



# The Extra Mile

SERVICE. DEPENDABILITY. TRUCKING.

## Shipping solution for every demand

In an effort to provide you with outstanding service, Jetco's fleet is uniquely positioned to meet all of your requirements, from shipping one pallet to handling all of your oversized cargo.

Jetco's highly experienced drivers and logistics personnel can expertly ship your heavier cargo to and from destinations throughout the United States with its fleet of specialized trailers.

"The reality is that nothing is too big for us to handle," said Craig Kelsoe, operations manager for Jetco Logistics. "We're experienced with heavy haul, and we know what to do with your cargo so that it's shipped safely and efficiently while complying with all federal and state laws."

Kelsoe said all that Jetco needs are the basics of what you're attempting to move: the length, width, height and weight.

"We'll do the rest," he said. "We're essentially a one-stop shop when it comes to shipping heavy haul machinery or oversized cargo. If it can be done, we'll do it."

Jetco is also gaining a reputation for its project management expertise. Kelsoe points to a project completed last year where Jetco transported more than 110 miles of 36" OD diameter pipe from the Port of Milwaukee to a site 50 miles away.

"That job required 60 trucks, 1,400 loads and our expert personnel on site to make happen," he said.

"Our team pulled it off without a hitch, and the client was pleased."



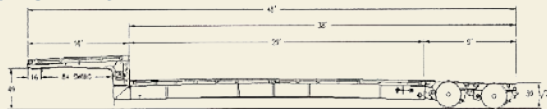
The following dimensions are guidelines to be considered when shipping and don't cover all variables.

### FLATBED TRAILER



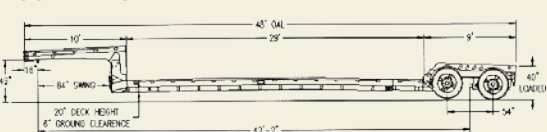
The flatbed trailer has a continuous running deck and can haul machinery with heights up to 9'. Other variations include a stretch flatbed, which can be expanded to haul a single self-supporting piece of machinery or I-beams with lengths ranging from 48' up to 80'. If the height of your machinery exceeds 9' you will need to use a single drop or double drop trailer.

### SINGLE DROP TRAILER



The single drop trailer has a drop in its deck height, as shown above, and provides a continuous running deck that can haul machinery with heights up to 10'6". The front deck can be used for machinery with heights up to 8'5". Other variations include a stretch single drop, which can be expanded to haul a single self-supporting piece of machinery with lengths ranging from 38' up to 62' with heights up to 10'4". If the height of your machinery exceeds 10'6" you will need to use a double drop trailer.

### DOUBLE DROP TRAILER



The double drop trailer has a drop in the front and a rise in the rear of its main deck as shown above. It provides a main deck that can haul machinery with heights of 12' without permits and higher with permits. The front deck can be used for machinery with heights up to 8'5". The rear deck can be used to haul machinery with heights of 9'4".

### > WELCOME TO OUR NEWSLETTER

As the owner and president of Jetco Delivery, it is my pleasure to welcome you to The Extra Mile - Jetco's newsletter. We created The Extra Mile to be a valuable tool for our customers and a reliable resource filled with useful



BRIAN FIELKOW

information about not only our company, but the shipping industry as well.

When I became president of Jetco in 2006, I worked hard to ensure that we built on our 30-year history to continue and improve the culture of superior customer service. And I believe it is this service that sets Jetco apart from other carriers. Whether you hire us to haul a single pallet or an oversized load, you can be assured we'll go the extra mile for you.

Today, Jetco has one of the newest fleets in Houston, the most professional drivers and customer service staff, and we're continuing to make investments in technology, such as GPS, to provide you with world-class service.

Every member of the Jetco team is invested in providing the best service possible. But, ultimately, the final responsibility rests with me. Therefore, if you ever have any concerns, comments, questions or ideas about how Jetco can better fulfill your needs, please don't hesitate to bring them directly to me.

Thanks for your commitment to Jetco. We are proud to be of service to you.

Brian Fielkow, President, Jetco Delivery  
brian@jetcodelivery.com

### What type of trailer do I need?

The following dimensions are guidelines to be considered when shipping and don't cover all variables.

Tallest Piece (in inches)	Tallest Piece (in feet & inches)	Equipment required
108"	up to 9'	Flatbed trailer
126"	10'6"	Single drop trailer
144"	12'	Double drop trailer
Over 144"	12' and above	Double drop trailer (May require over height permits)

### >HOW TO REACH THE JETCO TEAM

Jetco offers several convenient ways to request a rate and service from one of our qualified representatives

**By e-mail:** To request a rate, send an e-mail to [rates@jetcodelivery.com](mailto:rates@jetcodelivery.com)

To book a load or to inquire about the status of an existing load, e-mail us at [customerservice@jetcodelivery.com](mailto:customerservice@jetcodelivery.com)

**Online:** You may request a rate or any

other service at [www.jetcodelivery.com](http://www.jetcodelivery.com)

**By Phone:** Please call us at (713) 676-1111

Dial "1" for rates.

Dial "2" for customer service.

### Coming Soon

All members of the Jetco team will have direct dial numbers.

### What's a proper and safe following distance?

Because large trucks obscure visibility far more than smaller vehicles, more room is needed so drivers have enough time to react if road conditions quickly change. If a truck's side mirrors are visible, you've most likely left enough space between your car and the back of the truck. The following situations require an increased following distance:

**Debris in the road** might have no impact on a large truck. If that debris was suddenly in front of a driver because the truck drove over it and a car was following too closely, it could have a devastating impact.

**On congested roadways**, traffic often slows down suddenly. If a driver is traveling too closely behind a truck, he can't see the slowdown coming and is unable to react quickly enough to make the appropriate adjustments.

- Excerpted from the American Trucking Association