

HAVE HAD 4 SURGERIES AND MONTHS OF EXTENSIVE THERAPY ALL THE MEANWHILE SWIFT IS TELLING ME AND WORKERS COMP AS SOON AS I GET RELEASED FROM DR. THEY WANT ME BACK,,, OK I GOT RELEASED FROM DR, A COUPLE OF WEEKS AGO AND NOW SWIFT SAYS THEY CANT USE ME,,, YEAH RIGHT I WOULD SAY THEY CANT USE ME BECAUSE OF THE WORKERS COMP CLAIM AGAINST THEM. SO IF YOU EVER GET HURT WORKING FOR THIS COMPANY AND WHEN YOU DO ANY ACCIDENT REPORTS MAKE SURE YOU GET COPIES WHATEVER YOU DO AND DO IT RIGHT THEN AND THERE DONT LET THEM FEED YOU THE BS THAT I WILL GET YOU A COPY AS SOON AS MY SUPERVISOR APPROVES IT..... CAUSE THATS WHEN IT DISSAPPEARS

*O/OPS PUNISH & ABUSE STUDENTS TO RUN OFF MILES
& DO LITTLE IF ANY DECEPTIVE PRACTICE UNDER FTC DTPA*
Swift Report 113 - Date 5-20-02 TRAINING. THIS IS

I drove for Swift for 6 months. Used to be a computer programmer, got laid off, couldn't find work, so did US Truck Driving School in Rialto, CA then went to work for Swift. My trainer was not much of a trainer - I completed my 4 week training not knowing how to back at all.

Did my 4 week cotraining session with another student, got a little experience with backing. Learned during this 4 week period that good miles are possible if you're in a team truck, but don't count on getting paid on time and count on getting decent home time.

After finishing my 2nd 4 weeks I went solo doing KMart dedicated. Driver unload sucks! Swift will pay \$150 for lumpers (if you unload at a site that allows lumpers), but pays drivers \$60 for an unload? Give me a break! Did this for 2 months, then picked up a partner to get back into team driving - needed the miles.

Most companies would stop hiring at this time. Swift does not. SWIFT WON'T EVEN LET DRIVERS TAKE VACATIONS!

You don't want to be driving for Swift from Xmas to early March. They'll tell you that not many miles are available then. In reality, you'll get about half the miles your used to unless you're in a team truck; then you'll get 3/4 of the miles you're used to.

Swift will try to dispatch you on trips you can't do legally. Stand up to them - tell them you're out of hours and won't do it. One DM told me "I can see on the Qualcomm how many hours you've driven; don't tell me you're out of hours". *1* have my log book in my hand, I know what I've driven. I know what I can do safely; this jerk tries to tell me he knows my available hours better than I do??????

Company PROFITS BASED ON ILLEGAL LOGS SHARE HOLDER FRAUD UNFAIR COMPETITION

Equipment maintenance is a nightmare. If you get into the Phoenix yard and need to put your truck in the shop, plan on at least 3 days downtime. They'll give you a loaner truck if you want or keep running - an old POS flatop.

And 60-62 MPH governors on trucks running outside of CA are a joke!

Most important: keep careful track of the trip packs you submit, where and when you drop them, and when you get paid on them. Check the miles CAREFULLY! Swift WILL short you on miles, and will make you wait for a week or two when you catch them at it before they make it good.

Finally, don't plan on using Swift terminals for showers or laundry. Some of Swift's terminals have the scummiest showers I've ever seen (the Reno/Sparks terminal has the worst showers I've seen yet) or very small shower facilities (Richmond, VA has ONE shower stall). Somer terminals (Salt Lake City, Pueblo) don't have laundry facilities, the others don't have enough.