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Objective : Over 10 years of Logistic and Supply Chain Operation. Highly skilled in inventory management Extensive knowledge of shipping and receiving and compliance documentation.Skills : Microsoft Word, Excel, CDL Certification, Vehicle Inspection Build Free Resume Description : Operated tractor-trailer system with van, flatbed, and tanker trailers.Supervised ten drivers in OM staging areas and hub areas.Coordinated customs clearance, gate pass, port release, and line haul with the appropriate government and commercial organizations.Checked vehicle operations and supported/assisted in making inspections as required.Army personnel and Transportation Operations.Point-of-contact between site foreman and hub.Performed pre-operational checks and inspections on all assigned equipment Maintained daily disposal logs and accounts.Coordinated between labor elements of presence of hazardous materials in refuse Maintained logs of disposition of Hazardous material Fuel Distribution System Operator. Headline : Results-driven Sr. Heavy Truck Driver skilled in long-haul transportation and logistics management. Recognized for exceptional route planning and fuel efficiency, reducing operational costs by 15% while ensuring timely deliveries.Skills : Adaptability, Good work ethic, Mechanical work on vehicles, Safety Compliance, Time Management Build Free Resume Description : Assists in the development of transportation plans, policies, and procedures necessary to provide support in the areas of services as a Transportation Coordinator.Assist in the development of strategies to improve the transportation of personnel.Generate daily reports regarding coordination of logistic duties and personnel.Participated in Activity Hazard Analysis (AHA) and Total Safety Task Instruction (TSTI) focusing on loading/unloading, proper ground guide procedures, and safety procedures and policies.Read and interpret instructions and documentation and plan work activities.Deliver high dollar loads of a variety of freight to various businesses and warehouses throughout the 48 States.Maintain shipping documents, as well as inspections and light maintenance to ensure the safety of the equipment. Headline : Experienced logistical and transporter with a combination of eight years in the industry. Expertise in accountability, leadership, and all matters of supply management and programs associated with supply and distribution. Skills : Microsoft Excel, Fuel Efficiency, Emergency Response, Weather Adaptability, Physical Stamina Build Free Resume Description : Drove the truck with a capacity greater than fourteen tons to transport materials to and from specified destinations.Applied knowledge of commercial driving regulations and area roads.Inspected truck equipment and supplies, such as tires, lights, brakes, oil, and water per DOT regulations.Received instructions from a general foreman, planned work activities, operated company vehicles of up to 30 tons to move materials, tools, and equipment to and from work sites in the Iraq war zone.Operated heavy combination vehicles as a part of military convoys moving supplies and equipment throughout the Iraq war zone.Assisted in transporting goods over 500 miles weekly, ensuring timely deliveries and customer satisfaction.Maintained accurate logs of hours driven and cargo transported, ensuring adherence to DOT regulations. Summary : Able to drive an articulating haul truck and run several other pieces of earth moving'equipment. Very good driver with a clean driving record. Forklift and pallet jack and also order stock to fill shelves.Skills : Fork Lift Operator, Heavy Truck Driver, Class 8 Roll Off Truck Operator, Long-Distance Driving, Interpersonal Skills Build Free Resume Description : Collected money from customers and recorded transactions.Inspected loads to ensure safe and secure cargo.Followed special cargo related procedures, such as checking refrigeration systems for frozen food's or providing food or water for livestock.Performed basic vehicle maintenance tasks such as adding oil, fuel or radiator fluid or performing minor repairs.Drove trucks with capacities greater than 3 tons, including tractor- trailer combinations to transport and deliver products, livestock, or other materials.Checked all load related documentation for completeness and accuracy.Inventoried and Inspected goods to be moved to determine quantities and conditions. Summary : Skilled Heavy Truck Driver II with expertise in operating various truck types. Recognized for exceptional route planning and fuel efficiency, resulting in a 15% reduction in transportation costs for previous employer.Skills : How To Operate Yard Goat, Forklift Operation, Customer Interaction, Safety Training, Accident Reporting Build Free Resume Description : Move freight, stock, or other materials to and from storage or production areas, loading docks, delivery vehicles, ships, or containers, by hand or using trucks, tractors, or other equipment.Attach identifying tags to containers or mark them with identifying information.Read work orders or receive oral instructions to determine work assignments or material or equipment needs.Stack cargo in locations such as transit sheds or in holds of ships as directed, using pallets or cargo boards.Record numbers of units handled or moved, using daily production sheets or work tickets.Install protective devices, such as bracing, padding, or strapping, to prevent shifting or damage to items being transported.Direct spouts and position receptacles, such as bins, carts, or containers so they can be loaded. Summary : To secure independent contracts with growing and reputable companies as an independent contractor delivery driver where my enhanced experience and strong work ethic will be best utilized.Skills : Truck/ warehouse, CDL Certification, Long-Distance Driving, Vehicle Inspection Build Free Resume Description : Operated truck with a capacity of more than three tons to transport building materials to and from specified destinations.Loaded and unloaded cargo from truck as well as on and off trailers by hand and with the assistance of a forklift.Cleaned and inspected truck to ensure efficiency and maintenance of vehicle equipment and supplies in the areas of brakes, fuel, oil, headlights, tires, and water.Positioned blocks and tightened straps around materials to secure cargo during transit.Verified accuracy of inventory counts at all points of delivery.Adhered to company and Florida Department of Transportation safety regulations.Prepared and reviewed invoices with customers and obtained shipper and receiver authorizations/signatures.Collected payment from customers for delivered goods. Headline : Exceptional organizational skills, able to integrate details and coordinate implied tasks to accomplish time sensitive projects, while depicting professionalism and confidence. Effective communication skills, both oral and written. Comfortable working with all levels of management. Skills : 7 years operating concrete boom pumps., Defensive Driving, Cargo Handling, Time Management, Customer Service Build Free Resume Description : Delivered material throughout Afghanistan with zero accidents.Perform repair and troubleshooting, as well as preventative maintenance on equipment.Operated and performed routine maintenance on military trucks.Collect delivery instructions from appropriate sources, verifying instructions and routes.Operated heavy trucks to transport goods, ensuring timely delivery and adherence to safety regulations.Coordinated logistics for multi-stop routes, optimizing fuel efficiency and reducing transportation costs by 15%.Maintained accurate records of vehicle inspections, repairs, and maintenance, enhancing fleet reliability.Trained new drivers on safety protocols and operational procedures, improving team performance and compliance. Objective : Seeking reputable company in which to obtain a Heavy Truck Driver position and use my knowledge in this field to further boost my career and to assist in the growth of company.Skills : Jack Of All Trades, Customer Service, Communication, Flexibility, Calming Nature And Leadership Build Free Resume Description : Check vehicles to ensure that mechanical, safety, and emergency equipment is in good working order.Follow appropriate safety procedures for transporting dangerous goods.Inspect loads to ensure that cargo is secure.Maintain logs of working hours or of vehicle service or repair status, following applicable state and federal regulations.Secure cargo for transport, using ropes, blocks, chain, binders, or covers.Maneuver trucks into loading or unloading positions, following signals from loading crew and checking that vehicle and loading equipment are properly positioned.Report vehicle defects, accidents, traffic violations, or damage to the vehicles.Obtain receipts or signatures for delivered goods and collect payment for services when required. Summary : Results-driven Lead Heavy Truck Driver skilled in managing logistics and ensuring timely deliveries. Recognized for exceptional driving skills and commitment to safety, contributing to a 20% reduction in delivery times and improved customer satisfaction.Skills : Electrical work, mechanic on used cars, and trailer, . truck driving, loading and unloading Build Free Resume Description : An industry leader in Liquid Bulk Specialty Chemical Transportation.Handled safety investigations, performed environmental reporting, and coordinated hazardous waste collection and disposal operations.Selected to participate in Emergency First Responder's Team.Led a team of 5 drivers, improving on-time delivery rates by 20% through effective route planning.Managed daily operations for a fleet of 10 heavy trucks, ensuring compliance with safety regulations.Achieved a 15% reduction in fuel costs by implementing efficient driving techniques and route optimization.Conducted regular vehicle inspections, resulting in a 30% decrease in maintenance-related downtime.Trained new drivers on safety protocols, enhancing overall team performance and reducing incident rates by 25%. Summary : Highly qualified Heavy Truck Driver with experience in the industry. Enjoy creative problem solving and getting exposure on multiple projects, and the collaborative environment on which your company prides itself.Skills : Fork lift operator, Heavy Truck Driver, Class 8 roll off truck operator, Communication Skills, Problem Solving Build Free Resume Description : Drives truck with capacity of more than 3 tons to transport and deliver cargo, materials, or damaged vehicle.Maintains radio or telephone contact with base or supervisor to receive instructions or be dispatched to new location.Maintains truck log according to state and federal regulations.Keeps record of materials and products transported.Position blocks and ties rope around items to secure cargo for transport.Operates equipment on vehicle to load, unload, or disperse cargo or materials.Assists in loading and unloading truck manually Trains new drivers in procedures, paperwork, driving, tie downs, tarping, border crossing procedures, and safety. Share — copy and redistribute the material in any medium or format for any purpose, even commercially. Adapt — remix, transform, and build upon the material for any purpose, even commercially. The licensor cannot revoke these freedoms as long as you follow the license terms. Attribution — You must give appropriate credit , provide a link to the license, and indicate if changes were made . You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use. ShareAlike — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original. No additional restrictions — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits. You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation . No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material. Truck drivers are the backbone of America’s transportation industry, covering vast distances to deliver goods across the country. Many people wonder, “how many miles a day can a trucker drive?” The answer involves a complex combination of federal regulations, road conditions, and individual stamina. Explore these influencing factors, and learn more about why the question isn’t as straightforward as it may seem. Truck drivers cannot travel as much as they desire. This is because federal Hours of Service (HOS) regulations set by the Federal Motor Carrier Safety Administration (FMCSA) govern the working hours of anyone operating a commercial motor vehicle in the U.S. They also dictate the minimum amount of time drivers must spend resting between shifts to prevent fatigue-related accidents. 11-Hour Driving Limit:Truck drivers are allowed to drive a maximum of 11 hours after having been off-duty for at least 10 consecutive hours. 14-Hour On-Duty Limit:Truck drivers cannot drive after the 14-hour period from the time they start their shift. This 14-hour period includes all on-duty time, not just driving time. The 14-hour limit begins after a qualifying rest period of 10 consecutive hours off-duty. 30-Minute Break:After driving for eight hours, drivers are required to take a 30-minute break if they haven’t taken a rest period of at least 30 minutes within those 8 hours of driving. The break can be off-duty or spent on a rest break. 60- to 70-Hour Limit:The regulations state that drivers can drive a maximum of 60 hours in a 7-day period or 70 hours in an 8-day period. They must take a 34-hour reset (which includes two periods of 1 a.m. to 5 a.m.) to restart the 7-day or 8-day cycle. Driving can become mundane after a few hours. Truckers have more experience behind the wheel than your average driver, but even with their experience, the hours that truck drivers spend on the road can still affect them. Long hours and sleepless nights can drastically impact drivers’ energy levels and lower their reflexive abilities. Whether you drive for a living or not, everyone needs to sleep and take driving breaks to remain alert on the road. Truck driver regulations give drivers the necessary downtime that they need in order to prevent accidents and deaths on the road. Limitations also prevent fleet managers or shippers from pressuring drivers to work 24 hours straight, which puts their lives at risk. Most truck drivers face an 11-hour limit on their driving. This limit increases safety and alertness on the road, but some truck drivers can ride for a few extra hours. The FMCSA has a few exceptions, such as adverse driving conditions and short-hauls. Drivers can drive two hours beyond their daily limit if they encounter adverse driving conditions on the road. Drivers can also travel for up to 14 hours per day under the short-haul exception if they are within a 150-mile radius from headquarters. A truck driver’s daily commute varies based on road conditions, traffic, and other factors. A driver who averages 65 miles per hour during an 11-hour shift can cover 715 miles per day. Plus, truck drivers can cover more ground when exceptions apply to them. Truck drivers are on the road for roughly 300 days per year. After gaining some experience, some drivers look for local routes that keep them closer to home. A truck driver has to commute a set number of miles to reach their location. If a truck driver can average 700 miles per day, it would take them four days to travel to a location 2,800 miles away from headquarters. Logistics managers can use this knowledge to inform clients about package arrival dates. You can also calculate how long it will take for a truck driver to return to headquarters for the next load. Truck drivers encounter various obstacles that impact their mileage and how long it takes for shipments to arrive. You should consider these factors with your shipping timelines. Truck drivers deliver freight to several destinations and may make multiple stops before reaching a shipper. LTL drivers have truck storage for many customers, which can cause additional delays. Truck drivers will arrive at the facility and wait to get unloaded. Drivers will also have to wait for workers to load their trucks with the right cargo. Some truck drivers help with the loading and unloading to get on the road sooner, but delays in facilities can add up and cause shipping delays. Some trucks drive to a new destination without any cargo. Fleets do not make money from empty trucks and refer to this distance as empty miles. Trucks may have nothing inside when they return to the main facility. Trucks have to return to the main facility and then get loaded before the shipping timeline can begin. Several other factors influence shipping timelines. Lanes with lower speed limits will reduce a truck driver’s total mileage. A 60 MPH speed limit nets 110 fewer miles than a 70 MPH speed limit in an 11-hour day. Bad weather and traffic will also reduce a driver’s speed, but the 11-hour time limit remains in effect with some exceptions. When truck drivers go slower, it takes longer for them to reach the final destination. Dividing up your time can keep you alert on the road and maintain peak productivity. Truck drivers can use the following strategies to divide up their time. An inspection checklist can save you time before and after trips and keep you safe on the road. You will have everything you need and have fewer delays. Rush hour and afternoon commutes increase congestion on the roads. You can plan your routes away from these busy hours. Many truck drivers do their mileage at night and use the rush hour for their 30-minute break. You need enough sleep to stay focused while behind the wheel. Scheduling this downtime will help with productivity, but more importantly, this planning can save your life. On most days, you can only drive for up to 11 hours. You will have to take at least one 30-minute break and it may have to help with either loading or unloading the vehicle. Calculate how much time these activities can take and then carve out enough time to sleep with your schedule in mind. Truck drivers cover a lot of ground. They travel thousands of miles each week and they are vital for the supply chain. Scheduling your breaks and making sure you can sleep enough will help you stay safe while driving. Approaching your commute with a plan can help you get enough rest for the next day of work. How many miles can a local truck driver drive a day? Local truck drivers typically cover shorter distances compared to long-haul drivers, usually ranging from 100 to 300 miles per day. Their daily mileage can vary based on factors such as traffic conditions, number of stops, and local regulations. What is the most miles a truck driver has driven? The record for the most miles driven by a truck driver in a single day is not officially documented, as it would likely violate safety regulations. However, some long-haul truckers have reported covering up to 800-1000 miles in a day under exceptional circumstances. Doing so is neither common nor recommended. How many miles is 10 hours driving? Assuming an average speed of 55-60 mph, which is typical for truck drivers on highways, 10 hours of driving would cover approximately 550-600 miles. However, this can vary significantly based on road conditions, traffic, speed limits, and mandatory rest breaks. Driving trucks may be a lifelong dream for some people, while others simply prefer life on the road. Driving trucks requires numerous skills and presents many challenges depending on the type of trucking. Many modern trucks require specialized skills and licensing for the drivers tasked with driving these machines. We will look at some of the types of truck drivers performing key roles in our modern society. Truck drivers have a varied and sometimes interesting profession. The job is integral to the smooth functioning of commerce, industry, and survival of the general public. From food to building materials, oversize loads, and other important freight, truckers need to have a wide range of skills. 1. Flatbed Truck Drivers Flatbed trucks range in size from medium load to heavy load trailers. Flatbed trucks are usually used to transport oddly shaped freight that will not fit in other trucks. Drivers of flatbed trucks require expert knowledge for balancing loads such as pipes, large machinery, and other unusual freight. Flatbed truck drivers often must drive mechanical loads onto their flatbeds to achieve the right balance and positioning of the load. In some cases, loading the truck requires a winch to haul the load onto the flatbed. Many flatbed trucks have adjustable suspensions, and the flatbed can be lowered or raised to accommodate certain loads. Consequently, many flatbed trucks do not have large ground clearance. This requires careful route-planning by the truck driver to avoid roads where obstacles such as speed humps, pavements, or uneven road surfaces can pose a problem for the load. The wide range of skills required for drivers of flatbed trucks results in these truckers being paid more highly than many other truck drivers. 2. Long-Haul Truck Drivers Long-haul truck drivers are known by a variety of names in different regions. Descriptions such as Over-The-Road or OTR truckers, or interstate truckers refer to long-haul truck drivers. These truck drivers handle long-distance freight deliveries and spend many hours, days, or even weeks on the road while they head towards their freight destination. Long-haul truck drivers usually drive trucks that have a compartment in the cab with a place for the driver to sleep. Many such trucks have services such as built-in propane gas cooking facilities and sometimes toilet facilities similar to RV’s to accommodate driver’s needs on the road. These self-contained trucks are almost a home-away-from-home for the drivers and allow them to pull over on the side of the road to sleep, have a meal, or a bathroom break whenever they need it. Long-haul truck drivers require a special type of person with the mental fortitude and stamina for long hours driving day after day. 3. Military Truck Drivers The military requires truck drivers with a variety of skills. From basic freight transport to highly specialized freight transport, the military has scope for many truck driving opportunities. From transporting food, medical supplies, hazardous material, explosives, and munitions to transporting heavy vehicles such as tanks and aircraft, a wide range of skills is required for the military truck driver. Since some of the equipment used is highly specialized and not available to the public, the military provides the training necessary for the truck drivers working in this capacity. 4. Tanker Truck Drivers Tanker trucks are designed to carry very specific loads, from inert materials to volatile fuels or hazardous chemicals and gasses. Tanker trucks are engineered with special containers to prevent liquid loads from sloshing around in the container and unbalancing the load. Some tanker trucks have multiple, separate containers, with each compartment intended for a different destination. This requires the tanker truck driver to know load balancing and plan his offloading sequence so the load at the back does not become unbalanced. Most tanker trucks have pump systems to take on or deliver their loads. Some have metered pumps to deliver different quantities to different destinations. The tanker truck driver must have knowledge of the operation of this specialized equipment. Driving a tanker truck requires a different driving skill-set to driving trucks with non-liquid loads. Inexperienced tanker truck drivers can easily roll a tanker truck over if they do not take steps to drive according to the load. 5. Heavy Load Truck Drivers Heavy load trucks are designed for the transport of very heavy loads. They have specialized suspensions and are often loaded with a crane at the pickup and delivery point. Heavy load truck drivers need skills to manage the loading and offloading of the freight and adapt their driving style to accommodate the specific load. Route planning is a key skill required for heavy-load truckers. Some road surfaces are not capable of supporting heavy loads. Driving on these roads could damage the road surface and even damage the truck itself. Planning routes for heavy loads often involves consultation with road traffic authorities and municipal road agencies, who can advise on the appropriate routes for the heavy load. 6. Oversize Load Truck Drivers An oversize load hauler truck trailer hauling a concrete pipe tube in Virginia. Oversize load trucks are closely associated with heavy load trucking, but with the added component of a load that takes up a large portion of the road and could affect traffic in both directions on the road. Oversize load truck drivers need management skills, problem-solving skills, and communication skills, in addition to exceptional driving skills. Planning the transport of oversize loads often requires weeks or months of planning. Traffic authorities, municipal road officials, and electricity departments are often included in the planning of transporting these loads. The oversize load truck driver needs to have good communication skills to coordinate with these authorities, and the entourage of vehicles requires to accompany the load. Public roads often need to be closed to other traffic to accommodate the passage of the load, which requires the chase cars to go ahead of the load and coordinate the road closures. Some oversize loads are only allowed to be transported at night to minimize the traffic impact for other road users. 7. Dry Van Truck Drivers Dry van truckers are often the first trucking job for many truckers. These trucks are used to transport dry goods such as boxed foods, tinned food, animal feed, fertilizers, and similar products. With the transport of these loads, there is not much special attention that the driver needs to give to the load. Dry goods are most commonly transported in closed box trucks or truck trailers. The driver is not usually responsible for the loading or offloading of the cargo. This function is normally performed by the sender and the freight recipient. Many truck drivers use a dry van trucking job as an entry point into the trucking industry and gain the initial knowledge needed to drive large trucks. 8. Hazardous Material Truck Drivers Hazardous materials can take various forms, requiring the use of specialized trucks and skilled truck drivers to transport these loads. Some hazardous freight requires tankers for transport, while others require sealed trucks to prevent gas leakage, radiation leakage, or other spills of dangerous cargo. The truck drivers tasked with transporting these materials must have training regarding the correct transport of the hazardous material, correct loading and offloading procedures, and the steps to take in the event of a spill. In some cases, the truck drivers must be familiar with the use of hazmat suits and need to have this equipment on the truck to attend to the cargo should there be problems during the transportation. Hazardous material truck drivers are often required to have specialized driving licenses to transport this type of freight. 9. Overland Truck Drivers Overland truck drivers are truck drivers that deliver freight to outlying, remote locations. This type of trucking requires a special kind of trucker. It is not the type of trucking job suitable for many people. Overland truckers need high problem-solving skills and planning skills since they are often alone and need to solve complex problems regarding the freight, weather, or faults on their trucks on their own. Mechanical skill and ingenuity and proper preparation of the truck, and carrying of additional spares, equipment, and tools to keep the truck moving are key aspects for the overland trucker. Puncture repairs, changing truck and trailer tires are often all part of a day’s work for these hardy truckers. Handling adverse weather, such as snowstorms, heavy rain, crossing swollen rivers, or extricating a truck stuck in thick mud is part of the overland trucker’s job description. 10. Fire Truck Drivers Fire truck drivers are an essential part of the service provided to the public by local fire departments. Similar to the military, fire departments use specialized vehicles that are not generally in common use publically. This requires fire truck drivers to receive specialized training in the driving and operation of these trucks. Fire truck drivers are also qualified firemen but have received additional training for driving fire trucks, positioning the vehicles safely and effectively at a fire scene, and operating all the specialized equipment on the truck. Fire truck drivers receive special training to drive large emergency vehicles safely at higher speeds and maneuver large vehicles in tight spaces. 11. Local Truck Drivers Local truck drivers drive freight delivery vehicles in a limited area. These drivers deliver freight at short distances and can perform multiple trips each day to different locations. Since these truck drivers deliver freight to businesses locally, it is often seen as a normal nine-to-five job, working normal office hours. This is because the senders and receivers of the freight keep normal business hours, limiting the times at which the driver can collect or deliver freight. Local truck drivers will spend all day on the road, but they will only travel short distances for each delivery trip. Thus this type of trucking leads to fewer problems such as driver fatigue. 12. Regional Truck Drivers Regional truck drivers generally perform mid-distance freight delivery. These are normally inter-city deliveries, where the driver may be on the road for a couple of days at a time. The driving time for regional truck drivers is seldom more than a day and an overnight haul. Regional truck drivers haul freight over medium distances rather than long distances. Overnight courier services often employ regional truck drivers to deliver goods overnight from city to city. 13. Owner-Operator Truck Drivers Owner-operator truck drivers are truck drivers that own the truck they are driving and work from contract to contract for hauling freight. These truck drivers are often sought after to transport goods long distances, sensitive goods, or time-critical freight. Since these truckers drive their own rigs, they often take greater care with the trucks and the cargo, minimizing transport damage of the goods. Owner-operator truck drivers will often take on trucking jobs that other transport companies decline due to the difficulty of the job. Owner-operator truck drivers will try to plan return loads on a trip to make money from the return leg of the journey and the delivery leg of the haul. 14. Company Truck Drivers Company truck drivers do not own their own trucks but drive trucks for a transport company. These truck drivers may specialize in various types of trucking or be used for general truck driving and deliveries. Company truck drivers may be long-haul or local truck drivers or anything in between. Many new truck drivers look for driving positions with these companies to gain experience across a wide range of trucks and types of freight hauling. 15. Auto Truck Driver Auto hauling trucks are specialized for transporting cars over long distances. These trucks have equipment designed to load and unload cars from the double-decker trailers. These cars can be high-value loads, especially in the transport of sports cars or executive cars. The truck drivers employed to transport these cars will not be novice drivers since the consequences of damaging the load can be costly. Auto truck drivers are often long-haul truck drivers that transport cars from ports to inland cities for car dealerships. Some car dealerships use auto truckers to distribute their stock across their country-wide dealer network. 16. Refrigerated Truck Driver Perishable goods are often transported in refrigerated trucks. These trucks have specialized cooling equipment to maintain the correct temperature for the goods being transported. Refrigerated truck drivers require the relevant knowledge for managing the refrigerated system on these trucks. Monitoring, repairs, and maintenance of the refrigeration system may be required on long-haul trips to prevent cargo loss. Many of these trips may require non-stop driving to cover the required distance and ensure fresh goods delivery. In this case, two drivers may be used to tag-team the drive. The drivers will drive in shifts, with one person driving while the other rests or sleeps. ConclusionTruck drivers are an integral link in the supply chain that many companies and the general public rely on to receive the food and supplies they need. Road transport is a key arterial service that our towns, cities, and ultimately the general public rely on to bring raw materials, food, and important products to where they are needed. In the past, truck drivers were considered to be low-skilled labor, but modern trucks require a high level of skill and management to operate. The realization of the importance of skilled drivers has resulted in the trucking industry receiving recognition of their value to trade, commerce, and society in general. This has resulted in the improvement of the compensation offered to experienced and skilled truck drivers. Dive into the ultimate resource hub for vehicle enthusiasts, where reliability meets depth. Lemon Bin is your go-to destination for comprehensive vehicle guides, expert reviews, and invaluable insights, all designed to steer you clear of the lemons and towards your perfect ride. From the latest models hitting the streets to the classic gems that have defined generations, we cover the spectrum to ensure you have the information you need to make informed decisions. Expert Reviews: Get the inside scoop from industry experts who know what to look for in quality vehicles. 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Maintenance Tips: Keep your vehicle in prime condition with our expert maintenance tips and advice. Community Forum: Engage with our community forum, where knowledge and passions intersect. Embark on your vehicle discovery journey with Lemon Bin. Explore, learn, and connect with a community that shares your passion. Your next vehicle adventure starts here. Tips for Keeping Your Car Clean During the WinterWinter can be a challenging season for car owners. The harsh weather conditions can make it difficult to keep your vehicle clean and well-maintained. Snow, ice, and salt … How to Dry a Car After WashingDrying a car after washing is essential to prevent water spots, streaks, and other unsightly marks on your vehicle’s paint. There are several ways to dry your car, … How Long Will it Take To Charge a Dead Car Battery?A dead car battery can be frustrating, especially when you are in a hurry to get somewhere. If you find yourself in this situation, you may be wondering … Types of DronesDrones have become increasingly popular in recent years, offering a wide range of uses including aerial photography, surveillance, and even as a fun recreational hobby. With an ever-growing … Types of Golf CartsGolf carts are an essential part of any golf course. They are used to transport golfers and their equipment, as well as maintenance staff and supplies. With the … How to Clean Tinted Car WindowsCleaning tinted car windows can be a bit tricky, but it’s essential to keep them clean to maintain their appearance and functionality. Tinted windows help to reduce heat … How Long Does it Take to Change a Windshield?If you’re wondering how long it takes to change a windshield, the answer is that it depends on several factors. Generally, replacing a windshield can take anywhere from … How Long Can a Car Idle?Cars are an essential part of our daily lives. They help us get to work, school, and everywhere else we need to go. However, have you ever wondered … How Many Spark Plugs in a V6 Engine?A V6 engine is a popular engine configuration that is used in many different types of vehicles. Whether you are driving a car, truck, or SUV, there is … Types of Car WaxCar wax is an essential part of car maintenance that helps protect the vehicle’s exterior from harmful elements. It is a protective layer that shields the paint from … Types of Oil FiltersOil filters play a crucial role in maintaining the health of a car’s engine. They help to remove contaminants from the engine oil and ensure that the oil … Types of GearboxGearboxes are an essential component in many machines and vehicles, as they are responsible for controlling the speed and torque of the engine. There are different types of … Types of Ignition CoilsUnderstanding the different types of ignition coils is essential to keep your vehicle running smoothly. These components play a critical role in providing spark for the combustion process … Types of Amphibious VehiclesAmphibious vehicles are unique vehicles that can operate both on land and water. These vehicles are designed to provide efficient transportation in both environments, making them ideal for … Most Extreme All Terrain VehiclesAll-terrain vehicles (ATVs) are designed to take on the toughest terrains and environments. These vehicles are built to withstand the most extreme conditions, and they are used for … Types of Marsh BuggiesMarsh buggies are vehicles designed to traverse boggy swamp terrain. These vehicles are often used for land management projects in wetlands and marshy areas. Marsh buggies are characterized … Bad Brake Pads: Your Guide to Signs, Symptoms, and Replacement CostBad brake pads can be a serious safety concern for any driver. They can cause your vehicle to take longer to stop, make strange noises, and even cause … Bad Radiator: Signs, Symptoms, and Replacement CostA car’s radiator is one of the most crucial components of the engine cooling system. It helps to regulate the temperature of the engine by removing excess heat … Bad Car Battery: Signs, Symptoms, and Replacement CostCar batteries are an essential component of any vehicle, providing the necessary power to start the engine and run various electrical systems. However, like any other part of … Bad Turbocharger: Signs, Symptoms, and Replacement CostTurbochargers are an important component of modern engines. They help to increase engine efficiency and power by adding power without using direct engine power to make it run. … Bad EGR Valve: Signs, Symptoms, and Replacement CostAn EGR valve is an important component of a vehicle’s engine that helps to reduce emissions. However, when it goes bad, it can cause a number of problems. … Person who earns a living as the driver of a truck For other uses, see Truck Driver (disambiguation). "Trucker" redirects here. For other uses, see Trucker (disambiguation). "Lorry driver" redirects here. For the 1990 film, see Lorry Driver (film). "Truckie" redirects here and is not to be confused with Truckee. This article needs additional citations for verification. Please help improve this article by adding citations to reliable sources. Unsourced material may be challenged and removed.Find sources: "Truck driver" – news · newspapers · books · scholar · JSTOR (February 2015) (Learn how and when to remove this message) A truck driver driving a semi-truck in the Netherlands 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;[1] an HGV driver in the United Kingdom, Ireland and the European Union, a lorry driver, or driver in the United Kingdom, Ireland, India, Nepal, Pakistan, Malaysia and Singapore) is a person who earns a living as the driver of a truck, which is commonly defined as a large goods vehicle (LGV) or heavy goods vehicle (HGV) (usually a semi truck, box truck, or dump truck). Truck drivers[2] provide an essential service to industrialized societies by transporting finished goods and raw materials over land, typically to and from manufacturing plants, retail, and distribution centers. Truck drivers are responsible for inspecting their vehicles for mechanical items or issues relating to safe operation. Others, such as driver/sales workers, are also responsible for sales, completing additional services such as cleaning, preparation, and entertaining (e.g. cooking, making hot drinks) and customer service. Truck drivers work closely with warehouse associates and warehouse workers who assist in loading and unloading shipments.[3] A Nissan Diesel trucker in Hong Kong There are three major types of truck driver employment: Owner-operators (also known as O/Os, or "doublestuffs"[4]) are individuals who own the trucks they drive and can either lease their trucks by contract with a trucking company to haul freight for that company using their own trucks or haul loads for multiple companies and are self-employed independent contractors. Others also lease and make payments on trucks with the aim of purchasing them within two to five years.[5] Company drivers are employees of a particular trucking company who drive trucks provided by their employer.[6] Independent owner-operators are those with the authority to haul goods who often drive their own trucks, possibly owning a small fleet anywhere from one to ten, but occasionally as few as two or three.[5] An Isuzu Records Management truck Owner-operators, owner-drivers, and company drivers can be in these categories: Auto haulers transport cars on specially built trailers and require specific skills to load and operate specialized trailers. Boat haulers move boats ranging in size from 10-foot-long (3.0 m) bass boats to full-size yachts up to 60 ft long (18 m) using specialized low boy trailers that can be set up for each size of boat. Boats wider than 8 feet 6 inches (2.59 m) or 13 feet 6 inches (4.11 m) require permits to move and are considered oversize loads. Dry van drivers haul the majority of goods over highways in large trailers. Contents may be perishable or nonperishable goods. Dry bulk pneumatic drivers haul bulk sand, salt, and cement, among other things. They have specialized trailers which enable them to use pressurized air to unload their products. Commonly known among truckers as Flow Boys. Flatbed drivers haul an assortment of large bulky items, such as tanks, steel pipes, or lumber. Drivers require the ability to balance the load correctly. LTL drivers (location-to-location) or "less than truck load" generally refers to localized delivery jobs where goods are delivered by the driver at multiple locations, sometimes involving the pulling of double- or triple-trailer combinations. Reefer drivers haul refrigerated, temperature-sensitive, or frozen goods. Local drivers work only within the limits of their local areas. These areas may include crossing state lines, but drivers usually return home daily. Household goods drivers, or bedbuggers, haul personal effects for families moving from one home to another. A container truck (cab-over design) Regional drivers may work over several states near their homes and may be away from home for short periods. Interstate drivers (otherwise known as "over-the-road" or "long-haul" drivers) often cover distances of thousands of miles and are away from home for days, weeks, or even months on end. For time-critical loads, companies may opt to employ team drivers to cover more miles than a single driver. Oversize load drivers transport oversize loads that exceed standard regulations. Special permits are required to transport oversize shipments. Team drivers refer to pairs of drivers who take turns driving the same truck in shifts (sometimes spouses), or several people in different states who split up the haul (line haul) to avoid being away from home for long periods. Tanker drivers (tank truck drivers; in truck driver slang, tanker yankers "tankies") haul liquids, such as gasoline (petrol), diesel fuel, milk, and crude oil, and dry bulk materials, such as plastics, sugar, flour, and cement in tanks. Liquid tanker drivers need special driving skills due to the load balance changing from the liquid movement. This is especially true for food grade tankers, which do not contain any baffles and are a single compartment (due to sanitation requirements). Fuel oil/petroleum drivers require special certifications. Vocational drivers drive vocational trucks such as tow trucks, dump trucks, garbage trucks, or cement mixers. Drayage drivers move cargo containers (aka "piggy backs"), which are lifted on or off the chassis at special intermodal stations. Bullrack drivers haul livestock locally, regionally, or nationally. The term bullrack refers to double-deck trailers used strictly for hauling cattle. A trucker and his vehicle In Australia, drivers of trucks and truck/trailer combinations with gross vehicle mass greater than 12 tonnes (11.8 long tons; 13.2 short tons)[7] must rest for 15 minutes every 5.5 hours, 30 minutes every 8 hours, and 60 minutes every 11 hours (includes driving and non-driving duties). In any 7-day period, drivers must spend 24 hours away from their vehicles. Truck drivers must complete a logbook documenting hours and kilometres spent driving.[8] In Canada, driver hours of service (HOS) regulations are enforced for drivers who operate a "truck, tractor, trailer, or any combination of them that has a gross vehicle weight in excess of 4,500 kg (9,921 lb) or a bus that is designed and constructed to have a designated seating capacity of more than 24 persons, including the driver."[9] However, there are two sets of hours of service rules: one for above 60th parallel north and one for below. Below latitude 60 degrees, drivers are limited to 14 hours on duty in any 24-hour period. These 14 hours include a maximum of 13 hours driving time. Rest periods are 8 consecutive hours in a 24-hour period, as well as an additional 2-hour period of rest that must be taken in blocks of no fewer than 30 minutes. The concept of "Cycles" refers to the total amount of time drivers can be on duty in a given period before they must take time off. Cycle 1 is 70 hours in a 7-day period and cycle 2 is 120 hours in a 14-day period. Drivers using cycle 1 must take off 36 hours at the end of the cycle before being allowed to restart the cycle again. Cycle 2 is 72 hours off duty before being allowed to start again. Receipts for fuel, tolls, etc., must be retained as MTO officers can request them to further verify the accuracy of information contained in drivers' logbooks during inspections. Main article: Drivers' working hours In the European Union, drivers' working hours are regulated by EU (EC) No 561/2006,[10] which entered into force on 11 April 2007. The nonstop driving time may not exceed 4.5 hours. After 4.5 hours of driving, drivers must take a break period of at least 45 minutes, which can be split into 2 breaks, the first being at least 15 minutes and the second being at least 30 minutes. The daily driving time shall not exceed 9 hours and may be extended to at most 10 hours no more than twice each week. The weekly driving time may not exceed 56 hours. In addition to this, a driver cannot exceed 90 hours driving in a fortnight. Within each 24-hour period after the end of the previous daily or weekly rest period, drivers must take a new daily rest period. An 11-hour (or more) daily rest is called a regular daily rest period. Alternatively, drivers can split a regular daily rest period into two periods. The first period must be at least 3 hours of uninterrupted rest and can be taken at any time during the day. The second must be at least 9 hours of uninterrupted rest for a total minimum rest of 12 hours. Drivers may reduce daily rest periods to no fewer than 9 continuous hours, but this can be done no more than three times between any two weekly rest periods; no compensation for the reduction is required. Daily rests between 9 and 11 hours long are referred to as reduced daily rest periods. Daily rests may be taken in a vehicle as long as it has suitable sleeping facilities and is stationary. 'Multi-manning' Multi-manning refers to (at least) two drivers driving the same vehicle during each period between two consecutive daily rests or between a daily rest and a weekly rest period. Another driver is optional for the first hour of multi-manning but mandat

percentage of these drivers are aging, and are expected to retire. 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 20,000 drivers. That shortage is expected to increase to 63,000 by 2018.[50] Trucking (especially the long-haul sector) is also facing an image crisis due to the long working hours, long periods of time away from home, the dangerous nature of the work, the relatively low pay (compared to hours worked), and a "driver last" mentality that is common throughout the industry. 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.[51] Employee turnover within the long-haul trucking industry is notorious for being extremely high. In the 4th quarter of 2005, turnover within the largest carriers in the industry reached a record 136%,[52] meaning a carrier that employed 100 drivers would lose an average of 136 drivers each year. At the end of 2020, turnover for truck drivers in fleets with more than $30 million of annual revenue was 92%.[53] There is a shortage of willing trained long-distance truck drivers.[54] Part of the reason for the shortage is the economic fallout from deregulation of the trucking industry. Michael H. Belzer is an internationally recognized expert on the trucking industry, especially the institutional and economic impact of deregulation.[55] He is an associate professor, in the economics department at Wayne State University. He is the author of Sweatshops on Wheels: Winners and Losers in Trucking Deregulation.[56] His major opus was critically well received. Low pay, bad working conditions and unsafe conditions have been a direct result of deregulation. "[This book] argues that trucking embodies the dark side of the new economy."[57] "Conditions are so poor and the pay system so unfair that long-haul companies compete with the fast-food industry for workers. Most long-haul carriers experience 100% annual driver turnover."[58] As the Atlanta Journal-Constitution wrote: "The cabs of 18-wheelers have become the sweatshops of the new millennium, with some truckers toiling up to 95 hours per week for what amounts to barely more than the minimum wage. [This book] is eye-opening in its appraisal of what the trucking industry has become."[55] 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 usually accrues to a set maximum of 6 or 7 days. This is the average for OTR (Over The Road) Line Haul and Regional drivers. 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 144" 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. [59] From 1992 to 1995, truck drivers had a higher total number of fatalities than any other occupation, accounting for 12% of all work-related deaths.[60] By 2009, truck drivers accounted for 16.8% of transportation-related deaths.[61] In 2016 alone, 475,000 crashes involving large trucks were reported to the police: 0.8% were fatal and 22% resulted in injury.[62] Among crash fatalities generally, 11.8% involved at least one large truck or bus.[63] In 2016, property damages resulting from truck and bus crashes cost several billion dollars.[63] Truck drivers are five times more likely to die in a work-related accident than the average worker.[64] Highway accidents accounted for a majority of truck driver deaths, most of them caused by confused drivers in passenger vehicles who are unfamiliar with large trucks. 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.[65]—Occupational Safety and Health Administration Still, progress has been made. While there has been a 29% increase in fatal crashes since 2009, this number is still lower than what it was in 2005.[62] The safety of truck drivers and their trucks is monitored and statistics compiled by the FMCSA or Federal Motor Carriers Safety Administration who provides online information on safety violations. 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. § 521(b)(5)(B), "any condition likely to result in serious injury or death". National statistics on accidents published in the FMCSA Analysis and Information online website provides the key driver OOS categories for the year 2009 nationally: 17.6% are log entry violations, 12.6% are speeding violations, 12.5% drivers record of duty not current, and 6.5% requiring driver to drive more than 14 hours on duty. This has led to some insurance companies wanting to monitor driver behavior and requiring electronic log and satellite monitoring.[66] In 2009[67] there were 3380 fatalities involving large trucks, of which 2470 were attributed to combination unit trucks (defined as any number of trailers behind a tractor). In a November 2005 FMCSA report to Congress,[68] the data for 33 months of large truck crashes was analyzed. 87 percent of crashes were driver error. In cases where two vehicles, a car and a truck, were involved, 46 percent of the cases involved the truck's driver and 56 percent involved the car's driver. 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. This is not true of the vehicle caused crashes (about 30 percent of crashes) where the top failure for trucks is caused by the brakes (29 percent of the time compared to 2% of the time for the car). 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. Tarps can weigh up to 200 lbs each and the cargo can require up to 3 tarps per load which account for a number of deaths and injuries from falling. 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.[citation needed] If the cab of the truck is not appropriate for the driver's size, the driver can lose visibility and easy access to the controls and be at higher risk for accidents.[61] This section's factual accuracy may be compromised due to out-of-date information. Please help update this article to reflect recent events or newly available information. (October 2010) A study published in 2002 by the Federal Highway Administration (FHWA) division of the U.S. 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."[69] A 2000 highway special investigation report by the National Transportation Safety Board (NTSB) contains the following statistics: Parking spaces at private truck stops- 185,000 (estimate) Number of trucks parked at private truck stops at night- 167,453 (estimate) Private truck stops that are full on any given night nationwide- 53 percent Shortfall of truck parking spaces- 28,400 (estimate) Public rest areas with full or overflowing parking at night 80 percent[70] 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. In 2012, the FHWA re-evaluated the demand for truck parking and the availability of such facilities using volume and congestion data. This assessment was detailed in the Commercial Motor Vehicle Parking Shortage report, which was submitted to Congress in June of that year. The report utilized FHWA's Freight Analysis Framework and Freight Performance Measure program tools to identify a widespread shortage of truck parking facilities, with certain areas experiencing an acute shortage.[1] 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 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 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 1 February 2005. A driver may not: idle the vehicle's primary diesel engine for greater than five minutes at any location.[71] operate a diesel-fueled auxiliary power system which powers a heater, air conditioner, or any additional equipment for sleeper-berth equipped vehicles during sleeping or resting periods for greater than five minutes at any location within 100 feet of a restricted area. Drivers are subject to both civil and criminal penalties for violations of this regulation.[72] A truck driver's "DAC Report" refers to the employment history information submitted by former employers to HireRight and USIS Commercial Services Inc. (formerly called DAC Services, or "Drive-A-Check"). Among other things, a truck driver's DAC Report contains the driver's identification (name, DOB, SSN), the name and address of the contributing trucking company, the driver's dates of employment with that company, the driver's reason for leaving that company, whether the driver is eligible for rehire, and comments about the driver's work record (e.g. good, satisfactory, too many late deliveries, etc.). It will also indicate whether the company stored drug and alcohol testing information with USIS. A separate section of the DAC report contains incident/accident information as well as CSA 2010 Pre-Employment Screening Program (PSP) Reports.[73] The DAC report is as critical to the livelihood of a professional truck driver as the credit report is to a consumer. When a trucking company reports negative information about a truck driver, it can ruin the driver's career by preventing him or her from finding a truck driving job for several years or more. It is widely known that trucking companies often abuse this power by willfully and maliciously reporting false information on truckers' DAC reports, either in retaliation for seeking better paying trucking jobs elsewhere or for any number of other fraudulent, anti-competitive reasons. 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.[74] Truck drivers in the United States were on the frontline delivering essential goods to Americans during the COVID-19 pandemic.[75][76] Many truck businesses refused to take assignments that traveled to areas experiencing active outbreaks, such as New York City.[75] They also found great difficulty in obtaining gas and sustenance as many travel stops have closed.[77][78] Further information: Federal Motor Carrier Safety Administration § Compliance, Safety, Accountability (CSA) In 2010 the FMCSA enacted the Compliance, Safety, and Accountability program, formerly known as Comprehensive Safety Analysis 2010 or CSA 2010, a data-driven safety compliance and enforcement program. The program was implemented to improve commercial motor vehicle (CMV) safety and prevent crashes, injuries, and fatalities using the carrier Safety Measurement System (SMS) using the Behavior Analysis Safety Improvement Categories (BASICs). The categories are: 1)- Unsafe Driving, 2)- Hours of Service (HOS) Compliance, 3)- Driver Fitness, 4)- Controlled Substances and Alcohol, 5)- Vehicle Maintenance, 6)- Hazardous Materials (HM) Compliance, and 7)- Crash Indicator. The HM and crash indicators are not currently publicly available.[79] There have been improvements, such as the combining of the original Inspection Selection System (ISS) and the Motor Carrier Safety Status Measurement System (SafeStat) to create ISS-2 in 2000 but many issues remained unsolved.[80] A 2012 FMCSA rule change addressed issues but still presented many problems including the Hours of Service rules for those drivers falling under the required "record of duty status" (RODS). The system in use until 2019 uses a relative scoring system that is based on comparing carriers to their peers[81] 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,[82] 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.[83] The FMCSA had released a report that the CSA scoring works.[84] The hours of service rules has been changed several times since 2010 and is a concern to carriers and drivers. With the new electronic logging device (ELD) rules that became mandatory on 18 December 2017, 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.[85] Congress has mandated the system to be overhauled and proposed FMCSA rules were scrapped as a result. 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 2018 with changes due in 2019.[86] In 2014 the Road Haulage Association and Freight Transport Association (FTA) have called for the government to help address the shortage of qualified truck drivers in the UK.[87] According to the FTA, there was a shortage of 59,000 truck drivers.[88] The average age of a truck driver was noted to be at 57.[89] During February 2016, 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. The aim was to establish whether the results of the driver's survey could help the industry and government understand the issues that the drivers are currently facing.[90] The findings of the survey showed that, in the opinion of the drivers, the three main contributing factors to the driver shortage are 1) Poor wages, 2) Poor driver facilities and 3) The way drivers are treated. 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.[91] The 2021 United Kingdom fuel supply crisis and the shortages of stocked food supplies within supermarkets and restaurants,[92] were attributed to the chronic shortage of HGV truck drivers and its associated factors of excessive hours, poor working conditions and unsustainably low wages.[93][94][95][96] In response to the HGV driver shortage crisis that accelerated due to lower migration (of immigrant truck drivers) resulting from Brexit and the COVID-19 pandemic, the U.K. government initiated a temporary visa program to allow 5,000 foreign HGV truck drivers to work within the United Kingdom until Christmas.[97][98] Specifically for the fuel shortages, the U.K. government also readied 150 Army tank drivers to undergo specialised training (for 5 days) and be on standby, in preparation of driving fuel tankers and delivering fuel to fuel stations.[99] Huw Merriman, a Conservative MP and chairman of the Transport Select Committee, said that while readying the army was a "good example" of ministers trying to use as many levers at their disposal as possible and would be used as a "last resort", Merriman lamented that told the long-standing driver shortages should be fixed by industry, instead of being reliant on constant government intervention to resolve market failure.[99] These problems have been there for years because the average age of the driver is 55 years old, they're retiring, and the industry has not made this job attractive. For too long, working conditions have been poor, and those that are willing to tolerate it have been from abroad.—Huw Merriman, BBC Radio 4's Today programmeAlthough heavy goods vehicle (HGV) drivers are legally limited to drive only for nine hours a day, drivers are routinely away from home for 12 to 15 hours a day, with unpredictable hours. Job advert from XPO, Inc. stated:[100] You'll be working a minimum of 45 hours per week on an 'any five from seven-day' shift pattern, so your working days may change each week and could include weekend working. You will also be starting early AM and must be prepared to work through the night.—XPO, Inc. Despite the strenuous hours and the required self-funded driver qualifications (approximately £1,500), incomes of truck drivers have been slipping down the wage ladder. In 2010, the median HGV driver in the UK earned 51 per cent more per hour than the median supermarket cashier, in 2020 the premium was substantially reduced to 27 per cent. Truck drivers experienced a tighter pay squeeze from 2015 to 2021; median hourly pay for truck drivers rose 10 per cent to £11.80, instead of 16 per cent for all UK employees.[101] Why would I want to be a truck driver, with all the responsibility, the long, unpredictable hours, if I can go to Aldi and earn £11.30 an hour stacking shelves?—Tomasz Oryński, a truck driver and journalist based in Scotland, who planned to move to Finland. Kieran Smith, chief executive of Driver Require, a recruitment agency, noted that employers have pushed labour costs down to compete for powerful customers such as supermarkets.[102] Customers have enormous purchasing leverage [and] they have nailed down the haulage companies to the tiniest margins. Lots of drivers leave in their 30s because the hours make it almost impossible to participate in bringing up children, yet the wage isn't high enough to support the other partner staying at home.—Kieran Smith, CEO of Driver Require, a UK-based logistics management consultancy and recruitment firm. See also: 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. If the AVL unit is connected to a Mobile data terminal or a computer it also allows the driver to input the information from a bill of lading (BOL) into a simple dot matrix display screen (commonly called a "Qualcomm" for that company's ubiquitous OmniTRACS system). 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". This system also allows the company to track the driver's fuel usage, speed, gear optimization, engine idle time, location, the direction of travel, and the amount of time spent driving. Werner Enterprises, a U.S. company based in Omaha, Nebraska, has utilized this system to implement a "paperless log" system. 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. 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., which may increase the risk of cancer[103] and can aggravate certain lung diseases, such as asthma[104] in the general public who inhabit these cities. 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 a high-risk group for HIV-infection in those countries.[105] Drivers who work in mines have extra health hazards due to their working conditions, as the roads they travel are particularly treacherous.[106] Truck driver fatigue is defined by the US Department of Transportation's Federal Motor Carrier Safety Administration (FMCSA) as being caused by "physical and/or mental exertion, resulting in impaired performance".[107] Factors that increase truck driver fatigue include lack of sleep (quantity and quality), long work hours, sedentary lifestyle, poor diet, and general stress. Research has shown that while some truck drivers may get a sufficient amount of sleep, many suffer from undiagnosed sleep disorders that impact the quality of their sleep.[108] One study found that within a sample of surveyed truck drivers, 68.1% reported waking up during the night, 64.2% reported waking up feeling unrefreshed, and 51.6% reported waking up too early and not being able to go back to sleep.[108] These sleep experiences have been linked to cognitive deficits, fatigue, and excessive daytime sleepiness.[108] Sleep deprivation and poor sleep quality, although of critical concern, are a subset of the larger issue of truck driver fatigue. A contributing factor to truck driver fatigue is the stress associated with managing compliance to FMCSA's hours of service (HOS) regulations. Truckers are allowed to drive a maximum of 11 hours during a continuous 14-hour period, and must be off duty for at least 10 hours.[109] In addition, they are limited to the number of hours they can drive during any consecutive 7-day or 8-day period, depending on their employer's operations.[109] There are also reset rules, break requirements, and sleeper berth and short-haul exceptions. Truck drivers are required to keep a HOS-compliant log. Failure to produce a driver's log upon request by an enforcement official or non-compliance with HOA regulations, results in a driving penalty or fine.[109] Better electronic methods for maintaining and managing drivers' logs are needed to help reduce truck driver stress. The FMCSA and the National Highway Traffic Safety Administration conducted an extensive study from April 2001 to December 2003 investigating the causes of large truck crashes. Researchers reported that in thirteen percent of the crashes resulting in fatalities or injuries, truck driver fatigue was present.[110] Another FMCSA study published in 2011 reported that large truck crashes were increasingly associated with driving times greater than 7 hours, which is when fatigue begins to affect performance.[111] The FMCSA also reported that in 2016 truck driver fatigue was a larger contributing factor than alcohol and drugs in fatal truck crashes.[112] Truck drivers are also sensitive to sleep disorders because of the long hours required at the wheel and, in many cases, the lack of adequate rest.[113] Driver fatigue is a contributing factor in 12% of all crashes and 10% of all near crashes. Traffic fatalities are high and many of them are due to driver fatigue. Drivers with obstructive sleep apnea have a sevenfold increased risk of being involved in a motor vehicle crash.[114] It is estimated that 2.4-3.9 million licensed commercial drivers in the US have obstructive sleep apnea[114] out of the estimated 18 million total Americans.[115] The Federal Motor Carrier Safety Administration says that as many 28 percent of commercial driver's license holders have sleep apnea.[116] Total costs attributed to sleep apnea-related crashes: 2000: $15.9 billion and 1,400 lives Treatment: Cost: $3.18 billion with 70% effectiveness of CPAP treatment Savings: $11.1 billion in collision costs and 980 lives annually (National Safety Council) Research sponsored by the Federal Motor Carrier Safety Administration and American Trucking Associations found: Almost one-third (28%) of commercial truck drivers have some degree of sleep apnea 17.6% have mild sleep apnea 5.8% have moderate sleep apnea 4.7% have severe sleep apnea[115] A CDC report (No. 2014–150) states: Most drowsy driving crashes or near misses occur during: 0400 and 0600, 0000 and 0200, and 1400–1600 hours and drivers are at the highest risk of a sleep-related accident.[117] Thirty-seven percent of fatal crashes happened between 6PM and 6AM.[62] Obstructive sleep apnea has been associated with obesity. FMCSA rules states:[118] 391.41(b) A person is physically qualified to drive a commercial motor vehicle if that person (5) has no established medical history or clinical diagnosis of a respiratory dysfunction likely to interfere with his/her ability to control and drive a commercial motor vehicle safely. The FMCSA question and answer site is confusing. Question 1 states that a motor carrier is responsible for ensuring drivers are medically qualified for operating CMVs in interstate commerce.[119] The FMCSA published a proposed guidance for sleep apnea testing in April 2012. Carriers began requiring drivers be tested for the disorder using neck circumference and Body Mass Index (BMI). For a male anything above 17" and for a female 15" was the minimum criteria with drivers above that having to be tested.[120] Health care professionals had to be registered with the FMCSA after 21 May 2012, to give certifications, and carriers started to require checking.[121] The agency backed away from required testing.[122][123] A new law was passed in Australia requiring that all "over the road" drivers carry their medical information with them when they "are on the clock". This will help drivers comply with this new law and can also help deliver quick, accurate medical assistance if and when needed. Truckers bedded down for the night in the UK According to a 2007, study in the Journal of the American Dietetic Association, 86% of the estimated 3.2 million truck drivers in the United States are overweight or obese.[124] A survey conducted in 2010 showed that 69% of American truck drivers met their criteria for obesity, twice the percentage of the adult working for population in the US.[125] Some key risk factors for obesity in truckers are poor eating habits, lack of access to healthy food, lack of exercise, sedentary lifestyle, long work hours, and lack of access to care.[126] Eighty percent of truckers have unhealthful eating patterns as a result of poor food choices and food availability at truck stops is partially to blame.[127] The options at truck stops are generally high calorie and high fat foods available through restaurants, fast-food, diners and vending machines.[128] Fresh produce and whole grain items are few and far between. Though 85% of mini-mart items are categorized as extremely unhealthy, 80% of these meals are considered a truck driver's main meal of the day.[127][129] Also, most of the foods carried by drivers in their trucks, whether or not stored in a refrigerator, are purchased from truck stops.[127] Research suggests that drivers value quality and taste much more than nutrition when selecting food.[129] Another issue is the pattern of extensive and irregular snacking while on the road and consumption of one large meal at the end of day.[127][128][129] The daily meal is often high in calories and may be the highlight of the trucker's day.[127] Food intake varies during working hours compared to days off and truckers eat meals at the wrong circadian phase during the day.[126] A Volvo FH12 truck Lack of exercise is another contributing factor to the obesity epidemic in the truck driver population. Almost 90% of truck drivers exercise only sometimes or never and only 8% exercise regularly.[130] This is largely determined by long work hours and tight deadlines, the adoption of a sedentary lifestyle and a lack of a place to exercise.[124][131] Though some fitness resources are available for truckers, most are scarce. Available areas are truck stops, highway rest areas, trucking terminals, warehouses, and the truck cab.[124] However, there are many parking restrictions and safety concerns in trying to incorporate exercise into the daily routine.[127] Studies have found the risk of obesity increases in high demand, low control jobs, and more so in jobs with long work hours;[132] the truck driving industry falls under these categories. Also, daytime sleepiness and night disturbances are associated with obesity,[132] and are, therefore, common among truck drivers. Long haul drivers have tight schedules, so they tend to drive longer and get less sleep.[124] The U.S. Department of Transportation (DOT) Federal Motor Carrier Safety Administration (FMCSA) does have Hours of Service (HOS) regulations. Under the old rule, drivers could work up to 82 hours in 7 days. These regulations were modified in 2011; but the new rule only permits drivers to work up to 70 hours in 7 days.[133] There is now an 11-hour-per-day limit with 10 hours off required after the weekly shift.[134] Fines for companies which allow work beyond 11 hours are up to $11,000 and for drivers up to $2,750. Though these fines exist, there is minimal enforcement of the law.[133] Obesity prevalence is affected by access to care for truckers. Company drivers often have issues with insurance, such as necessary pre-approval if out of network. Most owner-operator drivers do not have any kind of medical insurance (that is, in the US where medical treatment isn't free of charge like most countries). Moreover, truckers have difficulties making an appointment on the road and often do not know where to stop for assistance. Many self-diagnose or ignore their health issue altogether.[135] Some are able to be seen at doctor's offices or private clinics while a large percentage depend on emergency rooms and urgent care visits.[135] The Department of Transportation has Convenient Care Clinics across the U.S., but those are hard to find and are few and far between. Health care costs are substantially higher for overweight and obese individuals, so obesity in the truck driver population puts a greater financial demand on the industry.[136] A study of 1,600 truck drivers from 2014 found that truckers in the US smoke at twice the rate of other working adults in the United States; 51% of truckers reported that they smoked in a 2010 survey. 61% of truckers in the same survey reported having two or more risk factors, which were defined as high blood pressure, obesity, smoking, high cholesterol, no physical activity, or sleep deprivation (6 or fewer hours of sleep per 24 hours).[137] In fact, high blood pressure in truck drivers is 26.4% higher than the global prevalence of hypertension.[138] In another study from 2015, more than 91,000 truck drivers were surveyed and similar types of morbidity were found.[139] Truck drivers also suffer from musculoskeletal disorders, cardiovascular disease, and stress at higher rates.[106] I, Ronald Reagan, President of the United States of America, find that: Drug use is having serious adverse effects upon a significant proportion of the national work force and results in billions of dollars of lost productivity each year; The Federal government, as an employer, is concerned with the well-being of its employees, the successful accomplishment of agency missions, and the need to maintain employee productivity; The Federal government, as the largest employer in the Nation, can and should show the way towards achieving drug-free workplaces through a program designed to offer drug users a helping hand and, at the same time, demonstrating to drug users and potential drug users that drugs will not be tolerated in the Federal workplace; The profits from illegal drugs provide the single greatest source of income for organized crime, fuel violent street crime, and otherwise contribute to the breakdown of our society; ... By the authority vested in me as President by the Constitution and laws of the United States of America ... deeming such action in the best interests of national security, public health and safety, law enforcement and the efficiency of the Federal service, and in order to establish standards and procedures to ensure fairness in achieving a drug-free Federal workplace and to protect the privacy of Federal employees, it is hereby ordered. ... Sec. 8. Effective Date. This Order is effective immediately. Excerpt of Reagan's Executive Order 12564 15 September 1986[140] In the 1980s the administration of President Ronald Reagan proposed to put an end to drug abuse in the trucking industry by means of the then-recently developed technique of urinalysis, with his signing of Executive Order 12564, requiring regular random drug testing of all truck drivers nationwide, as well as employees of other DOT-regulated industries specified in the order, though considerations had to be made concerning the effects of an excessively rapid implementation of the measure.[citation needed] Making sudden great changes in the infrastructures of huge economies and the industries crucial to them always entails risks, the greater the change, the larger the degree. Because of the U.S. economy's strong dependence on the movement of merchandise to and from large metropolitan population centers separated by such great distances, a shortage of truck drivers could have far-reaching effects on the economy.[141] After the 1929 stock-market crash, for example, the chain reaction of reduction in sales due to consumers' prioritizing and reducing purchases of luxury items, with companies responding by reducing production and increasing unemployment, exacerbating the cycle of reduction or elimination of production, sales, and employment, had the ultimate result of plunging the nation's economy into the Great Depression.[citation needed] Likewise, it had to be considered that a sudden halting or stunting of the movement of merchandise, as would occur with a large and sudden vacating of the cargo-transportation workforce, would have similar consequences. Even the 1974 nationwide speed-limit reduction to 55 mph, which merely slowed the movement of merchandise, was followed by the recession of the late 1970s.[citation needed] In the years and decades following Executive Order 12564, efforts to begin random drug testing and pre-employment drug screening of truck drivers were not expedited, leaving the change to occur gradually, out of concern for the dangers of excessively rapid change in economic infrastructure. Since then, a large number of tractor-trailer operators have left the industry in search of other employment, and a new generation of drivers has come in. Subsequent to the measure it became extremely difficult for truck drivers to engage in drug abuse and remain undetected.[142] On 12 October 2015, The National Transportation Safety Board (NTSB) asked the Federal Motor Carrier Safety Administration (FMCSA) to draft a proposed plan to address the use of synthetic drugs among truckers.[143] The NTSB also issued a call to pro-trucking bodies to educate their members about the dangers associated with truckers' use of synthetic drugs, and to come up with a way to prevent their use while behind the wheel.[143] Main article: List of CB slang Truck drivers once had a highly elaborate and colorful vocabulary of slang for use over their CB radios, but with the high turnover in the industry in recent decades, this has all but vanished. Most of the newer generation of drivers in the U.S. today speak to one another over their CB radios (or other similar communication devices) in more or less standard English (as understood in the various regions of the country), although a few of the slang words and phrases have remained, and many of these have passed into use in the colloquial language of the general public. "Smokey" and "bear" are still used to refer to police officers, especially state patrolmen, and sometimes "diesel bear" for a DOT officer, though many new-school drivers merely say "police", "policeman" and "cop". "Hammer" refers to the accelerator pedal, and "hammer lane" the left lane or passing lane on a freeway, in which traffic generally travels faster. "Handle", meaning a nickname, was once exclusively truck-driver slang, but has now passed into common use by the public, especially for pseudonyms used on Internet forums. Most of the "ten codes" have fallen nearly or completely into disuse, except "10/4", meaning "message received", "affirmative", "okay", "understood", and occasionally "10/20", referring to the driver's location, (e.g., "What's your 20?") Often older truck drivers speaking over their CB radios are frustrated at new-school truck drivers' lack of understanding of the trucking slang of the 1960s, '70s and '80s, and grudgingly resort to standard English when communicating with them. However today the slang is mostly gone, and some companies such as Swift Transportation consider the CB a safety hazard and prohibit the installation of a CB radio in their tractors. Partial list of some truck-driver slang;[144] alligator/'gator – a section of tire casing constituting a hazard A bobtail truck tractor All locked up – a weigh station is closed barbershop – a bridge lower than 13 feet 6 inches [4 m 11 cm] (standard minimum height on all Interstates and state highway systems with controlled-access designation) that could scrape off the top portions of a tractor-trailer rig bear in the air – police helicopter big sign – the "Closed" sign for weigh stations blinkin winkin – school bus bull wagon – truck and trailer hauling live stock city kitties – local police clean shot – a road free of obstructions, construction, or police officers coal bucket – truck with a trailer for hauling coal, especially an end-dump trailer customer – police with someone pulled over bobtail – tractor with no trailer chicken hawk – a male prostitute cab-over – truck designed with the cab positioned over the engine, instead of behind it coloring book/comic book – terms used to describe the HOS paper log, this stems from the days of multiple logs prior to electronics. comeback? – What? I beg your pardon? Could you repeat that, please? coop – (re: "chicken coop") a weigh station, due to the resemblance of the small offices to chicken coops county mountie – a constable, county sheriff or sheriff's deputy (from earlier slang for "mounted policeman", a policeman on horseback) deadhead – a tractor pulling an empty trailer; miles covered while pulling an empty trailer while getting paid for it are called "deadhead miles" double-nickel – 55 mph [90 km/h] (in more common use during the 1974–1987 era of the National Maximum Speed Law; the U.S. five-cent coin is popularly [though not officially] called a "nickel" because of its metallic content) draggin wagon – a tow truck also called a wrecker dummy book – a pamphlet or brochure explaining truck-driver slang, usually distributed at truck stops in the 1970s and '80s and in a few bookstores (this list would be called a "dummy book") Evel Knievel – a police motorcycle four-wheeler – a passenger vehicle, even a pickup truck fox in the hen house – unmarked police vehicle full grown – state trooper or DMV officer Freightshaker – Freightliner Trucks granny lane – the lane farthest to the right usually designated for slower traffic hammer lane – the lane farthest to the left hammer down – traveling extremely fast in the middle – parked on the median, usually the location of a speed trap or broken-down vehicle in the face – associated with a police pointing your direction (shooting you) using radar kitty smirk – when a female truck driver flirts with a male truck driver little sign – the "Open" sign for weigh stations, also referred to as "the little word" lot lizard – a prostitute, especially one that frequents truck stops on your back door – a vehicle behind you, commonly referred to as "on your tail" parking lot – an auto-transport truck, usually referred to as a "portable parking lot" piggy bank/cash box – a toll plaza pickle park – a state highway rest area plain wrapper – unmarked law enforcement vehicle, most commonly referred to with the color of the wrapper such as a "plain brown wrapper" porch light – light on the back of the truck Smokey Bear – a police officer, used because of the resemblance between police officer's campaign hat, and that of the Forest Service's Smokey Bear mascot, commonly just referred to as a bear shooting you – a law-enforcement officer using any speed-detection device or radar gun, example: "shooting you in the face", or "shooting you up the exhaust" (from the rear) six wheeler – any vehicle with single rear axle with dual tires skateboard – a flatbed trailer taking pictures – a law-enforcement officer using any speed-detection device or radar gun, but most commonly when using a camera radar. tanker yanker – a tanker rig or its driver train – a rig pulling double/triple trailers yardstick – a mile marker the zipper – the dashed lane markings Australian police vehicle, nicknamed a "candy car", with one of several checkerboard designs All Dark – Weigh Station Closed Bandag band-aid – Retread tyre Candy car– Highway Patrol police car, usually with high-visibility police decals Car park – carrier of cars Chook Truck – Carter of live chickens Clean Skin – Non recap tyre Clear to Jolls – (M1 Motorway Hawksbury Hill North of the river) No police cars in the area from Top of the hill to Jolls Bridge Clear to the river – (M1 Motorway Hawksbury Hill North of the river) No police cars in the area from Jolls Bridge to Hawksbury River The Dipper – (M1 Motorway) Ku-Ring-Gai Chase Road Overpass Hill on the F3 Freeway Dollar – 100 kilometres per hour (60 mph) Evel Knievel– a police motorcycle Flash for cash– speed camera (not to be confused with a manned radar gun) Hair dryer -hand held radar gun Hot plate or Barbie – weigh station Mail Box – Australia Post Truck Double – Rego & Speed checking police car Revenue Straight – Straight (M1 Motorway) Between Dog Trap Rd overpass & Peaks Ridge Turn off The scalies or coneheads– Transport Safety inspectors who man checking/weigh stations Sesame Street – Hume Highway (Sydney to Melbourne) Tanker Wanker – Dry Cement, Flyash, Sugar, Flower ETC or Liquid Tanker Drivers Turd herder – carrier of stock (animal freight) Tyregator – tyre stripped off the rim and usually left lying on the road Main article: Vehicle visual signalling A Volvo F12 truck One form of unspoken communication between drivers is to flash headlights on or off once or twice to indicate that a passing truck has cleared the passed vehicle and may safely change lanes in front of the signaling vehicle. The passing driver may then flash the trailer or marker lights to indicate thanks. This signal is also sometimes used by other motorists to signal truck drivers. Continual flashing of headlights or high beams after emerging from around a corner beside a high wall or from any roadway out of sight to oncoming traffic will alert a truck driver in the oncoming lanes to an accident or other obstruction ahead and will warn him to reduce speed or to proceed with caution. Since truck-driver language has no signal for "Do not move in front of me", nor has any understood length of time for turning headlights or high beams on or off, flashing the high-beams to say "Do not move in front of me" may be misinterpreted to mean that the truck is clear to proceed with the lane change in front of the vehicle giving the signal. As a rule, "thanks" is signaled to the vehicle behind by switching between the left- and right-turn signal several times, whereas turning on the hazard-warning lights (both turn signals) means "Slow down; danger ahead". As cars would normally use the hazard-warning lights for "thanks", in trucks distinction is necessary. The truck blocks the view of drivers behind it, hence a distinction must be made between "Thanks for letting me pass" and "Danger in front, I may brake hard!" Turning on the left-turn signal (in a right-hand traffic country) when a vehicle behind attempts to overtake means "Back off; lane not clear", and turning on the right-turn signal means "Go ahead; lane clear".[citation needed] Truck drivers also use flashing headlights to warn drivers in the oncoming lane(s) of a police patrol down the road. Though not official, two consecutive flashes indicate a police patrol, whereas a rapid series of flashing indicates DMV or other law-enforcement agency that only controls truck drivers. During the day time, the latter is sometimes accompanied by the signaling