

Chapter 1 : What does a Truck Driver do? (with pictures)

Do newbie dispatchers ride with truck drivers before they are assigned the title "fleet managers". I have heard more than one driver complain of the new generation of fresh out of college dispatchers with no experience of trucking what so ever.

Adorable animal families that will make you "aww" A trucking dispatcher directs and monitors the movements of trucks and freight. She may be in charge of local or regional trucks or ones that traverse a large vicinity or country. The dispatcher normally communicates with truck drivers throughout their trips to monitor their progress and address any issues or problems that may arise as they drive toward their destinations. In large trucking companies, there is normally a staff of dispatchers who are typically assigned different geographic territories. They often work in teams. One dispatcher receives calls requesting truck service and related information from customers, and the other dispatches calls to her fleet to arrange a new pickup or delivery. These communications are customarily done via cell phones, walkie-talkies or other interactive electronic devices. In a small company, one dispatcher is generally required to perform all of these tasks. The person with this job is customarily involved in all aspects of pickups and deliveries and tracks shipments from inception through completion. She is in charge of resolving any issues that may affect the scheduled times for pickup or delivery. These problems normally include mechanical problems with trucks, delays due to traffic or weather challenges or changes requested by the customer regarding times or locations. Ad A trucking dispatcher is commonly required to keep meticulous records. She usually has a log to record incoming and outgoing calls and notes what actions were taken. Records are also generally kept that reflect information on the vehicles, freight charge bills, trucker routes and estimated times of arrival. Changes in direction, destinations, freight or other factors are regularly recorded. If any mishaps occur or if there is an issue with a shipper or customer, these records may be useful in the resolution process. She commonly receives requests for freight movement to or from a destination already scheduled for a delivery or pickup. To facilitate the request, she frequently contacts the trucker to see if a freight consolidation is possible. If it is deemed feasible, she, the trucker and the customer confer on the best way to arrange it. No formal education is required to be a trucking dispatcher. A high school diploma or equivalent is normally required. Dispatchers are often former truck drivers. Their familiarity with company policies and procedures, knowledge of roads and highways and knowledge of local and regional shipping and driving regulations make them ideal candidates for the job of dispatcher.

Chapter 2 : CARFAX Fahrzeughistorie für amerikanische Autos

Truck brokering maximizes the money made in freight hauling by allowing trucking companies to negotiate cargo hauling with other freight companies.

She gets paid over the miles she drives and also gets paid every Friday. So yes, I think team driving is fun. Then you get to see stuff that you never would have seen before, basically like traveling the world going through different states. Mykol Post 14 What is an average truck driver salary? I have heard you can make decent money being a truck driver once you complete the training. I am also wondering if you can make more money working for a trucking company or owning your own rig. I think if you were just getting started it might be kind of expensive to start out with your own truck, but you might also have the potential to make a lot more money. While one is driving, the other one is sleeping in the cab. They can make a lot more money this way when they team drive like this than they can if just one of them is on the road. I would be very intimidated by this, but many of them seem to handle it with ease. This is a very popular program, and many times you will see their student drivers on the road. I also know when the truck drivers are in training, they have to learn how to drive in the snow and on ice. We live in a state where this is common, but depending on what their route is, a truck driver could find these conditions in many parts of the country. I get sleepy after just driving a couple of hours, and am so anxious to get to my destination. I think it would be very hard to do this day after day. Finding ways to stay alert and avoiding boredom would be hard for me to do all the time on the road. SarahSon Post 11 anon -- Not a bad idea! If all the truck drivers decided to go on strike for some reason, then I think we would really appreciate everything the truck drivers do for us. When we go to the grocery store or go shopping anywhere, we like to know the shelves are stocked and we can get what we need. Most of that is because of the hard work of all the truck drivers out there. Lewy aussiedriver Post 5 Thanks Flywheel. But may I add There may be plenty of space to you between vehicles but for us it can be borderline if we have to brake suddenly. I learned a bit more than I had assumed to know. We could flash lights and honk horns of appreciation for the stocked shelves of food and supplies in every store.

Chapter 3 : How do I get a Commercial Driver's License? | Federal Motor Carrier Safety Administration

What Would Cheesus Do was born while waiting for a post-hike meal from a food truck at a brewery near Denver, CO; at first blush, it seemed like a fun endeavor but a pipe dream. It has now become a reality and we've committed ourselves to giving % to making this a dream come true.

Acquiring a CDL requires a skills test pre-trip inspection and driving test , and knowledge test written covering the unique handling qualities of driving a large, heavily loaded commercial vehicle, and the mechanical systems required to operate such a vehicle air brakes, suspension, cargo securement, et al. For passenger bus drivers, a current passenger endorsement is also required. A person must be at least 18 years of age to obtain a CDL. Drivers under age 21 are limited to operating within their state of licensing intrastate operation. Many major trucking companies require driver applicants to be at least 23 years of age, with a year of experience, while others will hire and train new drivers as long as they have a clean driving history. Class C

â€” Any single vehicle, or the combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver or is placarded for hazardous materials. A CDL can also contain separate endorsements required to operate certain trailers or to haul certain cargo. Required for bus drivers. H â€” Hazardous materials knowledge test only, also requires fingerprint and background check since the September 11 attacks [26] X â€” Combination of tank vehicle and hazardous materials Other endorsements are possible, e. If a driver either fails the air brake component of the general knowledge test or performs the skills test in a vehicle not equipped with air brakes, the driver is issued an air brake restriction, restricting the driver from operating a CMV equipped with air brakes. Specifically, the five-axle tractor-semitrailer combination that is most commonly associated with the word "truck" requires a Class A CDL to drive. Truck regulations on size, weight, and route designations[edit] U. Truck weights are monitored for limits compliance by state authorities at a weigh station and by DOT officers with portable scales. Commercial motor vehicles are subject to various state and federal laws regarding limitations on truck length measured from bumper to bumper , width, and truck axle length measured from axle to axle or fifth wheel to axle for trailers. The relationship between axle weight and spacing, known as the Federal Bridge Gross Weight Formula , is designed to protect bridges. Federal weight limits for NN traffic are: Interstate commercial truck traffic is generally limited to a network of interstate freeways and state highways known as the National Network NN. The National Network consists of 1 the Interstate Highway System and 2 highways, formerly classified as Primary System routes, capable of safely handling larger commercial motor vehicles, as certified by states to FHWA. Prior to the HOS changes it was common for 4â€”8 hours to elapse during this evolution. CSA addressed this and incorporated legal methods for drivers and trucking companies to charge for this excessive time. Turnover and driver shortage[edit] In , the U. Very few new hires are expected in the near future, resulting in a driver shortage. Currently, within the long-haul sector, there is an estimated shortage of 20, drivers. That shortage is expected to increase to , by To help combat the shortage, trucking companies have lobbied Congress to reduce driver age limits, which they say will reduce a recruiting shortfall. Under current law, drivers need to be 21 to haul freight across state lines, which the industry wants to lower to 18 years old. Time off[edit] Due to the nature of the job, most drivers stay out longer than 4 weeks at a time. A few for months on end and even longer. For the average large company driver in the United States 6 weeks is the average, with each week out garnering the driver one day off. This accrues to a set maximum usually 6 or 7 days. Vocational and Local drivers are usually home every night or every other night. Most tractors are equipped with sleeper berths that range from 36" to as large as 86" in length. While there are larger sleepers that get up to " in length, these are not seen in the mainline segment of trucking. Those are usually seen in the specialized and household moving segments, where the load is either permitted for overweight or oversize or is very light yet bulky. The unsafe actions of automobile drivers are a contributing factor in about 70 percent of the fatal crashes involving trucks. More public awareness of how to share the road safely with large trucks is needed. If a truck is stopped by a law enforcement agent or at an inspection station, information on the truck complies and OOS violations are logged. A violation out of service is defined

by federal code as an imminent hazard under 49 U.S.C. This has led to some insurance companies wanting to monitor driver behavior and requiring electronic log and satellite monitoring. While the truck and car in two vehicle accidents share essentially half the burden of the accidents not 70 percent as stated above, the top six driver factors are essentially also the same and in approximately equivalent percentages: Prescription drug use, over the counter drug use, unfamiliarity with the road, speeding, making illegal maneuvers, inadequate surveillance. This suggests that the truck driver makes the same errors as the car driver and vice versa. Truck drivers often spend their nights parked at a truck stop, rest area, or on the shoulder of a freeway ramp. Sometimes these are in secluded areas or dangerous neighborhoods, which account for a number of deaths due to drivers being targeted by thieves for their valuable cargo, money, and property, or for the truck and trailer themselves. Drivers of trucks towing flatbed trailers are responsible for securing and strapping down their cargo which often involves climbing onto the cargo itself, and if the load requires tarping necessitates climbing on the load to spread out tarps. Drivers spend long hours behind the wheel, which can cause strain on the back muscles. Some drivers are responsible for unloading their cargo, which can lead to many back strains and sprains due to overexertion and improper lifting techniques. Please update this article to reflect recent events or newly available information. Department of Transportation US DOT shows that "parking areas for trucks and buses along major roads and highways are more than adequate across the nation when both public rest areas and commercial parking facilities are factored in. Parking spaces at private truck stops- estimate Number of trucks parked at private truck stops at night- estimate Private truck stops that are full on any given night nationwide- 53 percent Shortfall of truck parking spaces- 28, estimate Public rest areas with full or overflowing parking at night 80 percent [47] One challenge of finding truck parking is made difficult perhaps not because there are insufficient parking spaces "nationwide", but where the majority of those spaces are not located, and most needed; near the most densely populated areas where demand for trucked goods is greatest. As urban areas continue to sprawl, land for development of private truck stops nearby becomes prohibitively expensive and there seems to be an understandable reluctance on the part of the citizenry to live near a facility where a large number of trucks may be idling their engines all night, every night, or to experience the associated increase in truck traffic on local streets. Exacerbating the problem are parking restrictions or prohibitions in commercial areas where plenty of space exists and the fact that shippers and receivers of freight tend to prefer to ship and receive truckloads in the early and late portions of the business day. The end result is an increase in truck traffic during the morning and evening rush hours when traffic is most dense, commuters exhibit the least patience, and safety is compromised. Adding to the challenge of finding parking are: A driver can only become familiar with locations of public and commercial parking spaces and their capacity and traffic by visiting them. The parking shortage, real or perceived, nearest the densest urban areas incites drivers to arrive early and many of those truck stops are full by 7 pm leaving even drivers who carefully plan their trips in detail few if any, options. Idling restrictions[edit] Idling restrictions further complicate the ability of drivers to obtain adequate rest, as this example from California may illustrate: Commercial diesel-fueled vehicles with a GVWR greater than 10,000 pounds are subject to the following idling restrictions effective February 1, 2010. Drivers are subject to both civil and criminal penalties for violations of this regulation. It will also indicate whether the company stored drug and alcohol testing information with USIS. As long as truck drivers can be threatened with a false DAC report for standing up to management or leaving their company for a better job elsewhere, working conditions at truck driver jobs will not improve. The HM and crash indicators are not currently publicly available. The system in use until uses a relative scoring system that is based on comparing carriers to their peers [54] Concerns[edit] There have long been truck driver and trucking industry members concerns over the scoring, the bias, especially to smaller carriers according to a General Accountability Office report, [55] associated with the scoring when non-preventable accidents are included, the public posting of the scoring, and a lack of state mandatory procedures ensuring that a citation that was not prosecuted, or that ended favorably for the driver or carrier, was retracted from the national database because it is flawed, artificially raising the driver or carrier scores, and the insurance industry uses these scores to assess risks on insurance. With the new electronic logging device ELD rules that became mandatory on December 18, 2015, for carriers subjected to the RODS rules, more issues have resulted. Drivers

need to be aware that along with the ELD rule is a mandate to carry a paper log book and verify that the ELD manual and instruction sheet is in the truck. A driver must be able to email or fax the data if directed by a DOT officer. If an ELD malfunctions a driver must create a paper log to comply with the seven or eight day requirements, as well as recording the vehicle inspection. New rules being proposed and testing includes a new Item Response Theory IRT model to replace the current relative rankings system began being tested in September with changes due in . With the average age of lorry drivers in the UK being 53 and not enough younger drivers joining the industry it is predicted that if nothing is done by the industry will be 60, lorry drivers short. Whether there is a shortage and the extent it is affecting the industry The role of the government in recruiting and supporting a diverse workforce The role of Driver CPC in improving industry employees; skills and professionalism Aspects of government policies which may deter potential recruits The conditions of roadside facilities for drivers stopping both during the day and overnight During February an independent survey on the driver shortage was carried out by a UK freight exchange. The purpose of the survey was to get the drivers opinions about the HGV driver shortage. Over a third of all drivers who participated in the survey felt that they were not being treated well by the companies they drove for. Vehicle tracking system Many companies today utilize some type of satellite vehicle tracking or trailer tracking to assist in fleet management. In this context "tracking" refers to a location tracking and "satellite" refers either to a GPS or GLONASS satellites system providing location information or communications satellites used for location data transmission. A special location tracking device also known as a tracker or an AVL unit is installed on a truck and automatically determines its position in real-time and sends it to a remote computer database for visualizing and analysis. An "in cab" communication device AVL unit often allows a driver to communicate with their dispatcher , who is normally responsible for determining and informing the driver of their pick-up and drop-off locations. The driver inputs the information, using a keyboard, into an automated system of pre-formatted messages known as macros. There are macros for each stage of the loading and unloading process, such as "loaded and leaving shipper" and "arrived at the final destination". Werner Enterprises , a U. Instead of keeping track of working hours on a traditional pen and paper based logbook, the driver informs the company of his status using a macro. Working conditions[edit] A sign in the US warning truck drivers to stay off a certain route. Most truck drivers are employed as over-the-road drivers, meaning they are hired to drive long distances from the place of pickup to the place of delivery. During the short times while they are in heavily polluted urban areas, being inside the cab of the truck contributes much to avoiding the inhalation of toxic emissions, and on the majority of the trip, while they are passing through vast rural areas where there is little air pollution, truck drivers in general enjoy less exposure to toxic emissions in the air than the inhabitants of large cities, where there is an increased exposure to emissions from engines , factories , etc. However, the few drivers who are hired to drive only within urban areas do not have this advantage of spending more time away from toxic emissions that is enjoyed by over-the-road drivers. Other conditions affecting the health of truck drivers are for example vibration, noise, long periods of sitting, work stress and exhaustion. For drivers in developing countries there are additional risks because roads are in appalling conditions and accidents occur more frequently. Truck drivers are even a high-risk group for HIV-infection in those countries. Many underdeveloped countries either lack such laws or do not enforce them. Drivers who work in mines have extra health hazards due to their working conditions, as the roads they travel are particularly treacherous.

Chapter 4 : 11 Things Best Truck Dispatchers Do Every Day

Dump truck drivers must be trained to drive and operate the truck properly. For example, detailed skills such as spreading a load over a certain distance require practice and precision! There are even schools that help train drivers to operate dump trucks and other large vehicles.

They make the whole setup ride strangely. Knowing " what size trucks do i need " is simply a matter of taking a few measurements. For the newest of riders, the trucks are the part of the board onto which the wheels and bearings mount. They are the suspension and steering component in one, and their dimensions have been perfected for generations now. Read further to find out why. Truck History In , Ronald Bennett created the first dedicated skateboard truck , and singlehandedly changed the sport forever. Tracker Trucks joined the fray soon after, beginning production of its first trucks in Ever since, various companies have come to dominate the product niche. Through it all, Independent has been a steady force in the industry. One thing you will notice with all these companies is that their products look surprisingly similar. The reason may be that Bennett perfected the idea in the first place, or maybe some innovation awaits to revolutionize skateboarding yet again. The concept of matching trucks to board is not new, but it has come to mean something universal that it never meant in prior to this century. Truck Parts Trucks look much more complicated at first glance than they truly are. The baseplate is the flat aluminum part connects the truck to the deck. The aluminum part that connects to the baseplate is the hanger, and the axle is the steel rod that passes through the hanger. The bolt that holds it all together is called the kingpin, and the rubber grommets that provide cushioning when turning are called the bushings. Truck Measurements The only way to be sure a set of trucks will match a board is get a proper measurement. Understand that there are two ways to measure a board: However, these two units are used independently for different parts of the trucks. If you are unfamiliar with the parts of the skateboard truck, this Video shows one being taken apart with descriptions. The axles are measured in inches and the hangers are measured in millimeters. The amount of axle that sticks out of the hangar remains around 32mm to avoid excess axle sticking past the axle nuts and getting ground down. So, if you only have the hanger width, add 64 and convert to inches for the axle length. Trucks are also divided into high and low profile varieties, based on how far the axle is from the deck. High profile trucks allow you to use slightly larger wheels, performing the same function as risers which go under trucks to lift them. As this Video shows, the difference between profiles is slight. One last difference between trucks that may affect some riders is the kingpin length. Some trucks have kingpins that are parallel to the hanger, while others are recessed. Vert and transition skaters seem more perturbed by this, and usually prefer recessed kingpins, but some street skaters do as well. Kingpin length is a matter of personal preference. Board Measurements Skateboard sizes are given in two measurements, and always in America in inches: Street skateboard widths typically range from 7. The average skateboard you will see on the street these days will probably be about 8. In the s and s, the most common width was around 7. The trend has been toward bigger boards, but that can quickly change. No size is correct. Ride what you like. Putting Them Together While there is no correct size of skateboard, there is a correct size of truck for a skateboard. So, trucks with 8-inch axles will work for boards between 7. If someone with an 8. The board will also feel as strange when turning as it would with axles that are too wide. Getting wider trucks may allow you to lock into grinds easier, but if the axles stick out too far from the side of the board they will get messed up. Also, the turning radius of the setup will feel off. It will not be wrong, it will just feel noticeably strange. If you want wider trucks, put them on a matching wider board. That way, everything will feel spot-on correct. Rolling Away The relationship between truck width and board width only truly gets confusing when comparing a board width in inches to a truck width in millimeters. Once we know the axle width, we can simply get the two numbers to match as closely as possible. The question of what size skateboard wheels would also count on this. The one that suits your eye and your style is the right one. Keep on riding what you love. Other riders out there are probably struggling right now with this same problem. So, why not share this article so they can get to the bottom of the issue. And if you feel there is magic ratio that works better than matching the widths, please share your feelings in the comments sections.

Chapter 5 : My first truck, what do I need to know? : Trucks

Do you need a truck to tow a trailer, and if you do, how much weight do you pull? Be sure to check the towing capacity of the truck you are considering to make sure it meets your needs. Be sure to check the towing capacity of the truck you are considering to make sure it meets your needs.

Streamlined conventional cab Cab beside engine The cab is an enclosed space where the driver is seated. A "sleeper" is a compartment attached to or integral with the cab where the driver can rest while not driving, sometimes seen in semi-trailer trucks. There are several possible cab configurations: This design is almost ubiquitous in Europe, where overall truck lengths are strictly regulated, but also widely used in the rest of the world as well. They were common in North American heavy duty trucks, but lost prominence when permitted length was extended in the early s. Nevertheless, this design is still popular in North America among medium and light duty trucks. To reach the engine, the whole cab tilts forward, earning this design the name of "tilt-cab". This type of cab is especially suited to the delivery conditions in Europe where many roads follow the layout of much more ancient paths and trackways which require the additional turning capability given by the short wheelbase of the cab over engine type. The driver is seated behind the engine, as in most passenger cars or pickup trucks. Many new cabs are very streamlined , with a sloped hood and other features to lower drag. Cab beside engine designs also exist, but are rather rare and are mainly used inside shipping yards , or other specialist uses that require the vehicle to carry long loads such as pipes, metal rods, flat iron and other construction materials. This type is often custom made from a regular cabover truck that gets the upper half of its cab removed on the passenger side and replaced by an extended section of the bed. A further step from this is the side loading forklift that can be described as a specially fabricated vehicle with the same properties as a truck of this type, in addition to the ability to pick up its own load. Engine[edit] Cummins ISB 6. Most of the heavier trucks use four-stroke diesel engines with a turbocharger and intercooler. Huge off-highway trucks use locomotive-type engines such as a V12 Detroit Diesel two stroke engine. A large proportion of refuse trucks in the United States employ CNG compressed natural gas engines for their low fuel cost and reduced carbon emissions. North American manufactured highway trucks often use an engine built by a third party, such as Caterpillar , Cummins , or Detroit Diesel , but both Mack and Navistar offer their own engines. Bigger trucks often use manual transmissions without synchronizers, saving bulk and weight, although synchromesh transmissions are used in larger trucks as well. Double-clutching allows the driver to control the engine and transmission revolutions to synchronize, so that a smooth shift can be made; for example, when upshifting, the accelerator pedal is released and the clutch pedal is depressed while the gear lever is moved into neutral, the clutch pedal is then released and quickly pushed down again while the gear lever is moved to the next higher gear. Finally, the clutch pedal is released and the accelerator pedal pushed down to obtain required engine speed. Although this is a relatively fast movement, perhaps a second or so while transmission is in neutral, it allows the engine speed to drop and synchronize engine and transmission revolutions relative to the road speed. Downshifting is performed in a similar fashion, except the engine speed is now required to increase while transmission is in neutral just the right amount in order to achieve the synchronization for a smooth, non-collision gear change. Automatic and semi-automatic transmissions for heavy trucks are becoming more and more common, due to advances both in transmission and engine power. These frames are referred to as ladder frames due to their resemblance to a ladder if tipped on end. The rails consist of a tall vertical section two if boxed and two shorter horizontal flanges. The height of the vertical section provides opposition to vertical flex when weight is applied to the top of the frame beam resistance. Though typically flat the whole length on heavy duty trucks, the rails may sometimes be tapered or arched for clearance around the engine or over the axles. The holes in rails are used either for mounting vehicle components and running wires and hoses, or measuring and adjusting the orientation of the rails at the factory or repair shop. The frame is usually made of steel , but can be made whole or in part of aluminum for a lighter weight. A tow bar may be found attached at one or both ends, but heavy trucks almost always make use of a fifth wheel hitch. They are mostly equipped with double-wing rear doors, but a side door is sometimes fitted. Box trucks "tilts" in the UK have

walls and a roof, making an enclosed load space. The rear has doors for unloading; a side door is sometimes fitted. Because of the weight and power requirements of the drum body and rough construction sites, mixers have to be very heavy duty. A typical dump truck has an open-box bed, which is hinged at the rear and lifts at the front, allowing the material in the bed to be unloaded "dumped" on the ground behind the truck. This allows for quick and easy loading but has no protection for the load. Hanging or removable sides are sometimes fitted. Tank trucks "tankers" in the UK are designed to carry liquids or gases. They usually have a cylindrical tank lying horizontally on the chassis. Many variants exist due to the wide variety of liquids and gases that can be transported.

Chapter 6 : What Size Rental Truck Do I Need? - DIY Moving Guides - Elite Moving Labor

Large semi trucks are one of the mainstays of transportation in the US and around the world, and the men and women who drive these big trucks are considered icons in some cultures. Drivers operate wheeler trucks, also called semis. They may be an independent, owning their own rigs, or work for a.

Do rental trucks have to stop at weigh stations? It is no secret that a house move takes a lot of planning and effort – every single stage of the relocation process requires detailed research, meticulous organization, careful preparation, and plenty of hard work in order to go smoothly and successfully. Who is required to stop at weigh stations? What trucks need to go through the checkpoints? Do rental trucks have to stop at scales? There is a lot of confusion about the topic, as there is no universal answer – the weigh station rules for rental trucks depend on the states. What is a weigh station? Weigh stations are highway checkpoints where weight and safety inspections are performed to ensure that the passing large vehicles meet all the applicable state regulations. Truck weigh stations were originally created to collect road taxes commercial trucks owed the states for using their roadways. Nowadays, the scales are still used to enforce weight restrictions special permits are required for loads exceeding 80,000 pounds, but their primary purpose is the performance of safety inspections of the vehicles. Who has to stop at weigh stations? It is commercial vehicles that are usually required to stop at scales, but rental trucks transporting household goods may also need to go through the checkpoints. Each state has its own rules about what trucks have to stop at weigh stations – some states require only commercial trucks to do so, but others demand that all trucks exceeding a certain weight go through the scales: Still, there are some additional conditions and restrictions, specific for each individual state. [Click here for more detailed information on the state regulations for rental truck weigh station rules.](#) Besides, rental trucks may be required to stop at highway checkpoints for immigration checks, equipment inspections, smoke emissions inspections, etc. Why do trucks have to stop at weigh stations? Simply put, weigh stations exist to help ensure the safety of the vehicles on the road, prevent accidents and illegal activity, and keep the roads in better condition for longer periods of time. Trucks are weighed to make sure they do not exceed the federal limits that define the maximum weight a vehicle can carry without a risk of getting damaged, damaging the roads, or causing an accident the heavier a truck is, the less safe it is to drive – it is more difficult to control when going downhill, takes longer to turn, and needs greater distance to come to a safe stop. So, do all trucks have to stop at weigh stations and, more specifically, when do you have to stop at weigh stations? As already detailed above, most states require only vehicles that exceed a certain weight to stop at scales. Some explicitly include or exclude trailers, motor homes, and moving trucks. Truck rental companies like U-Haul, Budget, Ryder, and Penske recommend their customers to follow the road signs there are signs on the highways, notifying drivers of the distance to the next weigh station and indicating the weight a truck must exceed to be required to stop and stop at checkpoints if in doubt. Your rented truck will most probably have its GVW printed on the side door it should be stated in the rental truck specifications as well. It is also a good idea to use professional truck weigh scales to determine the exact weight of your fully-loaded truck before leaving. Godspeed and good luck in your new home!

Chapter 7 : What does a Trucking Dispatcher do? (with pictures)

The dispatcher's job is to schedule drivers to pick up and deliver loads to customers or vendors. Dispatchers are also responsible for keeping records, monitoring driver daily logs for errors or violations and monitoring drivers' working hours and equipment availability.

GET FREE EBOOK They will recommend the best route to driver Improve the planning process and make sure your truck drivers are taking the shortest possible route, reducing the number of miles for your truck drivers will help you to have more satisfied customers and will help your company to reduce fuel consumption this steps for sure will help you to run your business more successfully. They are well informed about the economy Keeping track on the economy is the best way to prevent your company from unexpected costs: Fuel Cost Increases " If your cost for shipment cannot cover fuel costs, driver wages, or the other undercurrent transportation costs, because you missed the information of the sudden increase of the fuel price, your company will suffer heavy losses Demand for trucking " with increased economy expansion proportionally we have increased demands for overall freights Download FREE eBook: They know their drivers habits Truck drivers have negative and positive habits. Knowing that your truck driver is: For this type of driver you need just to make occasional checks, you just give him daily updates and instruction and he will know what to do. Other types of truck drivers need more checkups or instructions thru the day. Having a bad driving habits can be fatal, if you know which truck driver have bad habits you as a dispatcher can alarm him when he breaks the security regulations. GET FREE EBOOK Keep track on the hours of service be sure he is doing everything right, do not give him a chance to put his live in danger or to bring the company to an inconvenient situation Make sure the truck is in perfect condition or react otherwise, regular maintenance gives secure loads. Providing correct info can be helpful for the company to invest in driver training, to put special attention on specific situation or on the problematic behavior. They have strong and personal connection with the brokers Freight brokers are an individual or company, connection between the shipper and the carrier. With a good freight broker in your side you have less worries, that is why strong and personal connections with the brokers are smart thing to do. Connections they are having with the shippers are useful part for every truck company, they fill the carrier trucks with loads and for that service they earn commission, more work brings more money. They think one step in advance and start looking for connected loads Having clear and precise list of the current loads, will give you step ahead to make effective load schedule, be aware of the loads that are nearby and inform the truck driver to pick up those loads, connect them and save time and money. Imagine how additional cost the company will have if you missed this information. Sending another truck driver in the same location where some of your trucks been before in the same time or short time after is unnecessary cost for the company. Find the best schedule method for shipments. Improve your planning process, locate, prepare and assign the truck drivers for taking certain loads. Make your effort to organize your tasks in short concise notes, if it is necessary split your loads in small area columns and be ready to connect that loads at any time. September 1st, by Jurica Magoci.

Chapter 8 : Do rental trucks have to stop at weigh stations?

A truck driver (commonly referred to as a trucker, teamster or driver in the United States and Canada; a truckie in Australia and New Zealand; a lorry driver, or driver in Ireland, the United Kingdom, India, Nepal and Pakistan) is a person who earns a living as the driver of a truck (usually a semi truck, box truck or dump truck.

Share via Email A lorry truck driver at the wheel. He agreed to open up about what life is like on the road in the United States as part of a summer series the Guardian is doing on working America. Leave more questions for Jack in the comments, and he will answer as many as he can tomorrow when he has a break from driving. A typical day is to get up between 5 and 6am. Walk into the truck stop and do the morning rituals. Get some coffee, walk around and inspect the truck and trailer and then check messages, do the logs; perhaps check weather and any safety conditions on the Qualcomm regarding route of travel and get rolling. Drive to a shipper or receiver and either "drop and hook" or "live load" or "live unload". If it is live then you may be sitting for hours and not making any money as I get paid by the miles I drive. If time is on my hands, then I will use this down time to plan the trip route. Planning fuel stops and dealing with weigh stations and weather and road construction are also daily events to deal with. Meals on the go or time to eat at a restaurant is a variable thing. Towards evening you keep an eye on the Department of Transportation time clock so as not to violate any rules which can be costly. Does your job provide that? If you want a balanced life I think you have to get home most nights. There are truck driving jobs that allow that, but most of us "over the road" haulers do not have a balanced life in my opinion. However, who knows what people consider as balanced. It is subjective. I guess you could say it was getting into the trucking business. In , at the age of 58 and "on the dole", I was desperate to find work. My local employment office provided a lead about becoming a truck aka lorry driver. I applied online and was accepted the next day. I let my ego convince me, a year-old rookie, that I could lease a brand new truck and make a living as a solo driver. Six months later after driving 63, miles across the highways and byways of the USA trying to make a living, I realized that I had really just gained experience, but not made a living. I had lived in a truck and provided the leasing company the means to continue to make millions from fools like me. I have learned my lesson now and drive for a company. What makes for a really good day on the job? A really good day on the job for me is lots of miles, "drop and hooks" instead of live loading and unloading, and being able to get to the truck stop early to find a spot and have a nice clean hot shower followed by a good meal. What makes it a really, really good day is if I am going to make it home that night after perhaps 12 to 19 days on the road. Do you get benefits? I get paid 40 cents a mile. I have days I turn in over miles and days I turn in less than I assume this year I will make perhaps what an average teacher with tenure makes in the US. Many drivers get paid what is referred to as "paid miles". Without going into detail it is not the miles you actually drive but more a, "how the crow flies" from zip code to zip code type mileage. In some cases you may drive a hundred miles for which you are not paid that day during a run in which you actually put in to miles total. Some drivers get paid "practical miles" which amounts to practically every mile driven, unless you detour without cause or get lost or perhaps detour for a quick stop by home. They are not lesser people, just people who have less. Benefits vary from company to company. I am a military veteran so to save money, I use the VA Veterans Administration hospitals on the rare occasion I have medical needs. Not to get political; but it is my opinion that although the new healthcare policies are a step in the right direction; it would have been deceptively simple to just give the whole country Medicare not Medicaid coverage. I never hear our retirees complain about Medicare. It is a single payer the government paying private medical practitioners and private hospitals both for profit and non-profit hospitals to provide care anywhere that retiree needs medical care in the country. Learning to drive, while sleeping and eating in a truck that seemed to be constantly moving between shippers and receivers would have been perhaps more acceptable at a younger age. Doing it in cramped quarters with a person you barely know is even less of a joy. I would drive up to 11 hours a day during my shift and turn in mileages of to miles a day. My trainer and I had many an argument during our time together. I wish there had been another way. I realized my mistake after talking to a woman student and her female trainer from another school who said she, the trainee, was required

to put in hours of driving as a "trainee" but there was no 30 day requirement to meet those hours. A softer more sane "easier way" perhaps. These two women were sitting in the truck stop and having a meal together. What a contrast that was to my situation. My last week as a trainee I could hardly stand being in the truck with my instructor, let alone sitting together to "break bread". Want to be featured on the Guardian? Have a tip or suggestion for someone we should feature?

Chapter 9 : What Would Cheesus Do

A truck or lorry is a motor vehicle designed to transport blog.quintoapp.com vary greatly in size, power, and configuration; smaller varieties may be mechanically similar to some automobiles.

There are medical requirements and residency requirements besides knowledge and skills requirements. The manual is available in their field locations, downloaded from their website and printed. Each state has its own processes to getting the CDL. The second step is to decide which type of vehicle and what kind of driving you want to get the license for. Each types of CDL and endorsement requires you pass a skills test and in some cases a written test. It is important to make sure you pass all the required tests or risk having restrictions on your license. Getting the permit involves more than just passing all the knowledge tests for the type of driving you want to do. To make sure that you are eligible your driving record is checked for the last 10 years in all 50 states and the District of Columbia. You need to bring in the proof that your state accepts to show that you are medically qualified. Your state may require specific documents it wants to see to prove your name and proof of residency. There are fees for getting the CLP. Reading and following the instructions in your states CDL Manual streamlines the process. Some states require the successful completion of CDL training prior to testing. Regardless it is highly recommended that you practice the inspection tests and maneuvers in the CDL Manual that you will be tested on with a qualified individual before showing up for the test. You must pass all 3 parts of the Skills Test: Taking the Skills test is no guarantee that you will pass. Once you have passed the Skills Test you need to take the documentation to the counter for processing. Some states will give you the CDL that same day, while others send it to you in the mail. Regardless make sure that everything is correct before you leave the counter. It can be costly and embarrassing if you find a mistake later. Any summary, description, or paraphrase of a regulatory requirement on this site is intended to provide general guidance only. Please consult the text of the Federal Motor Carrier Safety Regulations for a full account of the applicable requirements. State governments are responsible for issuing CDLs.