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OVER THE ROAD (OTR) TRACTORS

Conventional Aerodyne Tractor

- Sleeper Size
- Fifth Wheel
- Disc (Budd) Wheels
- Tandem Axle
OVER THE ROAD (OTR) TRACTORS - cont.

Conventional Aerodyne Tractor

- Integral Air Deflector
- Side Fairing
- Front Spoiler
- Fuel Tank Shields
Conventional Long Nose Tractor

- Stand Up Sleeper
- Exhaust Stacks
- Aluminum Fuel Tanks
- Aluminum Steps
OVER THE ROAD (OTR) TRACTORS - cont.

Cab Over Engine (COE) Tractor

- Cab Size
- Fifth Wheel
- Disc (Budd) Wheels
- Tandem Axle
OVER THE ROAD (OTR) TRACTORS - cont.

Flat Roof Sleeper

Mid Roof Sleeper

Raised (Penthouse) Sleeper

Sleeper Interiors
OTR TRACTOR COMPONENTS & OPTIONS

Common Components

Engine:  350 to 600 HP
Transmission:  9 to 18 Speed
Axles:  3
Drive Axles:  2
Front Axle Rating:  12,000 lb.
Rear Axle Rating:  40,000 lb.
Cab:  Air Ride
Interior:  Deluxe
Sleeper (Conv):  36” to 72”
Sleeper (COE):  86” to 112”
Fuel Tanks:  Dual 100 to 150 gal. Aluminum
Suspension:  Air Ride or Spring
Wheels:  Steel or Aluminum Disc
Tires:  11R22.5 or 11R24.5 Radial
Fifth Wheel:  Air Slide
OTR TRACTOR COMPONENTS & OPTIONS

Common Options

Roof Mount Air Deflector
Side Fairing
Full Aerodynamics
Extended Hood
Engine (Jake) Brake
Brougham Interior
Stand Up or Penthouse Sleeper
Driver Air Bag
Collision Warning System (VORAD)
Electronic Braking System (EBS)
Headache Rack
Chrome Packages
Stainless Steel Quarter Fenders
OTHER TRACTOR TYPES

Single Axle Work Tractors are typically equipped with 12,000 lb. front & 23,000 lb. rear axles and spring suspension.

Tandem Axle Work Tractors are typically equipped with 12,000 lb. front & 40,000 lb. rear axles and spring suspension.

In extreme service, axle ratings may be 18,000 lb. front & 48,000 lb. rear (Michigan Specials).

Common additional components are Wet Line Kits and/or walking beam (Hendrickson) suspensions.

Hot Shot Tractors were developed to circumvent the Commercial Driver License (CDL) requirements. They are designed to transport light and medium weight loads in an intra-state environment.

They are typically equipped with 7,000 lb. front & 17,000 lb. rear axles and spring suspension.
OTHER TRACTOR TYPES - cont.

Yard Jockey (spotter) Tractors are typically designed and built for off street applications.

Available in single or tandem axle configurations, they feature a hydraulically adjustable fifth wheel for quick movement and placement of semi-trailers.

Single Axle Yard Jockey

Tandem Axle Yard Jockey
Most tractors are available with either a Forward or Set Back front axle.

**Forward Axles** offer a better ride. **Setback Axles** allow a shorter turning radius and provide a improved weight distribution.

**Trailer Toter Tractors** are typically equipped with 12,000 lb. & 23,000 lb. rear axles.

They are specifically modified with a hydraulic powered ball hitch for the transport of office trailers and manufactured housing (mobile homes).
GLIDER KITS
GLIDER KITS – cont.

Gliders are a complete truck chassis and cab minus the drivetrain components.

Gliders include a finished cab and hood, a complete interior, front axle and brakes, front suspension and steering, fuel tanks, electrical system and engine cooling system.

Gliders do not include an engine, transmission, differential, rear axle and rear suspension.

When built properly they can be worth up to 75% of the value of the same new vehicle.

Factors that affect the value of Gliders are:
• Quality of construction.
• Age and condition of the drivetrain.
• Compliance with federal safety and emission standards.

Under the Taxpayer Relief Act of 1997, the “safe harbor 75% test” includes an exception of paying Federal Excise Tax (FET) on the purchase or use of a Glider Kit vehicle if the refurbishment is a result of suffering a total loss.
Conventional School Buses are built on Ford, GM, Freightliner or Navistar Chassis, with capacities ranging from 35 to 72 passengers.

These may be equipped with gas or diesel engines, typically with automatic transmissions.

Common additional equipment for all School Buses include wheelchair lifts, raised floor and restraint systems.

Flat Nose School Buses have a rear engine design, with capacities ranging from 60 to 84 passengers.

They are typically equipped with a diesel engine and automatic transmission.

Mini School Buses are built on Ford or GM chassis, with a capacity range from 4 to 20 passengers.

They are equipped with a gas or diesel engine and an automatic transmission.
Transit (municipal) Buses are built on NHTSA standards and have a capacity range from 30 to 50 passengers.

They are equipped with a diesel or propane converted engine and an automatic transmission.

Common additional equipment for all Transit Buses include wheelchair lifts, raised floor and restraint systems.

Cutaway style Shuttle Buses are built on Ford or GM chassis, with a capacity range from 4 to 24 passengers.

Transit Coaches are designed for longer distance travel and commonly feature lavatories, underbody storage and aircraft style seating.
DUMP TRUCKS

Class 6 Single Axle Dumps are typically equipped with 7,000 lb. front & 17,000 lb. rear axles.

Common additional equipment for all Dump Trucks include cabguards, air gates, coal chutes, tarp assemblies, extended sides, pintle hitches, plows and salt spreaders.

Class 3 Contractor Dumps are typically equipped with 4,000 lb. front & 7,000 lb. rear axles.

Class 4 and 5 Contractor Dumps have axles ratings of up to 5,000 lb. front & 10,000 lb. rear.

Grain Dumps have either single or tandem rear axles. The sides are of lightweight sheet steel or aluminum.
DUMP TRUCKS - cont.

**Side Dumps** have a pivoting ram that allows the body to tilt in three directions; right, left or back.

Common additional equipment for all Dump Trucks include cabguards, air gates, coal chutes, tarp assemblies, extended sides, pintle hitches, plows and salt spreaders.

**Scissor Dumps** have a two way hoist that allows either the entire body to raise or tilt from the front.

**Tandem Axle Dumps** are typically equipped with 12,000 lb. front and 44,000 lb. rear axles.

The dump bodies are of aluminum or steel construction.
DUMP TRUCKS - cont.

Tri-Axle Dumps have a third axle that can be either stationary or controlled up and down (air lift) from the cab.

The dump bodies are of aluminum or steel construction.

Transfer Dumps combine a roll off truck chassis with a pup type roll off trailer.

Common additional equipment for all Dump Trucks include cabguards, air gates, coal chutes, tarp assemblies, extended sides and pintle hitches.
EMERGENCY VEHICLES

**Type I Ambulances** are based on 1 Ton chassis with dual rear wheels. The patient module does not have a walk thru from the cab.

All ambulances typically have dual OEM alternators, dual batteries, throttle idler, auxiliary transmission cooler, light bar, siren, flashers, warning lights, oxygen outlets, vacuum pump and modular cabinets.

**Type II Ambulances** are based on 1 Ton Cargo van chassis. They typically offer a raised roof and have a walk thru.

**Type III Ambulances** are based on 1 ton cutaway chassis. The patient module has a walk thru.
EMERGENCY VEHICLES

**Type VII Ambulances** are based on Class 6 chassis with dual rear wheels. The patient module does not have a walk thru from the cab.

All ambulances typically have dual OEM alternators, dual batteries, throttle idler, auxiliary transmission cooler, light bar, siren, flashers, warning lights, oxygen outlets, vacuum pump and modular cabinets.

**Medical Attack Vehicles (MAV’s)** are based on Class 6 chassis with dual rear wheels. The patient module does not have a walk thru from the cab.

**Squad Rescue Vehicles (SRV’s)** are based on Class 6 chassis with dual rear wheels. The patient module does not have a walk thru from the cab.
MIXERS

**Rear Discharge Mixers**

- Typically equipped with 18,000 lb. front & 48,000 lb. rear axles.
- Drum sizes range from 8 to 12 yard capacity.
- Common options on all Mixers include floatation tires, tag or pusher axles, front driving axle (6X6), night lighting, aluminum water tank, air lift charge hopper and a third chute.
- BoostALoad (Bridgemaster) axles allow compliance with federal bridge laws.

**Front Discharge Mixers**

- Typically equipped with 18,000 lb. front & 48,000 lb. rear axles.
- Drum sizes range from 10 to 12 yard capacity.
REFRIGERATED TRUCKS

Cold Plates have a heavily insulated body with a removable freezing unit. This allows for economical operation than running a cooling unit for day to day operations.

Refrigerated (Reefer) Bodies are insulated and have a cooling unit that is self powered by a gas or diesel engine.

Refrigerated trucks offer a more controlled environment than a Cold Plate and can be left running for extended periods of time.

Refrigerated Slide In Bodies are insulated and have a cooling unit that is self powered by a gas or diesel engine. Small units may be powered by the vehicle’s engine through a PTO.
**Container Trucks** are mounted on medium duty single rear axle chassis and are designed to pick up one or two 3 to 8 yard hoppers.

They typically are equipped with 7,000 lb. front & 17,000 lb. rear axles.

**Load Luggers** are severe service tandem axle trucks designed for heavy compact loads such as scrap metal or concrete.

Container size range from 8 to 14 yards and typically are equipped with 12,000 lb. front & 44,000 lb rear axles.

**Front Load Packers** are available in standard or low profile configurations and have a capacity of 31 to 45 yards.

They typically are equipped with 18,000 lb. front & 44,000 lb. rear axles.

Options include dual or right side steering, adjustable forks, scales and cameras.
REFUSE PACKERS and RECYCLERS – cont.

Rear Load Packers are available in standard or low profile configurations with a capacity of 15 to 32 yards.

Options include work lights, pusher or tag axle, winch, reeving cylinder, hopper liner, cart tipper, tipper bar, wash out tank, scale and cameras.

These typically are equipped with 18,000 lb. front & 44,000 lb. rear axles.

Side Load Packers are available in standard or low profile configurations with a capacity of 28 to 35 yards.

Options include dual or right side steering, work lights, round floor, pusher or tag axle, wash out tank, cart tippers, scale and cameras.

These typically are equipped with 18000 lb. & 44,000 lb. rear axles.
Roll Offs are heavy duty tandem axle trucks designed for scrap or refuse applications.

These typically are equipped with 18,000 lb. front & 44,000 lb. rear axles and a 40 ton hoist.

Options include an air operated third axle.

Recyclers are medium duty trucks with 8 to 12 compartments for the separation of materials.

These are typically equipped with 7,000 lb. front & 17,000 lb. rear axles.

Options include dual or right side steering, stand up steering, work lights and cart tippers.
WRECKERS

Car Carriers are medium duty trucks with 17.5’ to 21’ steel or aluminum decks that roll back and down at a 10° to 12° angle.

They typically are equipped with a 8,000 lb. to 10,000 lb. winch, tool box, safety chains and a light bar.

Common options include wheel lifts, motorcycle lifts, work lights, self loading dollies and diamond plate dress up kits.

Wreckers (tow trucks) are usually mounted on 1 to 1 ½ ton chassis.

They typically are equipped with a telescoping hydraulic arm, 8,000 lb. to 10,000 lb. winch and safety chains.

Common options include single or dual lines, wheel lifts, motorcycle lifts, work lights, self loading dollies and diamond plate dress up kits.
WRECKERS – cont.

Heavy Duty Wreckers are Class 8 trucks equipped with one or two hydraulic arms and a 30 to 50 ton winch.

They are typically equipped with hydraulic extendable outriggers.

Wheel Lift only trucks are used in the repossession business.

They typically have in cab controls that operate the wheel snatcher.

Motorcycle Lift
INTER-CITY WORK TRUCKS

Class 6 Straight Truck
With Van Body

Body Height
Body Length
Dual Rear Wheels
Step Fuel Tank
MISC. INTER-CITY WORK TRUCKS

**Armored Trucks** are typically mounted on Class 3 to 6 chassis.

Features include full body armor, bullet proof glass and run flat tires.

Common options include lift gates and remote cooling.

**Asphalt Distributors** typically have a 800 to 1500 gallon steel tank with a rear spray bar.

They may have either single or tandem rear axles.

**Beverage Trucks** typically have 8 to 12 bays, each with a roll up door.

They may have either single or tandem rear axles.
Boom Trucks are hydraulic cranes mounted on a medium to heavy duty chassis.

They typically feature hydraulic outriggers, a 40’ to 100’ sheave (boom) height and jib. Lifting capacity ranges up to 15 ton.

Bucket Trucks are typically mounted on a Class 3 to 6 chassis.

Features include dual remote controls, extenda boom, rotating bucket, tool box body and hydraulic outriggers.

Booms have a range of 18’ to 60’.

Options include a 2 man bucket.
A **Cab & Chassis** is the base vehicle on which all bodies are attached.

They may be gas or diesel powered and have axle ratings with a range of 5,000 lb. front & 15,000 lb. rear, to 12,000 lb. front & 40,000 lb. rear on a tandem.

The length of the frame is critical in determining what size of body can be mounted.

**Catering Trucks** are typically equipped with propane heaters, stainless steel racks and shelving.

**Concrete Pumps** are used to transfer ready mix from a mixer to a construction site.

They typically have a boom reach of 60’ to 100’.
MISC. INTER-CITY WORK TRUCKS – cont.

**Crane Trucks** have an independently mounted short boom crane on a frame or utility body.

Typical specifications include a 12,000 lb. rating, but can go as high as 30 ton (60,000 lb.)

Typical boom reach is 10’ to 20’.

**Curtain Vans** are similar to Dry Vans except that the sides are open and covered with canvas tarpaulins.

This allows access to all areas of the cargo body.

**Digger Derricks** are a drilling rig mounted on a Class 6 to 8 chassis.

They typically feature a 20 ton Winch and a 2 section boom mounted on a utility body.
MISC. INTER-CITY WORK TRUCKS – cont.

Dry Bulk Tankers provide sanitary storage and high speed unloading of bulk commodities.

Construction is either aluminum or stainless steel.

Flatt Bed Trucks range from Class 3 (1 Ton) to Class 8.

Typical accessories include side pockets for removable stakes, cab guards (headache rack) and a winch.

Forestry Trucks are typically equipped with a bucket and a chipper body.

They may also have 4 wheel drive.
MISC. INTER-CITY WORK TRUCKS – cont.

**Fuel Tankers** typically have 2 to 4 compartments and a pump and metering system.

Construction may be steel, aluminum or stainless steel.

**Furniture Vans** have a Dry Van type body with lowered body, side doors, additional interior tie downs and smooth plywood walls.

Typical features include underbody storage and forward storage over the roof of the cab (attic).

**Grapple Trucks** are normally used in forestry or refuse applications.

They have a light duty boom and typically have a dump body.
MISC. INTER-CITY WORK TRUCKS – cont.

High Cubes are mounted on 1 ton cutaway chassis and constructed of aluminum or fiberglass re-enforced plastic (FRP).

Bodies range in length from 10’ to 16’.

High Cube Van

Ladder Cranes are designed for sign work and feature a hydraulic boom with a range of 20’ to 100’.

Ladder Crane

Landscaper Bodies are normally mounted on a 1 ton chassis.

They feature a flatbed with a dovetail and ramp gate to allow the loading of equipment and refuse.

Landscaping Truck
Logging Trucks are typically equipped with 16,000 lb. front & 44,000 lb. rear axles and heavy duty walking beam (Hendrickson) suspensions.

Common equipment includes bunk bodies, grapple loader, scales and additional axles or triggers.

Lube Trucks are equipped with 1 or 2 fuel tanks, grease and oil tanks and tool boxes.

Mechanic Trucks have an independently mounted short boom crane on a utility body.

Typical specifications include a 4,200 lb. to 10,000 lb. boom with a 8’ to 12’ reach.

Other common equipment include a welder, air compressor and vise.
Service Bodies are normally mounted on a 1 ton chassis and feature a 6 to 10 compartments.

The center section may be open or enclosed.

Stake Beds are flatbeds with fixed or removable side slates.

These sides are typically made of wood or steel open construction.

A Step Van is a complete body built on a forward control chassis.

The body is normally made of aluminum or steel and range in length from 10’ to 24’.
Street Sweepers are equipped with a water tank and heavy adjustable brushes.

They are typically mounted on single axle Class 6 chassis.

Utility Bodies are most commonly mounted on a 1 Ton chassis and feature 6 to 12 compartments with a open or closed center section.

Options include a ladder/pipe rack.

Vacuum Trucks are equipped with a 1 or 2 compartment steel tank and vacuum pump assembly; and are used for pump out work on sewers and lavatories.
Van Body Trucks typically vary length from 12’ to 28’ and may be gas or diesel powered.

Axle ratings range from 5,000 lb. front & 15,000 lb. rear, to 12,000 lb. front & 40,000 lb. rear on a tandem.

Options include nose cone, liftgate and side doors.

Water Trucks are mounted on a Class 7 or 8 chassis, have baffled compartments, a PTO driven pump system and typically feature front, rear and side mounted spray heads. Capacities range from 1,500 to 6,000 gallons.
INFORMATION TO NOTE FOR TRUCK VALUATIONS

• VIN
• Year, Make, Model
• Engine Make & Model
• Engine Brake (diesels only)
• Transmission Make & Model
• Number of Axles
• Axle Rating
• Suspension Type
• Type of Use
• Sleeper Size & Type (if applicable)
• Body Type (straight trucks only)
• Fifth Wheel Type (tractors only)
• Type & Number of Fuel Tanks
• Tire Size & Condition
• Wheel Type
• Engine Overhaul Information
• Aerodynamics
• Headache Rack
• Interior Trim Level
• Chrome Packages

SEE VEHICLE REQUEST FORM FOR COMPLETE LIST.
TRAILERS and SEMI-TRAILERS

Dry Freight Van

Length in Feet

Width in Inches

Landing Gear

Height in Feet
Auto Transport Trailers have a series of hydraulic lifts to load and unload their cargo.

Most include a specialized rack that is positioned over the cab of the tractor.

They are equipped with hold down winches and chains.

5 Car Transport

9 Car Transport

6 Car Enclosed Transport
AGRICULTURAL TRAILERS

Livestock Trailers have two or three decks for the transport of live animals.

Some have adjustable racks for mixed loads.

Livestock Belly Trailer

Livestock Straight Trailer

Corn Hopper Trailers have one or two bottom hoppers for unloading.

They are typically constructed of aluminum and have tandem or tri-axles.

Corn Trailer with Double Bottom Hoppers
AGRICULTURAL TRAILERS – cont.

**Grain Trailers** are typically constructed of aluminum and may be open top vans, bottom hoppers, lift dumps or walking floors.

Grain Trailer

Grain Trailer with Hopper

**Walking Floor Trailers** have either a rotating belt on the floor or shaker that moves back and forth.

Grain Trailer with Walking Floor
CONSTRUCTION and HEAVY HAULING TRAILERS

Double Drop Deck Trailers have a lowered floor between the axles and are designed for oversize loads and machinery.

They may be equipped with ramps for loading heavy equipment.

Capacity range from 30 to 50 ton.

Single Drop Deck Trailers are equipped with either ramps or a hydraulic dove tail.

The dove tail is able to extend for loading, and then retract for transport.
CONSTRUCTION and HEAVY HAULING TRAILERS – cont.

Hydraulic Detachable Gooseneck Trailers are designed for heavy equipment hauling.

The front gooseneck is self lifting with a locking ratchet and stays attached to the tractor for unloading.

They are typically available with capacities of 30 to 60 tons, but can go as high as 150 ton with auxiliary axle assemblies.

Common options include apitong flooring, beavertails, self contained power units and flip third or fourth axles.
CONSTRUCTION and HEAVY HAULING TRAILERS – cont.

Drop Deck Tilt Trailers have a bed that tilts down hydraulically for easy loading of equipment.

They typically have a rated capacity of 20 to 30 tons and two to four axles.

Common accessories include dock level hydraulics and an electric winch.

Flat Bed Tilt Trailers may tilt manually or hydraulically.

They typically have a rated capacity of 5 to 20 tons and two to four axles.

Utility Trailers may tilt manually or be equipped with a dove tail or ramp to facilitate loading.

They typically have a rated capacity of 5 to 20 tons and two to four axles.
Frame Type Dump Trailers have a full length frame support, are constructed of steel or aluminum and range in length up to 48’.

These trailers are more stable when dumping on uneven surfaces or with uneven loads than frameless types.

Common equipment for dump trailers include tarp assemblies, air gates, coal chutes, third or fourth axle and side boards.

Frameless Dumps are lighter than frame type allowing more cargo.

They are typically constructed of aluminum and range in length up to 48’.
Bottom Dump Trailers are equipped with a hopper assembly for unloading.

They may be constructed of steel or aluminum.

Demolition Dumps are typically made of steel and have thick side walls.

Common equipment for dump trailers include tarp assemblies, air gates, coal chutes, third or fourth axle and side boards.

Transfer Dumps combine a roll off truck chassis with a pup type roll off trailer.
DRY FREIGHT VANS

Ribbed Dry Freight Vans are constructed of aluminum with an interior lining of plywood or fiberglass.

The length ranges from 20’ to 53’, width from 96” to 102” and height up to 13’6”.

Smooth Side Dry Freight Vans are constructed of aluminum or FRP, with an interior lining of plywood or fiberglass.

The length ranges from 20’ to 53’, width from 96” to 102” and height up to 13’6”.

Common equipment on all Dry Vans include wall scuff plates, side doors, and ribbed flooring.
DRY FREIGHT VANS – cont.

Intermodal Dry Freight Vans are equipped with added supports along the top and bottom to allow for lifting on a rail car.

Construction is typically steel with a plywood lining and lengths vary from 18’ to 48’.

Logistic Dry Freight Vans have interior mounting brackets to separate and tie down commodities.

Construction is aluminum or FRP, with an interior lining of plywood or fiberglass.

The length ranges from 20’ to 53’, width from 96” to 102” and height up to 13’6”.

Intermodal Dry Freight

Logistic Dry Freight
DRY FREIGHT VANS

Doubles (Pups) are short trailers designed to be pulled in tandem or triples.

Construction is aluminum or FRP, interior lining of plywood or fiberglass, length range from 20’ to 40’, width from 96” to 102” and height up to 13’6”.

Dollies are a fifth wheel mounted on a single axle and are used to connect pup trailers.

Tauntliner (Curtain) Vans are similar to Dry Freight Vans except that the sides are open and covered with canvas tarpaulins.

This allows access to the entire cargo area.
Containers are designed to be shipped by rail or water and are mounted on a chassis for highway use.

Construction is typically unlined steel and lengths vary from 18’ to 45’.

Container Chassis can be either fixed or adjustable in length.

Fifth Wheel Dry Vans are designed for hitch mounting on a platform or pick up bed.
FLAT BED TRAILERS

**Flat Beds** range in length up to 53’ and are constructed of steel or aluminum with a steel, wood or aluminum floor.

Common equipment includes rail pockets which allow insertion of stake sides, winches and ‘D’ rings.

A front **Bulkhead** is a common feature of Flat Beds. This stops the commodity from shifting forward during loading or under vehicle braking.

**Spread Axles** allow better weight distribution for some types of loads.

**Removable Sideboards and Tarps** provide weather protection.
FURNITURE VANS

**Furniture Vans** have a lowered body, side doors, additional interior tie downs and smooth plywood walls.

They typically range in length from 28’ to 53’.

Furniture Van

Furniture Doubles
HORSE TRAILERS

Horse Trailers are typically constructed of steel or aluminum and have a capacity from two to twelve horses.

They are available as pull mounts, fifth wheel hitches or semi trailer configurations.

Common features are heat, extended roofs, slant loads, tack rooms and slide outs.

2 Horse Trailer

4 Horse Trailer

6 Horse Gooseneck Trailer with Tack Room
**REFRIGERATED TRAILERS**

**Refrigerated Vans** are constructed of aluminum with an interior lining of plywood or kemlite.

The length ranges from 20’ to 53’, width from 96” to 102” and height to 13’6”.

Common equipment includes wall scuff plates and side doors.

Ribbed Side Refrigerated

Refrigerated Trailer Without Cooling Unit

Cooling Unit
TANK TRAILERS

Asphalt Tankers are constructed of steel and may have an aluminum skin.

They are insulated and heated, and have a pump discharge.

Bulk Commodity Trailers are designed to provide sanitary storage and high speed unloading.

Construction is either aluminum or stainless steel.

Feed may be gravity, product pump or vacuum.

Bulk Liquid Trailers are designed to provide sanitary storage and high speed unloading.

Construction is either aluminum or stainless steel.

Feed may be gravity, product pump or vacuum.
Petroleum Tanks typically have from 2 to 4 compartments with integral pumps.

Construction may be steel or aluminum.

Sanitary Liquid Trailers are designed to provide controlled storage of food commodities.

Construction is stainless steel or aluminum skinned and they have a sanitary product pump.
MISCELLANEOUS TRAILERS

Logging Trailers are Flat Beds equipped with poles to secure the cargo.

Logging Pole Trailer

Recycling Trailers are equipped with 8 to 12 compartments for the separation of materials.

Recycling Trailer

Refuse Unloader Trailers have a moving floor that allows offloading a commodity.

They are typically constructed of steel or aluminum with an attached tarp system.

Refuse Unloader (Walking Floor)
LIFTGATES and WHEELCHAIR LIFTS

Liftgates are designed to raise loads from the ground to trailer level.

They have a capacity range from 1,000 lb. to 10,000 lb. and may either fold under the body or stand up against the rear when not in use.

Outside Rail Liftgates are of a heavy duty design with a capacity of 2,000 lb. to 10,000 lb.

Wheelchair Lifts are designed for buses or vans and raise up to deck height.
WHEEL & TIRE INFORMATION

Spoke (Dayton) Wheels are commonly found on heavy duty work trucks. They are of two piece construction with a cast iron hub mounted on the truck or trailer.

Steel Disc (Budd) Wheels are one piece and have 10 holes. They are commonly found on highway trucks and trailers.

Aluminum Disc (Budd) Wheels are one piece and have 10 holes. They are commonly found on the front axle of highway trucks.
WHEEL & TIRE INFORMATION

Use a quarter (25¢) as a guide. Insert it between the treads of the tire.

A new tire on a Class 6 – 8 truck or Trailer will have 28/32 of an inch of tread.

At 75%, it has 21/32 of an inch or tread.

At 50%, it has 14/32 of an inch of tread.

At 25%, it has 7/32 of an inch of tread.
INFORMATION TO NOTE FOR TRAILER VALUATIONS

• VIN
• Year, Make, Model
• Type of Use
• Construction
• Length
• Height
• Width
• Number of Axles
• Suspension
• Wheel Type
• Tire Size and Condition
• Overall Condition

SEE TRAILER REQUEST FORM FOR COMPLETE LIST.
## Glossary of Truck Terminology

<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aero-Dynamics Package</td>
<td>A group of components consisting of the following: roof mount wind deflector, side fairings, front spoiler and fuel tank skirting. Also see individual listing for each item.</td>
</tr>
<tr>
<td>After Cooler</td>
<td>A performance device found on diesel engines.</td>
</tr>
<tr>
<td>Air Bags</td>
<td>Pneumatic air bags serving as springs.</td>
</tr>
<tr>
<td>Air Brake Dryer</td>
<td>A device that removes moisture from air-operated brake systems.</td>
</tr>
<tr>
<td>Air Foil</td>
<td>See Wind Deflector.</td>
</tr>
<tr>
<td>Air Ride Suspension</td>
<td>A series of air filled bags mounted on a tractor or trailer suspension that provide a softer, more controlled ride.</td>
</tr>
<tr>
<td>Air Slide Fifth Wheel</td>
<td>A fifth wheel that can be positioned remotely through a control in the cab of a tractor. Also see FIFTH WHEEL.</td>
</tr>
<tr>
<td>Aluminum Disc Wheels</td>
<td>See DISC WHEELS.</td>
</tr>
<tr>
<td>Anteater</td>
<td>A generic description of a low profile, high aerodynamic tractor.</td>
</tr>
<tr>
<td>Attic</td>
<td>The part of a van body which extends over the cab of the truck.</td>
</tr>
<tr>
<td>Auxiliary Transmission</td>
<td>Extra transmission mounted behind the main transmission to provide additional gear splits.</td>
</tr>
<tr>
<td>Banjo</td>
<td>Rear axle drive or differential housing.</td>
</tr>
<tr>
<td>BBC</td>
<td>Front bumper to back of cab dimension. Measured in inches.</td>
</tr>
<tr>
<td>Binders</td>
<td>Lever-type device used on trailers for securing cargo.</td>
</tr>
<tr>
<td>Blower</td>
<td>A turbo charger on diesel engines.</td>
</tr>
<tr>
<td>Bobtail</td>
<td>Tractor being driven without a trailer attached. Also a straight truck.</td>
</tr>
<tr>
<td>Bogie</td>
<td>Tandem rear axle assembly (same as TANDEM AXLE and DUAL DRIVE TANDEM).</td>
</tr>
<tr>
<td>Brownie</td>
<td>Auxiliary transmission mounted behind the main transmission.</td>
</tr>
<tr>
<td>Budd Wheels</td>
<td>See DISC WHEELS.</td>
</tr>
<tr>
<td>Bulkhead</td>
<td>The part of a trailer that extends vertically.</td>
</tr>
</tbody>
</table>
CAB
The part of the vehicle that encloses the driver and operating controls.

CAB OVER ENGINE
See COE.

CAB PROTECTOR
A shield covering the rear of a cab, normally constructed of steel, aluminum or mesh.

CLEARANCE LIGHTS
The small lights found on each corner of a trailer and on top corners of trucks and tractors.

CLASS 1-8 TRUCK
Truck with the following Gross Vehicle Weight (GVW):

<table>
<thead>
<tr>
<th>CLASS</th>
<th>GVW</th>
<th>CLASS</th>
<th>GVW</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6,000 or less</td>
<td>5</td>
<td>16,001 - 19,500</td>
</tr>
<tr>
<td>2</td>
<td>6,001 - 10,000</td>
<td>6</td>
<td>19,501 - 26,000</td>
</tr>
<tr>
<td>3</td>
<td>10,001 - 14,000</td>
<td>7</td>
<td>26,001 - 33,000</td>
</tr>
<tr>
<td>4</td>
<td>14,001 - 16,000</td>
<td>8</td>
<td>33,001 and over</td>
</tr>
</tbody>
</table>

COE
A truck or tractor designed with the engine under the cab and having the provisions for the cab to tilt forward on a pivot to allow access to the engine.

C O F C
Container on a (rail) flat car.

COMBINATION VEHICLE
An equipment configuration which includes a separate power unit combined with a trailer. Also known as a TRACTOR-SEMI-TRAILER.

COMMERCIAL TRAILER
A trailer used to handle freight in the transportation of goods for others: excludes house trailers, light farm trailers, car trailers, etc.

CONVENTIONAL CAB
Cab in which the engine is mounted forward of the driver compartment.

CROSS MEMBER
The portion of frame on tractors and trailers that runs at a right angle between the main and left and right frame rails.

DAY CAB
A non-sleeper tractor.

DAYTON WHEELS
see SPOKE WHEELS.

DEAD AXLE
An axle without any driving power. Also known as a TAG AXLE.

DISC WHEELS
A one-piece tire rim. Available in steel, chromed steel, and aluminum. Also known as BUDD WHEELS.

DOLLY
An auxiliary axle assembly having a fifth wheel. Used for converting a semi-trailer to a full trailer.
<table>
<thead>
<tr>
<th>Term</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOUBLE</td>
<td>A combination of two trailers pulled by a power unit. Usually refers to a tractor pulling two 28’ trailers. Also see ROCKY MOUNTAIN DOUBLE and TURNPIKE DOUBLE.</td>
</tr>
<tr>
<td>DRAG AXLE</td>
<td>See TAG AXLE.</td>
</tr>
<tr>
<td>DRIVE AXLE</td>
<td>Front and/or rear axle connected to the power unit.</td>
</tr>
<tr>
<td>DROP DECK TRAILER</td>
<td>A flatbed type trailer with a belly section the same or lower than the height of the axle(s).</td>
</tr>
<tr>
<td>DRY VAN</td>
<td>A trailer with an enclosed body; not refrigerated.</td>
</tr>
<tr>
<td>DUAL DRIVE TANDEM</td>
<td>Two axles having drive mechanisms connected to an engine power unit. Also see BOGIE and TANDEM AXLE.</td>
</tr>
<tr>
<td>DUMPER</td>
<td>A dump truck or dump body.</td>
</tr>
<tr>
<td>DUPLEX</td>
<td>A transmission having five speeds forward with a two-speed auxiliary; thus giving ten speeds forward. There are two shift levers on this transmission.</td>
</tr>
<tr>
<td>ENGINE BRAKE RETARDER</td>
<td>A device using engine compression to slow a vehicle down, saving the vehicle’s air operated brake system. Available only with diesel engines. Also known as a JAKE BRAKE.</td>
</tr>
<tr>
<td>EXTENDED HOOD</td>
<td>An option or model of a Class 8 conventional truck with a longer hood. The hood normally extends an additional 12”.</td>
</tr>
<tr>
<td>F. E. T.</td>
<td>Federal Excise Tax. Applied to the purchase of all new medium (33,000 lb.) and heavy-duty trucks, trailers, and equipment.</td>
</tr>
<tr>
<td>FIFTH WHEEL</td>
<td>A device used to connect a semi-trailer and a tractor. May be stationary (fixed) or sliding. Also see AIR SLIDE FIFTH WHEEL and MANUAL SLIDE FIFTH WHEEL.</td>
</tr>
<tr>
<td>FIFTH WHEEL HITCH</td>
<td>A hitch mounted inside the bed of a pickup body and used for gooseneck trailers or RV’s.</td>
</tr>
<tr>
<td>FLAPS</td>
<td>Large rubber or other flexible material mounted behind the rear wheels of tractors and trailers, to shield against rocks or other objects being kicked up from the tires.</td>
</tr>
<tr>
<td>FLAT BED</td>
<td>Either mounted on a cab &amp; chassis or a type of semi-trailer, this body has no sides and comes in various lengths. It is usually constructed of steel or aluminum with a wood plank base.</td>
</tr>
<tr>
<td>FLAT TOP SLEEPER</td>
<td>A sleeper box whose height is flush with the top of the tractor’s cab.</td>
</tr>
<tr>
<td>FLOAT</td>
<td>An extendable flat bed or lowboy trailer.</td>
</tr>
<tr>
<td>FLOATATION TIRES</td>
<td>Over-width tires with a cross-section greater than 14 inches. Applicable only to construction vehicles.</td>
</tr>
</tbody>
</table>
FRONT SPOILER  Aerodynamic aid attached to the lower front bumper.

FUEL TANK SKIRTING  Aerodynamic aid attached over the fuel tanks creating a flush face surface between the cab and frame.

GLIDER KIT  A cab and chassis with all components except the complete drive train (engine, transmission, differential, and rear axles).

GOOSENECK TRAILER  A trailer pulled by a FIFTH WHEEL HITCH.

GRAIN BED  An open top, high-sided body used for transporting grain. These normally are equipped with a lift or bottom dump.

GROSS COMBINED VEHICLE WEIGHT (GCW)  The maximum allowable load for a tractor and trailer.

GROSS VEHICLE WEIGHT (GVW)  The maximum allowable fully laden weight of the vehicle and its payload. The most common classification method used by manufacturers and states for trucks and tractors.

HEADACHE RACK  A protective device found behind the back window of a truck or tractor. Is either attached to the frame of a tractor or part of a truck’s body.

HEAVY DUTY TRUCK  Truck or tractor with a gross vehicle weight in excess of 19,500 lb. (Class 6 - 8).

HIGH CUBE VAN  Combination of a van front section and a box-like cargo section.

HIGH TILT CAB  See COE.

HENDRICKSON SUSPENSION  A walking beam rear suspension. Used primarily on heavy duty construction type trucks.

HOT SHOT  A light or medium duty tractor equipped with an after-market sleeper.

IN-FRAME MAJOR OVERHAUL  Diesel engine overhaul performed in the vehicle. Includes the replacement of main and thrust bearings, rod bearings, cylinder liners, pistons, and rings and reconditioning of the cylinder head.

I L S  In Lieu of Stock, i.e. a component or piece of equipment on the vehicle which differs from the standard factory equipment.

JAKE BRAKE  Jacobs Engine Brake. See ENGINE BRAKE RETARDER.

KING PIN  The pin on a trailer that connects it to the fifth wheel of the tractor.

KING PIN PLATE  The large flat plate surrounding the king pin on a trailer.

KIT  See GLIDER KIT.

LADDER RACK  Commonly found on light duty utility bed trucks. This rack allows open storage from the back of the truck to over the cab.
<table>
<thead>
<tr>
<th><strong>LANDING GEAR</strong></th>
<th>The small wheels mounted underneath the front of a semi-trailer to support the front when it is disconnected from the tractor.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LIFT GATE</strong></td>
<td>A mechanism found on the rear of a truck body that is used to load and unload heavy products. The gate is rated in pound capacity and powered either hydraulically or electrically.</td>
</tr>
<tr>
<td><strong>LIGHT DUTY TRUCK</strong></td>
<td>Truck with a Gross Vehicle Weight of 10,000 lb. or less (Class 1 &amp; 2).</td>
</tr>
<tr>
<td><strong>LONG NOSE CONVENTIONAL</strong></td>
<td>A truck or tractor with a front bumper to back of cab dimensions (BBC) of 112” or more.</td>
</tr>
<tr>
<td><strong>LOW BOY</strong></td>
<td>A trailer primarily used for hauling heavy machinery with a detachable tongue and capacity rating in tons.</td>
</tr>
<tr>
<td><strong>MANUAL SLIDE FIFTH WHEEL</strong></td>
<td>A fifth wheel that can be adjusted manually forward or back along the frame of a tractor. Also see FIFTH WHEEL and AIR SLIDE FIFTH WHEEL.</td>
</tr>
<tr>
<td><strong>MECHANICS TRUCK</strong></td>
<td>A utility bed attached to a cab and chassis that also has other equipment attached. Other equipment may include any combination of the following: an air compressor, welder or small crane.</td>
</tr>
<tr>
<td><strong>MEDIUM DUTY TRUCK</strong></td>
<td>Truck or tractor with a gross vehicle weight of 10,001 to 19,500 lb. (Class 3 - 5).</td>
</tr>
<tr>
<td><strong>MICHIGAN SPECIAL</strong></td>
<td>A truck or tractor equipped with minimum front and rear axle ratings of 18,000 and 44,000 lb.</td>
</tr>
<tr>
<td><strong>MIXER</strong></td>
<td>A truck mounted cement mixer.</td>
</tr>
<tr>
<td><strong>NOSE CONE</strong></td>
<td>Found on the front of van bodies and dry van trailers, this piece is attached to increase aero-dynamics.</td>
</tr>
<tr>
<td><strong>OWNER/OPERATOR PACKAGE</strong></td>
<td>An Over The Road tractor with the following equipment: minimum 86” cab for COE’s, 36” sleeper on conventionals, air conditioning, dual aluminum fuel tanks, am/fm stereo radio, and multi-colored paint. Must also have eleven of the following: carpet, headliner, deluxe interior, power windows, high back seats, full instrument gauges, dual air horns, spot lights, visibility windows, step package, aluminum or chrome bumper, stainless quarter fenders, dual heated stainless steel mirrors, and/or chrome air inlets.</td>
</tr>
<tr>
<td><strong>OUT-OF-FRAME MAJOR OVERHAUL</strong></td>
<td>Diesel engine overhaul performed with the engine removed from the vehicle. Includes all In-Frame repairs with the addition of reconditioning the complete lower end, including the crankshaft.</td>
</tr>
<tr>
<td><strong>OVER THE ROAD TRACTOR OR TRUCK</strong></td>
<td>A vehicle equipped and in condition for long haul operations.</td>
</tr>
<tr>
<td><strong>PENTHOUSE</strong></td>
<td>A sleeper unit and least 78” high with skylight type windows.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>----------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>PIGGYBACK</strong></td>
<td>The transportation of highway trailers or containers trailer bodies on rail cars specifically equipped for the service.</td>
</tr>
<tr>
<td><strong>PIG TAIL</strong></td>
<td>The electrical cable that connects the tractor unit with the trailer.</td>
</tr>
<tr>
<td><strong>PIPE RACK</strong></td>
<td>Similar to a LADDER RACK but can have cylindrical tubes for enclosed storage.</td>
</tr>
<tr>
<td><strong>POGO STICK</strong></td>
<td>A metal pole with springs mounted behind the cab that support the air lines.</td>
</tr>
<tr>
<td><strong>POWER TRAIN</strong></td>
<td>The group of components used to transmit engine power to the wheels. Includes engine, clutch, transmission, universal joints, drive shafts and rear axle gears and shafts.</td>
</tr>
<tr>
<td><strong>POWER UNIT</strong></td>
<td>The control and pulling vehicle for trailers and semi-trailers. Also see TRACTOR.</td>
</tr>
<tr>
<td><strong>PTO</strong></td>
<td>Power Take Off - a device that harnesses engine power to operate mechanical accessories.</td>
</tr>
<tr>
<td><strong>PUSHER AXLE</strong></td>
<td>A non-powered truck or tractor axle set in front of powered axle. Also see TAG AXLE and TANDEM AXLE.</td>
</tr>
<tr>
<td><strong>RECAPS</strong></td>
<td>Tires that have had the tread replaced. Also known as Bandags.</td>
</tr>
<tr>
<td><strong>REEFER</strong></td>
<td>Refrigerated truck body, trailer or semi-trailer.</td>
</tr>
<tr>
<td><strong>ROCKY MOUNTAIN DOUBLE</strong></td>
<td>A combination vehicle consisting of a tractor, a 40' - 48' trailer, and a shorter second trailer. Also see DOUBLE and TURNPIKE DOUBLE.</td>
</tr>
<tr>
<td><strong>ROOF MOUNT WIND DEFLECTOR</strong></td>
<td>See WIND DEFLECTOR.</td>
</tr>
<tr>
<td><strong>SADDLE TANKS</strong></td>
<td>Fuel tanks that are mounted along the frame just to the rear of the cab.</td>
</tr>
<tr>
<td><strong>SEMI -TRAILER</strong></td>
<td>Truck trailer equipped with one or more axles and constructed so that the front end rests upon a truck tractor.</td>
</tr>
<tr>
<td><strong>SET BACK FRONT AXLE</strong></td>
<td>Front axle located purposely toward the rear for increased load distribution.</td>
</tr>
<tr>
<td><strong>SHORT NOSE CONVENTIONAL</strong></td>
<td>A truck or tractor with front bumper to back of cab dimension (BBC) of 95” or less.</td>
</tr>
<tr>
<td><strong>SIDE FAIRING</strong></td>
<td>Aerodynamic aid attached to rear sides of a truck or tractor creating a flush surface from the vehicle to the trailer.</td>
</tr>
<tr>
<td><strong>SINGLE SCREW</strong></td>
<td>A tractor with a single driven axle.</td>
</tr>
<tr>
<td><strong>SIX BY SIX</strong></td>
<td>(Written 6X6), a tractor having six wheels driving (3 axles), i.e. a tandem rear-end with driving front axle.</td>
</tr>
<tr>
<td>Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>SLEEPER SIZE</td>
<td>The front to rear dimension in inches. Used on Conventional Cab Tractors.</td>
</tr>
<tr>
<td>SLIDING REAR AXLE</td>
<td>A trailer axle that can move forward or back along the frame rails.</td>
</tr>
<tr>
<td>SPOKE WHEELS</td>
<td>Two-piece cast iron and steel tire rims. Also known as DAYTON WHEELS.</td>
</tr>
<tr>
<td>STACKS</td>
<td>Vertical exhaust pipes on a tractor.</td>
</tr>
<tr>
<td>STAKE BED</td>
<td>A flat bed with vertical posts and horizontal slates, usually made of wood or steel.</td>
</tr>
<tr>
<td>STAND UP SLEEPER</td>
<td>A tall sleeper box similar to a PENTHOUSE SLEEPER without the skylight windows.</td>
</tr>
<tr>
<td>STEEL DISC WHEELS</td>
<td>See DISC WHEELS.</td>
</tr>
<tr>
<td>STRAIGHT TRUCK</td>
<td>A vehicle with the cargo body and cab mounted on the same chassis.</td>
</tr>
<tr>
<td>STEP TANKS</td>
<td>Fuel tanks that integrate a step for access to the cab.</td>
</tr>
<tr>
<td>STEP VAN</td>
<td>A complete body built on a forward control chassis, referred to as a bread truck or a UPS type vehicle.</td>
</tr>
<tr>
<td>SUPER SINGLES</td>
<td>Very wide tires that take the place of dual wheels on each axle. A rear tandem axle truck normally has 8 tires, however, if equipped with super singles it will have only 4. Usually found on mixers or dumps.</td>
</tr>
<tr>
<td>TAG AXLE</td>
<td>A non-powered truck or tractor axle set behind a powered axle. Also known as TRAILING TANDEM.</td>
</tr>
<tr>
<td>TANDEM AXLE</td>
<td>Two axles operated from a single suspension. Also see BOGIE and DUAL DRIVE TANDEM AXLE.</td>
</tr>
<tr>
<td>TOFC</td>
<td>Trailer On (rail) Flat Car.</td>
</tr>
<tr>
<td>TRACTOR</td>
<td>A truck cab and chassis without a body and equipped with a fifth wheel. Used for pulling a semi-trailer.</td>
</tr>
<tr>
<td>TRACTOR SEMI-TRAILER</td>
<td>A combination vehicle consisting of a power unit (tractor) and semi-trailer.</td>
</tr>
<tr>
<td>TRAILER</td>
<td>A vehicle designed without motive power to be drawn by another vehicle.</td>
</tr>
<tr>
<td>TRAILING TANDEM AXLE</td>
<td>See DUAL DRIVE TANDEM AXLE, TAG AXLE, and TANDEM AXLE.</td>
</tr>
<tr>
<td>TRI-AXLE TANDEM</td>
<td>Three axles operated from a single suspension.</td>
</tr>
</tbody>
</table>
**TRUCK**  
A motor vehicle designed to carry an entire load. It may consist of a chassis and body, a chassis, cab and body, or be of integrated construction so that the body and chassis form a single unit.

**TURNPIKE DOUBLE**  
A combination vehicle consisting of a power unit (tractor) and two trailers of at least 40’ in length. See also DOUBLE and ROCKY MTN. DOUBLE.

**TWIN SCREW**  
A double rear axle drive unit.

**TWIN TRAILER**  
A short semi-trailer under 29’ designed to be operated as part of a combination vehicle with a tandem trailer of similar length.

**TWO SPEED AXLE**  
A rear axle with two ratios and a mechanism for selection.

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

**VISIBILITY WINDOW**  
A window in the lower portion of the door, which enables the operator to look down on traffic.

**WEST COAST MIRRORS**  
Large rear view mirrors on both sides of the cab.

**WEST COAST RIG**  
A special light weight truck or tractor.

**WET LINE KIT**  
A hydraulic pump and reservoir assembly used to operate a dump trailer.

**WHEEL BASE**  
The distance between the centerlines of the front and rear axles. For trucks or trailers with tandem or tri-axles, the centerline is midway between the rear axles.

**WHEEL POWER**  
The total number of axles of a power unit (X) the number of wheels powered and multiplied by 2. Example is 3 axles, 2 of which are power is listed as 6x4.

**WIND DEFLECTOR**  
Aerodynamic aid attached to the roof of a truck, or tractor creating an air stream over the trailer. Also see AIR FOIL.