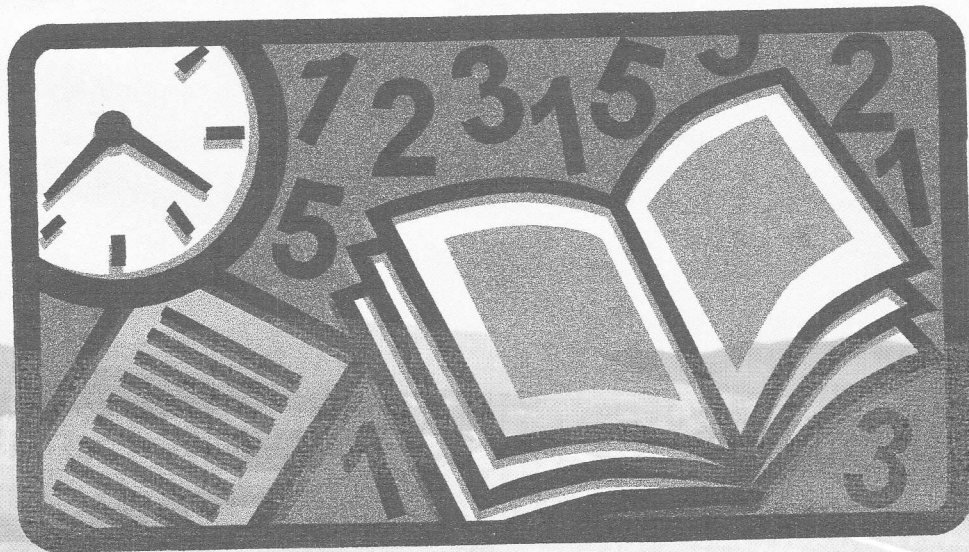


TRUCK DRIVER'S DICTIONARY



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1. **Carrier** – An organization that hauls cargo by truck
2. **Combination Vehicle** – A trailer combined with a tractor or a straight truck
3. **CMV** – Commercial Motor Vehicle
4. **Straight truck** – A single unit truck with the engine, cab, and cargo compartment all on the same frame
5. **Trailer** – A vehicle built for hauling cargo
6. **Truck Trailer** – A vehicle used to pull one or more vehicles, such as a semi-trailer
7. **Engine controls** – Start the engine and shut it down
8. **Primary vehicle controls** – Allow the driver to control the truck
9. **Seatbelts** – A safety restraint required by law for drivers and passengers of all vehicles
10. **Secondary vehicle controls** – Do not affect the rig's power or movement but help the driver's vision, communication, comfort, and safety
11. **Carrier's Time record** – a record maintained by the carrier that records a driver's duty status
12. **Driver's Daily Log, Driver's Log** – the most commonly used record of duty status for drivers
13. **Driving time** – all time spent at the controls of the rig
14. **Hours of Service** – the amount of time you may spend on duty
15. **Just in Time (JIT) delivery system** – a method of shipping that gets rid of the costly overhead of warehousing stock
16. **Sleeper berth time** – time spent resting in an approved type of sleeper berth
17. **En-route Inspection** – a rig's control and instrument check while driving and a check of critical items at each stop
18. **DOT** – Department of Transportation
19. **Federal Motor Carrier Safety Regulations (FMCSR)** – Federal laws that regulate commercial vehicle operation
20. **Pre-trip Inspection** – a systematic parts and system check made before each trip
21. **Post-trip Inspection** – a thorough check of the rig at the end of a trip
22. **Vehicle Condition Report (VCR)** – a written report that a driver must fill out listing any problems or defect noted while he or she was driving the rig
23. **Air intake system** – delivers fresh air to the cylinders. An air cleaner removes dirt, dust, and water from the fresh air
24. **Axles** – connect the wheels to the rest of the rig and support the weight of the vehicle and its cargo
25. **Braking system** – used to slow or stop the rig. The braking system uses service brakes, secondary brakes, and parking brakes
26. **Cooling system** – keeps the temperature down in the engine
27. **Coupling system** – connects the tractor to the trailer
28. **Dead axle** – an axle that is not powered
29. **Differential** – transfers driving power to the wheels through the drive axle shafts

30. **Drive train** – takes the power generated by the engine and applies it to the tractor's rear wheels
31. **Electrical system** – provides electricity to power the charging, cranking, ignition, lighting and accessory circuits
32. **Exhaust system** – expels used gases after combustion (burning)
33. **Fifth wheel** – a flat disk on the tractor that the kingpin of the trailer fits into to couple the tractor to the trailer
34. **Frameless construction** – the exterior of the van or tank is the weight carrying part instead of the frame
35. **Fuel system** – regulates the amount of fuel that is sent to the engine and how often it is injected into the cylinders
36. **Internal combustion engine** – burns fuel within enclosed chambers called cylinders
37. **Lubrication system** – distributes oil between the moving parts to keep them from rubbing together
38. **Pyrometer** – gauge that measures the temperature of exhaust gases
39. **Steering system** – the system that lets the driver control the movement of the rig
40. **Suspension system** – supports, distributes, and carries the weight of the truck
41. **Tire tread** – the part of the tire that makes contact with the road
42. **Start-up** – the routine followed for starting an engine
43. **Warm-up** – the period of time after starting the engine but before moving the rig
44. **Articulation** – movement between two separate parts, such as a tractor and a trailer
45. **Cool-down** – the period after stopping a rig but before turning off the engine
46. **Idling** – letting the engine run while the rig is not moving
47. **Off-tracking** – the shorter path the rear wheels of a trailer take when making a turn
48. **Automatic transmission** – one that, when set for a certain speed range, will not exceed that speed and the engine automatically shifts through the gears until it reaches that speed
49. **Manual transmission** – one that must be shifted by the driver through the different gears. A clutch must be used
50. **Non synchronized transmission** – one that does not have thin plates between the gears to assist in shifting. The driver must double-clutch
51. **Semi-automatic transmission** – one that is essentially a manual transmission, but uses electronic controls to automate some of the gear changes
52. **Synchronized transmission** – one that has thin plates between the gears called synchronizers. Allows shifting without double-clutching
53. **45-degree angle parking** – an alley dock backing technique in which the rig is pulled forward at a 45-degree angle to the target, then backed in
54. **Articulated vehicle** – a vehicle that contains a pivot point. In the case of a tractor-trailer, it is the point where the tractor and trailer are coupled
55. **Blind-side backing** – backing toward the right (blind) side of the rig
56. **Driver-side backing** – backing toward the left (driver) side of the rig. Also called sight-side backing

57. **Maneuver** – to make a series of planned changes of direction a vehicle is moving for a specific purpose
58. **Straight back parking** – an alley dock backing technique in which the rig is pulled forward so that the rear is facing the target, then backed in
59. **Coupling** – joining a tractor to a trailer
60. **Fifth wheel** – the tractor support plate and locking jaws for the trailer kingpin
61. **Glad hand** – a device that connects the air lines
62. **Landing gear** – a support for the trailer to rest on when uncoupled
63. **Uncoupling** – separating a tractor from a trailer
64. **Convex Mirror** – a curved mirror that gives the driver a wide-angle view to the rear of the rig
65. **Environment** – the area around the rig that you must see, hear, feel, and sense when driving
66. **Plane Mirror** – a flat mirror for seeing to the rear of the rig
67. **Systematic seeing** – a driver's visual search pattern that helps him or her know what to look at, what to look for, and where to look
68. **Communication** – telling other drivers what you are going to do
69. **Reflective triangle** – a warning device carried on big rigs that is placed to warn other drivers when the rig is stopped. It is usually bright orange with red borders
70. **Space management** – keeping a cushion of air around the rig at all times
71. **Black ice** – a thin layer of ice clear enough to let you see the road underneath
72. **Driver reaction distance** – the distance your rig travels during the time it takes to identify a hazard
73. **Field of vision** – everything you can see (front and both sides) while looking straight ahead
74. **Gravity** – the force that pulls things toward the center of the earth
75. **Hydroplaning** – a road condition in which a thin film of water separates the tires from the road and the rig simply slides along on top of the water
76. **Managing your speed** – adjusting your speed for the road, weather, and traffic conditions
77. **Speed** – the rate of motion of your rig
78. **Speeding** – driving faster than the legal or posted speed limit or driving too fast for the conditions
79. **Total stopping distance** – the driver reaction distance plus the vehicle braking distance
80. **Traction** – the contact between the tires and the road surface
81. **Vehicle braking distance** – the distance your rig travels from the time you apply pressure to the brake pedal until the rig stops
82. **Fatigue** – being weary and tired
83. **Glare** – shine with a harsh light
84. **Overdriving** – driving at a speed that will not let you stop within your sight distance
85. **Vision** – the ability to see, or sight
86. **Auxiliary brakes or speed retarders** – devices that reduce the rig's speed without using the service brakes
87. **Chain control area** – a highway area on which it is illegal to drive without chains

88. **Escape ramps** – areas used to stop runaway rigs by either sinking the rig in loose gravel or sand or sending it up an incline
89. **Extreme driving conditions** – the worst possible driving conditions
90. **Jackknife** – a type of accident in which the tractor and trailer turn to make a V-shape
91. **Button hook** – when a driver swings out to the left to gain turning space before starting a right turn
92. **Centrifugal force** – the force that pushes a vehicle off the road in a curve
93. **Clue** – anything that alerts you to a possible hazard
94. **Conflict** – when a vehicle is on a collision course with an object or another road user
95. **Hazard** - any road condition or road user (driver, cyclist, pedestrian, or animal) that presents a possible danger to you or your rig
96. **Scene** – the surroundings, or environment, in which the driver operates. It includes the road conditions, weather, scenery, people, animals, and other road users
97. **Under the influence** – refers to any driver operating under the influence of alcohol or drugs
98. **Counter steering** – turning sharply in one direction and then quickly turning back in the other direction
99. **Defensive driving** – driving to avoid or get out of problems that may be created by other drivers
100. **Secondary collision** – a collision that results from either being involved in an accident or taking evasive action to avoid an emergency
101. **Centrifugal force** – the force that pushes objects away from the center of rotation
102. **Drive wheel skid** – (Tractor jackknife) a skid that occurs when the tractor drive wheels lose traction
103. **Force of motion** – movement determined by the weight and speed of an object as it moves along
104. **Power skid** – a skid that happens when the drive wheels spin and the rear of the tractor moves sideways
105. **Rolling friction** – the friction occurring when one surface rolls over another
106. **Sliding friction** – the friction occurring when one surface slides across another
107. **Wheel load** – the downward force of weight on a wheel
108. **Accident packet** – given by most companies to drivers to help them handle their responsibilities at the scene of an accident. Packets usually contain basic instructions for handling the scene of an accident, a preliminary accident report or memo, and witness cards
109. **Center for Disease Control (CDC)** – agency to be notified if a cargo spill is a disease causing agent
110. **Chemical transportation emergency center (CHEMTREC)** – tells emergency personnel what they need to know to take care of a chemical problem.

It is also helps make the proper notifications and supplies the emergency personnel with expert technical assistance

111. **First Aid** – immediate and temporary care given to a victim until professional help arrives
112. **Hazardous materials Incident report** – a written report that must be filed within 15 days if there is an unintended release of hazardous materials
113. **National Response Center** – helps coordinate the emergency forces in response to major chemical hazards
114. **U.S. Coast Guard National Response Center** – helps coordinate emergency forces in response to chemical hazards
115. **Air operated release** – the device on a fifth wheel that allows you to release the locking mechanism on the sliding fifth wheel by moving the fifth wheel release lever in the cab to the unlocked position
116. **Frame Rails** – steel beams that run the length of the tractor and trailer
117. **Inner bridge** – the distance between the center of the rearmost tractor axle and the center of the leading trailer axle
118. **Lug lever** – the device that unlocks locking lugs on a sliding tandem axle
119. **Manual release** – the device on a fifth wheel that allows you to release, or unlock, the sliding mechanism by pushing or pulling a release handle
120. **Maneuverability** – the ability of the tractor-trailer to change direction while moving
121. **Off-tracking** – when the rear wheels of a tractor-trailer follow a different path than the front wheels while making a turn
122. **Outer-bridge** – the distance between the center of the forward tractor tandem and the rearmost trailer axle
123. **Release** – the device that unlocks locking pins on a sliding fifth wheel
124. **Slides** – sliding assemblies for the fifth wheel and the tandem axle
125. **Sliding fifth wheels** – fifth wheels that are attached to sliding bracket assemblies and can be moved
126. **Stationary fifth wheel** – a fifth wheel that is placed to get the best weight distribution between the tractor's steer axle and the drive axle(s) of a properly loaded trailer, and is fixed in that position
127. **Articulate** – consisting of segments separated by joints
128. **Baffle** – a wall that holes in it through which the liquid can flow in a tanker
129. **Bulkhead** - a solid wall that divides a large tank into smaller tanks
130. **High center of gravity** – the bulk of the weight of the load is high off the ground
131. **Liquid surge** – the wave action of the cargo in a tanker
132. **Over length load** – cargo that is longer than the legal limit permits
133. **Overweight load** – cargo that weights more than the legal limit permits
134. **Over width load** – cargo that is wider than the legal limits permits
135. **Smoothbore tank** – a tank has no bulkheads or baffles
136. **Preventive maintenance** – servicing that is done at regular intervals on a truck

137. **Routine servicing** – tasks that can be done by drivers, such as add fuel, oil, and coolant, or drain the moisture from the fuel and air systems
138. **Scheduled preventive maintenance** – servicing that is based upon time or mileage since the last scheduled maintenance
139. **Unscheduled maintenance and repair** – occurs when unexpected breakdowns or emergencies require immediate maintenance
140. **Vehicle Condition Report (VCR)** – a daily written report filed with the supervisor by each driver that states the true condition of each truck they drove that day
141. **Maintenance policy** – guidelines companies set up that tell drivers and mechanics what their responsibilities are in servicing and maintaining their vehicles
142. **Malfunction** – when a part or system does not work properly
143. **Troubleshoot** – search out the source of a problem and to attempt to solve it
144. **Dunnage** – a filler material loaded in empty spaces to keep cargo from moving or falling
145. **Federal Regulations for Hazardous Materials Transport** – federal laws that regulate the manner in which hazardous materials must be shipped
146. **FMCSR, section 392.9** – the part of the federal law that protects the driver by prohibiting driving a truck that is not loaded or secured properly
147. **General Knowledge Test** – the written test all CDL applicants must take to see how much they know about the laws regulating the trucking industry
148. **Hazardous material** – material that may pose a risk to health, safety, and property while being transported
149. **Hazardous Materials Endorsement** – an endorsement on a CDL that all drivers who transport hazardous material must obtain
150. **Tank vehicles Endorsement** – an endorsement on a CDL that all drivers who transport liquids in bulk must obtain
151. **Bill of Lading** – a contract between a shipper and a carrier
152. **COD shipments** – shipments in which the driver Collects payment On Delivery for freight or cargo and freight
153. **Documentation** – the papers that accompany shipments and provide an accurate record of the cargo. In some cases, it also serves as a contract for the transportation services
154. **Freight Bills** – bills prepared by the carrier from the Bill of lading that must be signed by the consignee before the cargo can be unloaded and indicate whether the charges are prepaid or COD
155. **Identification (ID) number** – four-digit numbers used to identify all hazardous materials
156. **Interline carrier** – one that accepts or delivers shipments for only part of the trip. Another carrier either begins or completes the trip
157. **Hazmat labels** – labels resembling small placards that are placed on packages near the proper shipping name and identification number
158. **Order notify shipment** – one in which payment for the goods is made when the driver gets a copy of the Order Notify Bill of Lading from the consignee

159. **Prepaid shipments** – ones in which the transportation charges are paid at the shipping point
160. **Placards** – diamond-shaped signs (10-3/4 “ on a side) that tell the hazard class of the shipment and are displayed on each side of the vehicle
161. **Pro numbers** – preprinted numbers on freight bills that are often used to identify the freight bill
162. **Security seals** – seals placed on cargo containers by shippers that do not let the driver fully inspect the load
163. **Transportation charges** – fees for transportation services
164. **Blood Alcohol Content (BAC)** – the amount of alcohol in the bloodstream. Determines the level of intoxication
165. **Fatigue** – being very tired from overwork, stress, or lack of sleep
166. **Federal Bridge Formula** – a formula used to figure permissible gross loads. It also requires minimum distances between the tractor and trailer axles
167. **Fuel Tax** – a tax based on the number of miles driven in that state that is paid by the carrier to each state
168. **Inner bridge** – the distance between any two following axles. Determines weight limits
169. **International Registration Plan (IRP)** – an agreement among the states and Canadian provinces for paying registration fees that are based on the percentage of miles operated in each state or province
170. **Interstate Operating authority** – issued by the DOT and permits trucks to cross state lines
171. **Over-The-Road** – cargo is hauled on regular routes. Drivers may be away for a week or more
172. **Long-Distance Transport** – cargo is transported from a point of origin to one or more distant destinations
173. **National System of Interstate Highways** – also known as the **Designated System or National Network**. Consists of the Interstates and many additional multi-lane, divided highways, such as the U.S. routes.
174. **Outer bridge** – the distance from the center of the steering axle to the center of the last axle in the combination. Determines weight limits.
175. **Safe haven** – an area approved in writing by local, state, or federal officials in which unattended vehicles carrying Class A or Class B explosives may be parked
176. **Weight Distance Tax** – also called a mileage tax, ton-mile tax or axle tax. A tax paid by the carrier that is based on the annual ton mileage
177. **Driver image** – the impression a truck driver makes on other people
178. **Employer-employee relations** – how you, as a truck driver, get along with the public
179. **Test Study Books** – books sold by Career Publishing Inc. that will help you study for and pass your CDL tests