

Unimark

News

Unimark Truck Transport

2nd Qtr 2023





Mark Wentlent

President

Mission Complete

Safety is everyone's job in an organization and it is the number one priority in Unimark. Safety is also a multi-step process that requires everyone to be disciplined, alert and detailed in going about their daily duties. As you may know, I have spent 30 years in the Army and did a lot of tasks that were high risk. Throughout my career, I stayed safe because I forced myself. No matter the conditions, time of day or mission profile, I always followed the rules, my training and focused on the task I was performing. Nothing else.

For example, when I went out to fly a mission, there are several checks and balances that a crew needs to follow to insure they stay safe. I will outline the steps and try to relate it to a similar task, that most of you do every day – DRIVE.

When I was assigned a mission, the first thing I did was do my mission planning. The planning included; route planning, review flight conditions and weather conditions, verify the crew and myself had the required hours to accomplish the mission, endurance planning, and list of contact/communication I needed in case of emergency or mission change. For you, your mission

is a delivery of our OEMs product. Once you are dispatched on a load, you should take similar steps. Understand your load make-up, i.e., load factor. If you are a LB driver, the load sequence and loading procedures. Plan your route, check the weather, required documents such as permits or border crossing paperwork. Review for any obstacles to driving, such as populated areas and construction zones along the route and at destination. Insure you have the proper time left like workday and driving hours, and have the proper contact numbers to help you along the way to include the customer.

Second: I did a preflight on the aircraft. I never relied on memory. I always took my checklist with me to insure I never missed an item that is critical to safe flying. I would never cut corners – no matter if it was hot, cold, raining or snowing. I disciplined myself to do the hard right every time. For you, a pre-trip inspection is similar. Checking the condition of the load, making sure all is secure and properly loaded, securing U-bolts, straps, insuring lights, breaks, and other general maintenance items are properly operating is key to safety on the road.

Thirdly; flying the mission. When I was flying that is all I did. I did not have phone calls or let myself think about what I was going to eat for dinner or anything else. When I was flying that is all I did. I was constantly checking my surrounding, planning my maneuver, setting my aircraft up for the next task. When you are driving, that is exactly what you need to do. Plan the lane you need to be in, set up for the next lane change or exit. Keep yourself ahead of the traffic and ahead of your route. Be aware of what is in front of you, and maneuver according (in advance) so you have the time and space to your advantage. Crew endurance is much like the DOT 11 hour rule. Studies have shown, that after a certain amount of time reflexes degrade, decision making deteriorates, fatigue sets in. Bottom line, you do not want to be caught in that situation as nothing good happens. I lost my superhuman status about at the age of 22. I am

very grateful that I realized what my human limitation are – hopefully you have too.

Lastly, After the preplanning, preflight inspection, and mission execution I was professional enough to complete the last phase of my flight, final aircraft inspection and completion of the aircraft log book and other close out paperwork. Again, your requirement are not unlike mine. You need to check your rig and load. Insure all is secure and complete the log entries or delivery paperwork required to close out the load or the day's work.

My job was exacting and so is yours. The profession requires attention to detail, awareness, professional approach to condition, and a whole lot more to be successful over the year. Mission success is very well defined in our industry. We must move our customer product within the constraints of our profession (procedures, rules of the road, DOT oversight) and deliver the units undamaged and without accidents or injury. In today's environment I do understand that is a tall order however, a responsibility you accepted. I am sure you are up for the task.

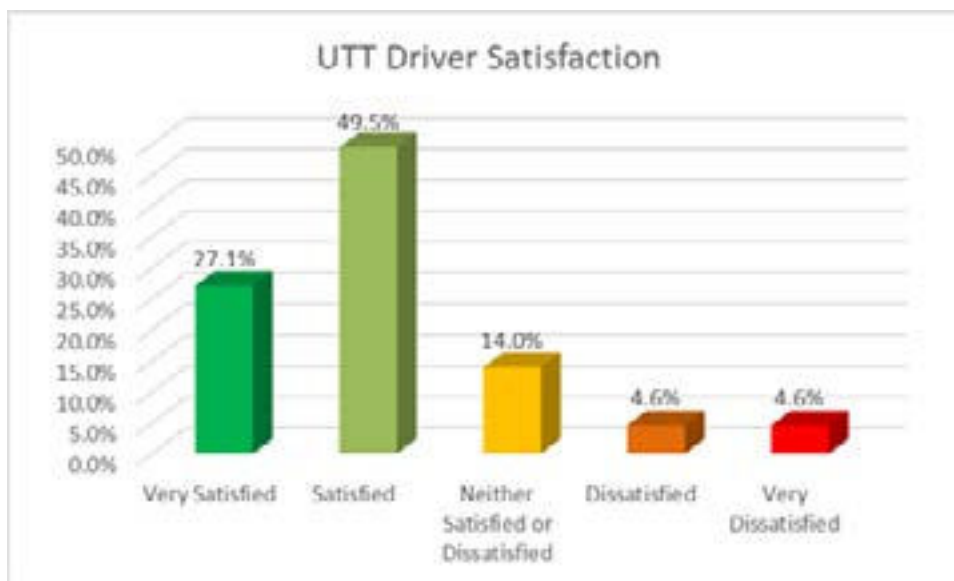
One last thing. I spent 30 years doing my military job and when I retired I walked away with the knowledge I did my duty, upheld my responsibilities, gave myself and those under my care the entire energy and professionalism I could give to insure all were safe. I would ask you to consider the same approach. Be professional every time, not just when it is convenient. Know your limitation and that of your equipment. Be an expert in all that your need to know and follow. If you do all of that, at the end of the day (career) you can walk away, head held high, as one of the exceptional professionals that "ran the great roads of our nation".

★ HAPPY ★ BIRTHDAY!

Antoine, Emmanuel
Banos-Miranda, Fidencio
Borsenik, Gregory
Bryan, Leon
Bryson, Ryan
Cole, Johnny
Conklin, Dennis
Correa, Benigno
Crittenden, Raymond
Devou, Jonathan
Dick, Travis
Dryer, James
Elford, John
Elliott, Robert
Fields, Oliver
Garcia, Alexander
Hall, Shane
Harmon Jr, William L.
Harris, Shannon

Hayes, Christopher
Hill, Jeffery
Hunt Jr, Tyler
Jackson, Richard
Joh, Sung-Min
Jones , Curtis
Kotov, Alexander
Lee, Brandon
Lee, Brandon Damon
Linton, Everard
Lyles, Melvin
McGlothlen, Zachary
Michalishyn, Kevin
Mooney, Brandon
O'Brien, Zachary
OConnor, Christopher
Payne, Winston
Peters, Gregory
Pritchett, Ted

Quam, Nathaniel
Reid, Eric
Roberts, Ronold
Sanders, Jeffery
Scislowicz, Rob
Shaffer, Zachary
Shinn, Stephen
Smith, Robert
Takacs, Christopher
Villa Sandoval, Diego
Villa Sandoval, Sergio
Warren, Kevin
Weakley, Timothy
Wendel, David
Wilbur III, Arthur (Bud)
Wioskowski Sr, Kenneth
Zbranek, Jan Michael



crucial to scrutinize the feedback beyond the surface level. By doing so, we can identify trends and underlying issues that contribute to the dissatisfaction levels of drivers, even when the majority report being satisfied.

As the survey results accumulate over time, we gain valuable and actionable insights into areas that require improvement. This information is communicated to our Operations Directors, Vice President, and President, including both the numerical percentage data and the individual responses.

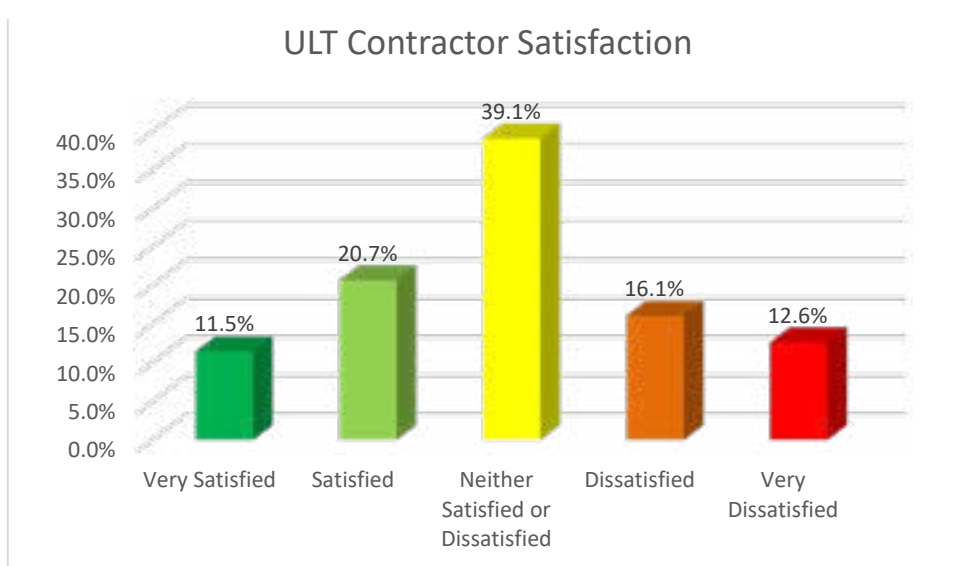
Thank you once again for your participation in our surveys, which enables us to enhance our driver experience and overall service quality.

I would like to express my gratitude to all individuals who have taken the time to complete our surveys. These surveys will be conducted on a weekly basis, with a recurring question aimed at gauging the satisfaction levels of our esteemed drivers with their job at any given time. This initiative enables us to identify any pertinent concerns that require the attention of our Operations or Executive Management teams.

job satisfaction levels.

It is worth mentioning that we do not solely rely on the percentage of drivers who report being satisfied or dissatisfied. Instead, I thoroughly examine the driver's explanations for their responses to gain a deeper understanding of their perspectives. We have witnessed instances where drivers express satisfaction but also provide constructive criticism. Therefore, it is

I carefully collect and organize then forward the responses on a weekly basis, continually appending each set of responses to the prior ones. This approach ensures that we can objectively determine if any measures implemented have had a positive or negative impact on our driver's overall



Recruiting Information

We will be implementing a new recruiting contest soon. Details will be released soon.

Don't forget that you can earn \$1000 for every driver you refer that gets hired and stays 180 days. You can refer a driver for Unimark Truck Transport or Unimark Lowboy.

Upcoming Recruiting Events:

May 9, 2023 We will be hosting an in person and virtual job fair at the Joplin terminal. Please refer drivers to our Facebook pages for details under the Events tab.

<https://www.facebook.com/UnimarkLowboy>

<https://www.facebook.com/unimarktransport>

July 13-15, 2023 Walcott Truckers Jamboree (Walcott, IA)

Unimark will have a booth set up to show what we have to offer drivers. Owner operators can enter their trucks in the Truck Beauty Contest.

September 21-23, 2023 Truckers Jamboree (Joplin, MO)

This event will be held in conjunction with the Guilty By Association Truck Show benefiting Special Olympics. This is probably the largest truck convoy in the US and quite the sight to see. Owner operators are welcome to put a truck in the convoy.

We are always needing drivers at these events to be there to help answer questions and explain the job. If you are interested in participating, please call recruiting. (866)254-2884.



Meet Jeff Van Bree, one of the valued members of the Unimark family. Jeff has been behind the wheel for the company for five years now, and he has never looked back. As a driver, he mostly runs DTNA products and appreciates the flexibility that this job provides him.

Before Jeff joined Unimark, he used to own a farm, which required him to work long hours with little time for leisure. But now, he enjoys the everyday schedule that Unimark provides him, allowing him to balance his work and personal life more effectively.

When he's not on the road, Jeff loves to explore the great outdoors. He and his family have an RV that they frequently take on adventures, such as 4-wheeling and snowmobiling. These activities allow him to unwind and appreciate the beauty of nature.

One thing that stands out about Jeff is his positive attitude. He always has a smile on his face, and he takes pride in his work. His commitment to his job and his friendly personality make him a joy to work with.

At Unimark, we are proud to have Jeff as part of our team. He embodies the values that we hold dear, such as dedication, reliability, and a can-do attitude. We are grateful for his contributions and look forward to many more years of working together.





Mike Smith

Vice-President

If you read my articles in these newsletters, you know I mainly talk about how JHT and Unimark got to where we are at today. We would not be where we are at without some of the best drivers in the industry.

With each of the three divisions of Unimark, we have what I call “core or foundation” drivers. These drivers have stayed with Unimark through thick and thin. Even with all the pressures from competitors, they never wavered and stayed here at home. I never have or will fault any drivers to see if the grass is greener somewhere else, but the core drivers have stayed.



Ed "Hollywood" Shouse is one of those core drivers. Ed started with ATT summer of 1998 as a lowboy driver, and at the end of 2007, joined Unimark when ATT closed its lowboy division. Ed is currently at 1.8 million miles without a DOT accident. He would have probably already hit 2 million miles, but Ed's second passion is turning



wrenches. The list of drivers would be too long to compile of the fellow drivers that Ed has stopped running to help fix their trucks, to get them back on the road. I remember Ed taking off to AZ to recover a blown motor truck for a driver, then off to IN to help a driver rebuild a motor, and made several trips to the yard in JAX to assist drivers with repairs. Ed and I have been working together now for over 17 years, and we have become friends over those years. I am looking forward to the next 17 years. Ed also tried his hand as

the terminal manager in Jacksonville. He was doing an outstanding job as the TM, but was taking too much time away from driving and turning his wrenches, and went back to being a contracted driver.

Note from one of the guys Ed has helped out:

Mr. Ed., MR. Hollywood CB handle, is an amazing person, friend, and hard-working man. He is too hard working, and the little time I have known him, we have had a few adventures, but he always would go out of his way to help out in this business. He has been a professor to me and has left me speechless. I say too hard working and this is why. My motor was apart ready to get repaired. We met and started to work on it for 2 days straight, till it was put together, no sleep or breaks! I don't know how he has the drive, patience, and energy, but God bless him and his family. Have to give credit to his family and his wife for been so patient and understanding in this demanding business. I know every time he helps any one of us, it takes time away from his family, and that is the number one reason we all work so hard to try to make life better for us and our family.

Thanks. Mr. Shouse





Meet Chanin: A Dedicated Customer Service Representative and Passionate Sports Enthusiast

Every company has its unsung heroes who work tirelessly behind the scenes to ensure smooth operations. At our company, Chanin is one such hero. For 24 years, Chanin has been an integral part of our customer service department, taking care of clients like Mack Trucks and Linde Gas with utmost dedication and professionalism.

As a Customer Service specialist, Chanin is responsible for ensuring that our single drivers have the necessary trucks to carry out their deliveries. She also manages backhauls for

our decked drivers, optimizing the use of our resources and maximizing efficiency. In addition, Chanin oversees the entry of all our Salem lowboy trucks into the system, a task that requires meticulous attention to detail and organizational skills.

But Chanin's contributions to our company go beyond her day-to-day responsibilities. She also works closely with our key client, Mack Trucks, to ensure their needs are met promptly and efficiently. Her ability to build strong relationships with clients is a testament to her excellent interpersonal skills and customer service mindset.

Outside of work, Chanin is a passionate sports enthusiast and collector of autographs. Her collection includes some of the biggest names in sports and entertainment, such as Mickey Mantle, Michael Jordan, Peyton Manning, and Taylor Swift. She also loves watching sports and cheering for her favorite teams, the Cubs, Steelers, and Tennessee Vols. Whether it's a nail-biting football game or a thrilling

baseball match, Chanin is always on the edge of her seat, rooting for her team.

Apart from sports, Chanin enjoys reading, gambling, and spending time with her niece and nephew, Blakely and Grady. When they visit, Chanin loves to entertain them, showing them around town and sharing her love for sports with them.

As Chanin says, she may have to work another 24 years before she can retire. We hope she does because her dedication, hard work, and passion for excellence are truly inspiring. We are proud to have Chanin as a part of our team and look forward to many more years of working together.



From Factory Work to a Career in Trucking: My Journey with Unimark Truck Transport

By Curtis Roberson

In 2000, after years of factory work and a desire for a career change, I made the decision to become a truck driver. I attended Truck Driver School and graduated, eventually taking a job over the road in a traditional Tractor/Trailer. However, it wasn't until several years later, after meeting a Unimark Driver at a Love's Truck Stop, that I was introduced to the world of driveaway transportation.

The Unimark Driver was transporting a deck load, and I thought it was cool. He shared all about Unimark and its driveaway services, and though I didn't



immediately pursue a career with the company, the name stuck with me.

Fast forward to 2009, and I found myself between jobs. While reading the newspaper in Fort Worth, Texas, I came across an article about Unimark Truck Transport's job seminar in Duncanville, just 25 miles from my home. I made plans to attend, and by the end of the week-long seminar, I had everything I needed to begin my first load out of Laredo, Texas.



One of the things I loved about driving for Unimark was the flexibility. As a contractor, I could drive all over the United States, delivering loads and hopping on a Greyhound Bus back to Laredo. It was a whole new experience for me, and I found myself enjoying the variety and challenge of each new destination.

Over the years, I switched from driving singles to deck loads, and then back to singles again. But no matter the type of load, I always took pride in my work and enjoyed the satisfaction of getting the job done safely and timely.

Unimark Truck Transport has come a long way since I first heard of them at that Love's Truck Stop. I've seen the company grow and improve over the years, and it's been a great company to work for. I've met a lot of other drivers who work for different companies, and they've always been curious about Unimark. I always give them the phone number or tell them to Google the company.

Now, at 72 years old, my family often asks me when I'm going to

retire. But as long as my health is good and I keep passing my DOT physical, I plan on continuing to enjoy my job with Unimark. One of the most interesting things about driveaway transportation is that you never know what type of truck you'll be picking up at a location. It could be a Trash Truck, Cement Truck, Dump Truck, or even a Luxury RV.

When I'm not on the road, my wife Thelma (who works as a school counselor) and I enjoy spending time with our four



sons, grandchildren, and great-grandchildren. We love to travel and appreciate our family time together. And when I'm not with my family, you can usually find me tinkering with my old school cars and trucks.

Overall, my journey with Unimark Truck Transport has been an exciting and fulfilling one. I've enjoyed the challenge and adventure of each new load, and I appreciate the pride I feel in my work. As long as I can continue to do my job well and stay healthy, I plan on remaining a proud driver for Unimark for years to come.

Meet Cindy Smith: A Woman with a Heart for Helping Others

Cindy Smith is a name that is synonymous with kindness, patience, and dedication. Her passion for helping people is reflected in the various roles she has taken on throughout her career. Cindy's story is an inspiring one, and her journey is a testament to the fact that hard work, determination, and a heart for others can take you places.



Cindy started her career in 2006, in the City of Industry CA. Her role was to help with handbills for drivers to speed up the process of getting them out of the yard. Prior to this, Cindy worked in nursing homes and with mentally disabled patients. Cindy's passion for helping people is evident in her work, and it was this passion that led her to pursue a career in the transportation industry.

In 2008, Cindy started working part-time in Williamstown WV to assist with paperwork for drivers as Hino grew. Her role quickly evolved, and she began dispatching drivers. Cindy excelled in this role, building great relationships with all drivers and staff. Her skills continued to grow,



and she began handling billing, load building, and dispatching drivers.

Cindy's dedication and hard work did not go unnoticed, and in 2010, she was offered a full-time position at Unimark. She quickly became an integral part of the team and was referred to as "Mama" by many within the organization. Cindy's positive attitude, willingness to help, and infectious laughter made her a favorite among her colleagues.



In 2019, Cindy retired to get back into the nursing field. However, when the COVID 19 outbreak occurred, she decided not to. In the fall of 2020, Cindy returned to support the lowboys with OEM's coming back online. Her dedication to Unimark and its mission was unwavering, and

she was always willing to go above and beyond to help out in any area of the organization.

Cindy's hobbies include sewing, crocheting, fishing, and spending time with her grandkids. This summer, she will become a great-grandma, a fact that brings a smile to her face. Cindy was born in Hawaii while her Marine father



was stationed there. After 30 years of promising to go back to where she was born, she finally did that this year. It is clear that Cindy's love for her family and her desire to help others are the driving forces in her life.

In conclusion, Cindy Smith is a woman who embodies the spirit of kindness, dedication, and hard work. Her passion for helping others and her infectious positivity have made her a beloved member of the Unimark team. Cindy's story is a reminder that with hard work, determination, and a heart for others, anything is possible. We could all learn a thing or two from this remarkable woman.

DANGER: Low Clearance

Unimark drivers are responsible for safely transporting trucks and chassis across the country, often



covering long distances and encountering various obstacles along the way. One common challenge for truck drivers is navigating through areas with low overhead objects, such as bridges, tunnels, and power lines. Failure to pay attention to these low overhead objects can result in serious accidents, injuries, and even fatalities.

To avoid such incidents, it is essential for truck drivers to be aware of the height of their vehicle and the clearance of the overhead objects they will encounter. Truck drivers should always take the time to carefully plan their route, research the clearance heights of bridges and tunnels, and be aware of any low hanging branches or wires. It is also important to pay attention

to warning signs and signals that indicate low clearance areas.

In addition to careful route planning, there are several other effective measures that truck drivers can take to avoid collisions with low overhead objects. One such measure is the use of height measurement devices when loading the truck. These devices provide assurance that the height of the loaded truck will clear any obstacles encountered along the way. Furthermore, it is important for truck drivers to always be aware of the height of their load and to never exceed the maximum height limit of 13'6".



By utilizing height measurement devices when loading and maintaining awareness of the height of their load, truck drivers can greatly reduce the risk of collisions with low overhead objects. This can provide peace

of mind while on the road and help ensure the safety of the driver and other road users.

In addition to these proactive



measures, truck drivers should also remain alert and focused while driving, especially when approaching areas with low clearance. Avoiding distractions such as cell phones and maintaining a safe speed that allows for quick reaction times are also essential.

In conclusion, taking proactive steps such as utilizing height measurement devices and maintaining awareness of load height, combined with alert and focused driving, can help truck drivers safely navigate areas with low overhead objects. By prioritizing safety in this way, drivers can help ensure the successful transportation of goods while minimizing the risk of accidents or injuries.

