

## Pre-Employment for Owner Operator

Here at State Line Cargo & Freight LLC, we value the opportunity to work with you as a partner. We would like to offer a questionnaire for you to take part in. This will help evaluate if we are the right fit for what you are looking for in becoming an Owner Operator with us. Please answer to the best of your ability and take in consideration your answers to be true. In each question, the "O/O" will refer to Owner Operator.

What is an Owner Operator:

1. By your definition, what do you consider an O/O?
2. Have you ever experienced a role with a company as an O/O?
3. Is an O/O the same as a company driver? If so, please explain?
4. As an O/O, are you ok with taking the responsibility in covering your trucks weekly expenses? Fixed and Variable expenses?
5. Are you mechanically inclined to fix issues when they arise on the road?
6. What steps do you personally take to maintain your equipment's condition and ensure it is roadworthy?

Next, you're driving ability:

7. What are the minimum miles you have done in a day?
8. What are the maximum miles you have done in a day?
9. As far as mileage, what do you feel is acceptable as a good week?
10. Do you have a routine you like to do if you feel fatigue during driving?
11. How do you handle a situation where you're behind on schedule due to unforeseen events?
12. Do you like Truckers GPS? How do you plan routes and schedule your driving ability if there is bad weather coming within the next day or so?

Next, experience with cargo and equipment:

13. What type of trailer equipment do you feel more experienced at?
14. What type of trailer equipment do you feel less experienced at?
15. In flatbeds or step decks, you will have to tarp. Have you done this before?
16. Have you ever used chains and binders on a load? If so, what did you haul?
17. Do you consider to have a "fuel efficient" mindset when driving?

Next, dealing with shippers and receivers:

18. What is your approach when handling a stressful shipper?
19. What is your approach when handling a stressful broker?
20. The receiver is the customer, should we make sure they sign off on paperwork or just assume load is complete after they unload and you're ready to leave?
21. Detention/layover is something that can be a good thing and also a bad thing. How do you view detention/layover?

Next, dealing with dispatchers:

22. Have you ever had a personal dispatcher for any loads you have hauled?
23. How do you like to communicate with your dispatcher? Email, text, or phone call?
24. Do you feel that the most productive way to ensure you are at your best is to have all the information from a dispatcher pertaining to loads?
25. How many reloads do you think is important to you to have planned out?
26. Is a dispatcher important part of making sure you stay loaded up and rolling along?