

GUIDE TO STARTING:

FLEET TRANSPORT



WHAT IS FLEET TRANSPORT?

Fleet Transport speaks for itself; moving the most needed equipment or supplies either across country or from yard to yard. This role entails hooking equipment (housing, equipment, and shower trailers) to a truck and moving said equipment to another designated area. Fleet transporters can expect long hours on the road, venturing into areas affected by a storm, though no special certification is required; fleet transporters must adhere to RLI and GSX guidelines, as they are in place to ensure equipment is transported correctly.

CDL and general truck drivers will feel the most at home in fleet transportation. Many of the responsibilities and duties of the role are close or exactly resemble tasks that CDL drivers will have experience with. Hooking trailers using a hitch, hauling with a focus on safety, and successfully delivering RLI equipment are the most basic descriptions of what Fleet Transporters do. If you find interest in any of the above descriptions, then Fleet Transport might just be for you.

WHY FLEET TRANSPORT IS IMPORTANT

The answer to this question might seem pretty obvious; "to transport stuff". In reality, Fleet Transporters are more than just delivery men and women. Fleet transporters should have a level of detail oriented work ethic. This is because, like fueling, any mistake made while transporting equipment could be a costly or even fatal one. Special attention to the weights of trailers, the condition of your equipment, and the performance of your truck will ensure you are meeting the level of safety that RLI and GSX expect. Fleet transporters are the tip of the spear for most RLI operations, so our contractors working in this role need to be trusted with the nuances of the job.



REQUIREMENTS

WHAT YOU NEED TO GET GOING



3/4 TON TRUCK



Transporters require a minimum 3/4 ton truck, however, a 1 ton truck will be more effective at the job.



PPE



Transporters require the same PPE listed for "Deploy/Refuel" in the command portal. Those requirements can also be seen in the last pages of this document.



HITCH



Transporters require a Class V trailer hitch rated for 12,000 LB pulling and an 1,850 LB tongue weight rating. They also require an adjustable Pintle Hitch with a vertical adjustment of 12" and a 1,850 LB tongue rating.



TRAVEL



Transporters are often tasked with driving in or around; Florida, North Carolina, and Mississippi.

Fleet Transport requires a high amount of cross state driving, with heavy equipment attached to your vehicle. **This type of work creates unavoidable hazards for which you need to prepare for.** Pack doubles and triples of clothing articles, additional equipment for weather safety, and anything you deem important for cross country travel.

Fleet Transporters are expected to withstand unavoidable hazards.

Let's Keep you Safe.



SLEEP

Long hauls across state boundaries can be draining. Accidents due to lack of sleep is reported to cause around 6,000 fatalities per year (CDC). Make a habit of getting as much sleep as you can, when you can.



EQUIPMENT

As a transporter, you need to pay special attention to your equipment. Any tools that you need to complete the job should be checked before you deploy. A faulty or broken tool can cause an abundance of lost time on the road.



Truck

Before deploying be sure to check; tire pressure, brake effectiveness, fluid levels, and anything that might hinder it's performance. Be sure to do the same check, periodically, while working.



PPE

Personal Protective Equipment is imperative on the road. In addition to the RLI requirements, prepare for the worst. Go beyond the requirements to find equipment that might be useful in emergency situations.



Obstacles

While driving through storm effected areas, be aware of any environmental obstacles. Downed power lines, destroyed buildings, or wildlife all become threats while traversing through some areas. If you have to ask yourself if you should do it; you probably shouldn't.



Mindfulness

Working on the road can be a taxing effort. In order to remain safe, be mindful of everything you interact with. Come to the job with a mindset that any one mistake could be a life ending one.



HOW TO BECOME A TRANSPORTER

A STEP BY STEP GUIDE

TASK	HOW TO COMPLETE
TASK 1 CONTACT JARED (HR MANAGER)	If you haven't already, please notify our HR Manager Jared to let him know you're starting the process to certify as a Transporter, and let him know the names and contact information of your helper.
TASK 2 LEARN	Learning the job of Fleet Transportation likely won't be required if you have experience in hauling equipment with a truck. The education needed to become a Transporter will be different for everyone; as we adjust our curriculum based on the experience of the driver in question.
TASK 3 CONTACT JARED	After you have completed the optional training, contact Jared to let him know you're ready to be given the "Transport" role. He will process some further information, and get you ready for your first deployment!

REFERENCES & CONTACT

STEVE SCHUMAKER - DIRECTOR

Available at (614) 940-1800 or Steve@groundsupportgsx.com

MORE INFO:

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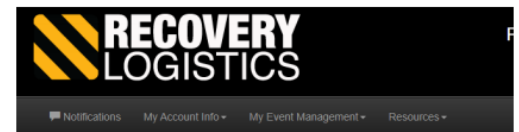
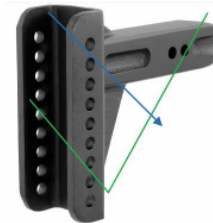
RLI Equipment Requirements for Fleet Transport: <https://bit.ly/3IVtBwg>

Information on sleep deprivation facts: <https://bit.ly/3jQj1UD>

REFERENCES & CONTACT

Truck Requirements for Alternative Housing Transport

- Minimum ¾ ton truck
 - Class V trailer hitch
 - 12,000 lb pull rating
 - 1,850 lb tongue wt rating
 - Pintle Hitch with 2-5/16 ball
 - Vertical adjustment of 12"
 - 1,850 lb tongue wt rating
 - Other items in Commander portal list
-
- **RLI paid for electronic sway controllers for Sleepers/Leadership trailers for safety**



Documents

Non-Disclosure/Non-Compete

Our records indicate that you signed the non-compete and non-disclosure agreement (CONFIDENTIAL) your IP address.

Personal Document Uploads (These files will be available to your vendor firm.)

Once uploaded, you can review files at the bottom of this page.

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Here are some important documents for your reference:

- 2017 Participant Guide
- Personal Items Packing List
- Deploy/Refuel Equipment List**
- Electrical Tool List

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Truck/Vehicle

- ¾ Ton or 1 Ton Pickup truck (F250, 2500 series or larger)
- 4x4 is a requirement on winter storms and recommended on all deployments.

Equipment

- Portable GPS unit with Lat/Long Entry
- Cellular telephone and charger
- Yellow rotating or strobe light
- Tow strap or tow chain
- Magnetic trailer light kit
- Adjustable height pintle hitch – 8000# minimum rating
 - 1 7/8" ball
 - 2" ball
 - 2 5/16" ball
 - Wrench to change ball size if needed
- Electric brake controller installed in truck
- Trailer wiring adaptors
 - 4 way flat style
 - 6 way round style
 - 7 way round (RV)
- Jumper Cables
- 5 Gallon Fuel Cans
 - One full with fuel type of your truck
 - One for use with diesel fuel
- Spare fuel filter for your vehicle
- Automobile jack or barrel jack
- Tire plug kit
- Reflective warning triangles (3)
- Fire extinguisher (10-20 lb. ABC rated)
- First aid kit with eye wash
- Flashlight (extra batteries)
- Spotlight (makes finding cell towers at night easier)
- 48" x ½" wood dowel for probing fuel tanks
- 2 to 4 each of 2" ratchet straps Rated break of 10,000#
- Padlocks to secure equipment at night

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REFERENCES & CONTACT

- Chemical Resistant rubber gloves
- Hard hat(s) – OSHA/ANSI Z89.1-1986
- Eye and Face protection ANSI Z87.1-1989
- Reflective safety vest – ANSI/ISEA 107-2004
- Portable cooler – drinks & ice while deploying/refueling
- Hip waders
- Rain suit
- Rubber boots
- Sunscreen
- Insect Repellent
- Drinking water 1-2 days' supply
- Snacks 1-2 days' supply

Tools (standard)

- Heavy Duty Bolt Cutters
 - *ONLY use with Management Approval*
- Basic hand tools
 - Standard combo wrench set
 - Socket set
 - Screw driver Set
 - Adjustable wrench set
 - Utility knife w/extra blades
 - Black electrical tape (3 rolls)
 - Hammers
 - Pipe wrenches
 - 1 – 8"-12" C clamp

Magnetic signs, fuel tanks, and spill kits will be provided by RLI and must be returned before you demobilize.

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