

There are many different classifications and endorsements that a license can have:

Classes

- The primary type of driver that we hire for: Class-A.

- Class-A: You can drive any type of single combination vehicle and any trailer.
- Class-B: You can drive any vehicle 26,001 pounds or more and trailers >10,000 pounds.
- Class-C: You can drive any vehicle under 26,000 pounds and trailers under 10,000 pounds.
- Class-CP: You can drive Class-C vehicles with a person 21 years of age or older. Valid for 24 months.
- Class-M: Only applicable for motorcycle operator's and allows for motorcycle trailer.
- Class-D: Provisional driver's license for Class-C drivers.
- Class-E: Non-Commercial Class-A License
- Class-F: Non-Commercial Class-B License
- Class-EP & EF: Non-Commercial Instructional Permit
- Class-MP: Class-M instructional permit.

Endorsements

- Certain jobs require certain endorsements.

- T: Double/Triple Trailers • S: School-Bus Authorize • TPXS: All CDL Endorsements
- P: Passenger Transport • N: Tank Vehicle • H: Hazardous Materials (HAZMAT)

Restrictions

- Restricts the driver to a certain vehicle and/or process.

- B: Corrective Lenses • J: Other (See Card)
- C: Special Brakes or Hand Controls • K: CDL Intrastate Only
- D: Prosthetic Aid • L: Vehicles w/o Airbrakes
- E: Automatic Transmission • M: Except Class-A Bus
- F: Outside Mirror • N: Except Class-A & B Bus
- G: Limited to Daylight Only • O: Except Tractor-Trailer
- H/I: Limited (See Card) • Z: Organ Donor, Hearing/Speech Impaired



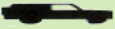


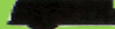

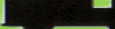


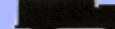

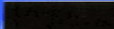
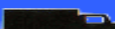









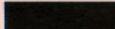





CDL (Commercial Drivers License): The drivers license which authorizes individuals to operate commercial motor vehicles and buses over 26,000 pounds gross vehicle weight.

The Truck/Tractor



Tractor: *A truck cab and chassis without a body and equipped with a fifth wheel. Used for pulling a semi-trailer.*

The tractor and the trailer are not the only parts of 18-wheeler trucks. There is a lot to know about trucks, and the below information is crucial to understanding how trucks work and what types of trucks there are. The below are the various classes of vehicles, where a Class-A driver would be driving a Class 8 vehicle, but is able to drive all classes depending with or without certain endorsements: or without certain endorsements:

Class 1 - 6,000 lbs & Less			
			
Minivan	Cargo Van	SUV	Pickup Truck
Class 2 - 6,001 to 10,000 lbs			
			
Minivan	Cargo Van	Full-Size Pickup	Step Van
Class 3 - 10,001 to 14,000 lbs			
			
Walk-in	Box Truck	City Delivery	Heavy-Duty Pickup
Class 4 - 14,001 to 16,000 lbs			
			
Large Walk-In	Box Truck	City Delivery	
Class 5 - 16,001 to 19,500 lbs			
			
Bucket Truck	Large Walk-in	City Delivery	
Class 6 - 19,501 to 26,000 lbs			
			
Beverage Truck	Single-Axle	School Bus	Rack Truck
Class 7 - 26,001 to 33,000 lbs			
			
Refuse	Furniture	City Transit Bus	Truck Tractor
Class 8 - 33,001 lbs & Over			
			
Cement Truck	Truck Tractor	Dump Truck	Sleeper

Types of Tractor's

Cab: The part of the vehicle that encloses the driver and operating controls.

Truck: A motor vehicle designed to carry an entire load. It may consist of a chassis and body, a chassis, cab and body, or be of integrated construction so that the body and chassis form a single unit.

Day Cab: A tractor which has no sleeper berth. Often for local work where the driver gets home every night.

Cab-over: Short for cab-over-engine, designed so that the cab sits over the engine on the chassis. (No Longer Common)

High-Cube Van: Combination of a van front section and a box-like cargo section.

Long-Nose Conventional: A truck or tractor with a front bumper to back of cab dimensions (BBC) of 112" or more.

Straight Truck: A vehicle with the cargo body and cab mounted on the same chassis.

Stand-Up Sleeper: A tall sleeper box similar to a PENTHOUSE SLEEPER without the skylight windows.

Short-Nose Conventional: A truck or tractor with front bumper to back of cab dimension (BBC) of 95" or less.

Penthouse: A sleeper unit and least 78" high with skylight type windows.

Extended Hood: An option or model of a Class 8 conventional truck with a longer hood. The hood normally extends an additional 12".

Conventional Cab/Tractor: Cab in which the engine is mounted forward of the driver compartment.

Yard Jockey's: Typically designed and built for off street applications. They are primarily used for the placement and quick movement of semi-trailers.

Trailer Toter: They are specifically modified with a hydraulic powered ball hitch for the transport of office trailers and manufactured housing (mobile homes).



















Roll-Off's: Heavy duty tandem axle trucks designed for scrap or refuse applications.

The Trailer



Semi-trailer: A trailer supported at the rear by its own axles and wheels, and at the front by fifth wheel from a tractor or dolly.

The below picture illustrates some of the various trailers used in trucking. Generally, a Class-A CDL driver will be driving a tractor with one of the following: DryVan, Reefer, Flatbed, Car Hauler, Tanker, Intermodal, Bulk, Logging, or Low-Boy.

					
AUTO HAULER	BOTTOM OR SIDE DUMP TRAILER	BULK COMMODITY TRAILER	CONCESSION TRAILER	DRY FREIGHT TRAILER	DUMP BODY TRAILER OR TRANSFER BOX
					
FLATBED TRAILER	GOOSENECK TRAILER	HORSE TRAILER	LIVESTOCK TRAILER	LOGGING TRAILER	LOW-BOY TRAILER
					
POLE TRAILER	REFRIGERATED DRY FREIGHT TRAILER	TANK TRAILER	TILT TRAILER	TRAVEL TRAILER	UTILITY TRAILER

Types of Trailer's:

Auto Hauler: Used to haul cars and other small-size vehicles.

Bottom-Dump Trailer: A semi bottom dump (or "belly dump") is a 3-axle tractor pulling a 2-axle trailer with a clam shell type dump gate in the belly of the trailer. The key advantage of a semi bottom dump is its ability to lay material in a wind row (a linear heap).

Side-Dump Trailer: A side dump truck (SDT) consists of a 3-axle tractor pulling a 2-axle semi-trailer. It has hydraulic rams which tilt the dump body onto its side, spilling the material to either the left or right side of the trailer.

Dump Trailer: A dump trailer has hydraulic rams which tilt the dump body upwards (from the back) so that the contents fall directly behind the truck.

Bulk Commodity Trailer: Used to transport large quantities of unpackaged commodity cargo.

Concession Trailer: Not typically seen with Class-A drivers; used for concession stands, snack bars, etc.

Dry Freight Trailer: A typical box freight trailer that is used to ship dry goods that are not refrigerated.

Flatbed Trailer: A flatbed truck (or flatbed lorry in British English) is a type of truck which can be either articulated or rigid. As the name suggests, it has an entirely flat, level 'bed' body with no sides or roof. This allows for quick and easy loading of goods, and consequently they are used to transport heavy loads that are not delicate or vulnerable to precipitation, such as construction equipment, and also for abnormal loads that require more space than is available on a closed body.

Gooseneck Trailer: A trailer pulled by a fifth wheel hitch.

Horse Trailer: Used for the transportation of horses; vary in size (can be sized for semi's).

Livestock Trailer: Used for the transportation of livestock; vary in size (can be sized for semi's).

Logging Trailer: Used specifically for hauling large logs/trees.

Container/Intermodal Trailer: A shipping container is a standard sized metal box used to transport freight. It is used in Intermodal Transportation, which utilizes different modes of transportation ship, rail, and highway. International shipping containers are 20 to 40 feet long, and have to conform to International Standards Organization (ISO) standards and are designed to fit in ship's holds. Containers are transported on public roads on a container chassis trailer pulled by a tractor. Domestic containers are up to 53 foot long, and are of lighter construction; these are designed for rail and highway use only.

Mixer: A truck mounted cement mixer.

Low Boy Trailer: An open flatbed trailer, where the main body of the trailer is very low to the ground so that it can haul oversize or wide loads; often construction equipment, or other extremely bulky or heavy loads.

Pull Trailer: A short, full trailer (supported by axles on the front and rear of the trailer), with an extended tongue.

Pup Trailer: A short semi-trailer, usually between 26 and 32 feet long, and having only a single axle at the rear.

Reefer: A refrigerated trailer, where the temperature is controlled by a refrigeration unit (the reefer unit). A "reefer" can either refer to the reefer unit or the entire reefer trailer.

Lift-Gate: A mechanism found on the rear of a truck body that is used to load and unload heavy products. The gate is rated in pound capacity and powered either hydraulically or electrically.

Tail-Gate: Usually found on a pickup truck or utility truck and is merely opened downwards or "lowered" for loading and unloading of cargo.

Semi-Trailer: Truck trailer equipped with one or more axles and constructed so that the front end rests upon a truck tractor.

Utility Bed: A truck bed attached to the cab and chassis that has compartments and toolboxes accessible from the exterior of the bed. The interior is normally open but can be equipped with an optional enclosure.

Owner/Operator vs. Company Driver vs. Lease-Purchase

Truck Drivers:

Company Drivers:

- Do Not Own Trucks
- Operate Under Company Authority

Lease-Purchase:

- Own a Lease on the Truck from Current Company
- Operate Company Authority
- Responsible for Paying Lease while Working for Company

Owner/Operator:

- Own Truck Outright or Have Leased/Taken a Loan from Other
 - Operate Under Own Authority
 - Responsible for All Truck-Related Issues
-

Types of Trucking Jobs/Freight



Dedicated Drivers - - Dedicated trucking jobs involve hauling freight to specific locations on a routine basis. It could be hauling the same loads for a customer, or hauling to and from the same stops, locations, terminals, or ports each day/week. They vary greatly depending on what type of company has the position available. Home-time is typically better for dedicated routes; and this type of job offers a great amount of predictability for the driver.

Local Driving Jobs - This type of trucking job usually pays by the hour and the driver spends his or her night at home. A lot of these jobs do require long work days. This is the most commonly desired type of position for a truck driver; but also the hardest-to-get.

Regional Jobs - Regional truck driving can vary greatly. The driver may haul in 2-4 states and be home every 3-4 days, or the driver can haul in additional states and be home every 7-10 days. If the driver is out longer than 10 days then the job is typically not considered to be regional.

OTR Trucking: The acronym stands for 'Over-the-Road'. These drivers are usually away from home as much as 2 or 5 weeks (This can be more or less depending on the company in which they work for.). These drivers go cross country from one location to another. This is an umbrella term which includes driving many types of equipment. Almost any of the other types of trucking job can be OTR or over the road as opposed to local, regional, dedicated.

Team Driving Jobs: Team driving involves allowing another person to drive the tractor-trailer while you are asleep. This job is, usually, not a favorite of truck drivers; however it can be more lucrative. The ability to be constantly driving allows for more miles to be driven in a shorter amount of time. This is especially useful in regards to DOT standard & regulations.

The below illustrations common jobs that fall under any of the above categories. Any job below can be Dedicated, Team, Local, Regional, or OTR:



Dry Van Freight: This is the most common job for new truck drivers. It usually entails a 53ft trailer to haul dry or none perishable goods. Since these jobs are the easier to get and require the least from the driver, they are also generally the lowest paying trucking job.

Reefer/Refrigerated Freight: Haul freight that must be kept at or below specific temperatures sometimes frozen or even below frozen; this requires the use of a refrigerated (or 'Reefer') trailer. This type of job is another common trucking position, but normally pays a bit more than Dry Van.

Freight Haulers: 'Freight Haulers' is a broad umbrella term that you will hear used often by truckers who are not regular freight hauler. However, when a person uses the term 'freight hauler', he or she is referring to the type of freight that is not usually classified by any other more specific term.

Flat Bed/Low Boy Freight: Hauling oversized loads and other freight that is just not suitable for loading inside of a trailer. The loads needed to be secured more cautiously and sometimes are covered with a tarp in inclement weather. This job is considered more of a specialty trucking job and requires more work involving the load. This type of job, therefore, typically gets a higher pay.

Tankers/Bulk Freight: Tankers are used mostly to haul liquids. Milk, gasoline, water, etc. They also haul chemicals and gases which may be highly explosive. Special training is required because it is easy to turn over hauling liquid as the center of gravity changes. What many people don't realize is that tankers are also used to haul dry bulk products like sugar and cement. This job is also considered a specialty position

as it requires a Tanker endorsement sometimes in addition to a HAZMAT endorsement. Typically, higher paying.

Container/Intermodal Haulers: Responsible for hauling container/intermodal trailers. This job typically entails picking up containers from ports and moving them to distribution ports; this can also be from terminal to terminal. These containers also contain many imports, etc.

Auto Haulers/Car Haulers: The driver is responsible for using a car hauler trailer to haul cars, automobiles, etc.

The additional lists are other common names and jobs that a truck driver can have:

Bull Haulers: Responsible for pulling trailers designed for the transportation of live animals; most often cattle. There are many rules to hauling live animals so many employers will typically want past experience in this field.

Household Movers: These drivers are responsible for hauling furniture, household equipment, etc. This job typically requires more physically labor and is therefore **not** a 'no-touch' job. Can pay more due to the extra demanding labor.

LTL Frieght Drivers: In these types of truck driving jobs the driver carries **less than a truckload** which means multiple stops of just a few pieces, not a trailer barely loaded. This job typically requires that the freight be un-loaded by the driver/partner.

Class-B Drivers : These jobs don't require a Class-A CDL. Many of them pay hourly. They pay less but are usually the easiest local positions to find. Examples of Class-B vehicles are straight trucks, buses, tow trucks and various other vehicles.

Pulling Hoppers/ Hauling Grain: Hauling grain is usually done with hopper trailers for easy dumping. It takes training beyond what it would take to pull a dry van so it can be considered a specialized area.

Oilfield Trucking Jobs - These jobs are of course at some point linked to oil fields. Some jobs go from oilfield to oilfield; others will have you hauling equipment from equipment places to oilfields. The driver may also travel to oil refineries. This job entails a lot of specialty work and therefore normally pays well.

Heavy Equipment Hauler – The driver hauls over-sized loads and equipment. This is typically the most challenging driving job and will pay more.

ABS (Anti-lock braking system): The ABS system helps the driver retain control of the vehicle under heavy braking conditions.

Air Brake: A brake which is operated by air. The air brake system on tractors consists of air lines, valves, tanks, and an air compressor.

Air Ride Suspension: The suspension system supports the weight of the load, plus the trailer on air filled rubber bags rather than the old system which used steel springs. The compressed air is supplied by the air compressor and reservoir tanks which provide air for the air brake system.

Air Spring System: The system in which the container and plunger are separated by pressurized air. When the container and plunger attempt to squeeze together, the air compresses and produces a spring affect.

Air Tank: A reservoir for storing air for use in the air brake system. Braking would be impossible without an adequate supply of air.

Axle: A structural component to which wheels, brakes, and suspension are all attached.

Types of axles:

- Steer Axle: the front axle of the tractor.
- Drive Axles: axles with powered wheels.
- Pusher Axles: unpowered, go ahead of drive axles.
- Tag Axles: unpowered, go behind drive axles.
- Rear Axles: may be drive, pusher, or tag axles.
- Trailer tandem axles: generally unpowered, sometimes split apart for distribution.

Back Haul: A return load. Many companies, often ones who haul their own product, take a load from their home location to a certain area the country, then they need to go back to the original location to pick up another similar load. Instead of returning empty, they'll find another load (the "back haul") going back to the original location.

Bill of Lading: Shipping documents or shipping papers for a particular shipment. It contains an itemized list of goods included in the shipment. It also serves as a contract of shipment, and a receipt for the goods.

Blind Spot: The areas around a tractor-trailer which are not visible to the driver through the windows or mirrors.

Bobtail: The tractor operating without a trailer attached.

Bogey: The assembly of two or more axles, often a pair in tandem.

Balloon Freight: Cargo which takes up a lot of space, but is very light.

Bridge Formula: A bridge protection formula used by federal and state governments to regulate the amount of weight that can be put on each of a vehicle's axles, and how far apart the axles must be to legally be able to carry a certain weight.

Bulk Freight: Freight that is not in packages or containers; normally hauled in tankers, grain trailers, and sometimes in regular van trailers.

Cartage Company: A motor carrier that provides local pickup and delivery.

CAT Scale: The most common type of scales at truck stops are CAT scales. These are purported to be the most accurate, and they guarantee the weight reading to be accurate, or else they'll go to court for you and pay the fine.

CB (Citizens Band Radio): The type of radio that's used by truckers to communicate with each other.

Check Call: Calling by telephone, or using the Qualcomm system to check in with your company/dispatcher, usually once a day, early in the morning. This informs them of your progress, and any other important information a company may require.

Clearance Lights: The lights on top of the front and rear of the trailer; often referred to as the marker lights.

Clutch Brake: The clutch brake is engaged when you push the clutch all the way to the floor. You only do this when you're stopped, and need to get the truck into gear.

Combination Vehicle: An equipment configuration which includes a separate power unit combined with a trailer. Also known as a tractor semi-trailer.

Comdata: The company that issues Comdata checks and Comdata card.

- Comdata check: blank checks you receive from your company to get cash advances when you're on the road, or for certain truck expenses, lumpers, etc. When you need a cash advance, you tell your dispatcher how much money you need, and he gives you a code to place on the check. This is a reference number the truck stop (or wherever you're getting the cash advance) uses to verify that the check is good.
- Comdata card: a fuel card you're issued by your company for you to use for fuel, oil etc. Also, can be used to receive cash advances.

Commentary Driving: Many truck driver training programs utilize the commentary driving concept. This is an important tool to help the student understand both how a truck driver thinks and sees things as he drives down the road, and how the student will have to modify his own thinking in order to be a safe and effective truck driver. While training, the trainer first drives down the road while verbalizing everything he is thinking, seeing, and doing. This is done to give a clear example of what is required of the driver in the day-to-day operations of a big truck. Then the student takes a turn driving and openly verbalizes what he's thinking about and exactly what he's seeing so that the trainer and other students can hear and evaluate his observations, while comparing the two different approaches.

Container Chassis: A type of trailer specifically designed to carry a shipping container.

Conventional: A style of tractor in which the cab sits behind the engine compartment, instead of over it (as in the case of the Cabover)

Converter Dolly: The assembly which connects trailers together, as in a set of double or triple trailers. This assembly is equipped with the fifth wheel for coupling.

Consignee : The receiver, who accepts your delivery.

Cube : This is the capacity, measured in cubic feet, of the interior volume of a trailer.

DAC Services: A pre-employment screening service many trucking companies use to help them select drivers.

Deadhead: Driving a tractor-trailer without cargo, or without paying load.

Detention: Extra driver pays for time spent waiting at a customer facility.

Dock Lock: A safety device that hooks to your trailer's bumper when you're backed to a loading dock. This device is controlled from inside the facility, and it prevents the trailer from being able to move away from the dock, especially considering the safety of the forklift driver and anyone else inside the trailer. See the section on "picking up the load".

Drop and Hook: Taking a loaded trailer to a shipper/receiver, dropping the trailer (unhooking the trailer, and leaving it there at the customer's facility), and then hooking up to, and leaving with, another loaded trailer. Most drivers prefer this because there's no waiting, sometimes for hours, for your trailer to get unloaded or loaded.

Drop Pay: Extra pay for a delivery, usually an extra stop.

Dry Freight: Freight that's not refrigerated.

Duplex: A transmission having five speeds forward with a two-speed auxiliary; thus giving ten speeds forward. There are two shift levers on this transmission.

Empty Call: The call you make to your dispatcher to inform him that you're unloaded/empty, and need a new load assignment.

Fifth Wheel: The coupling device attached to a tractor or dolly which supports the front of the semitrailer and locks it to the tractor or dolly. The center of the fifth wheel hooks to the trailer's kingpin, at which point the trailer and tractor or dolly pivots.

Fingerprinting: A common term for what a driver does when he has to unload the trailer by himself.

Fixed Tandem: The assembly of two axles and suspension that is attached to the chassis in one place and cannot be moved back and forth.

Floating the Gears: When you shift gears without using the clutch.

Freight: The cargo you're hauling. The same as product, commodity, load, etc.

Freight Lane: The route, often an Interstate or major highway, on which a great amount of freight flows back and forth. If you work for a company which uses regular freight lanes, it will be beneficial to your home time if you live on or near one of these freight lanes.

Frequent Fueler: Many of the major truck stops have frequent fueler programs or cards which drivers can sign up for. These programs give you credit or cash back for each gallon of fuel you purchase.

Full Trailer: A trailer supported by axles on the front and on the rear of the trailer.

GAWR (Gross Axle Weight Rating): The maximum weight an axle is rated to carry by the manufacturer. Includes both the weight of the axle, and the portion of a vehicle's weight carried by the axle.

GCW (Gross Combination Weight): The total weight of a loaded combination vehicle, such as a tractor-trailer.

Georgia Overdrive: Taking the truck out of gear when you're going down a hill, which enables the truck to go extremely fast. Not only not recommended, but certainly grounds for immediate termination.

G.B.L.: Government Bill of Lading.

Governor: A device which limits the maximum speed of a vehicle. Used by a great number of trucking companies who want to save on fuel expenses, and limit accidents.

Grade : A significant change of elevation; either an upgrade, or downgrade, the steepness of which is determined as a percentage. For example, a road with a 5% downgrade decreases 5 feet for every 100 feet of travel.

Gradeability: A vehicle's ability to climb a certain percentage of grade at a given speed. For example, a truck with a gradeability of 6% at 60 mph can maintain 60 mph on a 6% grade.

GVW (Gross Vehicle Weight): The total weight of a vehicle; the vehicle's weight, and the contents of the trailer and tractor.

GVWR (Gross Vehicle Weight Rating): The total weight a vehicle is rated to carry by the manufacturer, including it's own weight and the weight of the load.

Hazmat: Hazardous materials, as classified by the United States Environmental Protection Agency (EPA). Any transportation of hazardous materials is regulated by the United States Department of Transportation. To haul hazardous materials, a driver needs a hazmat endorsement on his CDL, plus special training.

Headache Rack: A metal barrier station behind the tractors cab, to prevent loads from coming forward and crushing the tractor (and anyone inside). Most common on tractors pulling flatbed trailers.

Hydroplaning: When the tires lose contact with the road due to excess water.

Interaxle Differential: On tractors with tandem rear axles, the interaxle differential allows each axle to turn independently.

Interstate: Traveling within multiple states and crossing borders.

Intrastate: Traveling within a single state only.

Jackknife: When the tractor is at an extreme angle to the trailer. Can be done intentionally, as in jackknife parking, or unintentionally, as in a jackknife accident common when slippery conditions are present.

Jackrabbit Start: Releasing the clutch too quickly, which causes the vehicle to jerk forward.

Jake Brake: An engine retarder which helps to slow vehicles, especially on down grades.

Johnson Bar: The trailer hand valve, commonly used to test the brakes after coupling the tractor and trailer. Also known as the trolley valve.

Kingpin: A thick, metal pin located underneath the front of the trailer. This kingpin slides into, and connects with, the locking jaws of the fifth wheel of the tractor or dolly, thereby attaching the tractor/dolly to the trailer.

Kingpin Lock: A locking device which is placed around/over the kingpin, which prevents a fifth wheel from connecting to it, and taking the trailer. Highly recommended if you plan on dropping the trailer in an unsecured location, which includes truck stops.

Landing Gear: Retracting legs which support the trailer when it's not connected to a tractor.

Layovers: Any off-duty time while away from home.

Loaded Call: The call you make to your dispatcher from the shipper once your trailer is loaded, and the bills are signed.

Lift Axle: An extra, unpowered axle which is needed only when the vehicle is loaded, and which allows it to meet Federal and state vehicle weight standards. The axle can be raised or lowered by an air spring suspension system.

Line-haul: Moving freight from one point to another.

Load Locks: Long metal bars which retract and expand to fit in place from one side wall of the trailer to the other, thereby holding back, and securing the load (cargo).

Log book: The book in which truck drivers record their trucking activities -- a truck driver's hours of service and duty status for each 24-hour period. Details of maintaining your logbook are covered in a different section.

LCV (Long Combination Vehicle): Any combination of a truck tractor and two or more trailers or semi-trailers which operate on the Interstate System at a gross vehicle weight (GVW) greater than 80,000 pounds.

LTL (Less-Than-Truckload): A quantity of freight less than that required for the application of a truckload rate, usually less than 10,000 pounds. These smaller loads are consolidated by an LTL carrier into one vehicle headed for multiple destinations.

Lumpers: Casual laborers who load and unload trailers for a fee.

MVR Report: A driver's motor vehicle record, which shows all violations, accidents, etc.

Mini: Any shipment which is under 100 pounds.

No Touch: A situation in which the driver doesn't have to load or unload (no touching, or fingerprinting, the load) the cargo.

Opti-Idle: Equipment which starts and shuts down the truck to keep the truck a certain temperature inside, while reducing idling time.

O,S,& D Department: The Department of your company which handles overage, shortage, and damaged cargo. See the section on OS & D in "at the shipper".

Out of Route: Motor carriers usually use set mileage amounts for distances between cities. If a driver goes over this amount, any miles over the set amount are considered "out of route" miles.

Overage: Extra freight which shouldn't have been shipped.

Owner-Operator: A truck driver who's in business for himself; and owns and operates his own truck/s, trailer/s, and/or equipment; an independent contractor.

P&D: Pickup and delivery operations.

Pallets: The wooden base onto which a product is loaded. It has slats on the sides which enable a forklift to move products easily.

Pay Load: The weight of the cargo being hauled.

Peddle Run: A load which has multiple, and often frequent deliveries.

Piggyback: A semi-trailer built with reinforcements to withstand transport by a railroad flatcar.

Piggybacking: The term used for the situation in which loaded highway trailers are loaded onto railcars, and taken to railheads. From there, local trucks take the trailers the rest of the way to their destination.

Pigtail: The electrical line supplying electric power from the tractor to the trailer, coiled like a pig's tail.

Pintle Hook: A coupling device used in double and triple trailer, and truck-trailer combinations.

Placard: A sign showing the type of hazardous materials loaded on the vehicle, placed on all four sides of a trailer.

Power Divider: See "Interaxle Differential".

Private Carrier: A business which uses its own trucks to transport its own products and/or raw materials.

PTO (Power Takeoff): A device used in tractors which transmits tractor engine power to auxiliary equipment.

Public Scales: The scales the general public is able to use to weigh their vehicles.

Qualcomm: A satellite tracking device and communication tool that can also be used to monitor speed, braking, idling, and other barometers of a driver's efficiency.

Receiver: The customer who accepts your delivery/shipment; Also known as the consignee.

Relay Driving: In LTL shipments, a driver only takes a load a portion of the way, usually for the duration of one shift (eight to 10 hours). The driver then turns the truck over to another driver to continue the trip.

Retarder: The device used to assist brakes in order to slow a vehicle. There are many different types of retarders; including engine retarders, transmission-mounted hydraulic retarders, and axle mounted electromagnetic retarders. An engine retarder commonly called a 'Jake Brake' is used in most trucks today.

Rider Policy: The company's policy regarding allowing passengers in the truck with the driver.

Runaway Truck Ramp: An emergency escape ramp used on steep downgrades for trucks which have lost braking power.

Ryan Recorder: A monitoring and recording device which is placed inside of a temperature-controlled trailer.

Seal: A plastic or metal band (once it's broken, it cannot be reconnected) placed on the trailer door latch. An intact seal ensures that the trailer doors have not been opened, and the cargo is untouched.

Service Plaza: A rest area found on turnpikes or toll roads. These usually have truck parking, restrooms, vending machines, telephones, and often fast-food restaurants.

Shag: A local delivery, or trailer movement.

Sleeper: A sleeping compartment situated behind the tractor's cab, behind the driver's seat, or an integral part the cab.

Sliding Tandem: A mechanism that allows a tandem axle suspension to be moved back and forth at the rear of a semi-trailer in order to distribute the weight between axles, and adjust the length between kingpin and tandems

Sliding Fifth Wheel: A fifth wheel with a sliding mechanism which allows it to be adjusted in order to distribute the weight of the axles, varying the overall vehicle length and weight per axle.

Slip-seat: When a driver is not assigned to a regular tractor, but moves in and out of tractors as they become available.

Space Cushion: The area between the vehicle and other vehicles on the road. It is important to keep an adequate space cushion to avoid accidents, etc.

Spread Axle: A tandem axle assembly that has the ability to be spread farther apart than the standard spacing. When the tandems are spread to 8 or 9 feet, each axle is weighed independently, with each allowed up to 20,000 pounds (or 40,000 pounds for the combined tandem weight).

Spotter: A yard driver who moves and parks trailers in a terminal yard (In some places, they're known as a 'yard dog' or 'yard jockey'). The vehicles used to move the trailers are designed so that the driver just walks behind the driver's seat to hook up the airlines, and includes a hydraulic lift to lift up the trailer without having to crank up the landing gear, so that the trailers can be moved quickly.

Step-Van: A complete body built on a forward control chassis, referred to as a bread truck or a UPS type vehicle.

Tandem Axle: A pair of axles grouped closely together; either the drive axles on the tractor or the tandem axles of the trailer.

Team Driving: Two drivers who alternate between driving and non-driving time (sleeping, resting, etc.) in order to expedite the shipment and maximize the overall production of the truck.

TL (Truckload): A quantity of freight sufficient to fill a trailer, usually greater than 10,000 pounds.

TL Carrier: A trucking company which usually dedicates trailers to a single shipper's cargo, as opposed to an LTL carrier, which often transports the combined cargo of several different shippers.

Tri-axle: Any combination of three axles grouped together.

Trip Leasing: The term used for the practice of contacting other trucking companies in an area where a driver needs a load, and selecting from available 'overbooked' loads.

Truck-Trailer: A truck-trailer combination consists of a truck which holds cargo in its body which is connected to its chassis, and which tows a trailer.

WIM (Weigh-In-Motion): The system which allows a vehicle to be weighed while still in motion on the interstate, usually just before coming to a weigh station.