

The Absolute Truth About Being a Trucker and ALL the Secrets TM

We understand that there is a huge amount of conflicting information on the net about trucking and being a truck driver. We also understand that most of the time people with an interest in becoming a truck driver will have many questions and it can be very hard to find an unbiased person to turn to in order to get those questions answered honestly and to get good advice. CDL schools as well as trucking companies can have a conflict of interest in providing you the complete unbiased truth because, let's be honest, they want your money for a school, or they want you as a driver.

*We know your situation because **WE ARE TRUCK DRIVERS**, and we have all been in your position and know many others who have also been in your position. We are completely unbiased in our information and will always look out for you and give you the entire picture, both the pros and cons, so you can make an educated decision based on accurate and honest information.*

***Please** do yourself a favor and learn everything we are providing you with before you sign any contracts which can cost you thousands of dollars, only to end up stuck in a career choice which you don't enjoy and have no desire to continue doing.*

There is information contained in this book that will not be told or taught to you by anyone. You are about to jump start your career and have knowledge of things that take many years to learn on your own through experience and trial and error. We are saving you the frustration by helping you to know how to avoid the pitfalls that can cost you valuable time and money!

We are NOT accredited or otherwise authorized by the FMCSA as an Entry Level Driver Training (ELDT) provider. If you choose to attend a CDL school, you will be required to complete all ELDT at that school. What we are providing is the unbiased facts about trucking which you will very rarely be told by schools or carriers. We are also providing you with lots of laws and regulations which are very rarely taught to you by schools or carrier trainers. Many drivers with many years of experience do not know these laws and regulations, so its very important for you to learn the information we are providing you. What you will learn in this book will absolutely give you a jump on school and a big advantage over everyone else. If you weren't the teachers pet in high school but always wondered what that would feel like, you are about to find out! When the trucking demand goes down, so does the need for new drivers and carriers get picky about who they hire, and let's be honest, they can afford to be. When you learn all this valuable information you will blow your school instructors away with your knowledge. They talk to the carrier recruiters and let them know who is a first choice, and that will be you!

Here are the topics we will cover in this very informative book

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Introduction

We would first like to say that there are many laws, rules, and regulations that apply to the trucking industry, and to you as a truck driver.

In the first section we will be referring you through links to the federal websites that explain in detail all the specific information regarding qualifications and disqualifications, and it is a long list. Don't worry, we will only be using links for the qualifications section, and we are not simply going to be regurgitating the same things for you that you can look up for yourself on the net.

Each section will include a list that will include any words, abbreviations, slang, and definitions which apply to that topic.

We have included a list of CB lingo words, phrases, and their meanings to help you because trucking has a lot of language all its own. This list is included at the end of section 8.

We have included many pictures of the various types and styles of tractors, trailers, and some charts which you will find very useful.

We have included a chart pertaining to KPRA and it includes the states that do not have the KPRA restrictions, which states do, what the length is for those states, and how each state measures the distance.

We show you with picture illustrations all of the various road signs you will need to know.

We show you with picture illustrations how to read a road atlas.

We show you with picture illustrations many of the most common types of tractors and trailers.

We even included two BONUS items for you! You get a questionnaire for CDL schools so you can interview them and make an educated decision on selecting the best school. We also explain to you what you should be looking for in these schools and the things you should be looking out for which are not so good. We are also giving you another questionnaire for the purpose of doing the same with potential carriers you may be looking at hiring on with. You will know all the right questions to ask, and you don't have to learn the hard way and make the same mistakes so many have done before you.

We are sure once you have read this book you will be well equipped with everything you need to know to decide if a career in trucking is right for you. You will learn things in this book that many who have been driving for years still haven't learned.

1. Qualifications

1.1. Medical conditions and prescription drugs that can be disqualifying means that there are some medical conditions and medications used to treat certain conditions which are looked at by the Federal Motor Carrier Safety Administration (which will be referred to as the FMCSA) as being disqualifying. It is a safety measure put in place to make sure that CDL holders are physically and mentally capable of operating a commercial motor vehicle (which is referred to as a CMV) in a safe manner. Starting out you will also see the abbreviation CLP and that means Commercial Learners Permit. I'm sure we can all agree that it would not be in the best interest of anyone if someone who suffered from seizures was allowed to drive a CMV. There are certain conditions which if treated and in control, then a person can file for an exemption and is sometimes granted permission to operate a CMV. However, that doesn't always mean that a trucking company will hire you in such an instance if they feel your condition is too much of a risk. A long and comprehensive list of medical and mental conditions can be found by using this official link to the FMCSA page listing the regulations. <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-391/appendix-Appendix%20A%20to%20Part%20391> The list also included Diabetes, vision, hearing, seizures, and lost appendages such as missing fingers, toes, etc. In the case of missing appendages, you will have to get what is known as an SPE, which is a Skills Performance Evaluation done by a doctor and it must be submitted for approval in order for your DOT medical card to be considered valid. A link to the SPE information at FMCSA follows. <https://www.fmcsa.dot.gov/medical/driver-medical-requirements/skill-performance-evaluation-certificate-program>

Here is a link which takes you to the FMCSA website which describes disqualifying medications. <https://www.fmcsa.dot.gov/faq/what-medications-disqualify-cmv-driver>

This link below takes you to the actual list of medications and it is extensive, so always consult your primary physician to inquire about any conditions or medications you are not sure about. If they can't answer your questions, then seek a reputable physician who performs DOT medical exams. <https://www.ecfr.gov/current/title-21/chapter-II/part-1308/subject-group-ECFRf62f8e189108c4d/section-1308.11> All CDL holders are required to have a DOT medical exam every 2 years, and if you have certain conditions which do not automatically disqualify you, you may be required to take a DOT exam every year, or even every 6 months.

1.2. Criminal records can affect your ability to obtain a CDL in some cases, and even if a CDL is granted, you may still find it difficult to find a company who will hire you depending on their policies. As a general rule only felony convictions of these types will prevent you from obtaining a CDL; Extortion, Bribery, Smuggling, Arson, Treason, Assault with intent to kill, DUI with blood alcohol of .08 or higher, Manslaughter or Misconduct in 1st or 2nd degree using a motor vehicle, Negligent or reckless vehicle operation resulting in a death, or Using a commercial vehicle in connection with the commission of a felony of any type. We are including a link to the FMCSA page that goes over a lot of the various disqualifying things, as well as penalties for violations of various types once you have obtained your CDL. We are including this to make sure you understand that having a CDL is not taken lightly and is

heavily regulated. <https://www.fmcsa.dot.gov/registration/commercial-drivers-license/states#Disqualifications>

For any other lessor offenses companies will go back anywhere from 3 to 10 years and will consider all moving violations and all criminal convictions. It is up to the company if they will hire you or not, so don't assume that just because you may be able to obtain a CDL that you are automatically able to find a job. If you have any criminal or traffic convictions, you should check with companies first (not schools) to make sure that once you complete a school you will be hired.

1.3. Driving records can haunt you. The one thing that most people do not realize is that once you have a CDL you are held to a much higher standard when it comes to driving any type of vehicle, whether it be a CMV or your personal car, and any traffic violations committed in your personal vehicle will carry the same weight as if it was committed in a CMV. Just so we are clear, if you get a speeding ticket in your personal car, you must report it to your trucking company. If it is too much over the speed limit, it could very well cost you your job even though you weren't speeding in a CMV. So, if you are a speed demon at home in your person vehicles, you will either have to stop speeding all together, or don't bother getting a CDL.

1.4. Terminology

Official Word	Abbrev	Slang	Definitions 1.4
Federal Motor Carrier Safety Administration	FMCSA		The federal agency which makes the rules and laws and regulations and safety oversight for motor carriers and freight brokers.
Motor Carrier	MC	Carrier, Trucking company	A company which has commercial vehicles and operates in interstate commerce in a "for hire" capacity.
Motor Carrier Number	MC	MC	A unique MC number is issued to any motor carrier who operates in interstate commerce and is also known as an "Authority".
Interstate Commerce			Any time a carrier crosses state lines in the course of business it is considered interstate commerce.
Intrastate Commerce			A carrier who operates only in one state and does not cross state lines in the course of business. No MC number is required for intrastate operations.
US Department of Transportation	USDOT	DOT	The federal agency which enforces laws and regulations created by the FMCSA. Specifically, a police force which focuses solely on commercial vehicles.

Official Word	Abbrev	Slang	Definitions 1.4
Commercial Motor Vehicle	CMV	Big truck, Semi, Tractor trailer	Any vehicle used for business in interstate commerce and is operated on highways is considered a CMV, but only ones weighing over 26,000 lbs. require a CDL to operate.
Commercial Learner's Permit	CLP	Permit	Just like when you got your first driver's license for a car, you will have to take a written test on general knowledge to obtain a CLP. You cannot take tests for any endorsements until you obtain your full CDL.
Commercial Driver's License	CDL	CDL	There are a few forms of a CDL, class A is for truck and trailer combination vehicles, class B is for straight trucks such as a dump trucks or concrete trucks.
Hazardous Material Endorsement	HME On a CDL the code is noted with an H, or an X if you also have tanker	Hazmat	Certain cargo is considered hazardous for various reasons, and it requires an endorsement on a CDL to transport it. Sometimes called an HME, hazardous materials endorsement. You need to understand that there are many special laws in Hazmat transport that MUST be obeyed, and you are held to a higher standard when transporting Hazmat. Fine and penalties are higher, and any violations are considered more serious than non-hazmat loads.
Tanker Endorsement	On a CDL the code is noted with an N, or an X if you also have Hazmat	Tankers	This endorsement added to a CDL allows a person to pull tanker trailers which can be liquid, gasses, or dry bulk materials, or if you are pulling a dry van trailer loaded with liquid totes. You can only pull any of the above if they are non-hazardous, unless you also have the Hazmat endorsement. Tankers of any type require a much higher level of attention, skill, and judgement. It generally takes several years of CDL experience before a company will consider hiring and training someone new to tankers. If you ever do it, you will quickly understand why.
Doubles and Triples Endorsement	On a CDL the code is a T	Doubles	This endorsement added to a CDL allows a person to pull two or three trailers at the same time. I'm sure you have seen UPS trucks pulling 2 short trailers. That is considered doubles.

Official Word	Abbrev	Slang	Definitions 1.4
Transportation Worker Identification Credential	TWIC	TWIC	This is a separate credential from your CDL, and it requires an extensive background check done by Homeland Security. It allows a person into shipping ports, and other areas which are deemed to be high risk targets by Homeland Security, including refineries and chemical plants. With a TWIC you are not required to have an escort into such places. TWIC cards have a microchip in them, and they store all your ID information on them as well as a digital file of your fingerprint. A biometric fingerprint scanner can be used to confirm a person's identity in this way.
DOT Medical Card and Long Form		DOT Physical	All CDL holders or applicants are required to have a DOT Physical done by an accredited medical doctor every two years to maintain an active CDL. The doctor will fill out 2 documents which you must always keep in your physical possession while driving. The Long Form is a full page or pages detailing your medical exam. The Card is a small version of this and can be kept in your wallet.
Skills Performance Evaluation	SPE	SPE	This is an extra medical evaluation in addition to your DOT Physical that is required for anyone who is missing appendages such as fingers or toes, etc.

2. CDL Schools

2.1. Selecting the right CDL school is crucial. There are numerous schools all over the United States, and all are required to cover and teach a standardized basic curriculum. However, this does not mean schools are all the same. Probably the single most important factor to consider is if the school teaches students on an automatic transmission or a manual transmission. Many schools now days only teach students on automatic transmissions and that is a big problem as far as we are concerned, because if you are only taught on an automatic and take your CDL test in an automatic truck, then your CDL will have an “automatic restriction” on it, and that means you are only legally able to drive a truck with an automatic transmission. It is our firm opinion that in order to be considered a true commercial driver, you should have the skill set to drive anything on the road. Furthermore, as a new CDL driver you will be considered a “greenhorn” no matter what you can drive, and your list of possible companies (carriers) that will hire you will be somewhat limited to the huge companies. We call those the “mega carriers” and most of those only have automatics, so it won’t affect you too much in the first few years of your driving career. However, once you have a clean driving record and have been driving for two to three years your employment options opens widely and you are considered qualified by most smaller carriers who usually pay much better and treat drivers with more respect. Those smaller carriers won’t necessarily have automatics, in fact most will have manual transmissions, so if you have the restriction on your CDL it will prohibit you from working for them. You can get the restriction removed, but in order to do so, you will have to find a way to learn on a manual, have someone teach you, let your practice, and take a road test in a manual. Our point here is, it is much easier to just go to a school where you can learn and test on a manual transmission to begin with. There are many other factors that need to be considered as well including the cost (tuition fee), does the school give a discounted rate if paying for the school on your own upfront, the location, how long has the school been in business, what is their graduation rate (100 percent graduation rate is not necessarily a good thing as it can be a sign that they are graduating people who are not really up to par but it can also mean they are really good and take the time to help make sure everyone graduates), is the school rated with the Better Business Bureau, what are their reviews on google, if you already have a carrier in mind to work for then ask them about the school you are considering and if they have certain schools which they recommend, the average number of students in each class, the number of instructors, the average years of experience the instructors have, the amount of classroom time allotted, the amount of time allotted for yard skills (backing skills), how many students have to share a truck on yard skills, the amount of time allotted for road skills (drive time), how many students are put in each truck on road skills, the total number of hours the school allots for each student to obtain their CDL, does the school allow a student to stay at the school an extra week if needed, does the school keep a student and continue helping them until they do get their CDL, what does the school charge per day or per week if a student doesn’t obtain their CDL in the regular allotted time, if you are staying at a school away from home which hotel or accommodations do they provide, is any food provided for students at lunch time for example, are students given a cash per diem for food expenses while attending school, how in depth does the school go when teaching the mechanical

knowledge required to do a proper pre trip inspection, does the school teach drop and hook knowledge and techniques, does the school teach students how to slide trailer tandems or fifth wheels in order to balance weight, does the school teach about bridge laws, does the school teach students how to read and use a truckers road atlas, what year make and model of truck does the school provide and is their fleet all the same or do they have various makes and models of trucks, does the school teach anything about cargo placement on trailers, is the school affiliated with any carrier or carriers, do any carrier recruiters come to the school to do conditional pre hiring of students and if so which carriers. These are all important questions, so don't be afraid to ask. You will be very glad you did your research! Do not pick a school just because it is close to where you live. Schools provide temporary housing of one form or another for students who don't live close by, and it is rolled into the tuition cost, so be sure you understand the amount of the tuition fee that goes for housing. You might possibly be better off to obtain your own temporary housing if you can afford to do so. You can also try to find past students of the school you are considering and see what they have to say about their experiences there.

2.2. Paying for CDL school can be expensive and tuition fees vary from school to school, so please do your research and after considering all the options make your decision based on the factors. Anyone who can pay for a school on their own or get a personal loan in order to pay upfront for a school may get a discounted tuition fee, so ask! The school may have some financing options for you as well, but be mindful of interest rates, length, total amount paid back over the life of the loan, and terms. There may also be grants or low interest loans available to you depending on your situation and location, so check with your local unemployment office, and look for state or federal programs which may also apply to you. You are much better off paying for the school on your own. A carrier offering to pay for your school is a bad idea in general and comes with a contract where you agree to work for the carrier for a specified length of time to pay off your debt to them and is not a good idea unless you have no other financial option. If you have paid your own tuition and hire on with a carrier straight-out and are not locked into a contract that will help insure you are treated better and more fairly by a carrier. They know that there are lots of carriers needing drivers, so if you can quit and go somewhere else, it is a good motivation to keep carriers giving you good miles each week and treat you better in general. With that being said you need to pick a good carrier to start with and try to stick with that carrier through their training and for at least 6 months to a year after training if at all possible. Most carriers look at how long you have been employed as a sign of how dependable you are, and they spend a great deal of money hiring and training drivers, so if they suspect you will not stay, they will be reluctant to hire you. If you start out with a company straight out of school and quit even before your training is over, then your chances of getting hired with another good carrier will be greatly diminished.

2.3. Trucking companies (carriers) may offer to pay for your school tuition but be very careful and do your research before considering this option. Carriers like paying for a student's tuition but that free school isn't free at all. You are required to sign a contract which locks you in with them. You will be required to work for that carrier for a specified period of time anywhere from one to three years. During that time, you are basically an

indentured servant and unfortunately in this situation generally you are not treated with much respect and are not given adequate miles. A carrier will give the best mileage runs to their most valuable drivers, and those are the ones with the most experience who have been with them the longest. Over the road (OTR) drivers are paid by the mile in almost all cases, so the more miles you get each week the more money you will make. No matter what carrier you are considering, be sure to ask questions. We have a list of questions to ask carriers in section (2.7 Selecting the right trucking company). They apply whether the carrier is paying for your tuition or not but be sure to ask a carrier these questions and get answers for each set of circumstances, both as a straight-out new hire, and then ask for answers to the same questions if they pay for your school and you are under a contract, and any hesitation or vague answers can be a red flag. We aren't saying all carriers operate in this manner but unfortunately it is very common in the trucking industry, so do your research and make your own determination based on the things we are warning you to look out for. One good practice would be to seek out drivers who have already done this with a particular carrier and see what they have to say about their personal experiences with this option.

2.4. Trucking companies with their own private CDL school are available. This is very much the same situation as a carrier paying for your school. It involves a contract where you agree to work for them for one to three years, and it subjects you to the same treatment as we described in section 2.3. One other downside to going to a carrier-based school is that if they are teaching you the way their company wants things done. This can be confusing because what is actual law and what is company policy can be blended together and can make a law and a policy harder to learn and distinguish from each other. Another bad side to this can be if a carrier is more concerned about getting you into a truck to start earning them money as opposed to making your knowledge a top priority. The last thing we will mention on this subject is that only the mega carriers have their own private schools, and as we mentioned most of those only have automatic trucks, so you will most likely end up with an automatic restriction on your CDL. We are not saying this is some tactic to make sure you can only drive for a mega carrier, but we wouldn't try to talk you out of it if you had that feeling.

2.5. The fundamentals a CDL school is required to teach is based on a very strict set of standards set forth by the FMCSA. The FMCSA reviews each school's curriculum to be sure it is in compliance before the school is granted approval to operate. We will list some of the basics you can expect to be taught at a CDL school. **Phase one** of school will be the classroom where you are taught the laws, regulations, logbook HOS, following distances, air brakes, basic mechanical knowledge of the equipment in order to perform pre and post trip inspections, time management, trip planning, planning fuel stops, routing, weight height and width restrictions, and everything you will need to know in order to obtain a CLP. You will then be sent to take a test to get your CLP. If you are from a different state, you will most likely be required to temporarily transfer your regular driver's license to the state you are in while going to school. That way a CLP can be added while you are at school, then once school is completed and you go take your CDL test and pass, your license will be upgraded to a CDL, and at that point you can go back to your home state and have your new CDL transferred back to the state you are from. Different states have different laws regarding

how this procedure is handled so be sure you ask the school you have chosen how this will be done if you are going to a school outside your home state. You will most likely need to wait until it is transferred back to your home state before you attempt to add any endorsements. **Phase two** of school should be your yard skills, where you will learn how to couple (hook) and uncouple (drop) trailers from the tractor (truck). You will also be taught how to back up a tractor trailer combination vehicle in the follow ways. Straight line backing, sight side backing (meaning you can see the trailer out of your driver's side mirror), blind side backing (meaning the trailer can only be seen out of your passenger's side mirror), and parallel parking from both sight side and blind side positions. A very common mistake when backing a trailer is over steering to correct. Don't get discouraged, it takes some practice, but once you get used to it, it gets easier every time you do it. **Phase three** of school should be your road skills, where you are taken out on the road and taught how to shift, accelerate, brake, make turns, how to distance yourself from other traffic, and how to stay centered in your lane. Shifting gears in a manual truck is not like shifting gears in a car with a manual transmission. The legal way to shift a manual truck is called double clutching and you will have to learn this way in order to pass your CDL road test. Once you have your CDL and are done training with a carrier there is a much easier way to shift gears and we will explain it to you later. Have no fear, you will get it, just be patient with yourself. In fact, if you have never driven a manual transmission car before in your life, you will find it easier to learn because you don't have to relearn a different way. Its harder to retrain your brain than it is to learn something completely new, so don't worry about never driving a manual before. One other thing that most people are not aware of is that a truck does not have self-canceling turn signals. That means that every time you turn a turn signal on you must remember to also turn it off manually once you are done needing it. We will go into much greater detail on shifting and double clutching later in this book and include videos with mechanical explanations of how it works and tips on it, along with many other aspects of driving.

2.6. The CDL school will only teach you the basics needed to operate a CMV safely enough to get your CDL. Please don't think you are a truck driver once you pass your test and have your CDL in hand. That could not be further from the truth. It will take about two years of driving to really learn enough to be comfortable in any situation that you may encounter. That is why when you hire on with your first carrier, they will put you with a trainer for anywhere from 3 to 6 weeks. It is important to learn all you can from that trainer, and unfortunately some trainers don't have what we consider to be enough experience to really be able to properly teach you all that you need to know. Be sure to ask your new carrier to put you with the oldest and most experienced trainer they have because those guys are the ones who are going to be the most help to you. The carrier may be happy to do so but may also say that you have to wait for a few weeks before they will be available. Do yourself a favor and WAIT for that trainer. Don't be in such a rush to get out on the road that you are willing to settle for a less experienced trainer, because you will in most cases end up regretting it. Not all people can get along with each other stuck in a truck together for 3 to 6 weeks, and it is ok to as your carrier to assign you to a different trainer if you feel it absolutely necessary, but again don't settle for less experienced trainer. We keep saying this

because we have heard of mega carriers who take a new driver with as little as 6 months experience and make them trainers. This is absolutely ridiculous in our opinion and as far as we are concerned it a case of the blind leading the blind. In our opinion a trainer should have at least 7 years of experience driving in all types of terrain and in all types of weather. It takes a special type of person to make a really great trainer and I know, because I have been both a trainer and a CDL school instructor. If you want to get the most out of your time with a trainer, always ask when, where, why, and how about anything you are not absolutely certain about. A good trainer will not get angry with you for asking questions, as a matter of fact they should welcome questions and if they are explaining everything to you as you are doing it, then most of those when, where, why, how questions should already be answered before you ever have to ask. Even while you are out with a trainer it will be impossible to cover every possible situation you will eventually find yourself in. If you are training in summer, be sure to ask as many questions as you can think of about how you would handle things differently if it was winter and bad weather. Many of the ways you do things in summer are handled differently in winter when there are low temps, and or snow or ice. Just one example would be asking about how you would use a winter fuel additive to prevent fuel from gelling in low temps. We have a book that tells all about the types and grades of fuel, as well as additives. We also have a mentorship program available for those who would like to be able to call and ask questions and get advice once they have completed their carrier training.

2.7. Selecting the right carrier to go to work for is probably the single biggest decision you will make about your future as a truck driver once you have completed school. As we have already stated, you really need to stay with a carrier for at least 6 months to a year after you complete their training program, if at all possible, which means choosing the right carrier can have a big impact on not only your future as a truck driver, but also on how you will be learning to perceive trucking in general. If you choose the wrong carrier, it can leave you with a bad impression and feeling about trucking as a whole and can end your career before you ever get enough experience to truly understand the industry. Please do yourself a huge favor and research carriers as in depth as you can. Once you find a carrier who seems to meet your expectations, then also talk to not only current drivers, but also seek out drivers who worked for them in the recent past and get their experiences and try to learn why the driver feels how he feels about them. You must keep in mind there are always two sides to every story, so don't just take everything you hear from drivers on blind faith. Use your own judgement and try to find the reasons drivers feel how they do about a carrier. One driver might have great things to say while another may have nothing but bad things to say. What you may not be told is the driver who was left setting too much may have been a person who was always late for ever pick up or delivery he had. You see where we are going with this, so just try to ask each driver the same questions and see which answers keep getting restated. If you ask 10 drivers about their miles and all say they got low miles, then it's probably a real issue. If you ask 10 drivers about their pay checks being accurate and only 1 had issues, then it was most likely an isolated incident. The type of carrier you choose is also very important when deciding who to work for. The carriers who accept new drivers are limited to 3 basic equipment types, and those are flatbed, dry van, and reefer (refrigerated).

Dry van trailers are generally the easiest to start out with. Reefer carriers tend to have long wait times to load, and especially long wait times to unload, and a lot of their shipments deliver to grocery warehouses who only receive deliveries late at night, so you can expect many of your deliveries to be between 10pm and 5am. You will also be required to learn how to operate the refrigeration unit on the trailer on top of learning everything else you will already be faced with. Flatbed carriers can require you to be able to lift as much as 80 to 100 lbs., because they use heavy chains and tarps to secure their loads many times. Those tarps can be heavy depending on their size and you will be outside in all types of weather tarping and untarping as well as chaining and unchaining loads. Flatbed requires you to be somewhat physically fit and able to climb around on the trailer and can be physically demanding. We are going to list some things that you should ask any potential carrier you are looking at possibly hiring on to. Does the carrier have assigned equipment (assigned to you solely), is there any slip seating (reassigning your current truck to someone else) when you go home to take time off and if so how long can you take off work before they slip seat you, what is the oldest make and model of truck in your fleet, do you assign new drivers the oldest equipment, is your equipment assigned on a seniority basis, do your trucks have diesel apu units (small diesel engine which powers the trucks' power, heating and cooling systems while the main engine is turned off and is extremely useful and definitely a plus to look for), do you have a no idling policy, do you have 12v to 120v power inverters in the trucks large enough to power a small microwave, do your trucks have refrigerators built into them, do your trucks have electronic brake assist or collision avoidance system (a newer safety feature all drivers hate), do you have cameras and if so do you have driver facing cameras or do you plan on having driver facing cameras in the foreseeable future (all drivers hate these), do your trucks have sliding fifth wheels (for adjusting weight between steer axle and drive axles and is good to have), do your trucks have power or heated mirrors (both are really good to have), how many of your trailers are air ride, do you have a good maintenance schedule for your equipment, do your mechanics fix any and all issues in a timely manner, do you have a really good CSA Score (the worse the score the more chance you have of getting inspected), how often do your trucks get pulled into weigh stations for DOT Inspections, what speed are your trucks governed at, do your truck have an applicator gauge for brake pressure, do your trucks have jake brakes, do you have a snow chain policy, do your trucks carry snow chains onboard, what size fuel tanks do your trucks have, do you have standard or automatic transmissions, do you allow passengers and if so what is the policy and does it cost anything (some charge a fee), do you allow pets and if so what is the policy (some charge a fee), what ELD system do you use and can I make edits to on-duty off-duty or sleeper statuses on my own (good if you can edit those), do you give assigned routing that I have to stick to (not ideal), do you give assigned fuel stops along my route (not ideal), what national chains of truck stops can we fuel at, how often will I get time off and for how long, do you have a minimum time I have to spend on the road before I can go home for time off, what are your main lanes (areas where you run loads to and from), do you have forced dispatch (you don't have an option but to go where they tell you and you can't refuse to take a load based on its destination), do you run the northeast and if so do you run New York City and if so do you pay extra for NYC(nobody likes NYC and some carriers pay extra to go there), do you have an electronic toll ez-pass (it automatically pays tolls so you don't have to

pay out of your pocket and wait to be reimbursed by the carrier), do you have pre-pass for weigh stations, is most of your freight drop and hook or is it mostly live/live load (live load means you sit and wait for it to be loaded and wait for it to be unloaded whereas drop and hooks are much quicker), do you pay extra for a drop and hook, do you pay a fuel bonus, do you pay forumper fees via EFS check so I don't have to pay for it and wait to be reimbursed, do you reimburse for scale fees, do you have any dedicated lanes I could be eligible for now or in the future once I get some experience (dedicated means running the same loads to the same places over and over and is appealing to many drivers), do you have any regional lanes that I can do that would give me a chance to be home more often (regional work keeps you closer to your home terminal), where is your closest terminal to where I live and will I be able to take the truck home with me when I take my time off, do you pay a flat rate cpm (cents per mile) for all miles both loaded and empty, do you pay on a percentage basis (paid a percentage of what the load pays), do you pay by the hour, do you pay on a W2 (this is the ONLY legal way to pay a company paid employee), how often do you issue payroll and is it done by ACH (an electronic bank transfer directly to your bank account and is very good for a person who isn't home often), do you pay hub miles or practical miles and what is your rate per mile starting out and when will I see pay raises (practical miles is how most carriers pay but it does not cover every mile, for instance practical miles pays city limit to city limit so if you go through a major city there could very well be 20 or 30 miles through each major city that you are not getting paid for, but hub miles is every mile the truck travels), do you have a 401k and up to what percentage do you match and how long before I'm fully vested, can you send me information on your health insurance plans along with the costs for each, do you have a separate company funded life insurance policy for me or an accidental death policy that is company funded and in what amount, do you pay me for detention (time spent waiting to load or unload), do you pay me for layovers (time spent waiting that ends up taking a full day or close to it), do you pay me for resets on the road (the 34 hour reset required on your logbook), do you pay per diem and if so how much (money paid to you for food etc. and isn't taxed on your paycheck, but keep in mind it will be taxed at the end of the year), if my truck breaks down do you pay for a hotel and or food and for how long and how much do I get paid to sit and wait for my truck to be repaired (good companies will have some sort of breakdown pay), do I get any paid holidays whether I'm working or not and if I'm working on a holiday do I get anything extra for that, do you pay me anything extra if I have to help load or unload cargo? Now I know you are probably thinking that seems like a lot to ask, and it is, but don't be afraid to ask. Some of it might seem like small things, and some may seem silly to even bother asking, but trust me, there are companies who do pay you for all those things. Starting out as a new driver it might be hard to find if at all, but after you have a few years of experience you can start looking for companies that do offer all those things. They do exist and I have worked for a few that offered all those things.

2.8. Once you have made it through CDL school and you have gone to work for a carrier you will be trained by that company and once they feel your knowledge and skills are adequate to be safely allowed to drive solo (alone), they will assign you a truck and dispatch you on your first solo load. This will be when reality hits you, and you will quickly realize just how much responsibility you have and what is really required of you in order to do the job safely,

and also to be on time with pickups and deliveries. A good carrier should not put too much on a brand-new driver too quickly. Your dispatcher (person who assigns you loads that you will be communicating with the majority of the time) should already be aware that you are brand new to trucking and should be friendly, understanding, and be able to help you by explaining many things to you as you encounter them. The dispatcher should be taking it easy on you for the first few weeks to give you time to get used to things and shouldn't be assigning you loads that have critical pick up or delivery times that are going to be difficult to make on time. Ideally, they should assign you loads that have delivery windows (an open time from 8am to 3pm for example). There are also "hard" appointments (a set time of 8am meaning you must be there by 8am), and those can be more stressful and difficult to make on time depending on many factors so they should not be given to brand new drivers immediately. If a dispatcher seems nice sometimes and seems a bit short with you at other times, don't take offense. A dispatcher has many other trucks and loads that he is trying to manage, and it can be very stressful, fast paced, and they may have some issues they are dealing with that are not related to you at all, so just keep that in mind when communicating with them. If they always seem to be in a rush and never seem to have the time to explain anything to you, or you feel they are pushing you too hard too quick, then try and talk to them about it in a polite and professional manner. If you can't seem to get it resolved between each other then it may be time to go above their head to a supervisor and ask to be reassigned to another dispatcher who is better suited to meet your needs. There will be times when you are having a bad day but always try to remain calm, don't speak out of anger or frustration, and refrain from using profanity when you are on the phone with your company. Most all carriers have phone systems which record all calls so keep that in mind. The best thing you can do is to pay attention to everything a trainer tells you while you are out on the road with them and if keep a notebook and write everything down that you think you may need to know at some point in the future. A good carrier will be sure to send you with a trainer over some big mountain terrain at least a few times so your trainer has the chance to teach you safe techniques for going down steep mountain grades. It is of benefit to you if you are able to also do your training in adverse weather conditions such as heavy rain, wind, and even snow. There are many things that you need to learn about driving a CMV in these conditions. There are times when it is safe to drive in those conditions and there are times when it becomes unsafe, and you should park the truck and wait for conditions to get better. Learning when to say when is crucial and is a judgement call based on either experience or in the beginning of your career it will be based on what you were taught. It is impossible to train a driver on every possible scenario or situation that they will encounter, so have common sense, the ability to think logically, thinking 10 steps ahead of what you are doing, and having good judgment (trusting your gut feeling) are all very important. We offer a mentorship program designed to assist drivers who are looking into schools, deciding what carrier to work for, and one of the biggest parts of our program is where we give people the ability to reach out to us by phone and ask questions on anything they may need some help or advice with.

2.9. Terminology

Official Word	Abbrev	Slang	Definitions 2.9
New CLD Holder		Greenhorn	A person who has recently obtained a CDL.
Company Driver		W2 driver	A truck driver who works for a carrier and drives company owned equipment and works as a direct employee of the carrier.
Lease Operator		Lease op	A driver who is leasing to own a truck from the carrier they are buying the truck from. They work as an independent contractor and are paid via a 1099 instead of a W2.
Owner Operator	O/Op	Owner op, Independent trucker	A driver who already owns their own truck and either has their own authority or chooses to lease their truck to another carrier.
Mega Carriers			Carriers who have hundreds or even over 1000 trucks and even more trailers.
Solo Driver		Solo	Truck driver who drives alone or is the only person on the truck legally able to drive it.
Team Driver		Team	A pair of truck drivers who ride together in the same truck and take turns driving, one sleeping while the other is driving. It is a common thing when freight has to move long distances in a short amount of time.
Dispatcher		Dispatch	The person in the office who tells the truck drivers where and when to go places to make pickups or deliveries and is usually the drivers' main point of contact with the carrier and its customers.
Forced Dispatch			If you work for a carrier as a company driver, in most cases you do not have an option on what loads you take or the locations you go. The dispatcher gives you the load information and you have no choice in the matter. You go where they tell you to go.
Home Terminal			Larger carriers may have several locations where they have operations set up across the country. The one which you are assigned to work out is considered your home terminal. These usually consist of offices, a mechanic shop, a drop lot for trailers to be parked and a spot for tractors to be parked.

Drop Lot			A place where a company has a designated area for trailers to be parked when not in use.
Official Word	Abbrev	Slang	Definitions 2.9
Loaded Line			A drop lot may have a specific section of the lot where there will be a concrete pad which is designated for loaded trailers to be dropped. This is so the landing gear on the trailer doesn't sink into the ground.
Over the Road Driver	OTR	Long haul trucker	A driver who drives all over the United States in all states.
Regional Driver			A driver who generally stays within a 600-mile radius of his home terminal.
Local Driver			A driver who generally stays within a 150-mile radius of his home terminal.
Dedicated Lane/Driver		Dedicated	A driver who has a set route that he repeats over and over. It could take a day or a week, but it keeps repeating with the same pick and delivery locations.
Lane		Lane	The specific travel corridors a carrier operates in. For example, a carrier who picks up in Memphis, Tn and delivers in Knoxville, Tn is running on i40 and that is considered a lane.
Yard Skills		Backing skills	A school may call it yard skills when they are teaching you how to couple and uncouple trailers, and all your various backing skills.
Road Skills		Driving skills	A school may call it road skills when they take you out on the road and teach actual driving skills.
Trip planning			This is when you get a load and you look on a map to determine the milage, the driving time, when you can arrive and decide the best route to take, places to fuel, eat, sleep, and get a good idea of your time frames.
Routing			Using a map or gps to determine the best highways to take for a trip. Shortest is not always the quickest or best way to go, it all depends on weight of the load, the terrain, weather, and traffic.
Delivery Window		Window	A pickup or delivery with a time frame such as 8am to 3pm, and you can arrive anytime during that time frame.

Hard Appointment			A pickup or delivery with an exact time which you must be there to load or unload.
Over Correcting		Over steering	When a new driver turns the steering wheel too much when trying to back up.
Official Word	Abbrev	Slang	Definitions 2.9
Double Clutching			The legal way to shift gears in a tractor with a manual transmission which requires using the clutch to shift from one gear into neutral, then using the clutch again to shift from neutral into the next gear.
Tractor		Bobtail	A semi-truck which has no trailer attached to it.
Assigned Equipment			A tractor that is assigned to one specific driver.
Slip Seating			A tractor which is not assigned to a specific driver and can be driven by other drivers.
Idling Policy			Some carriers may have certain policies which only allow for a certain percentage of time for the engine to be idling.
Fuel bonus			Some carriers may offer a fuel bonus as an incentive for drivers to do all they can to conserve fuel and keep their MPG as high as possible.
Miles Per Gallon	MPG	Fuel mileage	The numbers of miles per gallon of fuel your truck gets. It can vary anywhere from the really low side at 5.5 mpg up to as much as 9mpg which is great.
Snow Chain Policy			Some carriers may keep chains onboard their trucks due to the fact that certain areas of the country require trucks to have them onboard during winter months. Their policy may be that if the weather is bad enough to chain up, then just park the truck. Always ask what their policy is.
Motor Carrier Compliance, Safety, Accountability Score	CSA Score	Safety rating	The FMCSA and DOT have a system by which they keep track of all violations, and they all carry different weights of severity. There is a points system, and each carrier gets scored according to violations and is a way of quickly getting an idea of how a carrier is managing their operation from maintenance to safety to drivers following all laws. Violations stay on a record for 2 years.

Weigh Station		Scale house, Chicken coop,	Each state has a scale at or very close to the state line entering into each state. They are on interstate highways and even some state roads as well. Trucks are weighed to be sure they are
Official Word	Abbrev	Slang	Definitions 2.9
(cont.)			not overweight, and DOT inspections can also be conducted at these places.
Weigh Station Pre-Pass		Pre-Pass	There are electronic transmitters which can be placed in the windshield of CMVs that will communicate with computers inside some of the weigh stations and give the scale attendant your trucks credentials such as MC#, DOT#, license plate#, and in many cases you will be given a signal to bypass the entrance ramp to the weigh station and you don't have to pull in or stop.
EZ-Pass			There are a few variations on this concept which is an electronic transmitter placed in the windshield of a CMV which communicates with computers at toll plazas which automatically log your vehicle as passing by on a toll road. The carrier receives a bill each month for the total amount due for all the tolls for that are due, and they pay them, so you don't have to stop and pay individual tolls all the time.
Drop/Hook Freight		Drop and hook, Pre-loaded trailer	Some carriers have customers who require them to keep some empty trailers at their location so they can load them or unload them at their convenience. Drivers tend to like them because it is much quicker to drop one trailer off and hook another trailer and continue driving.
Live/Live Live/Drop Drop/Live Drop/Drop		Live/Live Live/Drop Drop/Live Drop/Drop	The first Live means it is a live loading, so you are required to wait with the trailer until loaded. The second Live means you are required to wait with the trailer while being unloaded. If the carrier you are working for doesn't have pre-loaded trailers at a shipper and it requires a Drop at the shipper or receiver, then you can possibly be in for a long wait while they load or unload it, as much as 48 hours isn't unusual.

Lumper Fees		Lumper	Shippers don't require lumpers, but a lot of receivers do require them, and it is usually at a grocery store warehouse. It is a person who is paid to unload the trailer and stack the product onto pallets in a certain configuration per the
Official Word	Abbrev	Slang	Definitions 2.9
(cont.)			receivers' requirements. The lumper will also count the product and inspect for any damage. This will usually be paid by the driver at the time of unloading via an EFS Check or other means of payment. The carrier you work for should provide you with the EFS Check, you make the payment and turn the Lumper receipt in along with your paperwork.
EFS Check		EFS	A blank check which drivers keep with them, and when needed to pay for lumper fees or repairs, the driver calls the carrier, and the carrier registers the check for the amount owed and gives the driver a confirmation number. The driver fills the check out for the amount and to who it is paid along with the confirmation code. The person being paid will then call a phone number and confirm the check is good for that amount.
Overage Shorts and Damages	OS&D	OS&D	When a receiver inspects and counts a delivery there can be too much product (overage), not enough product (short), or something can be damaged. This will be noted on the paperwork, and you need to notify your dispatcher immediately so they can take care of the issue.
Fully Vested in 401 K		Vested	It is referring to how long it takes a company employee to be able to receive 100% of a benefit, be that 401k or stock options. It can be as little as a few years or 20 years or longer, depending on the company.

Detention Pay		Detention	When at a shipper or receiver and with really good companies it may also include time spent waiting for roadside repairs. Carriers allow shippers and receivers 2 hours as a general rule to load or unload a trailer. If you are having to wait longer than 2 hours, then the carrier starts charging the shipper or receiver by the hour for you being detained longer than what you should be. Some carriers will pay the driver per hour once they start charging detention.
Layover Pay		Layover	A carrier may pay a driver layover pay if they have been setting and waiting for 24 hours or longer. This can be loading, unloading, or
Official Word	Abbrev	Slang	Definitions 2.9
(cont.)			empty waiting on their next load. (next dispatch)
Reset Pay		Reset	A reset is referring to the 34 consecutive hours a driver must be off duty and not perform any work in order to reset their logbook hours back to a full 70-hour clock. Some carriers will pay drivers a set amount to do their reset as long as they are away from home and not at their home terminal.
Breakdown Pay			All carriers should have a set daily rate they will pay a driver if their truck breaks down and they are having to wait to get it repaired. It may be considered the same as layover pay, depending on the carrier.

Per Diem			It is important to understand that the IRS changed the tax laws a few years ago and company drivers are no longer allowed to have a standard per diem deduction (non-taxed) for each day they are on the road. Since the deduction is no longer available to a company driver, there is no advantage to accepting a per diem as part of your pay. You should find a carrier that pays you all of your pay as payroll and it should all be reported on your W2 as payroll. If you take a per diem as part of your pay, you will be required to pay taxes on it at the end of the year. Only the carrier will benefit by paying you a per diem because they do not have to pay any social security or work comp on your per diem pay.
Reimbursements			All carriers should reimburse a driver for any minor expenses he may encounter and pay for with his own money that are related to truck maintenance, or other job-related expenses such as wiper fluid, light bulb, scale fees, etc.
Brake Pressure Applicator Gauge		Applicator gauge	An air pressure gauge on the dash that shows a driver how much air pressure they are applying to the brakes. This is very important to know, especially for a new driver who has not yet developed a good feel for using their brakes when going down a steep grade. When going down a steep grade and loaded heavy, it is easy
Official Word	Abbrev	Slang	Definitions 2.9
(cont.)			to overheat your brakes and the best way to know when they are getting too hot is by watching for "brake fade", which is when it takes more and more air pressure to maintain your speed going down a steep grade. If you keep having to apply more and more air pressure to your brakes to hold the truck at the same speed, then you need to stop and let them cool, but you will only know this if you have an applicator gauge.

Jake Brake		Jakes	This is a mechanical system inside the engines' cylinder head which cuts off the compression stroke of the engine and stops the engine from making power and instead makes the drivetrain turn the engine and it puts drag and resistance on the drivetrain. This acts as a second form of braking and helps slow the CMV down. When going down steep grades and loaded heavy it is required along with the air brakes in order to maintain speed, and not overheat the air brakes.
Collision Avoidance System			Tractors built in the last few years have begun to integrate a doppler radar in the front bumper and a computer analyzes the following distance from your tractor to the vehicle in front of you and will slow the truck down automatically until a safe following distance is reached. It can also apply the brakes in an emergency situation to help avoid hitting another vehicle in the rear end. Some have even gone so far as to having lane control steering that helps to keep the tractor in its' lane.
Governed Speed		Governed	All large carriers have their tractors set at a certain speed and is done for safety reasons. Very few large fleets allow their trucks to go more than 65 mph.
Driver Facing Cameras			For many years now large carriers have had dash cameras which faced traffic in order to help protect them and their drivers from false legal accusations involving accidents, etc. In the past few years many large carriers have also added driver facing cameras which are
Official Word	Abbrev	Slang	Definitions 2.9
(cont.)			supposed to serve the same purpose, and while they will tell drivers they only record when an event such as hard braking occurs, it is not something most drivers like. Nobody wants to have their privacy invaded, and some carriers will abuse the fact they can see you while you are driving, and it ends up being a headache and a distraction for most drivers.

3. Regulations

3.1. Logbook rules and regulations are one of the main things a CDL driver is required to learn and fully understand. There are two types of logbooks in use, and they are an electronic elog, or a paper logbook. Older trucks made before the year 2000 will only be able to use a paper log. Some trucks in the model year 2000 we built with 1999 engines, and they too will only use a paper log. The law regarding elog (electronic log) or paper log is based on the year the engine was made, not the truck, so there are also some newer trucks on the road with older engines which use paper log, and those trucks are called gliders and are much sought after by experienced owner operators. You will be with a larger carrier starting out your career and you will be using an elog, however by law, you are still required to carry a backup paper logbook with you just in case your ELD (electronic logging device) malfunctions. If that happens then you revert back to the paper log until you can get the ELD fixed. There are also DVIRs which are Driver Vehicle Inspection Reports, and they will also be on your ELD, but just as with the logbook, you must carry a paper inspection book as a backup just in case the electronic one malfunctions. You are also required to carry an owner's manual for the ELD device (the device used to complete your elogs) you have on your truck. You will also need to know how to transfer your logs electronically to any law enforcement officer who is conducting an inspection. There are many different ELD companies who have ELD devices for carriers to use, and all have the same basic functions, but some may have slightly different design characteristics and be laid out differently, so be prepared that if you switch to a new trucking company their ELD system may be different than what you are used to. If you travel into Canada, then their HOS (hours of service) will be different than in the US, and you will have to switch your log over to Canadian HOS. In the US, there are some carriers who are exempt from HOS rules and those usually involve farmers and livestock operations that only operate within 150 air miles of their home base. There are also carriers who go by a 60 hour/7day clock, but they only work Monday thru Friday. The HOS rules which will apply to you is most likely going to be the 70 hour/8day clock, for carriers who operate 7 days per week. Here is a link to the FMCSA regarding HOS regulations <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395/subpart-A/section-395.3> That means that when you start out with a fresh clock you have 70 hours in which to work and includes both drive time and on-duty time doing other work-related things such as fueling or dropping and hooking trailers, loading, or unloading, etc. You start with a 14-hour clock for the day. You will first do a pre-trip inspection which should take about 15 minutes including a DVIR report. You can then begin driving and if you don't have anything else to do except drive, you can legally log up to 8 hours from the start of your day so that would be 15 minutes on- duty and 7 hours 45 minutes of drive time before you will be required to take a 30-minute break. This break can be all off-duty or can be a combination of on-duty time such as fueling, or a combination of both off-duty and on-duty time. So, if you wait to take your 30- minute break until you have completed at least 6 hours of your 14-hour day, then you will not have to take another break before the end of your clock for the day. You only get 11 hours of drive time out of that 14-hour clock, so let's say you drive 6 hours, stop and fuel for 10 minutes, then take 20 minutes off-duty. You have now completed your break and can legally drive for another 5 hours and have an additional 2 hours and 15 minutes of on-duty

time left you can use. If you drive another 5 hours your day is finished, and you will then be required to take a 10 break in the sleeper only if you are sleeping in the truck. If you are not sleeping in the sleeper, then you are required to log it as off-duty. 10 hours either off-duty or in the sleeper is legal and your 14-hour clock starts over. We will lay it out in a timeline on a paper log sheet so you can better see the time flow. When you make a duty change you must flag it and include the location. HOS are calculated for the day right next to the graph and your total hours and available hours remaining are calculated in the right-side

DRIVER'S DAILY LOG
(24 HOURS)

Original - File at home terminal
Duplicate - Drive return to carrier possession for night duty

RECAP
Complete at end of workday

Month: / Day: / Year:

Name of Carrier or Carriers

Total Miles Driving Today: Total Mileage Today:

Main Office Address

Home Terminal Address

I certify these entries are true and correct.

Truck/Tractor and Trailer Numbers or License Plates / State (show each unit)

Driver's Full Signature

Co-Driver's Name

1. OFF DUTY

2. SLEEPER BERTH

3. DRIVING

4. ON DUTY (NOT DRIVING)

REMARKS

Shipping Documents

B/L or Manifest No. or

Shipper & Commodity

From: To:

USE TIME STANDARD AT HOME TERMINAL

613-MP (Rev. 5-12) 5524

70

11.75

6.25

6.0

11.0

0.75

11.75

58.25

pretrip inspection current location

fueling / break current location

posttrip inspection current location

column marked recap.

As you can see on a paper log everything is logged in 15-minute increments. The new ELD systems will log everything to the second. Each company is different in their policies and each ELD company is different about what is allowed to be edited and changed by a driver himself. Some companies will allow a driver to go back and edit and change mistakes on their elog for everything except driving status. Driving status is automatically triggered when you drive the truck even if you forget to change your status to driving, it will do it automatically and any drive time is permanent and cannot be changed for any reason. It is a very annoying thing for drivers, especially new drivers who may forget to use PC (personal commute) while they are off-duty and are using the truck to go somewhere to eat for example. If you are in the middle of a 34-hour reset and take the truck to go shopping etc. and forget to use PC mode, the truck moving will you put you straight on driving and you

have just messed up your reset and it starts all over again. You do not have to do a reset and get your full HOS back in order to continue to have hours to drive but it is nice to have plenty of hours. The other option is to run on recaps, no I'm not talking about tires, I'm talking about hours that you get back at midnight on the 8th day. Once you have been driving for a week your 70-hour clock may be down to 6 or 8 hours left for example. Let's say you left home and started driving on Monday August 1st and it is now Monday August 8th. You only have 5 hours left on your 70-hour clock and you have just finished driving for the day. You will have those 5 hours that you can work on the 9th, BUT... you worked 13 hours on Monday August 1st. At midnight on the 8th you will get those 13 hours back plus the 5 you had left, so at midnight your available HOS will go from 5 to 18 hours to work. This is a cycle that continues every night at midnight giving you back the hours you worked the prior 8th day. So, if we continue on Tuesday the 9th you work 9 hours total. You have 9 hours left, but you worked 7 hours on Tuesday the 2nd, so you will get those back at midnight. Now on Wednesday the 10th you wake up to see you have 16 hours available. This continues until you have had a 34-hour reset, at which time you get a full 70-hour clock back.

I'm sure you are thinking that sounds really complicated, but once you have done it a bit, it becomes second nature, and it isn't as bad as it seems. With that being said, there is one other aspect to the logbook which you need to get a grasp of and that is a split sleeper. Split sleeper is when take your 10-hour break in 2 segments instead of a consecutive 10-hour break. There is a 2/8 or a 3/7 split. This means that you can take a 2- or 3-hour break and this short break can be either sleeper time or off-duty time. Normally when you start your day your 14-hour clock begins and doesn't stop, it is ticking down like a timer from 14 hours down to zero. If you are off-duty or in sleeper status for 2 hours or longer, it will stop the 14-hour clock and it will not resume until you go to on-duty or driving status, then it resumes. So, if you start your day at 7am, go make a delivery, and are done at 9am, but can't pick up your next load an hour away from your location until 2pm, then you can either set where you are and take a 2- or 3-hour break then go to get your next load, or drive to the shipper first, then take a 2 or 3 hour break and it will not count against your 14 hour clock while you are on that short break. So now you arrive at the shipper at 10am, go to sleeper for 4 hours, then get loaded at 2pm. Since you started your day at 7am normally 9pm you would be out of hours, but the clock stopped for 4 hours, you will have until 1am to work. Only 3 of the 4 hours of that time can be counted as a split sleeper, so when you park at 1am you will have to do at least 7 hours in the sleeper. After that 7-hour break you will only get back the hours you used before you took the 4 hours. So, you had used 2 hours getting to your delivery yesterday morning, then drove another hour to get to the shipper where you took the 4-hour break. That means that if you take a 7-hour sleeper break you will only get 3 hours back at 8am. But you can just take a full 10-hour break instead of 7 and get your full 14-hour clock. Basically, by using the split sleeper option you can extend your 14-hour day by as many as hours as your need to, just keep in mind anything over 3 hours, or under 7 hours you don't get credit for on the other segment of the split. Also, the 7- or 8-hour segment MUST be logged in the sleeper. We will recap the HOS rules as follows; You start a fresh logbook with 70 hours available. You can only work (on-duty plus driving) 14 hours per shift. Legally you can actually be on-duty more than 14 hours in a shift without any split

sleeper, but you cannot drive once you have exceeded a standard 14-hour shift. You can only drive 11 of the 14 hours available per shift. You must have a 10-hour break (off-duty or sleeper) after a shift in order to be given another full 14-hour shift. All duty status changes must have a remark added with a brief description of what you are doing. For example, if you are going to an on-duty status, you can put simple descriptions such as, Fueling, Loading, Unloading, Pre-Trip Inspection, etc. When you stop to take a break for whatever reason and go off-duty, simply put Break. There are instances when you may have to stop to get a tire repaired or other work-related activities that don't necessarily involve you doing the work directly, but since you are responsible for the equipment when you are on the road, any repair you are waiting on to be done, legally that should be logged as on-duty time. The same is true for a roadside repair. If you are on the side of the road waiting for someone to come and repair your truck, legally that time must be logged as on-duty time. Split sleeper option stops your 14-hour clock and split sleeper segments are 2/8 or 3/7 hours. The short segment can be off-duty or sleeper, the long segment must be in sleeper. There is one other exception to the 11/14-hour rule. That is called the Adverse Driving Conditions rule. It allows a driver up to 2 extra hours past the 14/11 rule to complete a run or make it to the next closest safe place to park if certain criteria are met. Unfortunately, most ELD devices don't have a way to use this rule, and any driving past the 14/11 rule will be showing a violation, just be sure you make a remark that you are using the Adverse Conditions rule, and why, such as ice, a wreck, etc. The FMCSA definition of an adverse driving condition is as follows; Meaning snow, ice, sleet, fog, or other adverse weather conditions or unusual road or traffic conditions that were not known, or could not reasonably be known, to a driver immediately prior to beginning the duty day or immediately before beginning driving after a qualifying rest break or sleeper berth period, or to a motor carrier immediately prior to dispatching the driver. <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-395/subpart-A/section-395.1> That is the link for adverse driving conditions.

3.2. Knowing how to perform a proper pre-trip or post-trip inspection is another key responsibility for a truck driver. You don't have to be an ace mechanic to do an inspection, but you do need to know the various parts of your equipment and how they function. There are many things that need to be visually, audibly, and physically checked each time you do an inspection. You are looking for anything that is cracked, bent, broken, missing, loose, or leaking. There are some key areas that need particular attention and those are the In-Cab Inspection and Brake Tests, Engine Compartment, Lighting, Trailer, Trailer Coupling System, and Tire Pressures just to name a few. There is a DVIR (Driver Vehicle Inspection Report) that must be filled out along with an inspection to certify that you did the inspection. Remember you are required by law to conduct a post-trip inspection at the end of each day you are using the equipment. Some will argue that a pre-trip inspection is not required, and while it may not be a legal requirement, it is always best to do one and log it as such on your duty status. If you park for the night and do a post trip inspection but have just run over a nail and don't see it, and you take off the next morning without doing a pre-trip inspection, then you won't get far with a flat tire. There are many things that can happen to a truck that sits overnight. You could have a light stolen off your trailer, someone may have pulled your

fifth wheel release, and the list goes on, so always do a pre-trip inspection even if you choose not to log it, DO IT!! Here is the FMCSA rule on driver inspections.

<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-III/subchapter-B/part-396/section-396.11> Driver Vehicle Inspection rules. We don't want to overwhelm you with too much on inspections because there is a lot to know and remember, and it really takes hands on learning. We do have some very extensive in-depth videos which take you through everything and we provide a checklist you can print off and use as a study guide. If you would like to learn all there is to know about the mechanical aspects of a tractor trailer, then this is definitely for you. We not only tell you what all the parts are, but also what their purpose is, how they function, and what to look for to know if they are failing or about to fail.

3.3. Knowing the legal weight limits for CMVs is very important. You will see 3 categories of weights in trucking, and they are tare weight (light weight) which is what your tractor and trailer weigh when it is empty. Gross weight (heavy weight) is what your tractor and trailer weigh when loaded, and Net weight which is what the cargo weighs that is loaded on your trailer. We mentioned earlier that each state has weigh stations where officials check the weight of your truck, so now we will explain what those legal weights are and how you can adjust your weight if you need to. First of all, you will be traveling on interstate highways going through various states, and the general rule is the maximum weight allowed on a semi with one steer axle, one set of drive axles (2 axles) called a drive tandem, and one set of trailer axles (2 axles) called a trailer tandem is 80,000 lbs. Each axle in either the drive or trailer tandem can weight up to 17,000 lbs. for a combined weight on each tandem of 34,000 lbs. The single steer axle standard weight is 12,000 lbs.



There are two ways you can adjust your weight to make sure you are legal on all axles. The most common and usually sufficient is by sliding the trailer tandem forward or backwards. If there is too much weight on the trailer tandem, then you slide the trailer tandem towards the back of the trailer, and it will shift more of the weight to the drive tandem. There are 4 locking pins in the trailer tandem which lock it into a frame rail under the trailer. There are holes every 4 to 6 inches in the frame rail, and you simply pull a lever, or on newer trailers there is an air actuator which will pull the pins and releases the tandem, then you pull the trailer forward while the trailer parking brakes are set, and the trailer will slide forward, and the tandem can be positioned further to the back of the trailer. You then reset the locking pins in the hole where you want to be, and then weigh your truck again. Most truck stops

have a CAT scale which you can pay to use in order to get your weight adjusted right. As a general rule each hole forward or back will move anywhere from 275 to 400 lbs. of weight in the respective direction. The other option is if the weight on the trailer tandem is maxed at 34,000 but you have more than 34,000 on your drive tandem, but only 10,000 on your steer axle. In this case you would want to slide your fifth wheel forward towards the front of the truck in order to shift more of the weight to the steer axle. Not all trucks have sliding fifth wheels, so this may not be an option for you. Instead of putting up lots of pictures and diagrams trying to show you this, we are going to go over all of this in the included video for this section.

If you have been interested in trucking for a while, I'm sure you have probably seen some flatbed trailers and a few reefer trailers which have what is called a spread axle. It is where the trailer axles are not grouped close together like a standard tandem but have 10 feet or more of distance between them. The reason is because once two axles are 10 feet apart or more, they are considered single axles instead of a tandem. This has to do with bridge laws which we cover in the next section. That is good to have because single axles are allowed to carry up to 20,000 lbs. each, so two single axles with a 10ft or more spread can carry a combined weight of up to 40,000 lbs. as opposed to a tandem only being allowed 34,000 lbs. It is common in flatbed because many times a flatbed is hauling cargo which can be very unbalanced and have odd shapes and dimensions and the weight is not evenly distributed across the entire load, so it makes it much easier to still maintain a legal weight when you have an extra 6000 lbs. you can add over the back half of the trailer. The only time any 5-axle truck/trailer combo can weigh over 80,000 lbs. on an interstate highway is with special overweight permits, and those are usually also the over-sized loads which require permits for being over-sized.

3.4. Knowing bridge laws is important as well, and goes hand in hand with legal weights, but very few drivers are ever taught anything about these laws. These are laws which take into account the length of the truck from steer axle to rear trailer axle, they also look at how far apart the drive and trailer tandem axles are from each other. They also look at how far apart the steer axle is from the drive tandem and also look at the distance from the first drive axle to the rear trailer axle. There are formulas for calculating what your legal weight max can be depending on all these measurements. The whole principle of Bridge Laws are to make sure that a truck doesn't have too much weight concentrated in too small an area. You can't have a short truck and short trailer, even though it may have 5 axles, but is only 30 ft in total length carrying 80,000 lbs. because it can cause damage to road surfaces and especially to bridges. Luckily for you as a new driver, really the only one you need to be concerned about as far as bridge laws are concerned is that the distance from the center of your front drive axle to the center of your rear trailer axle is at least 36ft apart. 36ft spread on this measurement or more and you can legally have up to the max of 34,000 lbs. on the drive tandem and 34,000 lbs. on the trailer tandem. You will see trucks in Michigan with up to 11 axles and they can gross as much as 164,000 lbs. without a permit as long as they have enough axles to be legal. In South Dakota there is no gross weight limit and no limit to the number of axles you can have as long as it has enough axles to meet bridge law requirements. 17 axle trucks primarily used in farming operations weighing over 170,000

lbs. are not that uncommon in South Dakota. Maine, and New Hampshire allow 6 axle trucks up to 100,000 lbs. We are telling you this, not because you will be driving one at the start of your career, but because you could be sharing the road with some of these trucks and you need to have an idea of what weights they could be, so you can adjust your safety considerations accordingly when in proximity to them.



3.5. KPRA King Pin to Rear Axle laws are another set of laws which vary state to state and usually are not covered by schools, or even by the company you go to work for. It is important that you understand these laws. This measurement is the distance from the trailer king pin where it is hooked into the fifth wheel of the tractor to either the center of the rear axle or the center of the tandem which would be splitting halfway between the front and rear trailer tandem axles. Each state has their own way of measuring this, so you need to know which way each state measures this. California has one of the strictest KPRA laws and it is 40ft to the center of the rear axle. Many larger carriers have an arrow or mark painted on the side of their trailers which will show you where certain measurements are for this, so be sure to ask your carrier what length the mark is set at so you will know how to reference your tandem. We are going to include a chart with all the states listed and what their KPRA is and where it is measured to. Most of the midwestern states have no KPRA regulations, so you can have your tandem anywhere you need to in order to have your weight legal.

States with NO MAX published KPRA laws <i>However LOUISIANA has a MINIMUM</i>		
Arizona	Louisiana (36' minimum)	North Dakota
Arkansas	Massachusetts	Ohio
Colorado	Mississippi	Oklahoma
Delaware	Missouri	Oregon
Georgia	Montana	South Dakota
Hawaii	Nebraska	Texas
Idaho	Nevada	Utah
Iowa	New Mexico	Washington State
Kansas		Wyoming
Kentucky		

States with KPRA measurement at CENTER of TRAILER TANDEM <i>Note 4 have a MINIMUM</i>					
Alabama <i>(only applies to trailers 53'6" or longer)</i>	41' max	New Hampshire	41' max	South Carolina	41' max
Alaska	41' max	New Jersey <i>37'1" minimum</i>	41' max	Tennessee	41' max
Alberta Canada	41' max	North Carolina <i>36' minimum</i>	41' max	Michigan <i>37' minimum (only trailers over 50')</i>	41' max
British Columbia Canada	41' max	Ontario Canada	41' max	Virginia	41' max
Florida	41' max	Pennsylvania	41' max	West Virginia <i>ACTUAL reg is 37' from rear drive axle to front trailer axle</i>	41' max
Manitoba Canada	41' max	Quebec Canada	41' max	District of Columbia	41' max
Maryland <i>37'1" minimum</i>	41' max	Saskatchewan Canada	41' max	Vermont	41' max
Minnesota	43' max				

States which measure KPRA to the CENTER of REAR TRAILER AXLE <i>Note MAINE MINIMUM</i>					
California	40' max	Indiana <i>only for trailers over 48'6"</i>	43' max	Rhode Island	41' max
Connecticut	43' max	Maine <i>37'1" minimum</i>	43' max	Wisconsin	41' max
Illinois <i>only for trailers over 48'</i>	42'6" max	New York	43' max		

3.6. Parking in locations other than rest area parking spots or truck stop parking lots is possible. For instance, some shippers and receivers will let you park on their property prior to, or just after a pickup or delivery. There are others who will not, so it's best to call and ask ahead of time. There are some states which allow parking on interstate off ramps and on ramps and other states do not allow it. It is always best if you have to park on a ramp to park on the on ramp because traffic is moving much slower on an on ramp. Off ramps are much more dangerous because traffic is usually moving much faster on them. You will find that parking is one of a truck drivers' biggest issues. The worst time to try to find parking is late at night, but it starts becoming a challenge as early as 8pm depending on the area you are in. If you ever decide to start transporting hazardous materials, you should be aware that your options for parking can more limited depending on what you are hauling, and any

place such as an on ramp or off ramp can be considered illegal parking based on your hazmat cargo. You also have to keep in mind the weight of your truck, because if you get off the edge of the pavement, your wheels can sink in the ground and you can end up stuck, or worse, you could roll over. Anytime you are in an area that has had significant rain recently this is especially true and something you need to keep in mind. Some parking lots can have some deep potholes and if they are full of water, it is impossible to know how deep they are, so proceed as slow as possible if entering them, and try to avoid them all together if possible. It is easy to get stuck, break an axle, bust, or cut a tire, bend a rim, or do other serious damage to your truck just by hitting a deep pothole. I have even seen drivers tear a hole in the oil pan of their engine and do massive damage to their truck hitting deep potholes in parking lots. The best way to avoid ending up having to park somewhere that might not be safe or legal is to plan your trip and try to shut down for the day early enough to get a parking spot at a rest area or truck stop. If you do have to park somewhere that isn't marked as a parking spot there is always a chance another truck could hit your truck and if that happens, the first thing they will try and do to escape responsibility is say that you were parked somewhere you weren't supposed to be. Yes, this really does happen and more often than anyone cares to admit. If you park on an on or off ramp where it is not permitted, you can get a ticket or at the very least be woken up by law enforcement and told to move. Some Walmart stores will allow truck parking, and some will have your truck towed. Part of the reason so many places have decided to not allow truck parking is because a lot of drivers threw trash out and made a mess of those places, so if you are able to park somewhere always be sure to keep your trash in your truck or throw it in a trash can.

3.7. There are several numbers that a carrier must display on their truck to meet legal requirements. First of course is the name of the carrier, second is the MC number. The MC or motor carrier number is a unique number assigned to a carrier by the FMCSA and it permits a motor carrier to engage in interstate commerce. A motor carrier who only operates in one state and does not cross state lines does not require an MC number. Third will be the US DOT number which is also a unique number assigned to a motor carrier by the US Department of Transportation. A US DOT number is required on a CMV whether they operate as an interstate or intrastate carrier. The next number you might see is a KYU number. This number is issued to a motor carrier if they operate in or thru the state of Kentucky and it represents their weight distance tax account. Kentucky has a separate tax for motor carriers and is based on the miles driven in the state. New Mexico also has a similar tax but instead of a number displayed on the truck you will have a paper permit in your permit book in the truck which will act as proof of the tax account. New York also has this type of tax, but instead of a number being displayed like a KYU number, they issue a decal approximately 3in x 3in which should be displayed on the front portion of the truck, such as close to a headlight. It will have the letters NY HUT on it (New Your Highway Use Tax). The last decal is a 2.5 in x 2.5 square and it will say IFTA on it. It is the sticker which indicates the carrier is obeying the law by being registered in the International Fuel Tax Agreement. There is a fuel tax on the fuel you buy and use, and it is a different rate of tax for each state, so IFTA is how a carrier and states track and calculate how much tax each state is owed by a carrier. We have a book on IFTA, Diesel, IRP, and weight distance states,

which goes into great detail. IRP is the base plate (license plate) on the front of your truck. The last decal you will see on every tractor and every trailer is the unit number (truck number / trailer number). All of these various decals are required by law and must be clearly displayed on both sides of the tractor. Only 1 NY HUT is required because it is on the front of the tractor.

3.8. Every CMV should have a permit book in the cab, usually kept near the drivers' seat, or in the drivers' door pouch. The best types have a zipper closure to keep them clean and dry. Most have a 3-ring binder inside and keep all the various documents organized. You should always check your book to be sure that all the documents are current and take note of all the expiration dates on them. Do not rely solely on the office personnel to keep up with these dates. You will see proof of insurance, IRP (International Registration Plan which is your license plate), IFTA document, if your carrier operates in or thru New Mexico then there will be a document for New Mexico weight distance tax as well as one for New York if they operate in New York state, and you may see some other documents as well for alcohol permits, hazmat permits, and other things that pertain to that carriers specific operation. Just be sure to check all expiration dates and you can take the book inside to your terminal manager and have them check to be sure you have everything you are supposed to have. That way if anything is missing it is their responsibility. Always be sure you cover yourself and avoid any situation later where you could be held responsible. Each tractor should also have an Annual DOT Inspection (this is an inspection done by a mechanic who is credentialed to perform one, not an inspection done by law enforcement). There should be either a decal on the truck, or in the permit book along with a document for this inspection. Each trailer should also have an annual inspection performed and decal and or document should be in the nose box on the trailer or in the document tube. There should also be a trailer registration document and trailer documents should be kept in one of those two locations on the trailer at all times. Every time you switch trailers you should be checking for the inspection and registration and making sure it actually for that trailer by matching the VIN and the license plate numbers to those documents.

3.9. There are 2 types of DOT Inspections, so we will explain the difference in more detail. The type we just mentioned in section 3.8 is an Annual DOT Inspection which needs to be performed by a credentialed mechanic who is able to perform a DOT Inspection and certify a piece of equipment as safe. These are required yearly and there is a decal which can be displayed on the equipment, or it can be kept in a safe location along with a document which details the inspection. These may be requested by law enforcement any time they stop you. A DOT Inspection done by law enforcement is the other type of DOT Inspection, and this is the time when it is too late to fix any issues. You will get an Inspection Report which will detail any defects they find, and any defect found will go on the carriers' record as a violation. Violations have different levels of severity and certain defects will put the truck out of service. When a truck is put out of service it cannot be driven anywhere until the repairs are made. The only way a truck can be moved when it is put out of service is if it is towed by a tow truck. You as a driver can also be put out of service during an inspection if there are any logbook violations, or if any of your credentials are not up to date, such as your DOT Physical being expired. If your CDL says you need corrective eye lenses and you

wear glasses then you have to have a spare pair of glasses on the truck with you at all times, and if you wear contact lenses then you are required to have spare contacts with you on the truck at all times. Anything of that nature in which you need, to be able to meet the standards for your DOT Physical to be valid, then you are required to carry a spare on the truck with you.

3.10. Terminology.

Official Word	Abbrev	Slang	Definitions 3.10
Electronic Logging Device	ELD	ELD	ELD is the actual electronic device mounted to the dash of the tractor which a driver uses to complete his ELOGs.
Electronic Logbook	ELOG	Log	ELog is the digital form of a logbook that is required in most trucking operations and is the way a driver keeps up with his hours. You are only allowed a certain number of hours each day.
Paper Logbook		Coloring book	Before the days of elogs, paper logbooks were how drivers kept up their hours each day. They can still be used today for trucks older than the year 2000, or in newer trucks with older pre-2000 engines and those trucks are called gliders.
Hours of Service	HOS	Hours	The HOS is the hours a driver has to drive and or work on any given day, and it is calculated each day using a logbook or elog.
Off Duty Time			Logbook time in which you are not doing anything work related, such as a bathroom break or a shower or meal or on your time off at home.
On Duty Time			Logbook time in which you are doing work related activities but are not actually driving, such as loading or unloading.
Drive Time			Logbook time in which you are actually driving a CMV.
Sleeper Time			Logbook time in which you are in the sleeper of the truck taking a break. In a team situation when you are riding along with another person driving you must be in the sleeper to log sleeper time. You can't be in the passenger seat and legally log sleeper time.
Split Sleeper		Split	When a driver divides his 10-hour sleeper break into a 2/8 or a 3/7 split sleeper time.
Personal Commute	PC	PC	Logbook time in which you are allowed to drive the truck in a form of off duty status but only if you are using the truck for your own personal use, such as going to a grocery store, or to a laundry, or

Official Word	Abbrev	Slang	Definitions 3.10
(cont.)			shopping while on a break that does not involve anything work related. This is used so it doesn't affect your break and doesn't take away your available drive time.
Yard Move			Logbook time in which you are not traveling on a roadway but are moving around in a parking lot or from guard shack to a customer dock. This will count as on duty time, but it doesn't use your available drive time.
Recap Hours		Recaps	The HOS you get back at midnight on the 8 th day of your logbook, and each night at midnight until you have a 34-hour reset.
34 Hour Reset		Reset, a 34	34 consecutive hours either off-duty, or a combination of off-duty and sleeper combined which resets your HOS to a full 70 hours available.
Full Clock		Full clock	Meaning you have your full HOS referring either to a full 70 or a full 14-hour day.
Pre-Trip or Post-Trip Inspection		Pre-Trip	Logbook on duty status time noted as a pre-trip or post-trip inspection and is documenting that you are physically checking out your equipment to make sure it is safe to drive before you begin driving each day, and after finished driving each day. Most companies want to see 10 to 15 minutes on your logbook for this, and a Drivers Vehicle Inspection Report (DVIR) is also required noting that the inspections were done.
Driver Vehicle Inspection Report	DVIR	DVIR	A form completed each time a pre or post-trip inspection is done which notes any defects found and is done in conjunction with the time noted on the logbook for an inspection.
DOT Inspection		Level 1, Level 2, Level 3	Any law enforcement officer whether they be local, county, or state police if they are certified to do so, in addition to the DOT can perform a DOT Inspection on a CMV. There are 8 different levels of inspections. Each level is classified by the different things an office looks at. Level 1, 2, and 3 will be the only ones most drivers will ever experience. Level 1 is the most extensive and looks at logbook, driver credentials, all paperwork and permit book, as well as an extensive inspection of the truck and trailer. A level 2 is the same as a level 1, except with less extensive of an inspection on the truck and trailer

Official Word	Abbrev	Slang	Definitions 3.10
(cont.)			referred to as a walk around inspection. A level 3 inspection is just an inspection of the drivers' credentials, and all paperwork.
DOT Roadside Inspection		Roadside inspection	This is the same as a DOT inspection which is conducted at weigh station but is conducted on the side of the road as part of a traffic stop. They generally are a quick walk around inspection (Level 3).
Annual DOT Inspection		Annual Inspection	The inspection a carrier is required to perform on equipment including tractors and trailers once per year.
Scale		Scaling out, Cat Scale	This is a scale at a shipper, receiver, or truck stop where you weight your truck before you get started on your trip. Cat Scales at truck stops (guaranteed to be accurate) charge between \$12 and \$15 for the first weigh, then if you need to adjust weight, then reweigh, the reweigh is usually around \$3 to \$5. Scales at shippers and receivers where you load or unload are free but may not be 100 percent accurate.
Load to Scale	L/S	Load to gross	Meaning a shipper will load the truck with the maximum cargo weight they can put on the truck and the truck be just under the legal gross of 80,000 lbs. This is common in reefer when loading certain produce such as potatoes because the carrier is paid by the weight, so the more they haul the more they earn. Also, this is how bulk haulers get paid such as dump trucks, or dry bulk carriers.
Vehicle Identification Number	VIN	VIN	The unique serial number assigned to every vehicle by the manufacturer when it is made. Tractors and trailers all have a VIN.
Nose Box			A box mounted usually on the front (nose) of a trailer which is used to hold important documents relating to the trailer such as registration and Annual DOT Inspection.
Document Tube			A small tube mounted somewhere on the trailer nose or landing gear usually approximately 1.5 inches in diameter by 5 inches long. It will have a rubber or plastic cap on one end and is used to store the same documents as a nose box.
Fifth Wheel			This is the metal plate mounted to the frame above the rear drive wheels where the trailer is connected

Official Word	Abbrev	Slang	Definitions 3.10
(cont.)			to the tractor. They should always be well lubricated with grease on the top surface where the trailer sets on it.
King Pin			This is the pin that is mounted under the nose of the trailer, and it is what slides into the fifth wheel and makes the connection between tractor and trailer.
Over-Sized Loads			Cargo on flatbed trailers which is either wider, taller, longer, or heavier than what is legally allowed without special permits.
King Pin to Rear Axle	KPRA		The longest legal distance you can have from the trailer king pin to the center of the rear axle or to the center of the rear tandem, depending on state law.
Bridge Laws			States use a bridge law formula which takes into consideration the distance between axles, axle groups, and number of axles, to determine what gross legal weight is allowed.

4. Types of Equipment

4.1. A tractor is a truck that cannot haul cargo without a trailer attached to it. A tractor without a trailer is called a bobtail or power unit. There are sleeper tractors which have a sleeper area with a bed and storage for your personal belongings. Day cab tractors which do not have a sleeper, just the small cab area. There are also Yard tractors (also called yard dogs or billy goats) which are very small and are not intended to be driven on highways but are used to move trailers around inside large drop lots and warehouses. You can also have either one or two drive axles on sleeper or day cab tractors, and some tractors will have a 3rd drive axle which can be raised or lowered and are used in heavy overweight transport and are called tag axles and do not serve as drive axles but are only there to support more weight. When you are talking about the number of drive axles you will also hear them referred to as screws. Single screw is one drive axle, twin screw is two drive axles. Yard tractors almost always only have one drive axle because they are designed with a short wheelbase in order to be able to make very tight turns and maneuver easily. Yard tractors also have a fifth wheel which raises and lowers with hydraulics so that trailers can be quickly moved without having to raise or lower the landing gear on the trailer.



Yard Tractor



Day Cab Heavy Haul with tag axle raised



This is a sleeper tractor and is called a condo or double bunk sleeper. The sleeper is tall enough inside to accommodate 2 beds stacked like bunk beds. Some people call them raised roof sleepers.



This is called a mid-roof sleeper and usually only has one bed in it.



This is called a flat top sleeper and only has one bed in it.



This really small flat top sleeper is called a coffin box sleeper, because it is about the size of a coffin. You might think those were something that only existed 40 years ago, but that is a 2021 Peterbilt. A tractor with a long square hood like this is called a "hood" for slang.



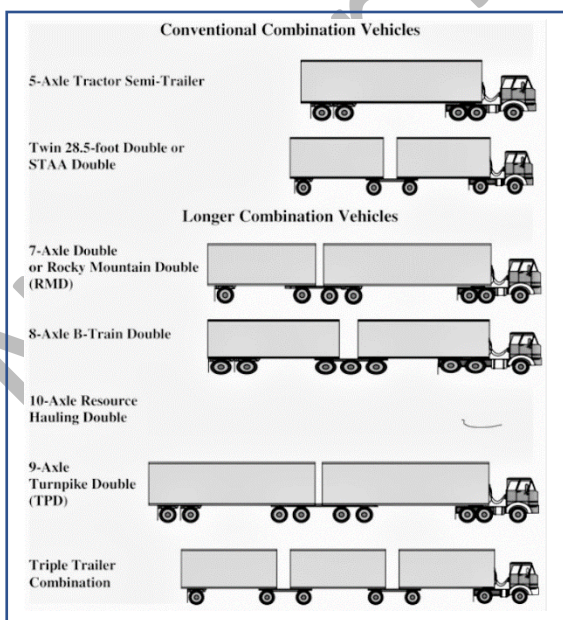
An old day cab truck called a cab-over.



Checking the oil on a cab-over

4.2. Trailers come in many different sizes and are made for many different purposes. The three main types you will be qualified to drive starting out your career are Dry Van, Refrigerated Van (reefer), and Flat Bed. There are also a few variations within each type, and we will try to give you a good idea of most of them. There may be a few which are tailored to a very specific niche which we will not go over, but that's only because you most likely will never be driving them, at least not early on in your career.

Dry Vans have several variations. First is the standard dry van with no interior walls, just the outside metal sheeting, and may have wood or metal floors and are called food grade or plated trailers. Second is a van with wooden interior paneling on the walls and are not food grade. Third is either one of these but they also have a vent on the front of the trailer and a vent in the rear door and can be used in transporting certain types of fresh produce, but some shippers won't load certain dry cargo on them if they are worried the vented vans might let water in and damage their cargo. Dry vans used in OTR operations generally have swing doors (hinged on the sides and open out like a regular door) but some have roll-up doors (open like a garage door and roll up). Some may be a bit more specialized and have a hydraulic lift gate mounted on the back in order to lift and lower freight to the ground without needing a dock. More specialized dry vans may have a roller bed floor, which allows cargo to be easily rolled from the front to the back of the trailer. The most common length of trailers are 53 feet, but there are also 28, 36, 40, and 48 foot dry vans. Dry vans are usually 102 inches wide which is the maximum legal width for all trailers and are 13'6" tall with an inside height of 110 inches. The front of any trailer is referred to as the nose, and the rear of a trailer is called the tail. The 28-foot trailers are used in a double or triple trailer configuration and the front trailer attached to the tractor is called the lead trailer while the rear trailer is called the pup trailer. Most people refer to all 28-foot trailers as pups. The wheels that go under the nose of the second trailer is called the dolly. There are several variations on the way a set of doubles can be configured and not all doubles are only 28-foot trailers. There are certain interstate highways mainly up on I-80 and I-90 which go from east to west coast where it is legal to pull doubles with trailers longer than 28 feet each.

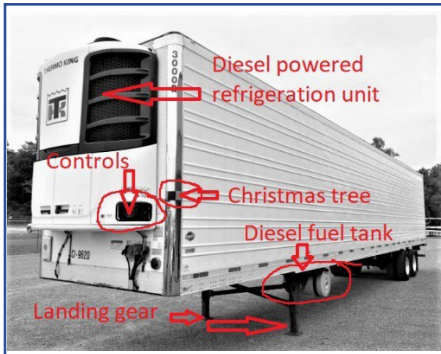


53ft dry van trailer with swing doors and a vent in the rear door which can be opened when needed.



53ft dry van trailer nose with a vent in it also. These are used when cargo needs to have air circulation such as certain fresh produce such as watermelons or pumpkins or potatoes. You can also see the nose box which we mentioned earlier where documents are kept, as well as an airfoil which is supposed to reduce wind drag.

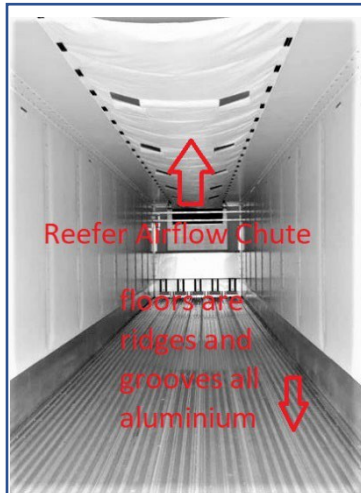
Refrigerated trailers are used to transport anything that needs to be temperature controlled from frozen food to fresh produce to certain chemicals which cannot be allowed to freeze. Reefer trailers can not only keep things cold, but in the winter, they can also be used to keep things warm and protect them from freezing. There are many variations of reefer trailers, and the ones used by companies who deliver food to restaurants have multi zone temperature control. They will have bulk heads (bats) which can be used to partition off the trailer into two compartments or even three compartments. Each compartment has a separate cooling unit in the ceiling of the trailer that regulates the temp for that compartment. Frozen is always in the front compartment. Single compartment OTR reefers can keep trailer temperature anywhere from -20 degrees F to +65 degrees F. The floor, walls, and ceiling are insulated therefore the inside width of a reefer cargo area is 4 to 5 inches less than a dry van which has no insulation and very thin walls. Unlike dry van trailers which can have wooden floors, reefer trailers have aluminum floors which are comprised of ridges and groves (channels) approximately 1in wide and 1in deep. This is to help with airflow and to drain any water or liquid away from the product and pallets. Operating a reefer really isn't that hard to learn. There are really only 2 types of refrigeration units used on reefers and they are Thermo King, or Carrier. Your trainer will teach you how to set the desired temperature, and the continuous mode (meaning the unit runs nonstop) or the cycle sentry mode (meaning the trailer only starts up and runs when it is needed to maintain the temp. You will learn that fresh produce temps will vary depending on the fruit or vegetable that you are hauling, and some even require chopped ice to be blown in on top of it once it is loaded on the trailer. That is why reefer trailers also have 4 drain holes in the floor, one at each of the 4 corners of the trailer. The ice melts during the trip and the water will drain out of the holes. Washouts are also a commonly required part of reefer. The trailer has to be taken to a truck wash or a place that specializes in washing trailers out and sanitizing them after delivering certain loads. The reason reefer trailers usually have a vent in the rear door isn't for air flow, it is there to vent off ethylene gas, which fruits produce as they ripen. Some fruits produce a lot of this gas, and if allowed to build up inside the trailer on a 4 or 5 day run for example, it would damage the fruit and ruin the load. A little secret that people outside the industry don't know is that with certain things like tomatoes for example, many growers pick them while they are still green and use an ethylene gas chamber where they set many pallets of tomatoes at a time inside and treat them with this gas to make them start turning red and ripening. So of course, a load like this will definitely need to have the vent on the trailer open to vent the gas off. Below are examples of some reefer trailers.



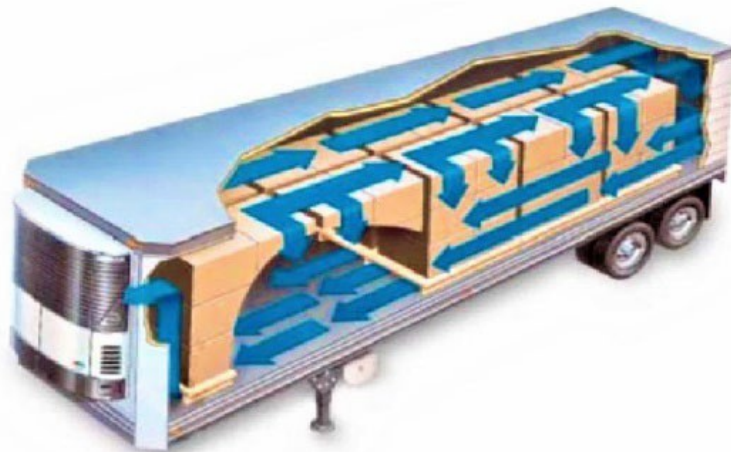
This is a standard 53ft reefer with a Thermo King refrigeration unit on the front. The controls are always on the drivers' side lower corner of the units. They are all diesel powered and have a fuel tank on them with capacity anywhere from 35 to 60 gallons. The Christmas tree is a small box with lights in it which can be seen in the mirror when driving and tells the driver if there is an issue while driving.



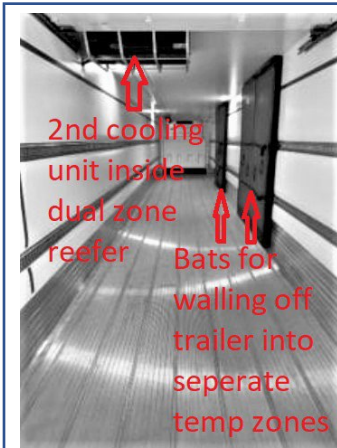
This is a 53ft reefer with a spread axle set up. It also has what is called quilted rear doors and also has the rear vent in the door. Most reefer loads are very heavy, so having a spread axle set up on a reefer can be a real advantage, because you can have up to 20,000 lbs. on each axle, as opposed to only 34,000 lbs. on a tandem axle set up.



Above you see the inside of a reefer with the air flow chute which directs the air to the rear of the trailer. The floor is channeled to allow water to drain, and air the move under the cargo.

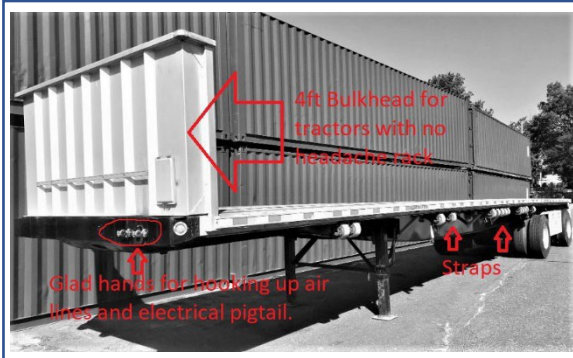


This diagram above shows how air flow is directed and how it is circulated out from the unit along the ceiling chute to the sides and rear of the trailer, then drawn back into the unit on the nose of the trailer at the floor.

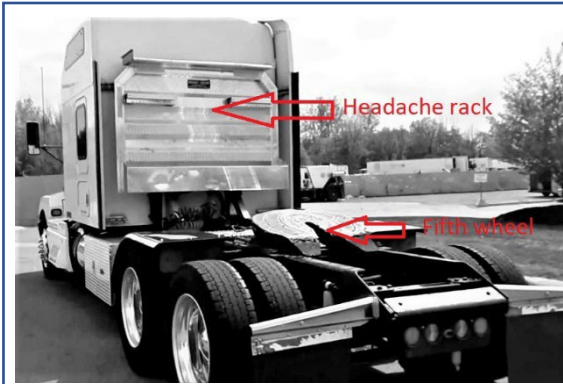


This is a reefer with multi temp zones. These are used in the foodservice sector so they can keep frozen food in one compartment, refrigerated food the other, and some even have a third compartment. You can see the second refrigeration unit in the ceiling on the left side. You can see the partition bats pinned against the right wall which are spread across the width of the trailer to wall it off and create another compartment. Most foodservice type multi zone reefers do not have channeled floors but are still aluminum.

Flatbed trailers are the third type of trailer that you as a new driver will have an opportunity to start out with. There are many versions of a flatbed trailer, and some are very specialized to transport very specific cargo. The main ones you will be starting out with are a standard flatbed in either 48 or 53ft length, or possibly a step deck. Just like with reefer there are some special skills required and specialized training is needed in flatbed which your trainer should teach one once you are on the road with them. Some loads may require straps, others may require chains and binders, some may need blocking and bracing in addition to straps or chains. Some loads may need to be tarped, while others are fine exposed to the elements. There are certain things you will need to learn about Working Load Limit (WLL) in regard to your straps, chains, and binders. All straps and chains should be marked from the manufacturer with a working load limit. This is max weight a chain or strap is designed to hold without breaking. You will be taught how to use that in order to determine the safe number of chains or straps to use to secure a load based on its weight. One safety issue which has become an issue in the past few years is improper training on this subject. The general rule is if the cargo is metal then you use a metal chain (metal on metal). The other is that any time you use a strap on a load, if there are any sharp edges then you need to use edge protectors, so the strap doesn't get cut. One thing you might end up hauling on flatbed in the fall or spring is fresh onions, which is something most people don't realize can be done. We are going to include a chart which shows the various types of flatbed trailers along with pictures of the most common ones. You will see in one pic we are showing you a flatbed with a bulkhead mounted on the nose, and that is to keep any cargo from sliding forward and hitting the back of the cab in a crash or sudden stop. If a trailer doesn't have a bulkhead, then there should be a headache rack mounted on the back of the tractor which serves the same purpose. There have been many drivers killed because they pulled a flatbed with neither of these very important safety features.



This is a flatbed with a 4ft tall bulkhead which is extremely important to have if your tractor does not have a headache rack. This could potentially be the only thing that saves your life in the event of a sudden stop or crash.



Here is a tractor with a headache rack which is there to protect the driver in the event of a crash or sudden stop. We also took this opportunity to identify the fifth wheel which is where the trailer attaches to the tractor.



This is a spread axle flatbed and if you look closely, you will see that the trailer has an upward arch to the deck. This is done to give extra strength to the trailer and once it is loaded heavy, the arch will flatten out and the trailer will be flat. That arch is called camber.



This is a specialized flatbed called a conestoga or (cong) for short. It has a tarp system which has a retractable roof and sides. Step-deck trailers can also use this.

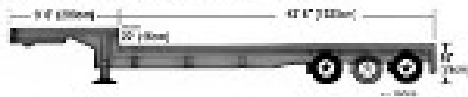
48' & 53' Flatbed



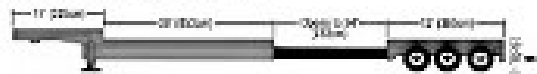
Expandable Flatbed 48' & 53'



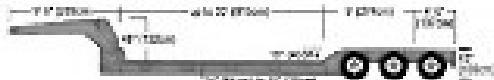
53' Drop Deck with Sliding Rear Axle



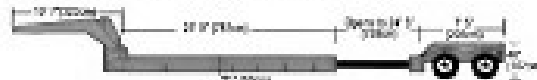
Expandable Drop Deck 3 Axle



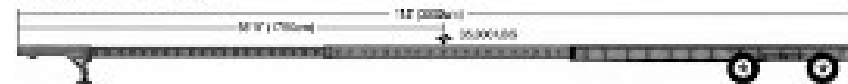
Double Drop Lowboy RGN 2 or 3 Axle



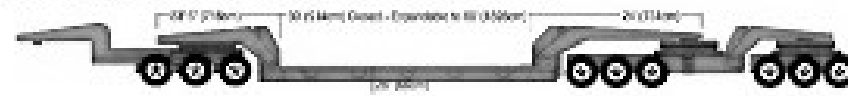
RGN Expandable Double Drop Deck 2 Axle



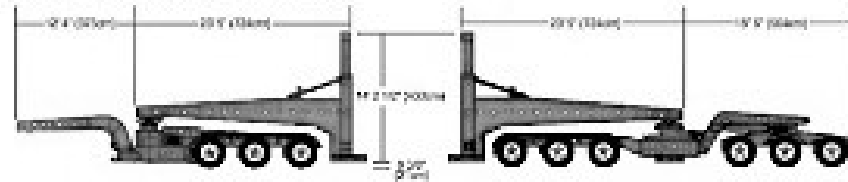
115' Expandable Flatbed



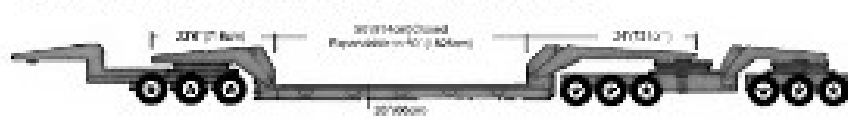
6 & 9 Axle High Tonnage Double Drop Expandable (Floor Deck)



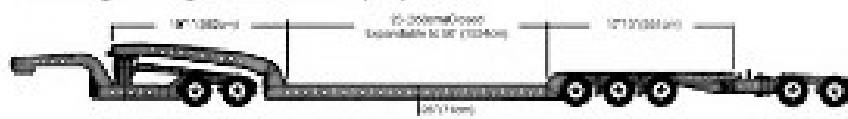
6 & 9 Axle Schnable with Steerable Dolly



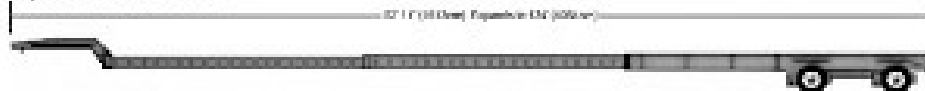
10 & 13 Axle High Tonnage Double Drop Expandable (Floor Deck)



10 Axle High Tonnage RGN Double Drop Expandable

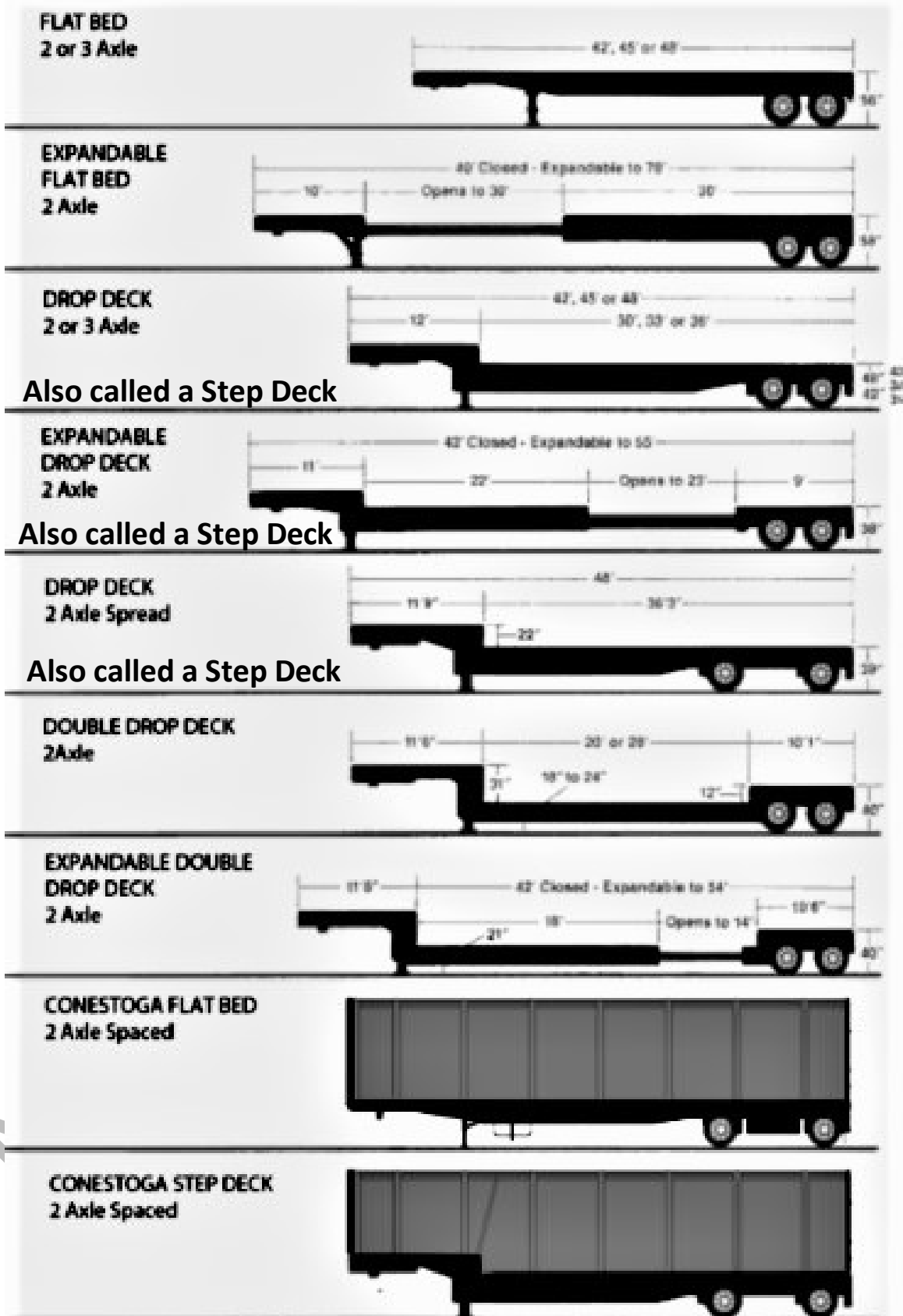


Expandable Blade Trailer

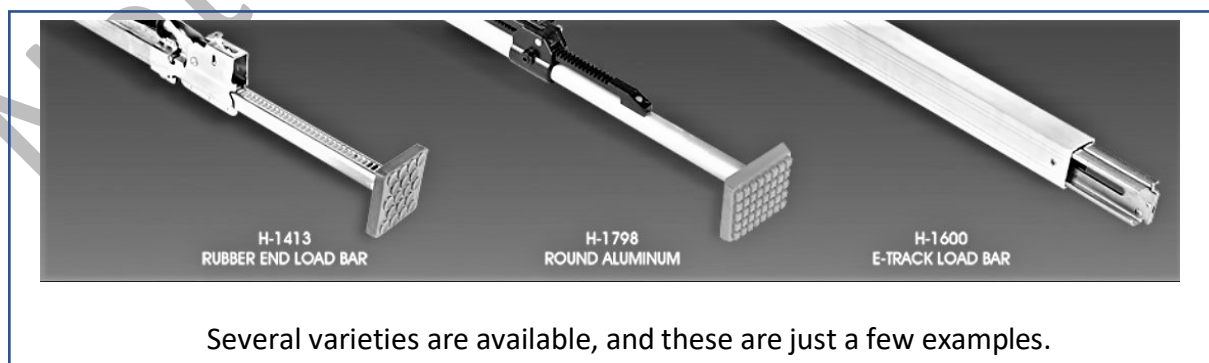
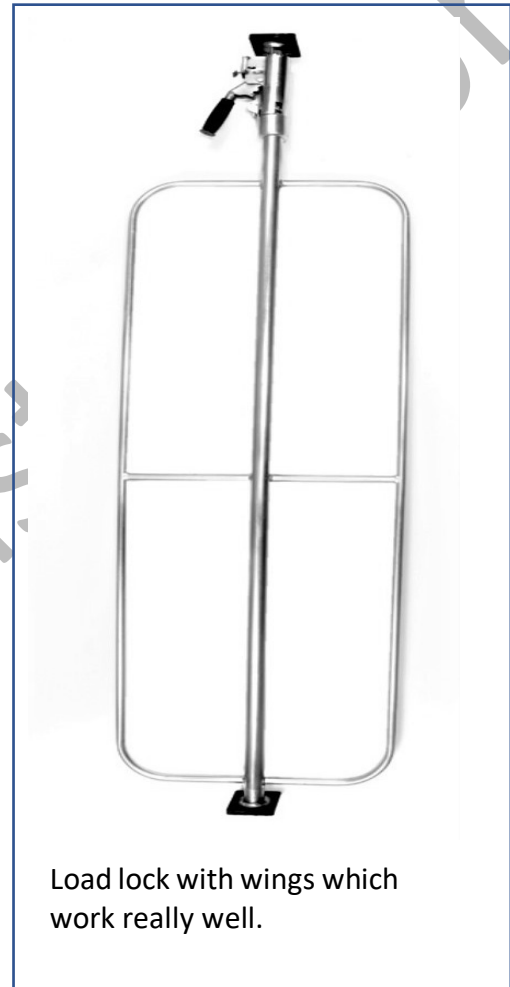
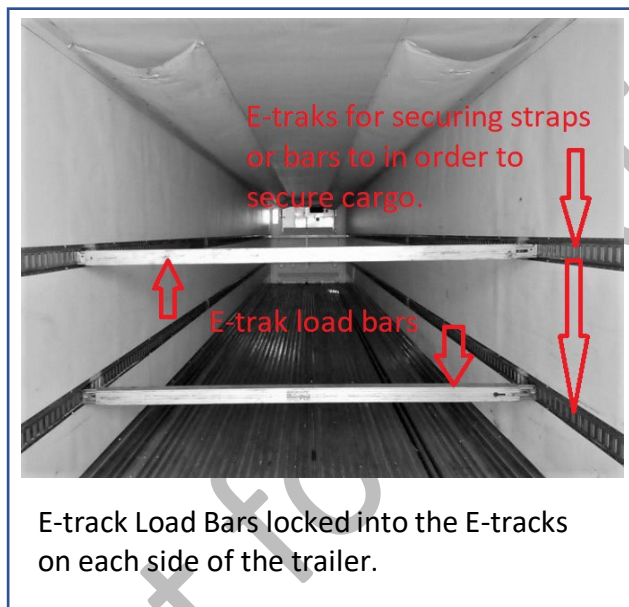


19 Axle Expandable High Tonnage



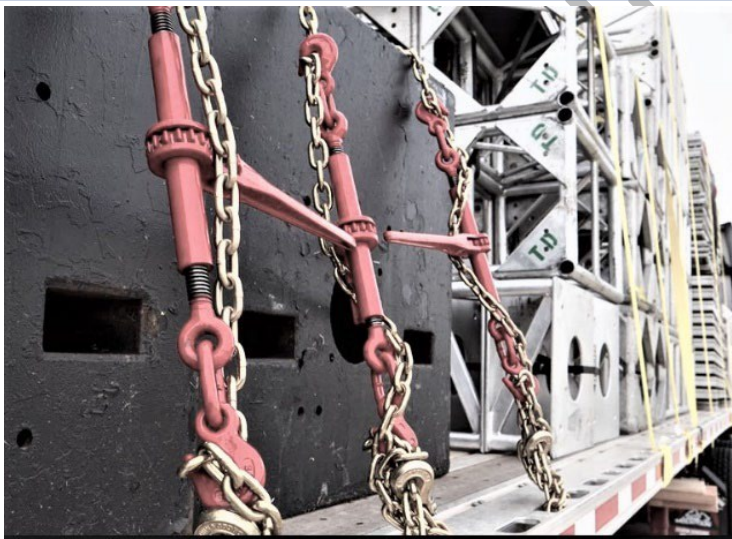


4.3. You will have 3 basic ways to secure your cargo in a dry van or reefer. They are E-track load bars that snap into the E-track brackets running down both sides of the trailer, or E-straps which also snap into the E-track brackets, just be sure you get the straps which have a ratchet for tightening them. There is a cam lock version, but they are horrible and of no use in most situations. The third type is the old-fashioned load lock. There are several manufacturers who make several varieties of these, and the best are the square tube type. They are much stronger than the round pipe version. There are some which also have wings on them, and they are great because they have a larger coverage area.





DOT requires all loads be secured with at least 2 load locks or straps. Load locks can be used standing upright, but it is easy to damage the ceiling of a trailer, so vertical placement is the preferred method. If you have several odd, shaped objects you are trying to secure, then straps may work best. It really is something you will learn with experience and good common sense is great to have when it comes to this.



Here you can see a load secured on a flatbed trailer using chains and red binders, and also a section of cargo which is has yellow straps securing the load.



Here you can see the strap at the top of the cargo has a edge protector under it, keeping it from getting damaged.

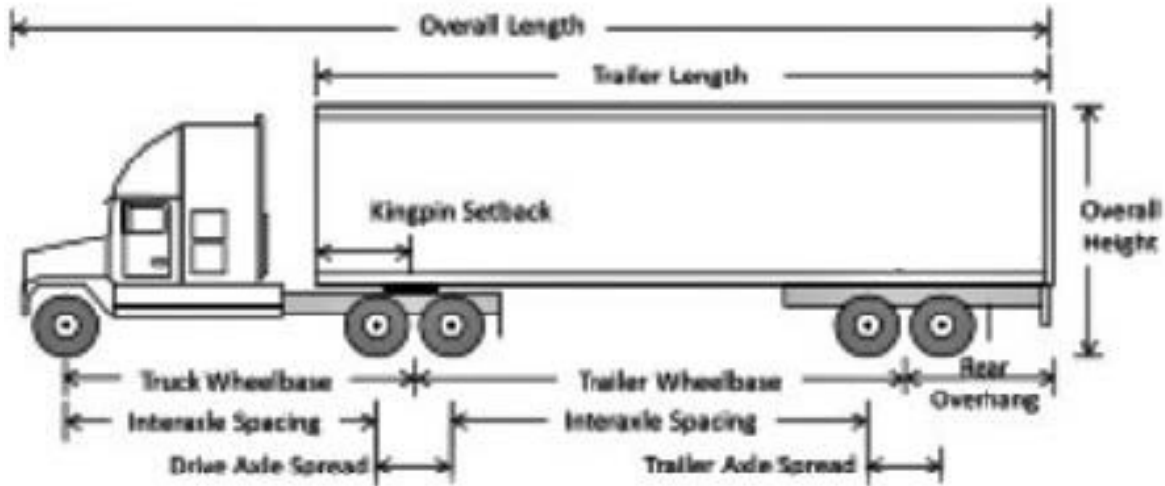
4.4. Good tools and supplies to keep on the truck with you can include a socket and wrench set if you are mechanical inclined and can make small repairs on your own and assuming your company will allow you to do so. It's important to keep spare lights and fuses as well as electrical tape, and a 12volt test light. Having some spare things such as an electrical pigtail (goes between the tractor and trailer), and also have extra rubber gromets that go inside the glad hands (the point where the tractor air lines hook to the trailer) is always a good idea. WD40 will be very useful, as well as a small sledgehammer. Most drivers have a toothpick (a long metal pipe used in flatbed to tighten straps) because it makes a great cheater pipe and can also be handy if you need to get the trailer tandem locking pins to break free and release. A fifth wheel puller is handy as well, it is a long metal bar you can use to reach under the nose of the trailer to pull the fifth wheel release without having to get up under the trailer and getting dirty. You will always want to have window cleaner, paper towels, good work gloves, a good pair of sunglasses, and a good heavy-duty padlock. In the winter months you will also want to carry brake line de-icer, fuel additive, and a torch like used in plumbing. Sometimes you will find that the brakes on a trailer or tractor will be frozen up from where water gets on the brake shoes and drums and then when it freezes, the brakes will not release. A torch is good for gently heating it up to free it, and also works on frozen padlocks on trailers. The de-icer for air brake systems is used to remove any moisture that may get trapped in the system and turn to ice, which can cause valves to stick within the system. There are a lot of other things you are already required to have on the truck and should be provided by the carrier and on the truck already, such as a fire extinguisher, and 3 emergency caution triangles. If your truck uses any oil, then carry an extra gallon or two of oil, and if you have room extra gallons of 50/50 mix antifreeze is best since you do not have to be close to a water source because the water is already mixed in. A small tool which measures tread depth is good to have, and a "must have" is a good high quality tire pressure gauge. You need to have an air hose which hooks to the glad hand which supplies air to the trailer, so you can use it to inflate your tires no matter where you are. If you are mechanically inclined even in the least, you can get a good quality tire plugging kit, so you can plug small holes, such as nails yourself. You will also want to get a good high-quality pair of work gloves, for when you are fueling or opening and shutting your trailer etc. Ask your new carrier if they want you to carry extra seals for sealing up the trailer after loading. Most shippers will put a security seal on the trailer, but not always. A pair of cable cutters is needed as well for cutting seals on trailers. Some seals are plastic or very thin metal and are easy to break, however higher security seals are made from steel cable or thick solid steel and may even require bolt cutters to remove, but the receivers should have a pair of bolt cutters. Try to be professional and stay organized by having a clipboard which has a storage compartment where you can keep your paperwork from your recent trips. Please do not just throw them on the dash or fold them up, that is a bad sign that you are unorganized, and it will catch up with you eventually if you are unorganized. Always keep your dash clean and don't lay anything on the dash, because DOT Inspectors see that as a sign you are not organized and is a sure way to get pulled in for an inspection. You will hear drivers call being pulled in for an inspection as "being pulled around back", or being "put over the pit" because some inspection stations have a building with an inground pit where they can walk under the truck and trailer to check brakes etc. If you choose to pull a reefer, then you will

need a pulp thermometer in order to take the internal temp of the fresh fruit or veggies being loaded on your trailer. I'd also like to urge everyone to buy a good high-quality laminated truckers road atlas. Even if you plan to use a gps, those can stop working and you need to have an old-fashioned atlas to use, and a truckers road atlas is not the same as a regular map. It has all the low clearances and other information pertaining to CMVs in the back pages of the atlas. Steel toe work boots or at least a good pair of leather work boots is also a must. There are some places you will go where they are required for entry into a facility. Long pants even in summer are also a very good idea because remember you are entering into an industrial profession where you are exposed to extremely hot surfaces and other hazards at times, and it is important to wear clothes which will help protect you. If you want to be taken seriously by other truckers, then take my advice and try to dress appropriately. The last tip we will give on things to have with you is a really good high-quality pair of polarized sunglasses. These can be expensive, but it is definitely worth every penny. Polarized sunglasses will cut the sun glare off windshields and back glasses of the cars in front of you and it allows you to be able to see into the car in front of you and that is very important because a person almost always looks in the direction they are about to go. Seeing their head movement gives you an advanced warning in many cases of what they are about to do even before they turn on a turn signal... IF they use one at all.

4.5. Terminology

Official Word	Abbrev	Slang	Definitions 4.5
Tractor	PO	Bobtail,	A tractor is a truck which can't haul cargo without a trailer coupled to it. Abbreviation PO means Power Only, also called a power unit, and slang is bobtail.
Single Drive Axle		Single screw	A tractor with only one drive axle.
Two Drive Axles		Twin screw	A tractor with 2 drive axles also called a drive tandem or slang is a twin screw.
Tag Axle			A tag axle is an extra axle either on a tractor or trailer and is raised when not needed but can be lowered with air pressure when it is needed for heavy loads to help distribute weight.
Landing Gear			Landing gear are the legs which support the front of a trailer when not coupled to a tractor.
Front of the trailer		Nose	The front of a trailer is called the nose.
Rear of the trailer		Tail	The back of the trailer is called the tail.
Tailgating			It is not only when you are following the vehicle in front of you too close, it is also called tailgating when a driver has to move cargo to the tail of the trailer to be unloaded by a customer.

Official Word	Abbrev	Slang	Definitions 4.5
Wheelbase (see diagram below)			<p>A tractor with 2 drive axles, the wheelbase is measured from the center of the front (steer) axle to the center of the drive tandem (center between the two drive axles).</p> <p>A trailer wheelbase is the distance from the center of the trailer kingpin to the center of the trailer tandem (center between the two trailer axles).</p>



Official Word	Abbrev	Slang	Definitions 4.5
Double/Triple Trailers		Wiggle wagons	When pulling 2 or 3 trailers they can zig zag a little when trailing the tractor and are nicknamed wiggle wagons.
Ethylene Gas			A gaseous plant hormone which is released by fruit as they start to ripen. The amount and rate of release depends on the fruit and the stage of ripening. When in storage or during shipment it must be kept as low a level as possible to prevent over ripening.
Working Load Limit	WLL		The rating placed on all chains, binders, and straps which tells you what the upper limit is for securing a load. The weight of the cargo and the WLL of the chains or straps you use will determine how many chains or straps you will need to use.
Pigtail			This is the electrical cord which connects the electrical system from the tractor to the trailer.
Gladhands			These are the metal ends on the air lines which are designed to connect the two brake lines quickly and easily from the tractor to the trailer.

Official Word	Abbrev	Slang	Definitions 4.5
Winter Fuel Additive		Anti-gel	This is added to diesel fuel in winter when the temps are expected to drop below the mid-20s. It keeps the fuel from gelling up and clogging fuel filters and shutting a truck down. We have an entire book on everything there is to know about fuel.
Brake Line De-Icer			This is used to keep moisture out of the air lines and brake system in the winter. All air once compressed has a small amount of moisture in it, and occasionally if there is enough it can cause icing inside the air lines.
Security Seals		Seals	These are used by shippers and receivers to make sure that nobody has opened the trailer between shipper and receiver locations. They come in several versions. Basic ones are either plastic or a thin metal strip. There are also more secure seals which can be varying gauges of steel wire, or even a solid steel one coated in plastic. All seals have a serial number which is recorded on the paperwork and once they are locked on, can not be removed without destroying them.
Pulp Thermometer			This is a handheld thermometer which looks similar to a meat thermometer used in cooking. It is inserted into fresh fruit for example in order to know the temp inside the fruit. Temperature is critical in many varieties of fresh fruit and veggies. It is picked hot and is usually put through a chiller which runs cold water over it to cool it down before packaging and shipping. The pulp temp is the only way to know for sure if it is at an acceptable temp to be shipped. When pulling a reefer trailer you will be the one a produce buyer relies on to tell them if the produce they are buying is acceptable not only with temp, but also how it looks, not too ripe, not too unripe, so take that responsibility seriously.

5. Truck Stops

5.1. Most of this section about etiquette and how to act in a truck stop should be mostly common sense, but we are going to cover everything anyway. Truck stops have changed a lot over the years. Many years ago, they were mostly individually owned and had huge parking lots and really great set down restaurants where drivers could set down and have good home cooked meal. Drivers back then were really friendly and helpful to each other. They would talk and share stories, tell jokes, help each other with directions and give advice. It was like a big family, and they all respected each other. Unfortunately, not much of that is left these days. Most drivers are in such a hurry they come off seeming selfish, rude, or even careless with their driving both on the road and in truck stop parking lots. The days of the individually owned truck stops have pretty much ended and have been ran out of business by the big nationwide chain truck stops. Gone too are the days of restaurants with good set down home cooked meals. Even the huge parking lots are mostly gone, because now most truck stop parking lots are smaller, and at night they fill up completely and trucks end up parking in areas where they are not supposed to park. Some will even park at the fuel island and sleep which is absolutely illegal due to it being a possible fire hazard. Even when you are inside the truck stop getting fast food you will see many drivers walking around talking on their phone headsets. It has become a much less friendly atmosphere than it used to be, and the overall vibe in truck stops now is hurry up and get out of my way. Don't misunderstand, there are still some nice people and a few good truck stops left, but nothing like it used to be. When you pull into a truck stop you need to shift your brain into low gear and slow down. You have been driving for hours and feeling rushed, but when you get into a parking lot it is time to switch your brain into a slower frame of mind. Someone could walk out between two trucks, someone could have a child with them, or a pet, and could easily dart out in front of you and you could kill someone just because you want to save 5 seconds. So that's rule number 1.... SLOW DOWN! When you get to the fuel island you may have to wait in line for a few minutes, but do not get out of your truck and go inside at this point. I have personally seen this happen many times and it is very disrespectful to other drivers, and I have even seen fights break out at the fuel island over this sort of thing. Wait until your turn and get your fuel pumped and if you need to clean your windshield and mirrors then do it while the fuel is pumping. As soon as you are done fueling then pull past the pump if you only need to run inside and get a receipt or a quick restroom break. It usually takes no more than 10 minutes to fuel a truck, so be sure you can be back in your truck and move in that time frame. If you are going to be any longer, then just go park in a parking spot, then handle your business inside. I have also seen drivers take their 30-minute break while setting at a fuel island, and it is absolutely unacceptable to do that. Don't do things that you wouldn't want done to you. If you have other things you need to do to your truck such as checking the fluids, then do that in a parking spot, out of the way. Only do the bare minimum things you have to do at a fuel island and then move to a parking spot. Then next thing is do not throw your trash out in the lot. There are always trash cans scattered around the lot, so use them. Truckers have been banned from many public lots such as Wal Mart because some threw trash in the lots. When it comes to showers treat it just like the fuel island and try to be as quick as possible. In some places at certain times of the evening you

may have to wait an hour or longer for a shower, so speed is always appreciated. Show respect for everyone around you when inside and leave your headset in the truck. Nobody wants to hear you talking loud on the phone. If you get food from the hot bar area such as coffee or a hot dog, always clean up after yourself and be sanitary about how you touch and use things. It never hurts to smile and say hello to people and be friendly. Remember other drivers have to deal with the same things on the road that you do, and you never know just how much of a difference you could make in someone's day just by being friendly. When you are running bobtail always try to park in a designated area for bobtail parking if it is available. Do not park a bobtail in a full-sized parking spot because someone with a trailer may need that spot. If you see someone parked far away at the back of a lot in the middle of the day, then they are probably sleeping and parked there to get away from noise, so do not go park right next to them when you have a whole lot open. This is especially true if you are pulling a reefer that is running because they are loud and if you have the option to nose into a parking spot with a reefer then do that. Nosing into a spot and parking the opposite direction of everyone else will put the noise further away from their tractors and is a sign of real respect. It's not always possible to do that, but when it is, then do it. When you go to the restroom if it is busy do not set there on the thrown and play on your phone. Do your business, then leave and make that stall available for someone else. This shouldn't need to be said, but please use the restroom like an adult and leave the restroom clean and don't leave a disgusting mess for someone else to have to clean up. I'm sure you are probably now wondering, do people really do this sort of thing and the answer is yes unfortunately. Don't write on the walls of the stalls, don't leave the toilet unflushed, don't leave toilet paper on the floor and try to treat the restroom as if it was your own restroom at home. For the times when you may need to use the public scale to weigh your truck, always pull off the scale and park once you have weighed. Keep in mind liquid tankers who might be scaling will have to set on the scale and wait for several minutes until their load has settled (stopped sloshing) in order to get an accurate weight, so be patient. Absolutely never hit your brakes hard when you are on a scale, as it can throw the calibration off. If you do this at a state scale house it is a sure way to make the scale master angry and you are increasing your chances of getting an inspection. Never try to adjust your weight or slide tandems while setting on a scale because you are sure to damage the scale. Always try to keep all noise levels down as low as you can when you are parked in a truck stop, because some drivers prefer to sleep during the day and drive at night when there is less traffic if their schedule permits, so be considerate of those that may be trying to sleep. If you are walking in any area where trucks drive and you see anything on the ground which can puncture a tire such as a nail or screw or a piece of wire, pick it up and dispose of it properly. Tires are expensive, just so you know, a good quality steer tire costs as much as \$800 each and drive tires can be as much as \$500 each and trailer tires can be as much as \$350 each. Steer tires can't be patched or plugged either, so one nail in a steer tire is going to be an expensive replacement tire, and if the new steer tire has more than 4/32nds deeper tread depth than the other side, then both steer tires have to be replaced. \$1600 for one little puncture is a huge expense, so try to always do all you can to not only help yourself avoid that but think of others too. Since we are on the subject of tires, we also want to address a problem that is very common with carriers who have a fleet of trailers, and the drivers drop and hook different trailers.

Always be sure that you report any maintenance issues to your dispatcher or maintenance official as soon as you notice them. Do not use a trailer then drop it with a bad tire because you are just leaving the problem for the next driver who picks that trailer up and is a very unprofessional way of doing things. If there is a problem with a trailer, make sure it is either fixed or the appropriate person is made aware of the issue before you drop the trailer. I can promise you that you will pick up trailers with issues and you will be angry at the driver who left it that way for you to deal with. Basically, what all this section boils down to is common decency and having respect and consideration for everyone and using common sense.

5.2. The procedures for fueling will vary slightly depending on the carrier, but all are basically the same. You are issued a fuel card which is like a credit card which you are to use for buying fuel and most will also allow a gallon of engine oil to be bought using the card if it is needed. When you pull up to the fuel island you will need to get the current odometer reading, then get out and swipe your card. There will be a menu pop up and ask for whatever information is required by the carrier. It will always ask for mileage (odometer reading) and will ask a truck number (unit number) and may ask for a trailer unit number as well. It may ask for a PO number (purchase order number) which would be given to you by the carrier prior to fueling. It will also ask you to swipe your loyalty card which you need to do because that is how your shower credits are saved, and they also give you points which can be used like money in their store. That is usually the most that is required to start the pump but could vary by carrier. If you are pulling a reefer, it will ask if you want a restart for reefer fuel. If you need fuel in the reefer then select yes, and once you have fueled the tractor you hang up the nozzles and complete the fueling for the tractor, then pull forward and the pump will restart so you can fuel the trailer. These have to be done separately and you will get two separate fuel receipts. You must always fuel a trailer separately from the tractor because there is IFTA tax on tractor fuel, but no IFTA tax on reefer fuel. Truck fuel islands have the main pump on the drivers' side, and also have a satellite (dummy) pump on the passenger side of the truck which is there so you can fuel both the left and right tanks at the same time. The dummy pump always has to be started after the main pump and must also be stopped and hung back up on the pump before the main pump. The other thing a pump will ask you when you are putting in your information to start it is if you need DEF fluid. If you need DEF then once you have finished fueling the tractor, the DEF pump will be activated, and you can then pump the DEF fluid. Truck fuel island pumps have bigger hoses and pump at a much higher volume and rate than a gas pump you use for your car, so it only takes about 5 minutes to pump 100 gallons of fuel using both the main and dummy pump. Once you have fueled there is usually a parking spot directly ahead of the fuel island so you can pull up to that spot and go inside to get a receipt or use the restroom, but you CAN NOT be in that spot for more than 10 minutes at the absolute most. Any longer and you will be blocking the truck behind you from being able to leave when he is done fueling.

5.3. There are 2 types of diesel and 2 varieties of each. You have to understand the differences in these to avoid possible legal fines. The only type of fuel you will usually encounter at a chain truck stop is green #2 (summer) diesel which is colored green to show that IFTA fuel tax has been paid on it when you bought it. However, there is also red #2 diesel which older and smaller truck stops still sell and can be named on the pump as NON-

TAXED, or OFF ROAD, or OFF HIGHWAY. Absolutely under no circumstance should you ever put red non-taxed diesel in your tractor. That is fuel tax evasion and carries hefty fines and penalties. You will see signs at some state weigh stations warning about fuel tax evasion and this is what it refers to. They do have a simple test they can do at the weigh stations which will tell them if even a tiny trace of that red dye is in your tanks, and you will be in serious trouble. If you are even in a situation where you need reefer fuel and only have access to red non-taxed diesel, then you can use that only in your reefer because reefer fuel is not subject to IFTA fuel tax. In addition to red and green diesel there is also a winter blend of both which is sold in the winter in areas where temperatures get extremely cold. There is a #1 diesel which generally isn't sold at the pump as a straight #1 diesel, but it is used to blend with #2 summer diesel because #1 diesel has a very low gel point. #2 diesel begins to get around 20 to 24 degrees Fahrenheit. When #1 is added the winter blend can withstand temps as low -20 degrees Fahrenheit before gelling. Gelling is when the waxes in diesel start to go from liquid to solid and that will cause fuel filters to plug up and shut a truck down. The problem with winter blends is that it is up to the distributor delivering the diesel to determine how much #1 to add and to what temp it will gel at. The preferred method is to use #2 diesel and for the driver to add a fuel additive specifically designed to eliminate gelling. That way you know exactly what you are getting and to what temp it can withstand before gelling. You should always keep an eye on the weather especially in the winter and if there is any chance at all that you could get stuck or stranded in a snowstorm, you should always fuel up before hand and never attempt a winter storm if you are low on fuel. You could be stranded for days and if you run out of fuel you could freeze to death. A truck burns about 1 gallon per hour when idling so keep this in mind, it could save your life. We have a book that tells all about diesel and goes into much more detail on this and several other aspects of diesel which you will never learn from a school or a carrier trainer.

5.4. Parking is a big problem for drivers especially in the areas close to the bigger cities where truck volume is high, or on interstates where truck volume is high. If possible, you need to plan your days to end by 6pm in order to find a parking spot at most of the major truck stop chains in these high-volume areas. If you have to drive until late at night, you will only have a few options and they are onramps or possibly the shipper or receiver or a vacant parking lot of a business somewhere that allows truck parking. TA, Pilot, Flying J and Petro all have a limited amount of paid parking as an option; however, you will need to call ahead and reserve your spot early before they are sold out. The bad thing about that is what if something happens and you can't make it there before you run out of hours for the day. Those paid spots are non-refundable, so you are just out that money for nothing, and the cost ranges from \$12 to \$20 per night. If your schedule permits the best way to avoid parking issues is to run at night and sleep during the day. Truck stop parking is usually very easy to find during the day. Weekends are not as bad at night because many of the trucks on the road do not operate on weekends. One thing we need you to understand is that as a new driver you will not have your backing skills honed yet, and you should avoid trying to back into a parking space that you are not 100 percent sure you can get in without hitting another truck. Some parking spots can be very tight and difficult even for seasoned drivers to get into, so don't feel bad if you decide against trying one that looks too tough. Odds are

that is exactly the reason it is still empty, nobody else wanted to try it either. Google map set to satellite view can be a great tool for looking for places where you can park, and also for scoping out the places you pick up and deliver to. You should never park where you are blocking a fuel lane or a public scale, and if you aren't busy and see someone trying to slide their trailer tandem to balance their weight, offer to help spot them on the trailer tandem. It will make things much easier for them and I can promise they will be grateful for the help.

5.5. Showering at a truck stop isn't as bad as you may think, other than possibly having to wait for an hour or more to get into one. The worst time to try and shower is between 5pm and 8pm. That's the time of day most drivers get parked and end their day and want one. So, shoot for a time early or later than that and there may not be a wait at all. All the major truck stop chains have a loyalty card which you will need to get for each one. As a general rule each time you fuel and buy 50 gallons or more you get a free shower, and that shower credit is stored on your loyalty card. The procedure for getting a shower varies by chain, but basically you request a shower at the fuel desk and give them your loyalty card and you redeem your free shower. They will give you a receipt which has two numbers on it. One is your waiting number which may be number 299 for example. There are usually tv monitors in several locations throughout the truck stop, so you watch the monitor to see where you are in the wait cue. There may be 2 or 3 people ahead of you. When it is your turn, the monitor will tell which shower room to go to, and it is also called out over the speakers in the truck stop. Most truck stops have anywhere from 5 to 9 shower rooms, so if it tells you to go to number 7, then you go to that door and use the other number on your receipt which is the access code. There is a keypad at the door, and you enter that access code, and the door will unlock. The code only works one time, so if you go inside and then leave before you are done, you won't be able to get back in with that code. We generally aren't big fans of the new chain truck stops, but when it comes to a shower it is definitely best to use one, and the newer to location, the cleaner the showers. Shower rooms have a toilet, a sink with a wall mirror, and a shower stall. Usually, the entire room is tile and there will either be a towel and wash cloth in there, or you are given one of each at the fuel desk when you are called to a shower. Some will have soap dispensers, but you are much better off to bring your own toiletries with you. Some drivers like to wear rubber flip flops in the shower just as insurance against any germs while others will use a disinfectant of their own on the shower floor. The chains have shower attendants who clean them after each use, and are usually pretty clean and sanitary, so its really up to you and your own judgement. As we already stated, please try to get your shower as quickly as possible and be considerate of others who might be waiting. Once you are done some chains want you to leave the towels in the room, others want you to put them in a bin in the shower hall, so just ask when you request a shower. If you are happy with the cleanliness of the shower room, consider leaving a cash tip on the sink for the person who is cleaning them. It is a small gesture of gratitude but is sure to make that person's day. If you don't have any shower credits and have to pay cash for one, they range from \$10 to \$15. If you can't live without a shower every single day, then trucking may not be for you because the harsh truth is that you will not always be able to end your day at a truck stop and you will not always have a schedule that gives you enough time to stop and take a shower. For that reason, many drivers take wet wipes or

something similar on the truck with them so they can at least wipe off and keep as clean as possible on the days they can't get a shower. I have a feeling trucking may have just lost some of its appeal to some of you, but this is one of the facts of trucking that nobody will tell you about. One thing you can do if you have extra shower credits that you won't be using and you see someone about to pay cash for a shower, offer to let them use one of your credits and get a free shower. The truck stops don't care if you do this, and I can promise you that driver will be grateful.

5.6. There are several truck stop chains which have mechanic shops and each is known for different things. We are going to list the different levels of service and maintenance each one provides.

Loves is good for tires, brakes, wheel seals, lights, lube jobs, and oil changes. They are not really equipped to do major repairs or engine work. They also offer roadside assistance for tires and small mechanical issues.

Pilot / Flying J are almost all exclusively for fueling with no maintenance shops.

Petro is good for all the minor things Loves offers plus they can do more extensive work including minor engine work such as alternators, water pumps and things that don't involve internal engine issues. They also offer roadside assistance for tires or small mechanical issues.

TA is good for all the same things as Petro.

Speedco is not a truck stop, but it is an oil change specialist known for speed, similar to jiffy lube for cars.

For major issues such as internal engine problems, aftertreatment, transmissions, rear ends, 3 axle alignments, and any other issue which requires a specialized mechanic it is best to take the truck to a dealership or a highly reputable shop that specializes in your specific issue. If you ever have to be towed to a shop, that is referred to as being put on a "hook" because a tow truck hooks up to your truck. If you do have to have work done at a chain truck stop, you can figure on being there several hours at least. Most are backed up with work most of the time and there is a wait list. So, if you are on a tight schedule, odds are you won't be able to keep that schedule. Roadside assistance is when a shop sends a repair truck to your location for a repair such as a tire repair or replacement or other small mechanical repairs. Be prepared to wait for this service too, it can take hours. When you are needing a repair, you need to contact your dispatch first and they will instruct you on where to go and what to do. Once the repair has been made and you have the repair bill you will have to call the carrier again and get an EFS check to pay for the repair and or a PO (purchase order) number for the repair. PO numbers are how large companies track their expenses and are required for most purchases.

5.7. The food in chain truck stops is the same stuff no matter where you go. Whatever one chain has will be the same at every chain as far as what they offer in their stores. The only thing that changes slightly is which fast food restaurants they have, but even then, the

options are limited and don't vary much. It will usually be a Chester's Chicken, Subway, Hardee's, McDonalds, or an Arby's, and you will get sick of the same old stuff all the time. There are still a few small individually owned truck stops and restaurants with truck parking and if you want a good meal, do yourself a favor and find one. Most drivers have a small refrigerator in their truck and keep their own food on the truck which is good for three reasons. One, it can get expensive eating in a truck stop all the time, and two, there are times when you won't get to stay at a truck stop. Having food and water on the truck is also a matter of safety because you could get stuck in a blizzard and be stranded for days, so always keep enough food and water on the truck to last your for at least 4 days just in case of an emergency situation.

5.8. Terminology

Official Word	Abbrev	Slang	Definitions 5.8
IFTA Fuel Tax	IFTA	IFTA	International Fuel Tax Agreement is the way states share in their appropriate share of the fuel tax you pay at the pump when you buy fuel. Every state you drive in is entitled to their share of fuel tax you pay and is based on your MPG and your mileage.
Taxed Diesel		Highway Diesel	Diesel which is green in color which shows that IFTA tax has been paid on it.
Non-Taxed Diesel		Off Road Diesel	Diesel which is red in color which shows no IFTA tax has been paid on it and is only used off highways such as heavy equipment and generators or reefers.
Mile Per Gallon	MPG	Fuel mileage	It is how many miles your truck gets per gallon of fuel burned. Most trucks get anywhere from 5.5 to 8 mpg.
#1 Diesel			It is a high grade of diesel which is refined to a higher standard and almost all waxes are removed therefore it only gels at extremely low temps below minus (-20) degrees Fahrenheit. It is used to blend with #2 diesel to get winter blend fuel.
#2 Diesel		Summer diesel	Standard fuel used in warmer temps and year-round in southern states where it doesn't get below +20 degrees Fahrenheit.
Fuel Gelling		Gelling	#2 summer diesel has waxes in it which will solidify and start plugging up fuel filters at temps below +20 degrees Fahrenheit.
Aftertreatment			It is a combination of a DPF (diesel particulate filter) that catches all the soot coming out of the exhaust, and an SCR (Selective Catalytic Reduction) Chamber where DEF fluid is sprayed into the exhaust stream and reduces emissions.

Official Word	Abbrev	Slang	Definitions 5.8
Diesel Exhaust Fluid	DEF	DEF	Made from 32.5% synthetic urea and 67.5% deionized water. It is used in the aftertreatment system to react with Nitrous Oxide in the exhaust gasses and break it down into nitrogen and water. It is intended to reduce emissions.
Main Fuel Pump		Main	The fuel pump on the drivers' side of a fuel island where info is input, and pump is activated. This pump controls on and off for the dummy pump also. If you shut the main pump off the dummy pump also shuts off, so you start with the main and end with the main.
Satellite Fuel Pump		Dummy pump	This pump doesn't have any keypad or controls, it simply pumps fuel to the passenger side fuel tank on your truck.
3 Axle Alignment			This refers to your steer and drive axles having an alignment done by a professional.
Tow Truck		Hook	When you have to be towed by a tow truck this is called being put on a hook and is very expensive, most have a minimum of \$1000 so try to avoid needing one.

6. Shippers and Receivers

6.1. The whole name of the game in trucking is to be on time for pick ups at shippers and for loading to go quickly and the same for deliveries at receivers and unloading. Unfortunately, this is not always the case. Many times, shippers and receivers take less than 2 hours to load or unload a truck and that is acceptable, but after 2 hours most likely your company is charging the respective customer an hourly detention fee until you are loaded or unloaded. You can end up setting at a dock all day or all night in some cases and it can be very frustrating, but there is nothing you can do but wait. That is why if you can find a company that pays you hourly for detention, at least you aren't setting there for free. Some shippers and receivers will have a guard shack where you will have to stop and check in and check out. If you are picking up, they will ask for your P/U (pick up) number or the destination where the load will deliver. The guard will either send you to a dock or to a shipping office and there you will be told which dock to back into. Most dock doors will have a red light that lights up when the dock plate is in the trailer and this indicates to the driver that the trailer cannot be moved, then once it is finished and the dock plate is removed the light will turn green indicating it is safe to move. Pulling away from a dock when a trailer is actively being loaded or unloaded is extremely dangerous and can get a dock worker killed, so never do this. It can also get you permanently barred from a location. Shippers want your trailer to be clean dry and odor free usually, so always be sure your trailer is swept out and is clean when you arrive. Shippers can reject trailers if they are too dirty or have signs that rainwater has been leaking inside them. You will be given a Bill of Lading (BOL) once loaded and you must sign it and keep it with you for the duration of the trip, and if a seal is required that seal number should be written on the BOL as well. That is your legal proof of what you are hauling, and if stopped by law enforcement, you will be asked for it. Once the shipper has loaded the trailer it is your responsibility to make sure it is properly secured using straps or load locks or both. DOT requires at least 2 straps or load locks on every load no matter the number of pallets or the weight. The BOL # also needs to be added to your logbook once loaded. Most shippers give you a security seal to put on the trailer too, so ask if it is to be applied now or wait and have the guard apply it at the gate. All shippers have different procedures so always ask. In addition to the seal, you want to put your own heavy-duty padlock on the trailer as well. If you are delivering, then most guards will want to look in your trailer when you leave to make sure you are empty. Always be sure when you deliver that the dock workers returned all your load locks and straps to your trailer, often times they forget.

6.2. When you go to shippers to load, they will load you at no charge, however when you deliver some receivers will charge a lumper fee to unload the cargo and, in some cases, it has to be sorted and restacked according to their requirements. This is a fee that you should never have to pay for as a driver, it is your company who should issue an EFS check to pay the lumper fee. You keep the receipt and turn it in to your company along with other paperwork. Your company may give you the option to unload it yourself and get paid to do it, but we strongly advise against this. You can easily get injured, or at the very least it will take you a long time to do it, and you will be physically exhausted and not really in any shape to drive once you are done.

6.3. Dropping and hooking trailers at a shipper or receiver is the preferred method for picking up or dropping off loads, because the trailers are pre-loaded and waiting. You go into a customer, drop an empty trailer, hook up the loaded trailer and leave. Every shipper or receiver has different procedures on this and where to pick up or drop off paperwork for the loads, so always make sure you are clear on their process.

6.4. If you are lucky the shipper or receiver may let you park onsite overnight or until your appointment time. Some are very easy going and don't mind, and some absolutely will not allow you on their property more than 30 minutes prior to your appointment time. Always ask your dispatcher about this when you aren't sure. It can make life much easier when you are allowed to do this because if the schedule is tight, it may be the only way to be on time for a hard (specific time such as an 8am) appointment. Sometimes you will have a window which means you have from 8am to 5pm to arrive for loading or unloading, some may even be 24/7 FCFS (First Come First Serve) meaning you show up when you show up that day and trucks are taken in the order they arrive.

6.5. The paperwork processes for a carrier are a whole department unto themselves and the amount of paperwork involved in running a trucking company can be immense. There are lots of federal regulations and many different reports that have to be filed not only yearly but quarterly as well. Since you will be a company driver you will only have to be concerned with a few, but we would like to explain how a load is handled and processed from beginning to end. First the carrier has direct customers (customers which they have a contract with to move their freight for a set rate on a given lane, plus a FSC (fuel surcharge) which changes with fuel prices), and then they may also move loads for freight brokers. Direct customer loads are the best for carriers because it is a set rate, but broker load pay will fluctuate with the current market. If a carrier is given a load by a direct shipper, they are given a load tender by the shipper. If it is a load given by a broker, then the carrier will receive a rate confirmation (rate con) from the broker. This is the contract to move the load for a specified fee. The next step is to assign that load to a truck, and they are given to a truck depending on that driver's location and available HOS. Once a load is assigned the driver is told about the load and this point the truck is considered dispatched to get the load. When the driver gets loaded, he will be given a BOL which he signs and in some cases a shipper may require light and heavy weight scale tickets. If you are transporting bulk chemicals the shipper may also give the driver a Certificate of Analysis (COA) which is a lab report on the chemical analysis of the product. The driver needs to keep up with all this paperwork and when the delivery is made the receiver will sign and date the BOL. If the load is received in good shape with no issues, then a signature and date and possibly a piece count is all that will be on the BOL. However, if there is any Overages Shortages or Damages (OS&D) then the receiver will make note of that on the BOL and the driver is required to contact his dispatcher immediately before leaving the receiver to let them know what is going on. If a driver is out on the road for weeks at a time the carrier may require the driver to send them the documents sooner. In years past that meant an overnight FedEx or Trip Pack, sending the original physical documents to the carriers' office. Now there is what's called Transflo, which is an electronic document scanner which most chain truck stops have, where you enter a code assigned to a carrier, and scan your documents, and they are emailed directly to the

carrier. Most shippers accept electronic copies of the documents and don't require the physical originals in order to pay out now days, so it makes the process much easier and faster and cheaper. The BOL once signed by the receiver is also called a Proof of Delivery (POD) and is the only way a carrier can get paid for a load, so whatever you do, DO NOT lose this, or get it all wrinkled up or dirty or torn. Please try to keep your documents as neat and professional looking as possible. Once a carrier receives the POD, they generate an invoice and send both to their customer in order to get paid. Most customers take anywhere from 30 to 60 days to pay out on invoices, so the sooner a carrier can submit an invoice the better. Everything we have explained in this section up to this point has been for a standard shipment which is mostly all you will encounter, however there are other types of shipments call blind shipments. A Double-Blind shipment involves a third-party buyer or seller in the middle between the shipper and receiver. For instance if you had a business where you bought plastic waste from a factory, then sold it to a plastic recycler but wanted to ship it directly from the factory where you bought it to the recycler you were selling it to, then you would not want the factory to know where you are selling it, because they might cut you out of the middle and sell it directly to the recycler themselves. You also wouldn't want the recycler to know where you got it for the same reason. In this instance you would request a double-blind shipment, meaning you would generate a fake BOL which would show the plastic being picked up from your warehouse instead of the real factory where you bought it. This is perfectly legal but can be confusing for a driver. As a driver you will be given a real BOL by the shipper, but it will have the name and address of the third party who bought it as the name and location of where it is being delivered. This is the legal BOL for the cargo and must be kept for the trip and shown to DOT along with the blind BOL which will show the third party's name and location as the location it was shipped from and the name and location of the real place it is being delivered to at the recycler. Let's say the shipper is in CA, the third party is in KY, and the receiver is in TX. The real BOL given by the shipper will show picking up in CA at the factory and delivering to the third party in KY, but the fake blind BOL with show it picking up at the third party in KY and being delivered to the receiver in TX. You will actually be taking the cargo from the shipper in CA straight to the receiver in TX. This is technically called a Double-Blind shipment because neither the shipper nor the receiver knows anything about each other. A single blind is where one or the other is aware of the situation but not the other. It is very important that you as a driver are clear on which BOL is to be given to the receiver in order to keep the secret. If you screw up and show the wrong BOL to the receiver, then the third party is at risk of being cut out of the picture. The main thing you need to remember as a driver is to keep the legal BOL that the shipper gave you, so you have proof of where you actually picked up the load and the blind BOL, so you have proof of where you actually delivered the load in case law enforcement asks.

6.6. You will occasionally encounter shipping clerks or receiving clerks or maybe even guards who are rude, hateful, short, and overall disgruntled with their jobs. That is not your problem, so don't make it your problem by getting offended or angered by them. The best way to handle them is to smile and be friendly and pleasant and professional no matter what they say or how they act. You have a career, and you are a professional, so always maintain that demeanor. I personally have had situations like that, whereby being polite and

respectful has gotten me loaded or unloaded quicker than if I had reacted to their bad attitude with an equal bad attitude. I have even had a few who apologized later for their behavior. There are a few who are just miserable people and probably always will be, but in any case, don't let some jerk ruin your day. Be the bigger person and it usually pays off.

6.7. If you would like to know what to expect out of a shipper or receiver, you can ask fellow drivers at your company. Odds are if they are direct customers, other drivers have been there and can fill you in. Another good way to get an idea of what you are in for is to look them up on google maps. There are reviews left by other drivers in many cases and that will give you an idea of what to expect.

6.8. Terminology

Official Word	Abbrev	Slang	Definitions 6.8
Detention			Detention is after a truck has been held 2 hours past its appointment time, then all time past 2 hours is called detention and carriers charge for this extra time. The standard rate in the industry is \$75.00 per hour.
Pick Up Number	P/U		A number assigned by a shipper which identifies the load a driver is picking up. It can also be the same as a BOL number or a PO number.
Dock Plate		Plate	The metal plate which is placed in the trailer to bridge the gap between the trailer and a loading dock.
Bill of Lading	BOL	Bills	This is the legal document issued by the shipper which details the cargo loaded on a trailer. It can have pallet or piece count and will have the weight as well as the location it was picked up and its destination.
Proof of Delivery	POD		This is the BOL once it is signed by the receiver.
Lumper			This is a person or company who is paid to unload cargo at a receiver.
Hard Appointment		Hard	A set appointment time which cannot be missed.
Window Appointment		Window	An open appointment anytime between two set times, such as 8am to 1pm.
First Come First Serve	FCFS		An open appointment where trucks are taken in the order they arrive.
Direct Customer			A customer which has a direct contract with the carrier.
Fuel Surcharge	FSC		A customer/carrier contract will have a FSC in order to adjust the rates in direct relation to increases or decreases in the cost of fuel per gallon.

Official Word	Abbrev	Slang	Definitions 6.8
Freight Broker		Broker	A freight broker has many shippers which are their customers, and they hire carriers to move their customers loads for them.
Certificate of Analysis	COA	C of A	A lab report which details the chemical makeup of a chemical or compound being sold and shipped to a receiver.
Overages Shortages & Damages	OS&D	OS&D	This is when a shipper puts too much, or not enough of a particular product on the trailer, or something on the trailer is damaged.
Transflo			This is an electronic scanner system at truck stops where drivers can scan and send documents to their carrier electronically.
Blind Shipment		Blind	This is when either the shipper or receiver is not supposed to know where the load came from or is going to. A blind (fake) BOL will be generated for this delivery
Double Blind Shipment		Double blind	The same as a blind shipment only both the shipper and receiver are not allowed to know where it is picking up or delivering.

7. Toll Roads and Public Scales

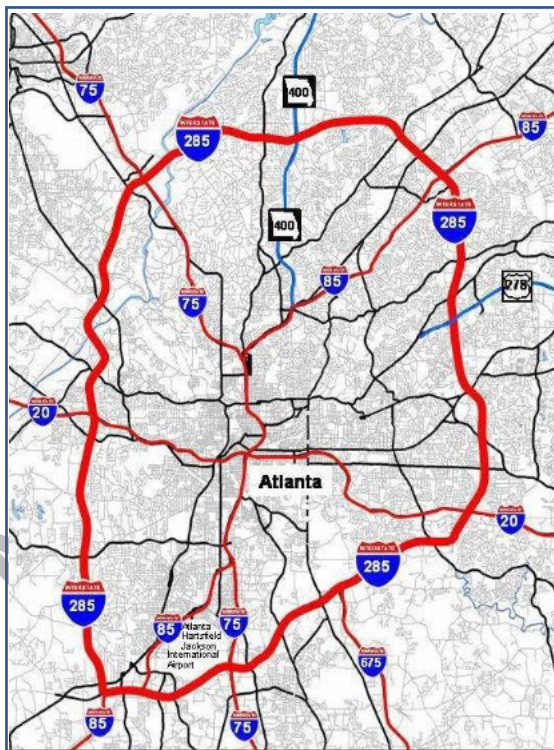
7.1. Toll roads still take cash, but most large carriers have EZ-Pass which is an electronic system that automatically scans a small transmitter mounted in the windshield of the truck and bills the carrier. You don't have to stop at toll booths and pay anything when using these. If you don't have one, then you will have to stop and pay cash at every toll booth, and late at night many toll booths are exact change only and there is nobody there to take your money, so be sure you know the toll amounts along your route and that you have enough cash and or coins to pay the tolls. If you do pay cash, then keep the receipts and turn them in to your company so you can get reimbursed. Be sure when you are researching the toll amounts that you are looking at the right fee for the number of axles you have.

7.2. When you are paying for a public scale at a truck stop it is a necessary part of your job when you have heavier loads, so keep those receipts and turn them in to your company so you can get reimbursed. Scales are usually around \$15.00 for the first weigh and \$4.00 for a reweigh.

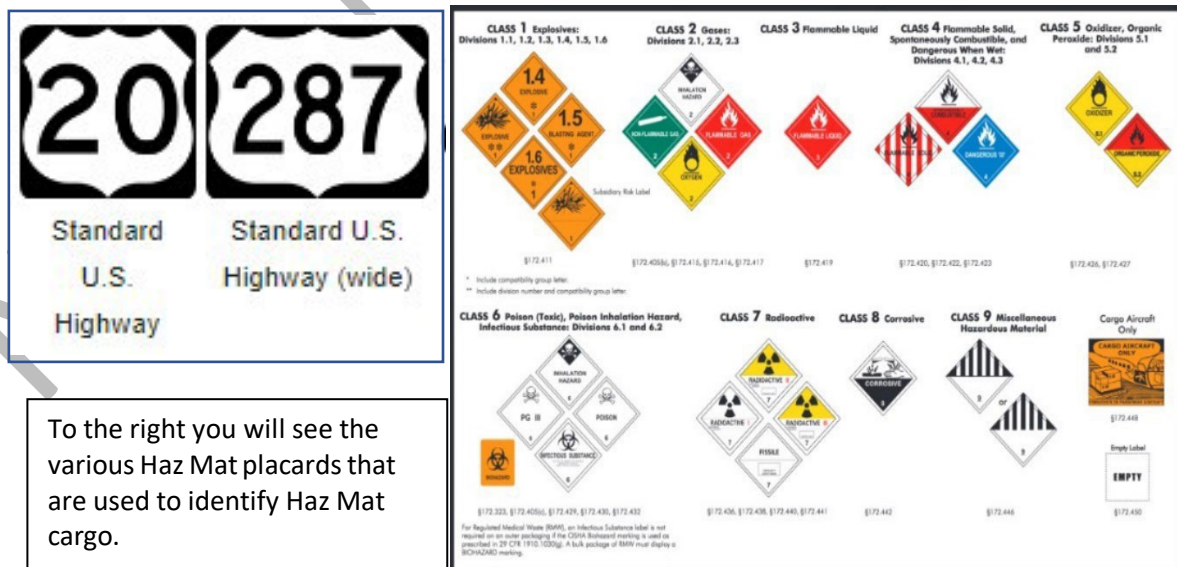
8. Directions, GPS Systems, and Truckers Road Atlas

8.1. All highways have numbers and they all have meaning that the average public never know about. You are about to become a professional driver and you must have a full knowledge of all the material we are going to cover in this section. There are times when a gps works fine, and there are times when a gps is very inaccurate and becomes useless. This is where reading a map, having a good idea of where exactly you are and where you need to go, common sense, and a good gut instinct will save you. The instinct is something you will develop over time with experience, and you can tell by looking at a road if you should attempt using it or not. You have to remember you're in an 80,000 lbs. truck that is 8 ½ feet wide and 13 ½ feet tall and 75 feet long, so there are many things you need to be watching for when on smaller streets (surface streets) in towns. Low bridge clearances, low hanging tree limbs, weight restrictions on streets and bridges, as well as corners which are too narrow to make turns in your truck are just a few examples of the situations you want to avoid. We will start with the highways you will use most and are the simplest to navigate and those are the Interstate highways. There is a method to the numbering of interstates. The numbers start on the west coast of the US with the smallest numbers such as the I-5 interstate and the numbers go up as you head east across the US until you get to the west coast with I-95. All interstates that have a north/south direction are numbered with odd numbers. The even numbered interstates all run east/west directions and start with the lowest number in the south I-10 and increase as you go north till you get to I-94. There are beltways, bypass loops, and spurs within the interstate system which will have a 3rd number added in front of the interstate highway number such as I-85 in Atlanta, GA which has the I-285 loop around Atlanta and thru trucks (trucks only passing through) Atlanta are not allowed inside the I-285 loop, so trucks must use the bypass loop around the city of Atlanta. Some cities will also an interstate business loop which will be indicated with a green sign as opposed to the standard red and blue interstate signage. Almost all states number the exits with the mile marker where they are located. The small, long narrow green signs you see every mile along the interstate are the mile marker signs (yard sticks).





US Highways are the second most commonly used roads used by CMV traffic, and the same numbering holds true for US highways in that east/west directions are numbered with even numbers however the numbering begins in the north and highway numbering increase as you go south, and north/south directions are numbered with odd numbers however they begin in the east and increase in numbering as you go west. US highways are almost entirely capable of handling standard demensions and weights of trucks, but it is still best to check for any low clearances along a route before attempting it. You don't have to worry about checking for weights or clearances on the interstate system unless you are going to be traveling in the NYC or New England area, in which case you still need to check for these things. Just like with interstate loops and bypasses many small towns also have bypasses for trucks using the US highways, so be aware of these and use them if they are there. You can get a ticket and fine for ignoring truck routes. Many small towns have tight corners or overhead clearance issues and there is a good reason if they have posted a truck route to bypass it, so don't attempt to ignore it to save 5 minutes. You also need to be watching for railroad crossings once you leave the interstate. Many of these crossings can be very rough and bumpy and can cause serious damage to your truck if you hit them going too fast, so if you can't see well enough to tell if it looks smooth or not, then always slow down considerably and go as slow as you need to in order to cross the tracks without causing damage. Always remember if you need to slow down 10 mph or more below the posted speed limit you must always turn on your 4-way flashers (hazard lights). You also need to know that any CMV transporting Hazardous Material of any kind will have the Haz Mat placards on all 4 sides of the trailer, and they are required by federal law to make a complete stop at all railroad crossings. Please keep this in mind if you are following a CMV with Haz Mat placards, because they will be stopping in front of you at all railroad crossings, so be prepared to stop behind them. US highways and other roads can also have shaper curves than an interstate so always pay extra attention to the signs warning about curves any time you are off the interstate. Get yourself in a habit of reading every single sign on all roads including interstates, and you will train your brain to always be reading all signs and this will help keep you out of bad situations.



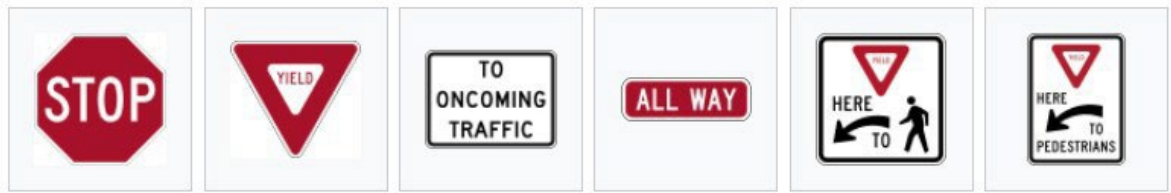
State Highways are the third level of roads which usually are safe for truck traffic. This is not always true, but it is a general rule of thumb. There can definitely be low clearances or corners which are too narrow for trucks to make turns, so you always want to be sure you research these roads before you attempt them. Some states have their own versions of signage, and some use a standardized signage for state highways.



County roads are the next step down from state highways and can be fine for trucks or may be impassable for trucks. The regulations on these roads will vary by each road and it is imperative that you know the restrictions and possible issues you could encounter before you attempt this class of roadway. Obviously if it is in an industrial area and it is obvious that CMV traffic is using the road then you are ok, but if you are out in the rural countryside and decide to take a short cut using a narrow windy county road then you are making a bad decision and really should NOT attempt it. This should go without saying, but we will say it anyway. NEVER take any road that is not paved, such as a gravel or dirt road, unless you are told specifically to do so by your dispatcher or the shipper or receiver in their directions to their location. NEVER park in a gravel or dirt lot unless you know for a fact that trucks have been doing so and can do it without sinking and getting stuck. NEVER drop a trailer loaded or empty in a gravel or dirt lot either unless you know for a fact it is safe to do so without the landing gear sinking.

When you get into a city or town where you are on streets that are not any of the above listed types of highways or roads, then you are on what is known as surface streets (10th Street for example). There are no guarantees that they are truck friendly, so follow the directions you were given exactly and don't assume you can take a different route.

8.2. Road signs are there to warn you of all sorts of things, from overhead clearances to speed changes to sharp curves to deer crossing the road just to name a few. It is your job as a professional driver to always be paying attention to all signs and understand what they mean. You are going to be driving all over the US and you will be in new places on a daily basis where you are completely unfamiliar with the roads and hazards. Signs are what will keep you out of trouble and being able to quickly recognize them and know what they are telling you is extremely important. We are going to list all the most common signs universally used in the US and what they mean. We know the most obvious ones you will recognize, but study them all because many are specifically aimed at CMVs. For weight limit signs they are displayed in tons, and there is 2,000 lbs. in a ton, so 35 tons is 70,000 lbs.



R1-1: Stop

R1-2: Yield

R1-2aP: To
oncoming traffic
(plaque)

R1-3P: All way
(plaque)

R1-5: Yield here
to peds

R1-5a: Yield here
to pedestrians



R1-5b: Stop here
for peds

R1-5c: Stop here
for pedestrians

R1-6: In-street
ped crossing^[a]

R1-6a: In-street
ped crossing^[a]

R1-6b: In-street
school crossing

R1-6c: In-street
school crossing



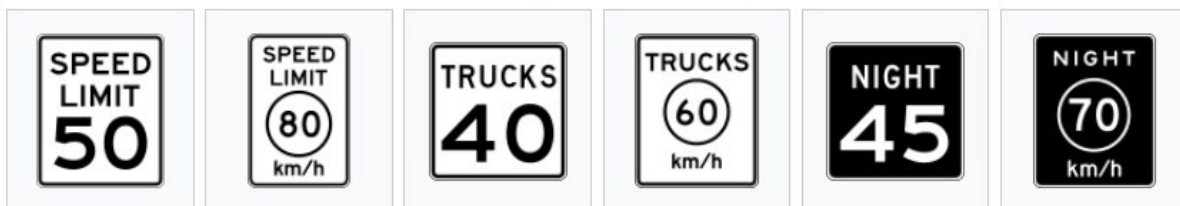
R1-7: Wait on stop

R1-8: Go on slow

R1-9: Overhead
ped crossing^[a]

R1-9a: Overhead
ped crossing^[a]

R1-10P: Except
right turn



R2-1: Speed limit

R2-1: Speed limit
(metric)

R2-2P: Truck
Speed limit

R2-2P: Truck speed
limit (metric)

R2-3P: Night speed
limit

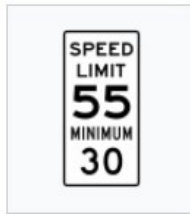
R2-3P: Night speed
limit (metric)



R2-4P: Minimum speed limit



R2-4P: Minimum speed limit (metric)



R2-4a: Combined speed limit



R2-5P: Unless otherwise posted



\$XX fine



No right turn



No left turn



No turns



No U-turn



Left turn only



Right turn only



Option sign for right turn or straight



Left lane MUST turn left



Right lane MUST turn right



Advanced intersection control



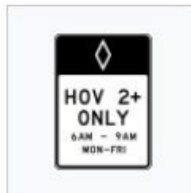
Turn only lanes



Advanced intersection control



HOV 2+ only 2 or more persons per vehicle



HOV 2+ only (time)



HOV 2+ Time (LEFT LANE)



HOV (overhead)



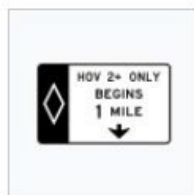
Overhead



Overhead



Overhead





Straight ahead
only

Left lane

Center lane

Right lane

Bus lane

Option sign for left
turn or straight



Concurrent
(center) left turn
lane (overhead)

Concurrent
(center) Left Turn
Lane (ground)

Reversible lane
control

Center lane
control (time)

END REVERSE LANE
400 FEET

BEGIN REVERSE LANE
500 FEET



24HR HOV 2+

HOV lane ends



Do not pass

Pass with care

Left turn signal

Slower traffic
keep right

Begin right turn
lane yield to bikes

Trucks use right
Lane



Keep left

Keep left

Keep left (median
island less than 4
feet wide)

Stay in lane

Runaway vehicles
only

Cyclists may use
full lane



Bike lane



No left or U-turn



No thru movement



No left turn across tracks



Truck lane 500 Feet



Keep right



Keep right



Keep right



Keep right (median island less than 4 feet wide)



Keep left



Slow vehicles with 5 or more following vehicles must use turn-out



Slow vehicles must use turn-out ahead



Slow vehicles must turn out



Keep right except to pass



Do not drive on shoulder



do not pass on shoulder



Do not enter



Wrong way



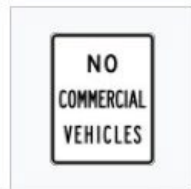
Bicycles wrong way



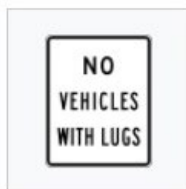
No trucks



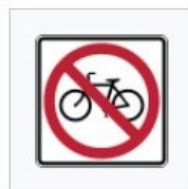
No motorized vehicles



No commercial vehicles



No lugged vehicles



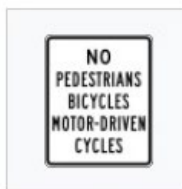
No bicycles



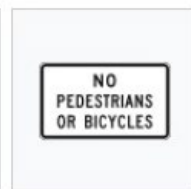
No nonmotorized traffic



No motor driven cycles



No pedestrians bicycles motor driven cycles



No pedestrians or bicycles



One way



One way, alternate



Divided highway crossing



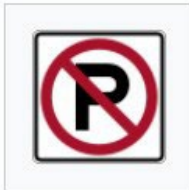
Divided highway crossing, T-intersection



Chevron roundabout directional



No parking on pavement



No parking



Exception of Sundays and holidays



On tracks plaque



Except on shoulder plaque



Loading zone



No stopping on pavement



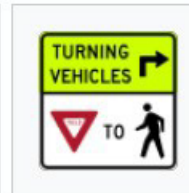
Stop here when flashing



Crosswalk signal instructions



Stop here on red



Turning vehicles yield to pedestrians



Left turn yield on green



Bicycles to request green wait on line



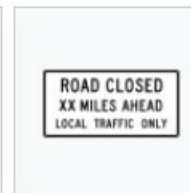
Left turn yield on flashing yellow arrow, version 1



Left turn yield on flashing arrow, version 2



Road closed



Road closed ahead



Bridge out ahead



Weight limit

Axle weight limit

Truck weight limit

Weight limit with
per axle and
gross

Weight limit with
truck symbols



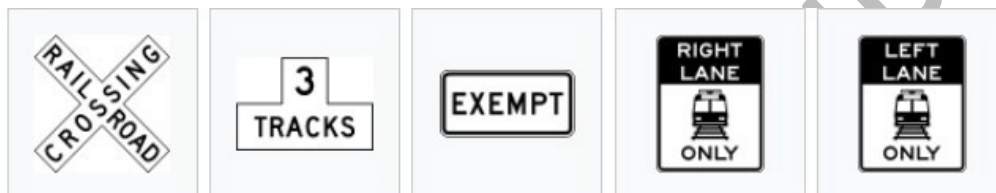
Truck route sign

Hazardous
material route

Hazardous
material
prohibited

National Network
Route

National Network
prohibited



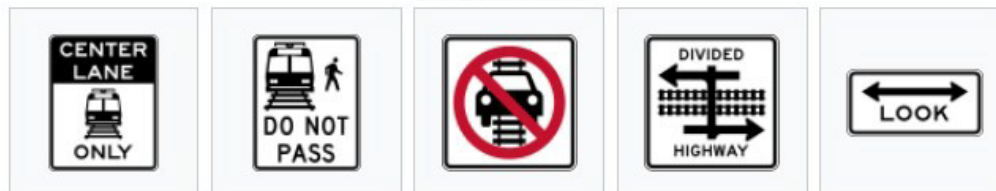
Railroad crossing
(crossbuck)

Three tracks

This railroad stop
is exempt from
the horn blowing

Light rail only in
right lane

Light rail only in
left lane



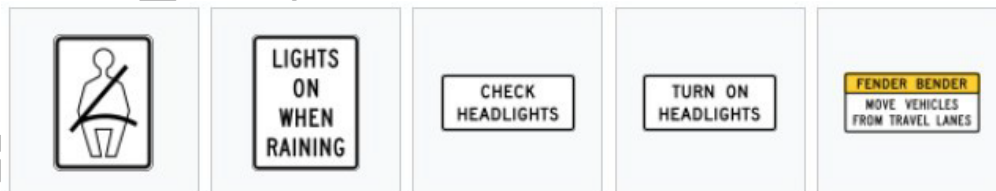
Light rail only in
center lane

Do not pass
stopped trains

Do not drive on
tracks

Divided highway
transit rail
crossing

Look both ways at
track



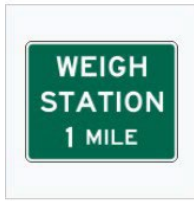
Wear seat belt

Lights on when
raining

Check headlights

Turn on
headlights

Fender bender



Weigh station sign



Weigh station next right sign



Weigh station sign with right exit arrow



Turn



Curve



Curve with minor road



Reverse turn



Reverse curve



Arrow



Double arrow



Chevron



Winding road



Turn around road



Truck rollover warning



Crossroad junction



Side road junction



Slanted side road junction



T junction



Y junction



Roundabout



Offset side roads



Double side roads



Stop sign ahead



Yield sign ahead



Speed limit ahead



Traffic lights Ahead



Be prepared to stop



Speed zone ahead



Draw bridge ahead



Ramp meter ahead



Ramp metered when flashing



Merge ahead



Right lane ends



Lane drop ahead



Added left lane



Added right lane



Cross traffic does not stop



Merge on slip lane



Added left lane on slip lane



Added right lane on slip lane



Road Narrows



Narrow Bridge



One lane bridge



Path Narrows



Bikeway narrows



Divided Highway



Divided highway ends



Two-way traffic ends



Steep grade/hill

Hill

Steep grade/hill
percentage

Use low gear

Trucks use lower
gear

X% grade ahead



Next (distance)
miles ahead

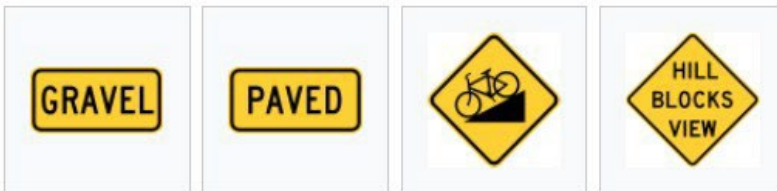
X% grade
(distance) miles
ahead

Runaway truck
ramp ahead

Runaway truck
ramp

Truck escape
ramp

sand



gravel

paved

Hill (bike)

Hill blocks view



Rough road

Bicycle slippery
ahead

Uneven lanes

No center line

Bridge ices before
road

Fallen rocks



Bump

Dip

Pavement ends

Soft shoulder

Slippery ahead

Loose gravel



Metal bridge deck



Road may flood



Gusty Winds Area



Fog area



No shoulder
ahead



Shoulder ends



Crossing ahead



Crossing on
junction ahead



Skewed crossing
ahead



Low ground
clearance



Trains may
exceed 80 mph



No train horn
warning



Bicycle



Pedestrians



Deer



Cattle



Farm vehicles



Snowmobile



Equestrian



Emergency
vehicle



Handicapped



Truck



Golf cart



Horse-drawn
vehicles



Bicycle and
pedestrians



Bear



Sheep



Ram



Lane ends



Lane ends
merge...



Center lane
closed ahead



Donkey



Elk



Moose



Wild horse



Double arrow
obstacle



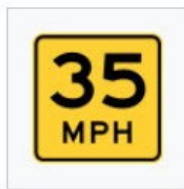
Low bridge
obstacle



Low bridge
obstacle metric



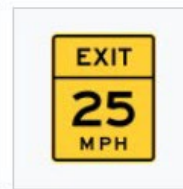
Sign displays
height of bridge



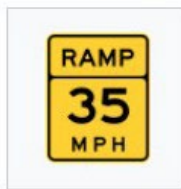
Speed advisory



Speed advisory
metric



Exit speed
advisory



Ramp speed
advisory



Freeway Ends



Expressway Ends



Freeway Ends



Expressway Ends



All traffic must exit



Road Work Next
5 Miles



End road work



Work Zone Speed
limit



Road work ahead



Road Closed
Ahead



Road is closed
1000 ft. ahead



Detour



End Detour



End(If a road
work blocked
road)



Flagger



One lane road ahead



Be prepared to stop



Men working



Fresh oil



Utility work ahead



Blasting zone ahead



Turn off 2-way radios and cell phones



End blasting zone



Slow traffic ahead



New traffic pattern ahead



Double reverse curve



Double reverse curve



Double reverse curve



All lanes



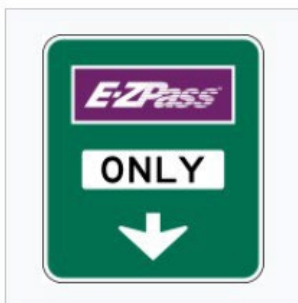
Toll road pass only



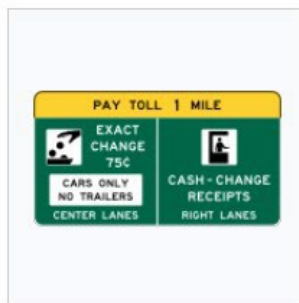
Toll road pass or HOV



Toll costs at intersections or HOV



MUTCD Conventional Toll Plaza advance sign



MUTCD Conventional Toll Plaza advance sign



Pay toll

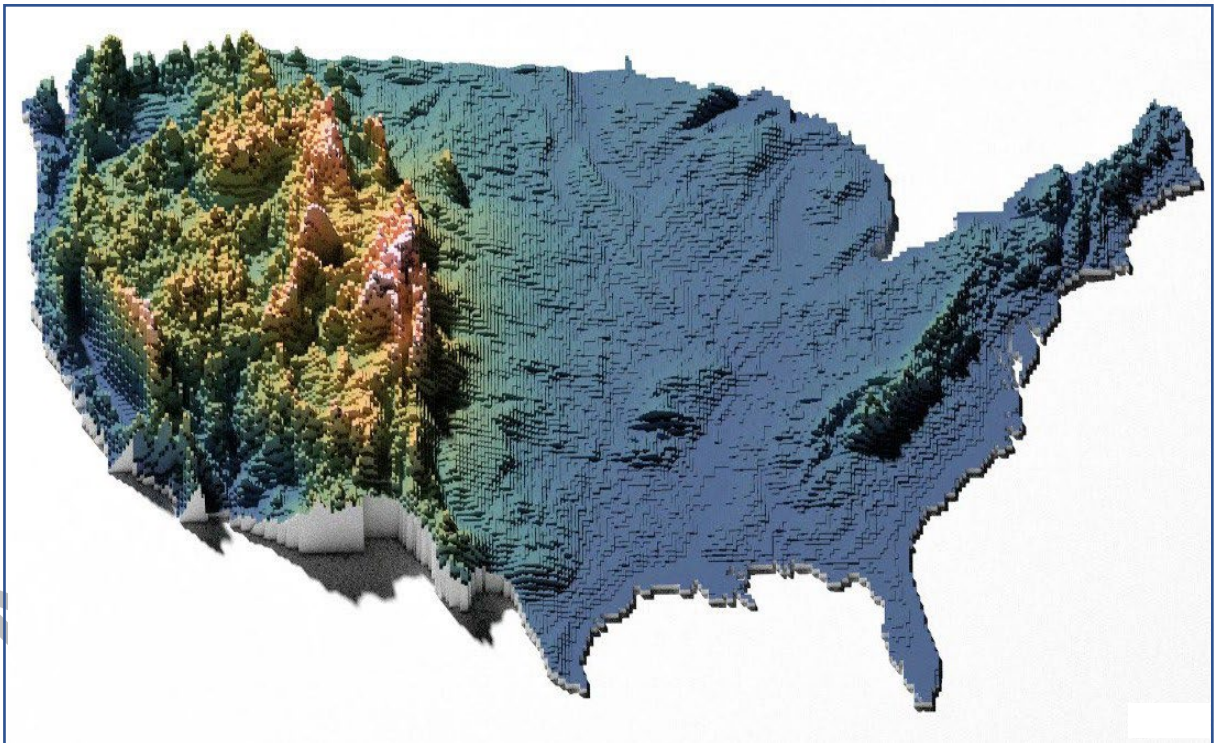
8.3. When it comes to a gps there are two types. You have the standard google maps gps on your cell phone, which is for cars, and does NOT take into consideration that you are driving a CMV therefore they can get you into bad situations easily if you rely on them for routing. The other type is a trucker gps which is supposed to be designed specifically for trucks and should route you on truck routes, but this is still not 100 percent reliable and should never be trusted blindly. They can malfunction, or they may not give you ample notice when you need to make turns etc. Trucker gps systems can be set to whatever you happen to be driving. If you have Haz Mat cargo, then you can set it to only route you on roads approved for Haz Mat. If you have a trailer that is 13ft 6 inches tall then you can set your height so it only routes you on roads with clearances, you can make. You can also set the length of the truck, and the weight, all of which are to keep you on roads you can legally be on. Again, we will stress how important it is not to rely too heavily on these devices, because they are not always completely accurate. It is up to YOU the driver to be sure you are running on roads which are legal for you to use. There are several companies who manufacture truck gps systems so all we can suggest is that you familiarize yourself with the one you decide to purchase and use it as a secondary way of helping you to find your way. The primary way to route yourself is with a trucker road atlas and writing down all of your way points (where you change highways or direction). Gps systems also have to be updated regularly, so if you buy a new one the first thing you should do is hook it up to a computer and download all the latest updates for it. Even when this is done, some will still have glitches and some lag if you miss a turn and can take too long to compute a new route. That is another reason it is important to already have a map in your head of the general area and you should have already looked for places where you can turn around if you miss a turn, or already have a secondary route planned out which will put you back on course if you miss a turn. The standard google map gps is very useful in this respect because you can set it to satellite view and zoom in on an area very close to see the streets and see shippers and receiver's locations and see which entrances you need to take to get to their truck dock area. It can be used on street view as well to give you a bird's eye view of almost any location from street level as if you were standing in the road looking at a shipper's warehouse for example. Another thing google map is good for is when you plug in a start and end point for a route it will show a blue line. Zoom out to where you can see 60 to 80 miles ahead of you, and you can use that as a forward-looking radar so to speak. Anywhere there is a traffic slow down or stopped traffic jam the blue line will turn orange for a slow down or red for stopped or almost stopped traffic and it will give you a notice of how long the delay is. This can be really great to know an hour before you get to the area. Not only will that give you ample notice to be ready to slow down or stop, but it can also give you plenty of time to decide if you should find an alternate route around the delay. There isn't always a good alternative, but sometimes the interstate was built running parallel with the US highways and replaced them, but they are still there and are still good for truck traffic. Many shippers and receivers still give directions too, whether it be by a recording or a live person. Always call and see if you can get directions and write them down, then use google gps to compare their directions to, and look at the roads and surrounding area. That way if you miss a turn, you already know where you can turn around or have a plan B way of getting where you need to go. Never fly blind and trust a gps completely. The last thing you want to do is end up in a

situation where you don't know where you are, and don't know where to go. You can't pull a truck over just anywhere and you won't have time to be looking at a map or trying to figure it out once you are in trouble. That is a recipe for disaster and can end up causing an accident or causing damage to your truck or trailer by flying blind (not knowing where you are going). We have included google gps screen shots of a satellite view of a shipper so you can see the details of loading docks, driveways, etc. There is also a google screenshot showing how it will alert you to traffic jams and delays far ahead of you on your route. We have also included a couple of a trucker gps and how that screen looks, as well as the set-up screen where you can input the details on your specific equipment.

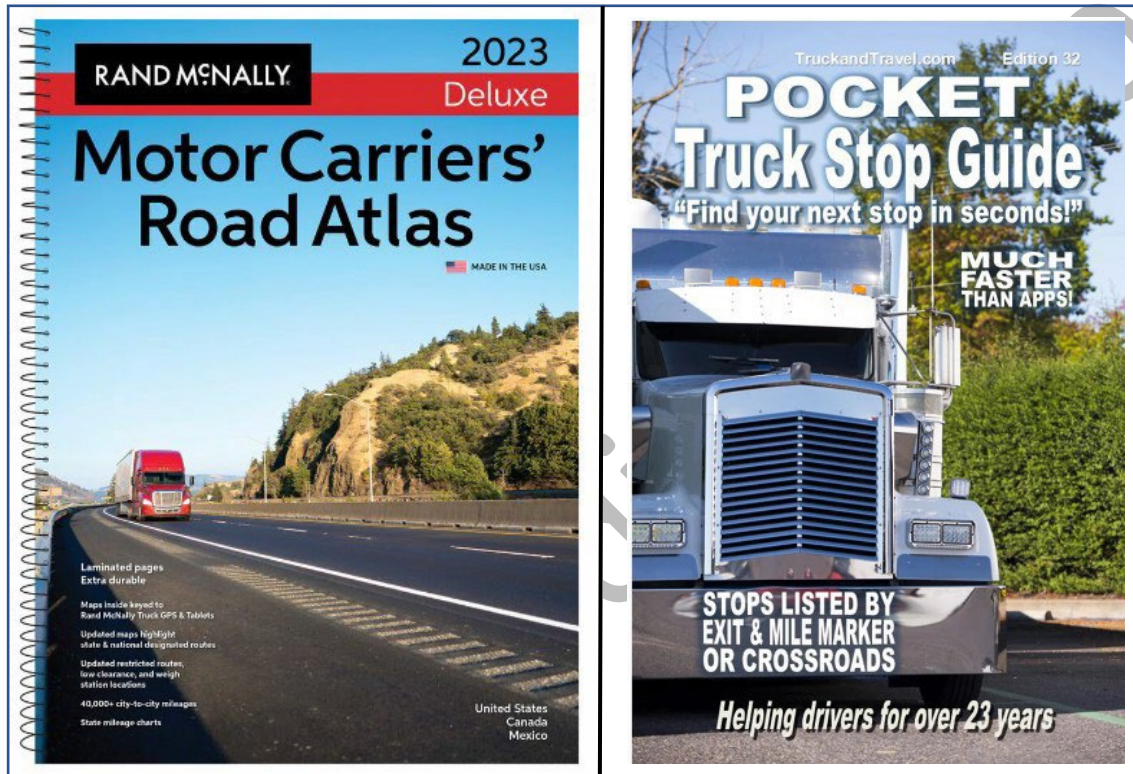




You will see that on gps systems it will give you an ETA (estimated time of arrival), but these are notorious for being inaccurate for a variety of reasons. Your average mph (miles per hour) will vary depending on the weight of the cargo because the heavier you are the more you are slowed down when going up hills and the longer it takes you to stop and then get back up to speed when you are in traffic on roads with red lights etc. You will never average the mph that a gps says you can. Terrain has a lot to do with this and it is important that you know the terrain where you are going and with experience you will learn how to calculate how much extra drive time it will take you to get places. A good rule of thumb is that whatever your truck speed limiter is set at, you should deduct anywhere from 10 to 12 percent off of that and use that number as your average mph in order to figure drive time when the driving is all interstate driving. For example, if you truck is governed at 65 mph, then your average mph over an entire day of driving will be more like 57 to 58 mph. When you multiple that over an 11-hour day you get approximately 630 miles. You will never want to run your entire clock (drive time) down to the last minute, so realistically you would want to be looking for somewhere to stop for the day at around 580 to 600 miles from wherever you start your day. We are attaching a topographical map of the US so you can see the parts of the country which are pretty much flat and where all the mountains and higher elevations are. Mountain driving will also decrease your mph and range for the day if you are spending an entire day in mountain terrain with a heavy load.



8.4. A truckers road atlas is your best friend because it will never glitch, short out, loose signal or lag. It has been used for as long as there have been trucks and roads and true professional drivers wouldn't be caught dead without one. The companion to the road atlas is another book called a truck stop guide. It will have all the truck stops in the US listed by state and or highway and will give all sorts of information on what size parking lot they have, if they have showers, food, a public scale, etc. These are both must haves, so you don't have to trust a gps. The trucker road atlas by Rand McNally is the best one to get, and you want to get the one that is the Deluxe Laminated edition. It will last you for many years, and while not cheap, when you consider it will last you for many years, it is well worth the money.



The way a road atlas is laid out, each page is a state or in some instances the largest states may be split into multiple pages. There is not a grid pattern laid over the state, but you can use a ruler if you need to, to determine the grid square and each row is lettered alphabetically, and each column is assigned a sequential number. There is a glossary in the back of the atlas that has every city and town listed by state and there is a set of coordinates that tells you which grid square to look in to find that town. It is actually very simple to use, and for the mileages there is a graph listing the mileages from major cities to major cities. You can use that mileage to get the biggest part of the trip mileage figured, then use a ruler to measure the final distance to the town you are going. There is a measuring scale which will tell you how many miles is in the given distance. Your calculation won't be as accurate as a gps when figuring the total miles, but it will get you close enough to figure good ETA's.

The front pages of the atlas will also give all the low clearances in the US and other restrictions such as bridge laws and KPRA. See example below.

DELAWARE

See state and city maps pages 44-45
★ located on city map

LOW CLEARANCE LOCATIONS

Statutory height: 13'6"

Structures with 13'6" or less clearance

Route	Location	Height	Map Key
DE 4	I-95 to DE 48	13'5"	★ C-8
DE 52 (Pennsylvania Av.)	Wilmington-0.75 mi. west of jct. I-95	13'5"	★ C-8
DE 100 (Montchanin Rd.)	Winterthur	12'0"	★ B-8
†Local road 336D	Stanton-1 mi. south	9'10"	★ C-7
†18th St.	Wilmington-just south of †Augustine Cut-off	12'5"	★ B-9
Barley Mill Rd.	Ashland-covered bridge at Red Clay Creek	12'3"	★ B-7
†Casho Mill Rd.	Newark-between DE 2 and DE 273	8'7"	★ D-5
†Central Av.	Laurel	12'5"	L-2
†Foxhill Ln.	Wooddale-between DE 48 (Lancaster Pike) & Barley Mill Rd., west of Centerville Rd. at Red Clay Creek Bridge	13'0"	★ B-7
†James St.	Newport-0.1 mi. south of jct. DE 4	13'2"	★ C-8
†Lovers Ln.	Kirkwood-0.75 mi. north, west of DE 71	12'8"	D-2
North Chapel St.	Newark	12'0"	★ D-6
†Old Ogletown Rd.	DE 273 to †Augusta Dr.	10'0"	★ D-6
†Rising Sun Ln.	Wilmington-between DE 52 (Pennsylvania Av.) & DE 141	12'3"	★ B-8
†Telegraph Rd.	Stanton-0.5 mi. west	10'8"	★ C-7

PERMANENT WEIGH/INSPECTION STATIONS

■ also serves as Port of Entry

All scale locations are also vehicle inspection sites

Route	Location	Map Key
■ US 13 NB	Smyrna-5 mi. north	F-2
US 301 NB	Middletown-just east of Maryland state line	E-1

Delaware also uses portable scales

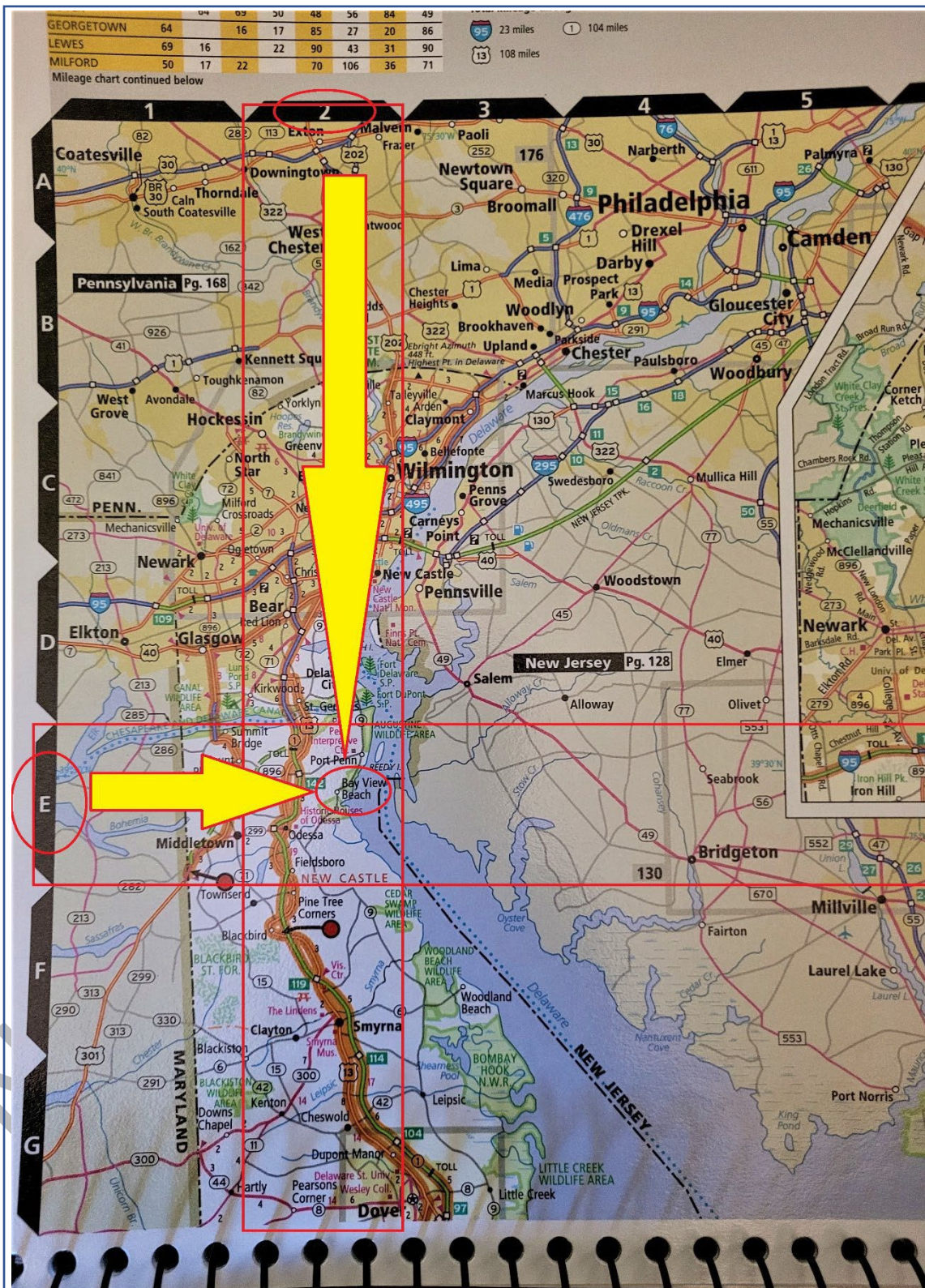
RESTRICTED ROUTES

Routes that restrict use by motor carriers

Route	Location
DE 1A	DE 1 to Rehoboth Beach
DE 2/4 (Christina Pkwy.)	DE 2 Bus. to S. College Av.
DE 6	DE 1 to DE 9
US 13	Laurel, over Broad Creek
US 13 (E. 4th St.)	Wilmington, DE 9 to N. Church St.
US 13 Bus. (S. Walnut St.)	Wilmington, A St. to E. 4th St.
DE 17	DE 26 to Roxana
DE 26	DE 17 to Ocean View
DE 82	DE 52 to Pennsylvania state line

Woodtick, 740.....	D-7	Pike Creek Valley, 11217.....	C-6
Woodville.....	C-5	Pine Tree Cors.....	F-2
		Pleasant Hill.....	C-6
		Pleasanton Acres, 50.....	E-9
		Port Penn, 250.....	E-2
		Portsville.....	L-2
		Prices Corner.....	C-7
		Primehook Bch., 50.....	J-4
		Red Lion.....	D-2
		Redden.....	K-3
		Reeves Crossing.....	I-2
		Rehoboth Bch., 1327 ..	K-5
		Rising Sun, 250.....	H-3
		Riverdale, 500.....	L-4
		Rockland, 200.....	B-8
		Rodney Vil., 1487.....	H-2
		Rodric Vil., 100.....	H-8
		Rogers Cors.....	C-9
		Roxana, 150.....	L-5
		St. Georges, 350.....	D-2
		Sandtown.....	H-1
		Scotts Corner.....	J-2
		Seaford, 6928.....	K-2
		Selbyville, 2167.....	M-4
		Shaft Ox Corner.....	L-3
		Shawnee Acres, 450.....	I-3
		Shortly.....	L-3
		Slaughter Bch., 207.....	I-4
		Smyrna, 10023.....	F-2
		S. Bethany, 449.....	L-5
		S. Bowers, 50.....	H-3
		Stanton, 3100.....	C-7
		Staytonville, 40.....	J-3
		Summit Bridge, 60.....	E-1
		SUSSEX CO., 197145.....	K-3
		Sussex Shores, 10.....	L-5
		Sycamore, 20.....	L-3
		Talleys Corner.....	A-9
		Talleyville, 800.....	C-2

The next step is to go to the map pages for Delaware and look at the top and side of the page to see the row and column labeling. You go to column 2 and then go down to row E, and where they intersect is the grid square where you need to be looking for the city.



As you can see using an atlas to find places is pretty simple. Finding the route to get you there is just as simple. You always want to use the interstates as much as possible to save time, then take US highways from there if possible and then State highways in that order of easiest with the least risk all the way down to county roads or surface streets as your least favorable routes. The atlas has a legend which explains what the different color-coded roads are. Just remember to look in the front of the atlas and make sure none of the roads you plan to take have low clearances. For the long trips where you will be using the interstate for hundreds of miles or more between major cities the mileage chart in the very back of the atlas will give you the mileage between those cities. See below.

Mileage Directory

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Mileage Directory/Abilene, TX—Ft.

Mileage Directory, continued

	New Britain, CT	New Brunswick, NJ	New Haven, CT	New Orleans, LA	Newport News, VA	New York, NY	Niagara Falls, NY	Norfolk, VA	Norman, OK	North Platte, NE	Oakland, CA	Oceanside, CA	Odessa, TX	Ogden, UT	Oklahoma City, OK	Omaha, NE	Orlando, FL
Abilene, TX	1861	1716	1809	701	1537	1754	1582	1532	283	1628	1210	171	1209	290	743	127	127
Akron, OH	528	448	509	1046	518	453	237	530	1059	2474	2408	1528	1741	1040	818	100	100
Albany, GA	1139	998	1106	422	703	1042	1084	698	936	2549	2192	1152	2045	927	1164	29	29
Albany, NY	118	184	145	1434	525	163	302	509	1544	2926	2859	2030	2193	1525	1270	124	124
Albert Lea, MN	1287	1207	1268	1128	1277	1212	962	1289	714	1940	1874	1150	1207	695	285	146	146
Albuquerque, NM	2112	1980	2073	1166	1912	2018	1810	1924	561	1079	828	424	658	542	863	173	173
Alexandria, LA	1506	1361	1454	218	1132	1399	1332	1126	490	2027	1695	656	1698	505	858	83	83
Alexandria, VA	354	214	322	1089	1377	257	416	189	1354	1418	2819	1686	2086	1346	1163	84	84
Allentown, PA	365	286	345	1142	1269	232	360		1218	1279	2660	1682	1927	1198	1004	101	101
Altoona, PA	1828	1696	1789	881	1628	1734	1526	1640	277	470	1363	1112	258	942	258	647	145
Amarillo, TX	815	682	776	858	696	721	501	708	804	914	2294	2156	1240	1561	784	639	101
Anderson, IN	704	624	684	1070	694	628	379	706	1024	968	2349	2282	1460	1616	1005	693	114
Appleton, WI	1086	1005	1066	1132	1075	1010	760	1088	972	813	2194	2128	1408	1461	952	538	136
Asheville, NC	813	668	761	680	415	706	700	410	979	1270	2592	2340	1310	1918	970	1037	58
Atlanta, GA	1013	850	961	470	573	906	918	568	852	1225	2465	2174	1135	1872	844	992	44
Atlantic City, NJ	259	118	226	1273	332	161	478	316	1465	1548	2929	2818	1870	2196	1445	1273	104
Augusta, GA	896	754	862	614	458	798	843	453	1012	1378	2625	2334	1295	2026	1004	1146	40
Aurora, IL	924	844	905	919	914	848	600	926	791	708	2089	2022	1227	1356	771	433	1204
Austin, TX	1876	1730	1824	507	1495	1769	1596	1490	371	949	1755	1336	340	1467	386	840	1124
Bakersfield, CA	2901	2784	2881	1970	2716	2825	2576	2728	1365	1294	275	196	1198	743	1346	1570	2540
Baltimore, MD	300	159	268	1124	231	202	392	244	1389	1428	2808	2750	1720	2076	1380	1153	898
Bangor, ME	338	478	364	1749	812	437	694	796	1924	1937	3318	3251	2345	2585	1904	1662	1528
Baton Rouge, LA	1493	1348	1441	79	1102	1386	1326	1097	628	1206	2165	1774	794	1837	643	996	896
Bay City, MI	801	720	781	1167	790	725	476	803	1099	1043	2424	2357	1535	1690	1079	768	1241
Bayonne, NJ	127	30	95	1302	365	31	412	349	1465	1520	2901	2834	1898	2168	1445	1245	1081
Beaumont, TX	1676	1531	1624	262	1285	1569	1510	1280	477	1056	2009	1590	632	1686	493	891	880
Billings, MT	2136	2055	2116	1944	2125	2060	1810	2138	1241	633	1166	1280	1228	517	1222	845	2276
Binghamton, NY	224	183	230	1318	492	192	236	439	1433	1434	2815	2748	1914	2082	1414	1159	1160
Birmingham, AL	1095	949	1043	344	721	988	932	716	708	1173	2320	2030	992	1821	699	940	558
Bismarck, ND	1722	1641	1702	1702	1711	1646	1396	1724	979	473	1580	1695	1202	931	960	609	2000
Bloomington, IN	877	744	838	800	733	782	574	746	740	885	2266	2092	1176	1533	720	653	959
Boise, ID	2564	2483	2544	2221	2524	2488	2238	2537	1518	956	632	937	1384	305	1499	1233	2622
Boston, MA	113	252	138	1523	586	211	469	571	1698	1711	3082	3026	2119	2359	1678	1436	1302
Boulder, CO	1884	1803	1864	1416	1773	1808	1558	1786	715	276	1250	1079	702	517	696	553	1871
Bowling Green, KY	986	841	935	599	721	879	678	734	750	949	2330	2112	1081	1597	741	717	758
Bridgeport, CT	51	96	18	1367	430	55	444	414	1530	1572	2954	2886	1963	2220	1511	1298	1146
Brockton, MA	126	258	144	1530	593	218	482	578	1711	1724	3105	3038	2126	2372	1691	1449	1309
Brownsville, TX	2115	1970	2063	701	1724	2008	1878	1719	723	1199	2006	1588	629	1730	738	1192	1318
Buffalo, NY	408	404	435	1250	556	414	21	569	1264	1264	2645	2578	1733	1912	1244	989	1187
Butte, MT	2358	2277	2338	2166	2347	2282	2032	2360	1463	856	1033	1148	1450	381	1411	1027	1222
Calgary, AR	2514	2401	2462	1800	2514	2401	2462	1800	2514	2401	2462	1800	2514	2401	2462	1800	2514

8.5. Having the ability to write down directions in a way that will be easy for you to remember and understand when you are trying to read them and navigate is very important and you should always be sure to adopt a method of writing it and use that same method every time. It will eliminate any confusion and makes it much easier with practice. If you are speaking to a live person, always first explain that you are in an OTR semi and you need the truck route into their location. Its always good to ask for landmarks near where you are needing to make turns. Approximate distances between turns will also help. Once you have gotten your directions, ask one more time to be sure that is the truck route into the location just to be sure. When you call places sometimes, they will have a recording you can listen to, but if you get a live person, always ask for the shipping or receiving office to ask for directions. Its really best not to take directions from the secretary or anyone else who answers the phone, because the average person will not know the truck route. They will give you the same way they come to work in a car, and it will get you into a bad situation quick, and YES that does happen often. So, avoid bad info and speak to someone who deals with the trucks daily in the shipping office. You can tell when someone isn't really sure if they know what they are saying, so if there is any doubt, ask to speak to someone else. Never take a maybe, or probably, as good directions. Remember it's your CDL, and your truck, trailer, and cargo, and YOU are responsible for it, and YOU will be the one held accountable for any damages or missed appointments etc. We strongly encourage everyone to use our example as a guide for writing down directions and adapt it to what suits you best, and once you settle on a style that works best for you, write it down in that same style every time. When given directions you may be given different sets of directions depending on the direction you are travelling from, so be sure you know your direction of travel and get the right directions. Here is an example of directions as you might be told verbally. If you are on I-40 in Tennessee, take exit 126 to US HWY 641 and go north for 14 miles. Then take US HWY 70 west for 3 miles and the warehouse will be on the right and the 2nd entrance is for trucks. Now you will notice that you were not told to turn left or right and that is a good sign that the directions are good because taking a left or right is subjective, it all depends on which direction you are traveling, but compass directions never change , so these directions are great. Here is how we would write the directions down. I-40 EX 126 (TL) onto 641 North 14 miles (TL) onto 70 West 3 miles 2nd drive on (R). As you can see, we us TL for turn left and put a circle around it. If we needed to turn right, we would us TR and circle it, and for left we use L and for right we use R and circle them. The reason I knew to take a left or right is because once I got the directions, I looked at the atlas to confirm this route would work for a truck. This is the shorthand version that I personally have used my entire trucking career of over 27 years, and it has always worked great for me.

8.6. Trip planning is more that just writing down directions. This is when you figure out your total miles for a trip, where you will need to fuel, where you will find parking when you take your 10-hour rest breaks and what your arrival ETA is to a shipper or receiver. From these calculations you can determine how much extra time you have. If you do have extra time on a long 3 or 4 day run always get as close to your destination as you can before you use that extra time for yourself. This is very important because let's say you calculate that you have an extra 8 hours and you sleep in the first day and screw around and waste 4 of those 8

hours, then on the second day you encounter a road closure due to an accident and you set for 2 hours, now you only have 2 extra hours left. I can promise you that 2 extra hours on a trip with 2 days still to go is not good! You will be very lucky if you make the delivery on time. It takes longer than you think to travel across the country in a truck. One more traffic jam or delay of more than a few minutes and you definitely will be late. What if you have a blow out on day three and it takes 4 hours to get it repaired? Well now you are hours late for delivery, but if you had run all you could every day from the beginning and not wasted any time you may have still had a shot at making delivery on time. So, always assume there will be delays and never waste any time until you are as close as you can get to your destination. I can guarantee you that your dispatcher is watching your logbook and tracking you on satellite and keeping an eye on your ETA. They will know if you are screwing around and wasting time and they won't be happy, and if you are late, they will know why. Time is the one thing in trucking that is extremely hard, if not impossible to make up for once its lost thanks to the ELDs and governed trucks. If you are on a long multi day trip, then you want to plan your fuel stops to take place somewhere after the first 3 hours of driving for the day and before your 30-minute break is required after 8 hours of driving. So, if you fuel between 3 and 8 hours into your day, then you will only have to take one 30-minute break, and since on-duty time can be combined with off-duty time, you can fuel for say 10 minutes on-duty, then take the other 20 minutes off-duty and that will complete your 30-minute break. Hopefully the company you choose to work for will allow you to fuel anywhere that is in their network of fuel stops. Some carriers tell their drivers exactly where they have to stop and fuel and that can be a big inconvenience. We will give an example of a long multiday trip and explain the timeline. You are loaded and ready to leave Scranton, PA at 9 am on Monday the 22nd and will be delivering in Las Vegas, NV on Friday the 26th at 12 noon. You leave Scranton with a full 11-hour drive clock so if you will be needing fuel and can wait till after 12 noon then you'll only need 1 break. You stop and fuel at 1:30 pm and at 2 pm you are back on the road. You will be out of drive time at 7:30 pm, so you find a place about 300 miles further down the road and get there at 7:15 pm and do a post trip inspection and you are off the clock at 7:30 pm in the sleeper. You made it a total of 561 miles to Richmond, IN today which was only an average of 52 mph, but you had lots of terrain and traffic slowing you down. A 10-hour sleeper break, and you can start out at 530 am so you do a 15-minute pre-trip inspection and start driving at 5:45 am. You decide the best place to fuel is St Louis, Mo which is 315 miles away. You estimate your time at 57 mph is 6 hours so you should arrive to fuel in St Louis around 11:45 am. You get there at 11:38 am and take the fueling time and combine it with some off-duty time to get your 30-minute break completed and start driving again at 12:08 pm. You have 5 hours of drive time left which will get you theoretically 285 miles down the road, but you know you need to have some spare drive time and not run down the drive clock to the last minute, so you find a truck stop that is 260 miles away on the west side of Kansas City, KS and plan to stop there for the night no later than 5:45pm. Traffic in Kansas City is heavy, and it takes longer than you hoped, and you get parked at 6:03 pm then do a 15-minute post-trip inspection and you are off the clock and in the sleeper at 6:18 pm and made it another 560 miles today. You get up on day 3 and begin at 4:18 am and do a pre-trip and start driving at 4:33 am. Today your average mph should be better since you won't have very many big cities to go through and traffic should be

better, so you plan to make it to Denver, CO today which is 600 miles away. You plan to stop and fuel in Salina, KS which is 184 miles away. You arrive in Salina at 7:35 am and fuel and take the 30-minute break. You leave Salina at 8:03 am and have 7 hours and 58 minutes of drive time left and it is 434 miles to Denver. The math says all you need to average is 55mph in order to make it in time, and since your average so far has been 60 today, you figure out you should make it with 40 minutes to spare, so you are in good shape as long as you don't hit any delays. You already have found a truck stop about 30 miles before you get to Denver which is your plan B parking spot if you get help up and delayed. The rest of the day goes smooth, and you are able to make it to Denver at 3:20 pm, do a post-trip and you are off the clock and in the sleeper at 3:35 pm on day 3 and you covered 600 miles today. Day 4 begins with a pre-trip at 1:35 am and you start driving at 1:50 am. You already know that you have lots of mountains and curves and slower speeds ahead of you today and don't expect to average more than 50 mph for the day, so you plan to stop for the day in Beaver, UT which is 526 miles away. You also plan a fuel stop in Grand Junction, CO which is 245 miles away and you know it will take around 5 hours to get to the fuel stop. You arrive at the fuel stop at 7 am and fuel and break and get rolling again at 7:30 am and cover the last 288 miles in 5 hours and 45 minutes arriving in Beaver at 1:15 pm with only 5 minutes left on your 11 hours drive clock. Close call, but you made it! A post-trip inspection and into the sleeper at 1:30 pm. Now here is one other part about trucking that you have to keep in mind!!! You travel through different time zones, so when you left PA, you were on Eastern time 9 am on the 22nd. The load delivers at 12 noon on the 26th, but Las Vegas is on Pacific time. So, you have to keep in mind the time in whatever **time zone** you are delivering to. We have been keeping all the times on this example on Eastern time to keep it simple and easier to follow, and we will finish out the trip continuing with Eastern time to show you what you have to consider when crossing time zones. When you are traveling east to west you gain hours as you cross time zones, but as you travel west to east you lose hours as you cross time zones. We actually gained 3 hours on this trip but let's continue on as if we have to be there ASAP. You can actually start day 5 of your trip the night before at 11:30 pm and after a pre-trip you get rolling at 11:45 pm. You have 241 miles to go and plan to fuel in Las Vegas after you deliver since the receiver needs the cargo ASAP. You make the final leg of your trip in 4 hours and 15 minutes and arrive in Las Vegas at 4 am. HOWEVER, that is 4 am in your time zone (eastern time) but in Las Vegas it is 1 am. So, you made your delivery at 1 am Pacific time or (local time). The drive took you 115 hours, or 4 days and 19 hours and you covered 2488 miles.

As you can see it is important to learn your truck and learn to calculate your average mph. It will vary depending on many factors including the weight of the cargo, the type of terrain you are traveling through and the geographic area you are traveling in or through because lots of big cities close together will slow you down and take away from your mph average just as much as steep mountain grades with heavy loads. The main thing, especially when you are just starting out is not to overestimate your range on a given day. Always plan conservatively as to how far you can get in a day, and also have at least one or two alternate places in mind just in case you are able to get further, or not as far as you planned. You will learn very quickly that you can not make the kind of quick travel times in a truck like you can

in a 4-wheeler (car or pick up truck). The times we gave in the example trip were given to keep things easy to follow as a timeline, but in the real world it never works out that way. For one thing it can take you 5 to 10 minutes to get into a truck stop from the interstate exit, and the same trying to get back onto the interstate. Just always remember that in the real world it never works out as good as it looks on paper. You have to allow for extra time in order to be covered on all those variables we mentioned. Now if in our example we had an extra 24 hours before the load had to be delivered, you could have stayed in Beaver, UT for that extra 24 hours and got a full 34 hour reset done. You could have left Beaver with a new full 70-hour clock and went to Las Vegas and made delivery if you wanted. Any time you can get a reset and a new 70-hour clock it is always best to do so because that gives you more options on upcoming loads which you may not have the hours to do if you are running on recaps without a reset. Just be sure you always wait until you are close to the receiver before you attempt to do a reset unless you are instructed to do otherwise by your dispatcher. If they tell you to do a reset 2 days into your trip and then something else happens after that and causes you to be late, then it's not your fault. If you just choose to do it on your own and you end up late, then it is your fault. You should also not let a tight appointment time stress you out or cause you to make bad decisions. It's natural to feel like you need to be in a rush when you know you have no time to spare, but you need to keep a calm level head, always think clearly, and base all of your decisions on what is safe and best to do. When in bad weather such as heavy rain always slow down to a speed that you feel comfortable with, and don't let others on the road trick you into thinking you can drive as fast as they can. When you are new you will not have the skills to drive with experienced drivers in adverse weather, so don't feel pressured to try. If it's winter and there is snow and you feel comfortable driving in it, then do so at your own pace. With that being said, if you can't go fast enough to not be driving hazard for others on the road, then just park it and don't attempt it. All this is said to make a very important point and it is this, there is no load worth yours or someone else's life. Any shipper or receiver or carrier would rather a load be late than to never arrive at all. Most freight has a value of 100,000 dollars or less, but in some cases the value of a load can be well over 1 million dollars. The newer trucks and trailers combined are worth approximately 200,000 dollars, and no carrier wants to have an insurance claim, and then you also have to consider your family because no amount of money can bring you back to life and you are not replaceable to those who love you! Trucking is dangerous and can be deadly even if you are the safest driver on the road because of the actions of those around you, so please always drive defensively and always expect the unexpected and be prepared with a plan of action if you have to take evasive action to avoid an accident. The best truck drivers are the ones who learn to think 10 steps ahead of every move they make. I personally compare it to playing chess because you need to have several plans of action thought out ahead of time for many different possible scenarios before they ever happen. Things happen so fast that you don't have time to think about what you are going to do once it happens, you only have time to react and that requires you to already have a plan in mind before things happen.

A special tip for any driver heading into the northeast, for instance eastern PA, NJ, or NYC is that most parkways and even some toll roads in the northeast do not allow truck traffic, so

keep this in mind if you are planning on taking a one. You will want to double check to be sure that truck traffic is allowed because many of those roads have low clearances that you will not make in a truck. You have to really be paying extra close attention to all your signage when you are in the northeast, and have alternate routes planned just in case you can't take a route you planned on taking. The traffic in the northeast is very unforgiving and any unexpected last second changes can break your concentration and leave you more susceptible to an accident. The last thing you want to do is find yourself in a situation where you don't know what roads you can take because in the northeast many of the roads are not designed for truck traffic and you can get yourself into a bad situation quick. If you miss a turn you may end up having to drive many miles before you find somewhere you can safely stop or turn around. NEVER take a road unless you know for a fact it is truck friendly.

8.7. Terminology

Official Word	Abbrev	Slang	Definitions 8.7
Thru Trucks / Traffic			This refers to trucks which are passing through a city but have no stops in that city.
Mile Marker	MM	Yard stick	The small narrow green numbered signs on the side of the interstate telling what mile marker you are at.
Low Clearances			Any overhead object which is not tall enough for a standard sized trailer to fit under. 13'6" is the standard trailer height.
Truck Route			Any road that is designated for truck traffic.
Haz-Mat Placards		Placards	Diamond shaped signs placed on all 4 sides of a trailer which display the type of hazardous cargo onboard. Standard size is approximately 10" x 10"
Landing Gear			The 2 legs mounted under the front portion of a trailer and is used to hold the nose of the trailer up when not attached to a tractor.
Surface Streets			Streets which are local only and usually within a city, such as 10 th Street, or Shelby Ave, or Blane Blvd.
Way Points			These are points where you will change direction or change highways. Any time you need to make a turn onto a different road or highway it is called a way point.
Flying Blind		Running Naked	Anytime you are driving and loose gps tracking, and or all of your electronics. Also applies to anytime you are driving somewhere you are unfamiliar with and miss a turn and don't know where to go and don't have any back up directions or an alternate plan.
Dark Territory		Off Grid	Any area where there is no cell phone coverage, or no gps signal.

Official Word	Abbrev	Slang	Definitions 8.7
Estimated Time of Arrival	ETA	ETA	This is the time you expect to arrive to a location. With good trip planning you should have a good idea of your ETA to all planned stops before you start your day.
Terrain			This is referring to where you are driving, such as flat land where you can make better time, or in mountains where you will be slowed down.
Speed Governor		Governed	Also called a speed limiter, it refers to how fast your truck will go. The carrier sets the speed limit on their trucks according to their individual policies.
Available Hours		Clock	The time you have available on your logbook to drive or work for the day and for the 8-day cycle.
Cars and pickup trucks etc.		4-wheelers	4-wheelers is what truckers call cars and regular personal vehicles.

CB LINGO (SLANG)	MEANING
Affirmative	Yes, understood, ok
All locked up	Weigh station is closed
Alligator / gator	Recap tire tread laying in road
Anteater	Kenworth T-600 truck
Back it down	Slow down
Back Off of it / back out of it	Slow down
Backdoor	Behind you
Bambi	Deer
Bear	Cop
Bear Den	Police station
Bear in the air	Police in an airplane or helicopter
Bear in the bushes / woods	Cop hiding out of view
Big road	Interstate or a major 4 lane highway
Big truck	Semi-truck
Bird dog	Radar detector (illegal in most states for trucks)
Black eye	Headlight out
Brake check	A traffic slow down / stop ahead of you
Break-19 (one nine)	Asking those talking on channel 19 to let you speak
Breaking up	Your signal is weak and can't be understood
Bull dog	Mack truck
Bull hauler	Livestock hauler
Bumper sticker	Someone right on your back bumper following too close
Buster brown	UPS truck
Cash register	Toll booth

CB LINGO (SLANG)	MEANING
Chicken coop	Weigh station
Chicken lights	Extra lights added to a truck or trailer to look cool
Come on	Telling the other person to talk
Come back	Telling the other person to repeat last communication
Comic book / coloring book	Logbook
Copy / copy that	Heard and understood
County Mountie	County sheriff
Covered wagon	Flatbed with sideboards and a tarp
Crotch rocket	Fast sport type motorcycle
Diesel cop	DOT law enforcement officer
Double nickel	55 mph
Dragon wagon	Tow truck
Dry box	Dry van trailer
Evil Knievel	Motorcycle cop
Fingerprint	Driver unloading of cargo
Flip flop	U-turn, or a round trip load returning to same place
Freight shaker	Freightliner truck
Front door	In front of you
Full Grown	State police/trooper
Go-go juice	Fuel
Got your ears on?	Can you hear me?
Gouge on it	Go faster
Granny lane	Right lane
Greasy	Icy or slick road
Greasy side up	Vehicle rolled over
Grossed out	Loaded to max legal weight very close to 80,000 lbs.
Gumball machine	Lights on top of a cop car
Hammer lane	Left lane
Handle	Your CB handle, the nickname you go by on the CB
Home 20	Where do you live?
How bout it "direction"	If you are heading east, you would say how bout it west bound, what's it look like behind you?
In the big hole	Transmission in top gear
Key up	When you hold down the button on the mic to talk
Kojak with a Kodak	Cop with a radar gun
Lot lizard	Truck stop prostitute
Male buffalo	Male prostitute
Meat wagon	Ambulance
On the side	Standing by
Parking lot	Auto transporter that hauls cars
Pickle park	Place where lot lizards are known to frequent

CB LINGO (SLANG)	MEANING
Plain wrapper	An unmarked cop car
Pumpkin	Schneider truck because they are orange
Radio check	Is my radio working, can you hear me ok?
Roadkill	Dead animal on the road
Roger	Yes, ok
Rolling refinery	Tanker hauling fuel aka a portable gas station
Running you across	Weigh station is open and scaling truck weights
Saltshaker	Snowplow spreading salt or sand
Sandbox	Runaway truck ramp / escape ramp on a downhill grade
Seat cover	Hot lady in a car
Shiny side up	Don't roll over, keep wheels on the ground
Skateboard	Flatbed
Smokey / Smokey the bear	Cop
Smokin the brakes	Smoke coming off your brakes because they are severely overheated going down a steep grade.
Stagecoach	Tour bus
Stand on it	Put the fuel pedal on the floor
Suicide jockey	Truck hauling explosives
Taking pictures	Cop with a radar gun
Thermos bottle	Tanker trailer
Through the woods	Taking smaller roads off the interstate
Throwing Iron	Putting on snow chains
Toothpicks	Load of lumber
Travel agent	Dispatcher
Walked on	Someone keyed up to transmit while you were talking
Wiggle wagons	Double or triple trailers
Yard stick	Mile marker
10-1	Not receiving you good
10-2	Receiving you good
10-3	Stop transmitting
10-4	Ok, yes
10-6	I'm busy, standby
10-9	Repeat your last message
10-11	You are talking too fast
10-13	Advise me of the weather conditions
10-16	Making a pickup (loading)
10-20	Your location
10-26	Disregard that last information
10-33	Emergency communication
10-41	Tune to channel
10-42	Accident

CB LINGO (SLANG)	MEANING
10-43	Traffic jam
10-73	Speed trap
10-91	Talk closer to the mic
10-100	Taking a rest stop
42	Yes / ok

9. Maintaining relationships with family and friends

9.1. The best way to keep your personal life in order is if you have a close family member or wife who you can trust to take care of unexpected things that may come up while you are gone on the road. Paying monthly bills is pretty easy now days because you can usually pay them online, or even set them up to automatically draw from your checking account. The hard part is when something unexpected happens and you can't be there to handle it. That is when it is really nice to have someone you can rely on. If you live alone, then you may even want to consider a Wi-Fi controlled thermostat so you can control the heating and cooling when you are away, and even a Wi-Fi security system which will alert your cell phone when activity is detected. Those are great ways to help manage things at home when you are gone. If you don't have anyone to keep your mail collected from your mailbox, then you may want to consider getting a PO Box and having all your mail sent there. It will keep all of your mail safe and secure while you are gone. If you ever need to order something online and have it delivered, then you will have to arrange for it to be shipped to someone because most things can not be delivered to a PO Box. If you end up working for a smaller carrier, you can always ask them if it would be ok to have something delivered to their office so they can hold it for you. If you live alone you will have to remember to clean out your refrigerator every time you leave to go on the road if you are going to be gone for weeks, because the last thing you want is to come home to a fridge full of spoiled rotten food. Pretty much everything you have to do when you go on a long vacation is the same things you will have to do every time you leave out on the road. If you have a lawn that needs to be mowed, then that too is something you will need to figure out. When you get home, it will mean a trip to the grocery store to get just enough food to last you for however long you will be home. After a while it is something you will get used to, but in the beginning, it can seem like an inconvenience. You will find yourself busy trying to get everything you need to do taken care of before you have to leave again. For some people it can be a struggle and even depressing because they feel like they never get a chance to relax and enjoy their time off. If you have a wife, then you are in a much better position because she can take care of things while you are away, and you can actually get to relax some when you are home. We are not telling you all of this to discourage you, we are simply giving you things to consider. Many times, these are things nobody thinks about until they are starting to make plans to leave for the road, and then it's too late to change your mind. You have already spent a lot of time and money getting into this new career. Remember what we said about a trucker always having to think 10 steps ahead.... Well, it applies to almost all aspects of your life.

9.2. Managing your time off is important because it will be hard to fit everything you want and need to do into the time you have off. Just always remember that your family should always come first. After all that is most likely a big part of the reason you decided to become a truck driver, so you could make a good living and provide for your family. Now days with cell phones it is easy to stay in contact with your loved ones, and it does make life on the road much easier and less lonely. There is no reason you should grow apart from your loved ones. You may at times feel left out when you know they are doing fun activities or going places without you. This can be a hard pill to swallow for many people because they want to feel like they are still loved and needed and wanted. It can even trigger feelings of abandonment, jealousy, anger, depression, loneliness and feeling isolated. You just have to talk to your wife about this prior to it happening and let them know that you may have these feelings at times and develop a support system prior to it happening. Let her know that you don't mind if they go and do things, but that you would at least like to be told that you are missed and wanted there. You don't really want your family to set at home in the house for weeks and never go do anything fun while you are gone. You want them to enjoy life, just let them know that you would like to feel like you are a part of their lives even when you are gone. If you are a younger person and have small children, this is going to be a very tough career for you. It can be really hard to leave home when your child is crying and begging you not to leave. They are too young to understand what is happening and it can be just as hard on you emotionally as it is them. I can tell you from personal experience, it doesn't matter how rough and tough you are or how well you think you can handle it, when your child grabs your pants and starts crying and begging you to stay, walking out the door and climbing in that truck will be the hardest thing you will ever have to do. It is something that will stay with you and can really mess with your head. Even though you are doing it to better yourself and provide a good life for them, it will make you second guess your decision to do so. It can cause you to not be 100 percent focused on driving and that is dangerous. If you read this and just had second thoughts, then maybe this career isn't for you. We are here to help you decide if you want this career and unfortunately this is one of the most negative aspects of trucking as far as we are concerned. Many children learn to accept it as they get older, and it becomes a normal part of life for the family. There are other cases where the child learns to shut you out as a form of self-preservation, and it can cause serious damage to your relationship with them. This seems to be most prevalent with girls and could lead to them having some developmental issues as they get older. There are many grown women who admit having daddy issues for various reasons and a situation like this would be a prime example of why this could happen. Some wives do fine with you being gone, and then there are some who end up finding someone to keep them company when you are away. We aren't implying your partner would cheat while you are away, but it does happen sometimes. It really depends on how long you have been together and what character they have. Before you jump into this career you should have a long deep conversation with your partner and discuss all of this and consider how it may affect your relationship and children. If you do choose to become a truck driver you will eventually find yourself feeling like you don't really belong at home when you are there. It will begin to feel more like you are just visiting rather than it being your home where you belong. It is a common feeling truckers have. It's not that hard to understand why when you consider you

will not be there very often and not for very long when you are there. Your family will learn to live and function as a unit without you and while that is good for them, it can leave you feeling like you don't fit into their lives anymore. This too is something you need to discuss with your partner and try to find ways to stay connected and remain a part of their lives. Don't get us wrong, there are a lot more families who do just fine with this way of life, but we want to be sure you are aware of the possible negative outcomes as well.

9.3. Managing your home time with friends will be a low priority on your list if you have a family. If you are single then you may find yourself looking to your friends when you are home, just remember you won't have a lot of free time after taking care of all the necessary obligations you have. It can be a great lifestyle for a single person because you aren't really tied to anyone at home and can live your life for yourself. You can travel all over the US and can take your time off anywhere you want for the most part. Most people think truck drivers have a girlfriend in every state, but that simply is not true. Once you are on the road you will see that you have very little free time unless you are taking a reset or time off. There is a misconception that traveling the country has some sort of romanticism to it, but in reality, you will be too tired at the end of the day to do anything except sleep, get up and go again. There are some beautiful parts of the US which are amazing to see, but once you have seen them once you have seen them. After that, it just starts becoming repetition. You will undoubtedly get to travel some US highways and non-interstate roads which you have never been on, and you will get to see new things, but for the most part it will be the same interstates and there is only so much to see from the interstate. Your friends won't understand your new lifestyle and will probably have a lot of questions, so be prepared to answer lots of questions from them. You can share pictures of places you have been, and it will be fascinating to them. If you have friends who live in different parts of the country, stay in touch and when possible, you can arrange to meet them for dinner or spend a reset where they live if you can work that out in your schedule. That is one thing that makes trucking much more enjoyable.

10. Personality types which are and are not suited for truck driving

10.1 The personality types which are best suited for trucking are the ones who are introverts, thinkers, private people, self-motivated, self-starters, have a good sense of direction, and independent people. If you are any of these then you may do well with trucking. This career can be a lonely one with 99 percent of your time spent alone with nothing to do but think. It is also important to have patience and not get stressed out easily or easily feel pressured to rush. If you can keep a cool head and think clearly and not let things bother you, then you may do well. There are many things that you will have to deal with on a daily basis that can cause stress, anxiety, depression, and anger. If you are not prone to those emotions easily then you just may be on the right track to a career which will fit you well and one which you will find enjoyable. If you only have a select few friends and never have been a social butterfly and don't particularly care for being around a lot of people, then you are in the right place. If you don't have any strong ties to your family and don't necessarily have to be home a lot and enjoy driving and traveling and seeing new

places, then you would most likely enjoy trucking. If you are mechanically inclined and know how to work on things, then you will have an advantage over many drivers.

10.2 The personality types which generally are not suited for trucking are ones who are extroverts, social butterflies, co-dependent, lack the motivation to self-start, poor sense of direction, and tend to be forgetful. If you can't set an alarm clock and get up at 1 am and get moving, then this isn't for you. If you get lost really easy when traveling that's not good. If you depend on others to maintain your sense of happiness or measure your self-worth by other people's opinions of you, then you would most likely not enjoy trucking. If you can't go one day without seeing your friends or family or talking to them then this isn't for you. If you have any problems with alcohol, or any type of drug at all, then this career definitely is not for you. If you have trouble managing your time and often miss appointments for things or are always late for things, then you may want to rethink this as a career option. If you have zero mechanical inclination and absolutely no desire to learn, then you will struggle because you have to learn many many mechanical parts on a truck, what they do, and how to tell if they are in good condition. If you are easily stressed out or have anxiety attacks or suffer from depression or have a really short temper, then you do not want to attempt trucking. If you have spinal problems which cause you back pain, then you might not want to attempt trucking even if you can pass a DOT physical. Trucks ride rough and bounce you around and are hard on the human body.

11. Final thoughts and opinions on being a truck driver

Becoming a truck driver can be a very rewarding career and can give you financial stability while at the same time giving you a valuable skill set that will always be in high demand. Once you have a few years of experience and maintain a clean driving and employment record that Class A CDL in your pocket is like having a Visa Gold Card. You can pretty much get a job driving for anybody, anywhere, anytime. There are many niches in the trucking industry which have exceptional pay and benefits packages. You just have to be willing to pay your dues, tough it out through the first few years and develop your skills. It will take that long for you to truly learn most of what you need to know anyway. This career isn't for everyone, and it's not easy in the beginning, but for those who are committed to it and have the right training and mentors do fine. Trucking was much more enjoyable before ELDs and all the high-tech equipment, but for those of you who are just starting, you can't really miss what you never experienced, so you will never know the difference anyway. If you have read all this and you are not scared away and still have the desire to give it a shot, then you have an adventurous spirit and that is a big plus. Let us leave you with one final thought. The first time you are driving across the desert in New Mexico at sunrise or sunset and see how beautiful the orange and red sky looks against the backdrop of the mesas and you look down the road where you can see for 10 miles and you are the only person on the road, roll your window down and smell how fresh the cool wind is, that is a feeling of freedom and peace that you will absolutely never forget.

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