



Get a Grip on Snow and Ice
...AT THE FLIP OF A SWITCH!

FedEx Custom Critical and FedEx Ground owner operators, ask about our Rebate Program!

ONSPOT AUTOMATIC TIRE CHAINS

800-766-7768
www.onspot.com

OWNER OPERATORS NEEDED!

- **CARGO VAN, SPRINTER AND STRAIGHT TRUCKS**
- **CLASS A & B CDL TEAM DRIVERS WANTED**
- **DISPATCHERS NEEDED AT OUR INDIANAPOLIS, IN LOCATION**

omadaworldwide.com



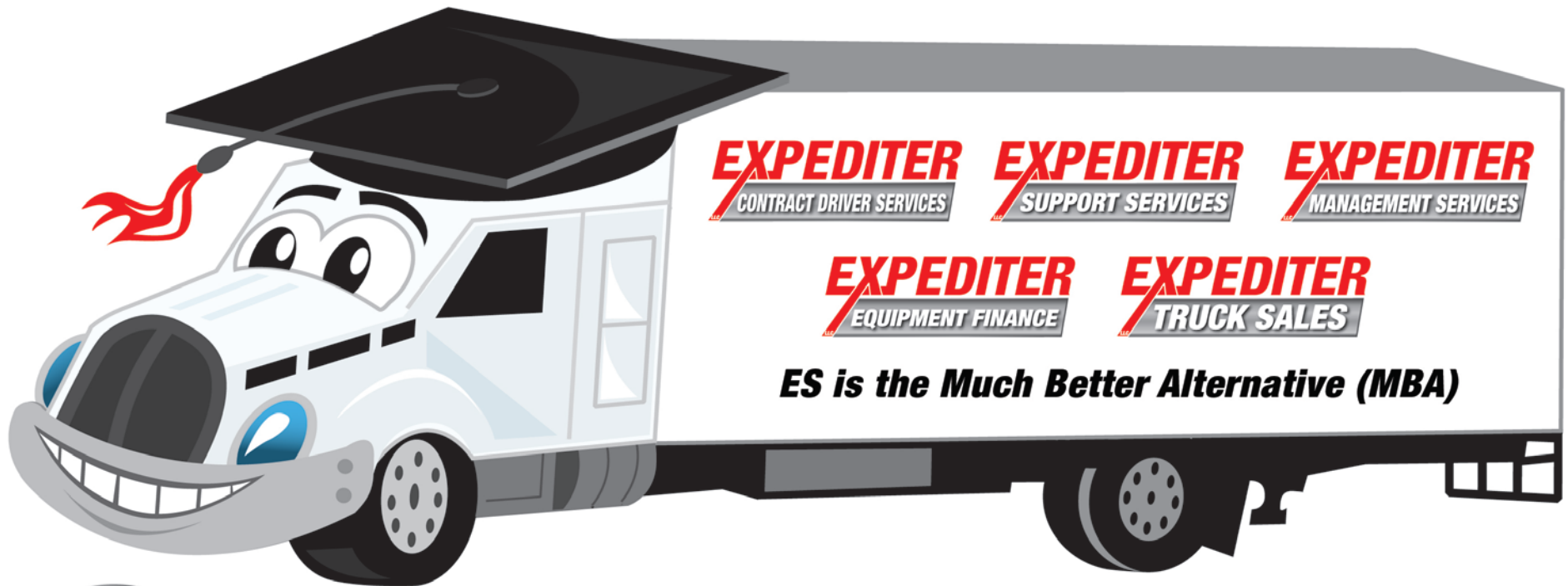
OMADA
WORLDWIDE EXPEDITE INC

888.804.1436

You can Count on **ES** for Success in Trucking

Real Opportunity. Real Support. Real Service. Real Success.

No other company brings together the people and resources to create programs and opportunity to help you succeed like we do.



Create your Opportunity today, contact our team at **877-349-9303**
or visit expediterservices.com

877-349-9303 • www.expediterservices.com

Never Stand Alone® A Real Path to Ownership

Check out POD Testimonials at expediterservices.com



FINALLY!

**A COMPANY
THAT DELIVERS
FOR OWNER
OPERATORS!**



SIGN-ON BONUS!

- 24/7 dispatch
- Family owned mid-sized company that knows who you are by name not number
- Fuel discount program
- No forced dispatch

Solo straight trucks avg. miles/wk:
1600-2500/ \$1850-\$2800/wk

Team straight trucks avg. miles/wk:
2800-4000/ \$3500-\$5000/wk

**FIND YOUR FUTURE AT
TRY HOURS! CALL TODAY!**

We need **SERIOUS** Professional Straight Truck
Owner Operators to Continue our Growth!
Ask About our Semi Program!

888.284.4179  tryhours.com
**SCAN THIS CODE
TO APPLY NOW!**



YOUR AMBULANCE SERVICE FOR RUSH CRITICAL FREIGHT



OUR MOTTO:

"We Say What We Do And We Do What We Say"

OUR APPROACH IS SIMPLE:

We know it costs YOU money every mile the wheels turn. We are focused on making sure that YOU make money every mile the wheels turn.

WE OFFER:

- An Aggressive Dispatch Team (Our Goal is to Make You Money!)
- 24/7 Operations (Always Someone to Take Your Call)
- Family/Friendly Respectful Atmosphere (We Know You By Name)

****ASK US ABOUT OUR REFERRAL PROGRAM****
**GET PAID FOR EVERY LOAD THAT THE PEOPLE
YOU REFER RUN FOR US!**



etships.com
888.552.2174

Know What to Expect WITH YOUR EXPEDITED TRUCKING CARRIER

By Sean M. Lyden,
Staff Writer



If you ask carrier executives, the vast majority will tell you that the top reason is because of pay, says Tim Hindes, chief executive officer of Stay Metrics, a South Bend, Ind. firm that helps motor carriers capture insightful data to boost their driver engagement and retention rates. And that explains why you see a lot of trucking recruiters tout their sign-on bonuses, compensation plans and benefits.

But surveys of drivers and owner-operators tell a different story, says Hindes. "The number one reason across all carriers and all types of drivers, including owner-operators, is unmet expectations," says Hindes.

And that includes unmet expectations about pay.

In other words, when it comes to owner-operator compensation, if actual pay doesn't match their expectations,

owner-operators are likely to assume the recruiter has broken a promise, which causes them to lose trust in that carrier and search for another company.

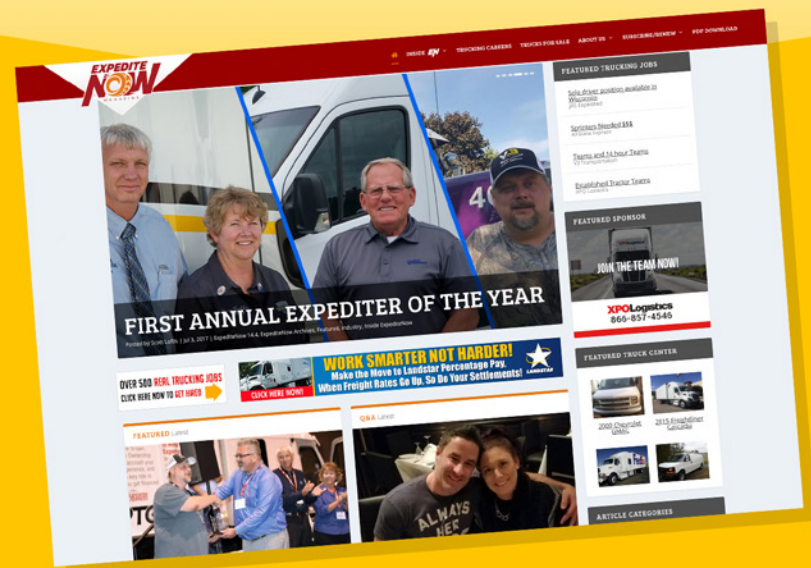
The challenge, says Hindes, is that recruiters and prospective owner-operators rarely hash out realistic expectations upfront.

"The recruiter says, 'We want you to come onboard with us because of this, this and this, but they never really ask that person, 'What are you looking for? What are you expecting from us? What are you expecting from the industry?'" says Hindes. "So, when they get in the industry and buy their van or truck and they sit at home for three days and the phone doesn't ring, they're thinking, 'What's going on?'"

And many prospective owner-operators don't know what they should expect or, even, what questions to ask of a carrier,

CHECK OUT THE NEW

EXPEDITE NOW .com



- All new design is now optimized for mobile devices!
- Read the latest issue and download back-issues!
- Sign-up for your **FREE** subscription to ExpediteNow Magazine!

expeditenow.com

says Hindes. So, they go into the business with unrealistic expectations in mind, setting themselves—and their relationship with their carrier—up for failure.

So, how can you ensure that you have realistic expectations of how much money you can make with a carrier before you lease on to them?

Hindes suggests asking the recruiter about compensation in terms of weekly settlement, not pay rate.

Says Hindes, “You want to know, ‘What is your average settlement for drivers who drive my unit on a per-week basis?’ And then, the next question you want to ask is, ‘What is it for newer drivers?’ So, if you’re a Sprinter [van] driver, you want to know, ‘What does your average Sprinter driver make on a per-week basis? And what do your 90-day guys make?’”

The reason why “average settlement” is a helpful number for comparison is that it gives you a real-world compensation figure that factors in whether or not the carrier has enough business to keep you on the road making money.

And the question about “newer drivers” helps you know what to expect as you’re getting started. This way, you can determine whether the business is even a good fit before you take on the risk of buying a vehicle and leasing to a carrier.

After all, it doesn’t really matter how much a carrier says it will pay you per mile or per load, if they brought on too many drivers—and there are too few loads to go around—you likely won’t make the amount of money you need to earn to stay in business.

But you also want to have realistic expectations of how hard you need to work in order to earn the average weekly settlement that the carrier says is possible.

“There needs to be a conversation where the recruiter sits with the prospective owner-operator and says, ‘Hey, you’re going to make this kind of money, but I’ll tell you that the guys who make this kind of money are only home about six times a year [or whatever the actual number is]’ says Hindes. “Usually when we see home time as a reason [that a driver leaves a carrier], it’s because it wasn’t accurately portrayed to them.”

THE BOTTOM LINE

As an owner-operator and business owner, you’re responsible for your success. It’s up to you to ensure that you have realistic expectations of a carrier and address any potential issues before taking the next step. This way, you can put yourself in the best position to avoid unpleasant surprises—and the expense that comes with changing carriers.

And if you’re new to the expedite industry, make sure you know what to expect before signing the lease agreement. Tap into resources such as ExpeditorsOnline.com and attend trade shows like Expedite Expo. Network with other drivers and owner-operators, asking them about the carriers they partner with—what they like and dislike—so you can move forward in a relationship that is set up for success. **EN**



Become Part of a New Beginning

THE SUNRISE NOT ONLY BRINGS A NEW DAY,
BUT ALSO NEW OPPORTUNITIES.

Seize the Day With V3.

- Fastest Growing Expedite Company in 2016
- Great Miles for Solos & Teams
- Committed Freight Program for Tractors

 facebook.com/V3Transportation
One day of your life you would like to “do over”?



v3transportation.com

888.216.9671

MORE: EXPERTISE.

CONGRATULATIONS

TO THE 2017 TA TRUCK SERVICE TMC TEAM

| | | | |
|---|--|--|---|
|  WINNER! | Michael Gavrielides TA MADISON, GEORGIA SIXTH OVERALL SUPERTECH SECOND OVERALL TWO-TECHNICIAN TEAM |  WINNER! | Robert Anderson TA MOBILE, ALABAMA CHAMPION TRAILER TELEMATICS THIRD OVERALL TRAILERS |
|  WINNER! | Joseph Anderson TA COMMERCE, GEORGIA SECOND OVERALL TWO-TECHNICIAN TEAM |  WINNER! | Michael "JR" Kerfoot PETRO SAN ANTONIO, TEXAS CHAMPION TRAILER LIFTGATE CHAMPION TRAILER COUPLING CHAMPION TRAILER ABS |
|  WINNER! | Scott Davidson TA MADISON, WISCONSIN CHAMPION CENTRAL TIRE INFLATION |  WINNER! | Ernesto "Bo" Logan <i>STUDENT</i> TA WHITESTOWN, INDIANA CHAMPION MANUAL SKILLS CHAMPION TRAILER LIGHTING |



TA TRUCK SERVICE

MORE: BAYS. EXPERTISE. SOLUTIONS.

Visit ta-petro.com or find us on   TA Nasdaq Listed

justCDLjobs.com

WHY YES, WE DO HAVE THAT JOB IN YOUR SIZE



justCDLjobs.com

VISIT NOW, IF YOU'RE READY TO GO BIG

The (Untraditional) Road TO FLEET OWNER SUCCESS

By Sean M. Lyden,
Staff Writer



EXPEDITE
NOW
MAGAZINE

BUSINESS

"He started as an owner-operator—not after retirement, but in his early 20s, a few years after leaving college. He became a fleet owner after only six months on the road."

The traditional road to a career in expedited trucking usually goes something like this. You get into the business after you've retired or empty-nested. If you start as an owner-operator, you'll typically wait a few years before ever thinking about becoming a fleet owner. And if you're married, the spouse usually works in the venture with you, either as a team driver or helping to run the business.

But Korey Walper took a different route to success in expediting.

He started as an owner-operator—not after retirement, but in his early 20s, a few years after leaving college. He became a fleet owner after only six months on the road. And his wife, Tiffany, doesn't work in the trucking business with him; instead she runs the retail liquor store they own.

So, where has this road taken him?

Today, Walper owns 35 trucks (all

leased to Tri-State Expedited Services) at Zero Transport LLC in Adrian, Mich., where he employs about 50 drivers and six office staff.

EARLY EXPOSURE

Walper first learned about the expedited trucking industry while working in parts and logistics management for an aviation company shortly after college. When he needed expedited shipping for certain parts, he would hire expeditor firms to get the job done.

He then worked for a small expedited carrier as a dispatcher for a couple years, which gave him greater insight into the business of expediting and a vision for the potential opportunities if he became an owner.

And it was this behind-the-scenes exposure to the business that Walper says sparked his interest to buy his first

CONTINUED ON PAGE 36

ExpediteNow.com

**EXPEDITED
FREIGHT. OTR
MILES. TRACTOR.
STRAIGHT TRUCK.
CARGO VAN.
O/O OPTIONS.
OMG EXTRAS.
FAMILY CULTURE.
FREE TOOLS TO
MANAGE YOUR
BUSINESS. BASE
PLATE PROGRAM.
& MUCH MORE!**



At Bolt, we're dedicated to working with you to help you make your business both successful and profitable. You're not just another contractor to us, you're a part of our family and that's why we think you deserve extras – from our great family atmosphere to dedicated dispatchers and more. Join Bolt today!

**BOLT
EXPRESS**

888-716-9602
BOLT-EXPRESS.COM

cargo van in 2004 and become an owner-operator at 23 years old.

"I got interested when, as a dispatcher, I was seeing how much money these trucks were making," says Walper. "It almost seemed necessary at the time to take that step—to go from earning \$13 to \$14 an hour as a dispatcher to actually making a living."

THE SPRINT TO FLEET OWNER

But Walper didn't stay an owner-operator for long. He added a second van to become a fleet owner after only six months and then bought another vehicle within the next month. And by the end of his first year, in the fall of 2005, he owned four vehicles in his fleet.

At that time, he also decided to stop driving and hired a driver to take over his van.

As Walper quips, "Tiffany and I got married in October 2005, and that's when I got the ultimatum that I had to come off the road."

The driver he hired to take his spot was Jackie Smith, who is still driving for Walper 12 years later.

"He was the third person I ever hired," says Walper. "And, without him, I don't think I could have built the company the way I did. [Jackie] provided the consistency and dependability we needed to grow. You know, having a great driver gave us the stability to go out shopping around for another stable driver, which we found pretty quickly. But, without Jack providing that consistent income for us, we wouldn't have gone much further than just a couple vans."

DRIVERS: EMPLOYEES OR CONTRACTORS?

Walper's "untraditional road" to success also pertains to how he classifies his drivers.

That's because most fleet owners classify their drivers as 1099 independent contractors, not as W-2 employees. But with a wide range of interpretations regarding how exactly the IRS defines an "employee," there's increasing uncertainty—and risk—as to whether the common practice of treating drivers as contractors can hold up under increased IRS scrutiny.

So Walper decided early on that he would classify his drivers as W-2 employees.

"Honestly, I think it's the only legal way to do it," says Walper. "The IRS puts out a questionnaire that's got nine questions on it that says, 'Am I an employee?' and there's not a single question that you can answer where you're not an employee."

Although his driver costs are about 20 to 30-percent higher because he classifies his drivers as W-2 employees, Walper sees that as a small price to pay compared to the risks.

As Walper puts it, "I witnessed another fleet owner who had about eight to nine trucks. He had one of his drivers get hurt, and they came back on him for a workers compensation [insurance] claim, and [the government] said, 'Okay, all your drivers were employees.' They charged him all the back taxes for the employees, and he lost everything."

What advantages, if any, has Walper

It's More than a Truck Key, It's the Key to YOUR Success.

Expediter Truck Sales helps you unlock the door to future success with Real Trucks, Real Programs and Real Opportunity.

Contact us today to see why more Expediters rely on Expediter Truck Sales for the best value in late model used trucks than anyone else in the industry.

Never Stand Alone®
with our value added inventory, proven services and programs.
Call our team
877-349-9303, ext. 120

Expediter Truck Sales is supported by

EXPEDITER
EQUIPMENT FINANCE



PTO
Path to Ownership



Scan to learn more

Danny Vernon
Expediter Truck Sales Manager

EXPEDITER
TRUCK SALES

The Real Expediter Truck Sales

www.expeditertrucksales.com

seen by treating his drivers as employees when it comes to driver retention?

"I think it helps us quite a bit," says Walper. "For one, a lot of drivers like their taxes taken out, because a lot of drivers when they're contractors have to pay that full 30-percent tax. When their an employee, they split the tax with the employer."

GROWTH DESPITE THE "GREAT RECESSION"

While many expeditors fled the industry during the "Great Recession" of 2008 to 2010, Walper's company hunkered down to weather the storm, while also finding ways to capitalize on the downturn to fuel growth.

"2009 was a challenge for us," says Walper. "We had to take out a second mortgage on our house just to get the trucking company through."

But they also took advantage of the situation to grow the business. "We were buying six-month-old repossessed trucks for essentially 30 cents on the dollar. This way, we were able to build up some cash and pour it into expansion," says Walper.

He says that getting new loan terms from the small business administration (SBA) at the time also helped free up cash.

"I think we had \$12,000 a month in payments on trucks," says Walper. "But, at that time, the SBA relaxed some of their restrictions. So, we were able to bundle and refinance our loans for eight years, which brought down our payments to \$3,000. That was a huge help—to cut about \$9,000 a month off

our monthly expenses."

Walper's company not only survived but thrived during that time. They entered 2009 with seven trucks. And within a year later, at the start of 2010, they owned 15 trucks—more than doubling the fleet in the in the midst of the worst market downturn since the Great Depression.

TEAM SUCCESS

And since then Walper has continued to operate the company with a growth mindset. In 2011, he hired his first office staff person and now has a team of six employees working in the office. And 13 years after buying his first van in 2004, his company now owns 35 vehicles—25 straight trucks and 10 tractors—with an eye toward further expansion.

He credits his team for his company's ongoing success. "Our drivers understand the business aspect of expediting and work hard, spending many weeks away from their families, to help us all succeed," says Walper. "We are a team and everyone plays an important part— from our drivers, to our office staff, to our maintenance department, to our dispatchers and recruiters. And some of our personnel have been with us for several years, including our office manager, Heather Hall, who has worked here for six years, and our 10-year drivers, including Tony Crawford, April Rash, Mark Coleman, Patricia Anderson, and Jason Klingensmith. And our recruiter, Sheri Dempsey, has revolutionized our approach to driver safety, recruiting, and retention. Without our team, this company would not exist." **EN**



TST Expedited Services knows the marketplace, for more than 35 years we have aligned with the right customers to meet your independent expectations. Our owner operator compensation package, along with huge discounts in fuel purchases and an excellent rewards program, only begins to tell the story for our hundreds of successful long term owner operators. We have the business to support your investment.

Now hiring Owner Operators - Call David today!



TST Expedited Services

WOODHAVEN, MI
888.399.4878

WWW.TST911.COM

© On Time Media, LLC

**NEED MORE
TEAMS
NOW!**



**TOGETHER,
WE WILL MAKE
EXPEDITE
TRUCKING
GREAT
AGAIN!**

**EXPEDITE
DIVISION WE
DIVISION OFFER:**

- Load One Gold Rewards Program
- Fuel Card with NO Transaction Charges and Fleet Discount
- Percentage Pay
- Discount Programs
- Free Driveway Scale Bypass
- Free Truck Washes
- Owner Operator Insurance Program
- And Much MORE!

**THE
POWER
OF**



**load1.com
888.824.4954**



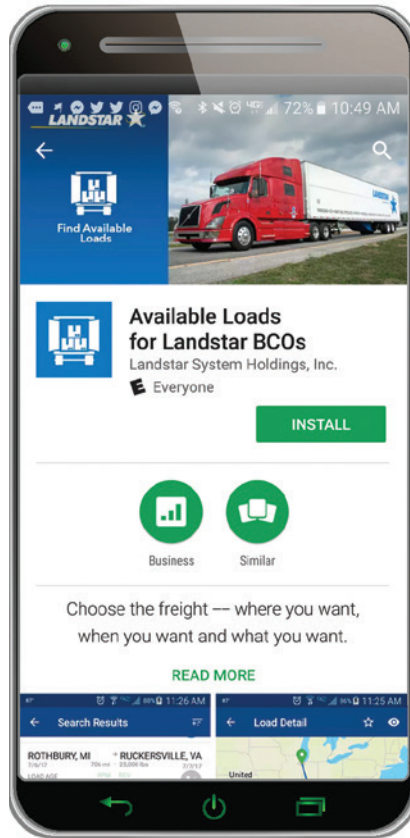
Jacksonville, Fla. (Oct. 3, 2017)

Owner-operators leased to Landstar now have access via their smart phones to thousands of Landstar loads available at any given time, through the new Available Loads mobile app.

Landstar System, Inc. (NASDAQ:LSTR), a worldwide, asset-light provider of integrated transportation management solutions, announces the launch of the enhanced mobile app that enables owner-operators to rapidly search, save and book loads.

Designed with input from Landstar owner-operators, which the company calls business capacity owners (BCOs), the mobile app provides immediate access to the most commonly used features of Landstar’s online load board. Plus, there are new, user friendly functions designed specifically for smart phone use to create a more intuitive and efficient experience. “Every minute an owner-operator spends searching for a load is time away from him or her moving freight and making money, which is why we designed a mobile app to help owner-operators find loads more efficiently and effectively.

We understand time-savings can add up for small-business owners like our BCOs,” said Landstar Transportation Logistics Executive Vice President of Capacity Development Rocco Davanzo. Approximately 70 percent of Landstar’s nearly 9,000 BCOs have downloaded the



app in its beta and pre-launch phase since early August 2017.

The mobile load board is easy to navigate, and a simple swipe to the left or right on a specific load lets the user hide or save the load. Tapping on the listed load’s blue phone icon makes an instant call to a Landstar agent to book that load, saving even more time. The app’s precise city,

state and mile radius search parameters help owner-operators pinpoint the loads they are looking for.

After booking a load, the app allows users to work ahead by using the search “Loads at Destination” feature. According to Landstar BCO Brian Sheesley, who is an early adopter of the mobile app, “I can plan more efficiently. I’m already booked for the next two loads. That’s one of the great advantages of this app – I can work ahead and set my parameters for the next load.

Landstar’s Available Loads mobile app is one of many technologies created and customized to support the company’s vast network of small businesses, including nearly 9,000 owner-operators, more than 47,000 truck brokerage carriers, and 1,100 independent agents. All of the company’s technology enhancements and new developments are geared for creating efficiencies and providing advantages to those working hard each day to move freight throughout North America and globally for more than 25,000 customers.

To learn more about the app and its features visit our YouTube Channel, LandstarVideos, to view our video. The Available Loads mobile app can be downloaded by Landstar BCOs for free on iTunes or Google Play.

ABOUT LANDSTAR:

Landstar System, Inc. is a worldwide, asset-light provider of integrated

transportation management solutions delivering safe, specialized transportation services to a broad range of customers utilizing a network of agents, third-party capacity providers and employees. Landstar transportation services companies are certified to ISO 9001:2008 quality management system standards and RC14001:2013 environmental, health, safety and security management system standards. Landstar System, Inc. (www.landstar.com) is headquartered in Jacksonville, Florida. Its common stock trades on The NASDAQ Stock Market® under the symbol LSTR. The following is a “safe harbor” statement under the Private Securities Litigation Reform Act of 1995. Statements contained in this press release that are not based on historical facts are “forward-looking statements”. This press release contains forward-looking statements, such as statements which relate to Landstar’s business objectives, plans, strategies and expectations. Such statements are by nature subject to uncertainties and risks, including but not limited to the operational, financial or legal risks or uncertainties detailed in Landstar’s Form 10K for the 2016 fiscal year, described in Item 1A Risk Factors, and in other SEC filings from time to time. These risks and uncertainties could cause actual results or events to differ materially from historical results or those anticipated. Investors should not place undue reliance on such forward-looking statements, and the Company undertakes no obligation to publicly update or revise any forward-looking statements.

OWN A PIECE OF THE ROAD



OWNER OPERATORS

WE HAVE OPTIONS FOR YOU!

NO ESCROW OPTION

YOU CONTROL YOUR HOME TIME

INDUSTRY LEADING INCENTIVES

PERSONALIZED SERVICE

FORTUNE 500 CUSTOMER BASE

ALL MILES PAID
(LESS FIRST 50 DEADHEAD)

PAID TOLLS

ASK ABOUT OUR LEASE PURCHASE PROGRAMS

CONTACT OUR RECRUITING DEPARTMENT TODAY! recruiting@rrts.com

888.565.6586



joinroadrunner.com

Classifieds

PLACE YOUR AD BY CALLING • 859-746-2046

TRUCKING CAREERS

Fleet Owner Wants CLASS A Team \$1000.00 sign on
888-234-5822

Straight Truck Teams Needed NC or SC
888-498-2256

Straight Truck OO Teams Needed!!
888-404-2218

Sprinters Needed
888-249-9038

Tractor expedite Teams Needed
888-513-0462

Experienced Team OOs Needed
888-699-5884

Established Tractor Teams
888-887-4828

Cargo Van O/O Welcome
888-829-3387

CDL-A Owner Ops: Perfect For H/W Teams!
800-555-7832

Kentucky Team needed for Fleet- 2014 Cascadia!
888-267-9720

Class A Drivers
888-502-8103

Straight Truck TEAMS OO
888-249-9028

Class A CDL OO, Drop & Hook
888-569-6957

Drivers needed!
888-268-7008

Become a Local Owner Operator
888-796-5699

Solo & Team Straight Truck Owner Operators
888-234-5822

Straight Truck Teams Needed
888-498-2256

TT OO - Midwest Regional
888-404-2218

Tractor O/O Needed, Lease Available
888-249-9038

Team Tractor Owner/Ops Needed
888-513-0462

Owner Operators
888-699-5884

Established Tractor Teams
888-887-4828

Sprinter Van O/O Welcome
888-829-3387

OO Straight Truck Teams
800-555-7832

Great Sign on Bonus for Tractor O/Os
888-267-9720

Class A/B CDL Drivers
888-502-8103

TEAM Contract Drivers for Straight Truck Fleet Owners
888-249-9028

Class A CDL Team Owner Operator, Drop & Hook, Truck Driver
888-569-6957

Tractor Trailer Team Drivers
888-268-7008

Tractor Owner/Operators
888-796-5699

CLASS A COMPANY DRIVERS MIDWEST TO LAREDO TX
888-234-5822

Wanted: Tractor Trailer Owner Operators!
888-498-2256

Straight Trucks NEEDED!! - Teams and Solos!!
888-404-2218

Sprinters Needed \$\$\$
888-249-9038

OTR Drivers for Straight trucks
888-513-0462

Team Expedited Jobs
888-699-5884

Established Straight Truck Teams!
888-887-4828

Straight Truck O/O Welcome (Singles or Teams)
888-829-3387

Regional OO Straight Truck Single
800-555-7832

Same Household Drivers Needed to fill Straight Truck
888-267-9720

Tractor Contractors - Class A Drivers
888-502-8103

Lease Purchase a Tractor-Trailer
888-249-9028

Team OO Class A CDL, Drop and Hook
888-569-6957

Team straight truck drivers needed
888-268-7008

CDL Drivers Needed
888-796-5699

TEAM STRAIGHT TRUCK COMPANY DRIVERS
888-234-5822

STRAIGHT TRUCK TEAMS
888-498-2256

TRACTORS! - CLEVELAND, OHIO - SE MICH AND MIDWEST
888-404-2218

OO - Flat Bed Division
888-513-0462

Classifieds

PLACE YOUR AD BY CALLING • 859-746-2046

TEAMS WANTED

Tractor Teams wanted for FedEx CC!

Whitney 248-461-3588

We are currently seeking H\W or Same Household Team for our 2016 FTL M2-112 w/100" Bolt sleeper, fully automatic with DD13 engine.

Susan 865-719-7830

Dedicated Team run from GA to MI. Established team run alternating with another team. M-W-F one week then T-TH the next.

423-400-2303

\$2000 BONUS thru October 31st, to new TEAM COUPLES at XPO.

Beverly 419-410-2800

FedEX TVAL Positions Available We are looking for an experienced team to drive a 2014 FREIGHTLINER CASCADIA. Very comfortable large custom sleeper

Dean 336-337-0791

\$2,000 Sign-on!!! We have an immediate need for Qualified Teams Positions are filling up fast!

Adam 419-297-3773

We are looking to establish a partnership with a established same household team. 60% of line haul paid to the team plus 100% FSC

Samuel 631-617-5481

TEAMS AVE \$3,000 PER WEEK! \$6,000 SIGN-ON BONUS! Seeking established teams to partner with us as independent contract drivers.

A.C. 931-372-0077

FedEx CC 2018 Cascadias \$6500 Team Sign-On Bonus We have brand new trucks and are looking for experienced teams. Top Pay.

Jonathan 812-207-5862

DRIVER WANTED

Looking for more drivers, Teams are encouraged to call, Landstar approved solos and teams. Pick your own loads. Hazmat

Lynn 812-989-7443

FedEx CC Willing to train. Looking for a co-driver for my 2016 Volvo straight truck leased to FedEx CC. Must be willing to stay out 4 weeks at a time

Robert 931-510-4496

Straight truck drivers wanted ASAP

Looking for motivated solo or team to drive a straight truck leased to FedEx CC.

Ahmed 313-623-3610

Female Drivers We are seeking OTR Expediting Straight Truck team drivers to join our team!

April 734-625-4237

Looking for a team or solo driver. I have a RAM PRO MASTER that is contracted with BOLT Express available immediately.

Agata 248-910-2894

Seeking full time Solo Class A Driver.

Waldina 209-843-8441

Cargo van driver needed for Panther owner. 2011 GMC 2500 Extended van, 325k miles. Webasto bunk heater, fantastic vent, no windows. wired for power. New waterpump.

jmh@gmail.com

Driver openings for Extended Cargo Vans and Sprinters with 65/35 split PLUS WEEKLY BONUSSES!!!

Joseph 708-359-3435

Semi truck Driver wanted based in Los Angeles pay 50cpm Round trips from LA warehouse to North Carolina and back.

Andrey 310-848-9497

EXPEDITE TRUCKS FOR SALE

2012 Freightliner M2106 330HP Cummins ISC, Allison Automatic, 96" Bolt sleeper, APU, Sink, Dinette, Fridge with Sep Freezer

Call Brandon at 888-881-1872

2016 Freightliner M2112 – Brand New! 100" Bolt Custom Sleeper with sink, dinette, ffridge with separate freezer, 370 HP DD13, Allison Automatic

Call Jim at 888-619-9172

2018 Freightliner Cascadia 113 – Brand New! 410HP DD15, DT12 Transmission, 96" Raised Roof Sleeper, ComfortPro APU. Lift Gate

Call Tony at 888-258-7795

2010 Cascadia CA125, DD15, 10 speed, double bunk, Thermo King APU, good condition, DOT, good rubber

Call Heath at 800-899-8696

2013 Freightliner M2 106, 250 Horsepower, 6.7L ISB Cummins, 6 Speed, Morgan Reefer, Aluminum Floor, 3000# Maxon Aluminum Lift Gate, ThermoKing T1000 50 Whisper Unit

Call John at 888-556-4089

Lift Axle - FET is paid in full - TriPac Evolution APU!!!! Factory Warranty!!!! UltraShift!! BOLT SST100 Custom Sleeper

Call Jason at 877-349-9303

2005 Peterbilt 385 expedite truck with 25ft van box, Cat C11, 305 hp, 10spd, 320 wb,60" midroof double bunk sleeper, single a...

Kimberly 469-730-6743



TRUCKING CAREERS & OPPORTUNITIES

TIP!

Keep track of who you have called and yet to call by checking the box next to the company name.

| | |
|--------------------|---------------------------|
| TT TRACTORS | ST STRAIGHT TRUCKS |
| RF REEFER | CV CARGO VANS |
| FB FLATBED | SV SPRINTER VANS |
| | TS TEAMS |

| COMPANY | PHONE | HIRING |
|---|--------------|---|
| <input type="checkbox"/> All State Express | 888-691-8304 | ST TT TS CV SV |
| <input type="checkbox"/> Bolt Express | 888-281-6865 | ST TT TS CV SV |
| <input type="checkbox"/> Expediter Services | 888-565-6403 | ST TT TS CV SV |
| <input type="checkbox"/> Expeditus Transport | 888-552-2174 | ST TT TS FB |
| <input type="checkbox"/> FedEx Custom Critical | 800-398-0466 | ST TT TS CV SV |
| <input type="checkbox"/> Jung Express | 888-575-6251 | ST TT TS CV SV |
| <input type="checkbox"/> Landstar | 800-622-0658 | ST TT TS CV SV |
| <input type="checkbox"/> Load One | 888-824-4954 | ST TT TS CV SV |
| <input type="checkbox"/> Omada Worldwide Expedite | 888-804-1436 | ST TT TS CV SV |
| <input type="checkbox"/> Panther Premium | 866-344-5898 | ST TT TS CV SV FB |
| <input type="checkbox"/> Premium Transportation Logistics | 800-661-3166 | TT TS CV SV |
| <input type="checkbox"/> Roadrunner Expedite | 888-565-6586 | ST TT TS CV SV |
| <input type="checkbox"/> Tri-State Expedited Service | 888-245-4325 | ST TT TS CV SV |
| <input type="checkbox"/> Try Hours | 888-284-4179 | ST TT TS CV SV |
| <input type="checkbox"/> TST Expedited Services | 888-796-5699 | ST TT CV SV |
| <input type="checkbox"/> V3 Transportation | 888-216-9671 | ST TT TS CV SV |
| <input type="checkbox"/> XPO Logistics | 866-857-4546 | ST TT TS CV SV |



Where "The Customer is First"

EXPEDITERS

INNOVATION | QUALITY | TRUST



Maximize your business productivity and your bottom line in an Expediter from Fyda Freightliner.

We carry the largest selection of new and pre-owned Expediters in the USA. Let us help get you on the road now!



- Large Inventory
- Custom Built Trucks
- Dry Van & Reefer
- Generous Specs
- Turnkey Ready
- Experienced Pros
- After Sale Support
- In-House Financing
- Trade-Ins Accepted

EXPEDITER TRUCK SALES

FROM THE MOST EXPERIENCED PROFESSIONALS IN THE INDUSTRY

Call Today (614) 851-0002

www.fydafreightliner.com

Fyda Freightliner Columbus, Inc. • 1250 Walcutt Road • Columbus, OH 43228