

UNITED TRUCK



DRIVING SCHOOL

SCHOOL CATALOG

NOVEMBER 2010 TO NOVEMBER 2011

Main School

4525 E. Commerce Ave.

Fresno, Ca 93725

(559) 264-7071

UNITED TRUCK DRIVING SCHOOL

4525 E. Commerce Ave.

Fresno, CA 93725

(559) 264-7071

APPROVAL DICLOSURE STATEMENT

This Institution has received an approval to operate from the Bureau of Private Postsecondary and Vocational Education.

UNITED TRUCK DRIVING SCHOOL can accommodate up to 15 to 20 students per month.

California statues require that a student who successfully completes a course of study be awarded an appropriate diploma or certificate verifying the fact.

Prospective enrollees are encouraged to visit the physical facilities of the school and to discuss personal educational and occupational plans with school personal educational and occupational plans with school personal prior to enrolling or signing admissions agreements.

Persons seeking to resolve problems or complaints should first contact the instructor in charge. Requests for further action may be made by contacting the executive director.

Unresolved complaints may be directed to:

Council on Private Postsecondary and Vocational Education

2535 Capitol Oaks Dr. Suite 400

Sacramento, CA 95814

(916) 431-6959

All information in this school catalog is current and correct and is so certified as true by the Executive Officer of **United Truck Driving School**

Executive Officer

Date

PURPOSE AND PHILOSPHY

The purpose of United Truck Driving School is clear and uncompromised. The objective is to prepare students with knowledge and skills that will enable them to qualify for entry level jobs in the trucking industry. Emphasis is placed on safety, a thorough understanding of Federal Motor Carrier Safety Rules and Regulations in the operation of heavy-duty tractor/trailer equipment and defensive driving, techniques necessary, in developing skills levels required to pass the Commercial Drivers License Examination **United Truck Driving School** is designed to prepare individuals to become professional, entry level truck drivers.

UNITED TRUCK DRIVING SCHOOL LEADERSHIP

The team has over seven years of truck driving instruction and truck driving school management.

CAMPUS LOCATION

United Truck Driving School is located at 4525 E. Commerce Ave. Fresno, CA 93725. The campus is located at the east side of freeway 99 and South of Jensen Ave.

COURSES DESCRIPTION AND CLOCK HOURS

The TRUCK DRIVING PROGRAM is a four week program. Field and classroom training total 160 hours. This training is divided into five sections as follows:

The TRUCK DRIVING PROGRAM is a four week program. Field and classroom training total 160 hours. This training includes DOT Safety and Regulations, State Regulations, and proficiency development in the skills required to obtain the Commercial Drivers License.

CLASSROOM TRAINING

Students attend 40 hours of classroom training covering such as DOT, log books, defensive driving, and job search techniques. At the end of the classroom training students will be required to pass the written exam and obtain their class "A" instructional permit administered by the Department of Motor Vehicles. It is necessary to pass and obtain the instructional permit before proceeding to the behind the wheel training phase of the training course.

STUDENT SERVICES

United Truck Driving School has advising services available throughout the course. These services include job placement assistance, job interview skills, application procedure and assistance. United Truck Driving School will invite various trucking companies to visit the facility and talk with students regarding job placement, requirements for employment and job availability. Advising is an on-going service throughout the student's training period after graduation, if needed.

FIELD TRAINING

Followed by 120 hours of field training, including both observation, and behind the wheel time. The field training consists of driving in training areas which include a combination of highway, city and heavy traffic driving with emphasis on defensive driving. Backing, safety and emergency procedures are also practiced extensively. The training also consists of DMV skills practicing, job search training also consists of DMV skills practicing, job search training, DMV road testing and graduation. Homework is assigned on a regular basis and students must be prepared for an intensive program of study.

INSTRUCTOR TO STUDENT RATIO

Classroom Training: 1 Instructor to 12 students

Filed Training: 1 Instructor to 2 students

QUALFIELD INSTRUCTORS

Bhupinder S. Brar

Bhupinder Brar is authorized to serve as a(n) Instructor – Truck Driving in California Private Postsecondary Educational institution approved under California Education Code (CEF) Section 94915.

Certificate Number: COAFS-03-371006

Experience: Driven trucks for 17 years. He has instructor for 12 years where he has taught inspection, skills, and drives.

Jesse Bernal

Jesse Bernal is authorized to serve as a(n) Instructor – Truck Driving in California Private Postsecondary Educational institution approved under California Education Code (CEF) Section 94915.

Certificate Number: COAFS 04-376363

Experience: Driven trucks for 12 years. He has instructed for 7 years with Western Truck School and United School.

COURSE OBJECTIVE

After completion of the course, students are taken to the Department of Motor Vehicles for their Commercial Drivers License Driving Skills Test. Upon successfully passing the test, the student should be able to enter the trucking industry as an entry – level tractor/trailer driver.

EQUIPMENT USED

Federal Motor Carrier Safety Regulations

Commercial Drivers Handbook

Road Atlas

Drivers Log Book

Truck Driver Reference and Study Manual

Two and Three Axle Cab Over and Conventional Tractors

Various Trailers

Converter Gears

ADMISSON PROCEDURES

Persons interested in enrolling must visit the campus and complete an “interview questionnaire and Enrollment Application”. All potential students must be interviewed by and Admission Representative or Campus Director. The applicant is interviewed to determine if he/she has the required qualifications, as established by the Department of Transportation and the trucking industry, to become and Entry – Level Potential job and employment placement will be explained to the applicant at this time.

ADMISSION REQUIREMENTS

Applicant must meet the following criteria:

- 18 years if age or older (Intrastate driving apply if under 18).
- Read, write and understand English or Spanish
- All students must pass the benefit ability test with a minimum 70% or they will not be enrolled into the truck driving program.
- Pass Admission Exam
- Provide (within 5 days) Department of Motor Vehicles printout
- If an applicant has more than two moving violations and/or DUI's, the Admission Representative will inform the applicant the job placement may be limited and with some companies not available.
- If an applicant has any felony convictions or medical disabilities they must be disclosed to the Admission Representative in order for the applicant to be made aware of any employment or federal restrictions that may apply to hiring criteria (job placement).

TUITION

The tuition for the 160 hour course is 3,900.00. Included in the tuition is \$90.00 registration fee. The following are the additional expenses included in the tuition.

Registration	\$90.00
Drug Screen	\$70.00
DOT Physical	\$70.00
DMV Printout	\$5.00
Tuition	<u>\$3,600.00</u>
Total Fee	\$3,900.00

THE TOTAL AMOUNT FOR ALL FEES, CHARGES AND SERVICES THE STUDENT IS OBLIGATED TO PAY FOR THIS COURSE IS \$3,900.00.

ATTENDANCE POLICY

United Truck Driving requires its students to attend class daily and timely. A lateness notice will be given to any student arriving class more than five minutes late. Four lateness notices will be considered equal to one full day of absence.

Excessive absences may result in the student being dropped from the course. Excessive is considered to be 25 percent or more time in one week and 20 percent for any two weeks or more combined. Students would be referred to the campus Director for determination and action to be taken. Absences due to emergencies may be made up with the approval from the campus Director.

LEAVE OF ABSENCE

A student with an emergency may request a leave of absence. Emergency leave of absence will be considered if temporary in nature. Temporary is considered to be less than thirty days. The student could resume training at the end of the emergency. Request for leave of absence must be made the campus Director.

Students on leave of absence not returning to class by the scheduled time will be considered dropped as of the first day after their scheduled return.

SATISFACTORY PROGRESS

Students are given a weekly grade. Satisfactory progress is considered to be a (GPA) of 70% or higher. Any student falling below "C" for two consecutive weeks will be dropped from the course. The final GPA must be "C" or higher in order to receive a grade. Make up work may be allowed on a case-by-case basis. Students who experience difficulty in understanding a subject should request assistance necessary, within reason, to ensure each student success. There will be no extra charge for tutorial, makeup. After the 160 hours there will be an evaluation to determine if the student shall continue or be dropped. Students may only exceed the 160 hours limit when approved by the campus Director.

GRADING SYSTEM

<u>GRADE LEVEL</u>	<u>PERFORMANCE DEFINITION</u>
A – Excellent	90 – 100%
B – Above Average	80 – 89%
C – Average	70 – 79%
D – Unsatisfactory	60 – 69%
F – Fail	Below 59%

DRESS CODE

Students are urged to wear trucking industry clothing. Khaki blue jeans, work shirt, and comfortable shoes are required. Bermuda type shorts and T-shirts are permissible for wear during the summer months. Short shorts, tank tops, halter tops, bare chests, spike heels, sandals and thongs are not allowed. Students will be asked to go change to appropriate attire. For safety reasons, we also recommend that students do not wear large dangling earrings, loose jewelry, or large belt buckles around equipment. Long hair should be tied back.

PERSONAL HYGIENE

Since the training is done in a classroom environment and students are in close proximity to each other, personal hygiene is very important. Any student may be asked by staff to correct hygiene problem.

CONDUCT OF STUDENTS

United Truck Driving School requires students to conduct themselves in professional manner at all times. Students will acknowledge by signature, standards of conduct expected when attending school. Violations of any of the following rules are cause for immediate termination of training and possible dismissal.

- Use of drugs, (prescription medication verified)
- Under the influence of alcohol
- Fighting
- Use of profanity
- Use of racist or sexist language
- Smoking in unauthorized areas
- Starting or moving trucks without instructor's permission
-

The campus Director has an open door policy. Students are urged to discuss any complaints with their instructor. Normally, complaints are resolved at the teaching staff level. Should students need to speak with the Campus Director, he or she is urged to do so. United Truck Driving School desires training to be professional and pleasant for students. Complaints will be acted upon promptly. The student also has the option to submit complaints directly to the council. A complaint log will be maintained in the Administrative Assistant's office.

STUDENT RECORDS

A complete enrollment, academic and financial file (if required), is maintained on each student. The file is confidential and is limited. Students may request to review their file at anytime. A complete copy of the enrollment and financing forms (if required) will be provided to the student at the completion of the enrollment process.

GRADUATION

Students enrolled in the TRUCK DRIVING program and who have earned a grade of Average (70% grade point average) or above and have met attendance requirements shall be eligible for graduation and will receive a diploma. A student who fails or does not complete training will receive a certificate of completion indicating the hours completed.

STUDENT SERVICES

United Truck School provides career counseling, placement assistance, and other related services to all students. Please contact the Campus Representative for an explanation of services available to include the listing of nearby motels for out of town students.

Completion of the course is not to exceed one and one-half times the length of the course (240 clock hours). If a student does not complete the course in the maximum time, he/she will not be eligible for graduation.

CAMPUS OPERATING SCHEDULE

Instructors are available for 8:00 a.m. to 5:00 p.m. Monday through Friday. Campus administrative personnel are available from 8:00 a.m. to 5:00 p.m. Monday through Friday. Before and after hours appointments may be scheduled in advance. Important information such as operating hours, holidays, class schedules and revisions of them will be announced to students in advance.

United Truck Driving School observes the following holidays:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving
- Christmas

EQUAL OPPORTUNITY

United Truck Driving School does not discriminate on the basis of race, color, sex, nationality, creed or ethnic origin in administration of its educational policies, admission policies, and other school administered programs. Due to Department of Transportation medical requirements, potential students with a disability will be advised by the Campus Director if their disability might be disqualified under DOT regulations and if so, possible waiver through California Department of Motor Vehicle Safety Department.

DRUG TESTING FOR EDUCATION

United Truck Driving School complies with the Federal Department of Transportation Drug Testing and Education requirements.

ENGLISH-AS-A-SECOND LANGUAGE ("ESL")

United Truck Driving School does not provide English-AS-A-Second Language ("ESL")

CANCELLATION OF AGREEMENT

The student has the right to cancel the course of instruction until midnight of the fifth business day after the first class attended. Business day means a date on which you were scheduled to attend the class session.

Cancellation shall occur when a written notice of cancellation is addressed to the school as shown in this catalog. You can do this by mail, hand delivery, or telegram. Written notice of cancellation by mail is effective when mailed, properly addressed and postage prepaid.

The written notice of cancellation need not take any particular form and, however expressed, it is effective if it shows that you no longer wish to be bounded by the enrollment agreement. You will be given two notices of cancellation forms at the first day of class.

If the school has provided equipment, including books and materials, you shall return them to the school within 30 days of following the tender of your notice of cancellation. If you fail to return this equipment, including books, or other materials, in good condition within 30 day period, the school may deduct its document and cost for the equipment from any refund due to you. Once you pay for the equipment, it is yours to keep without any further obligation.

If you cancel this agreement, the school will refund any money that you paid, less any deduction for equipment not timely returned.

WITHDRAWAL FROM THE COURSE

You have the right to withdraw from this course of instruction at any time. If you withdraw within the cancellation period the school will retain a full refund of the registration fee. You are obligated to pay only for services rendered and unreturned equipment. The refund shall be the amount you pay for instruction multiplied by a fraction, the numerator is the number of hours of instruction which you have not received but for which you have paid. The denominator is the total hours of instruction for which you have paid. If you paid for equipment, as specified in the agreement as separate charge, and return it in good condition within 30 days following the date of your withdrawal, the school shall refund the charge for the equipment paid by you, If you fail to return the equipment in good condition, allowing for reasonable wear and tear, the school may offset the documented cost for the equipment exceeds the prorated refund amount. The documented cost of the equipment may be less than the amount charged, and the school has charged in the contract. In any event, you will never be charged for more than the equipment charges as stated in the contract. These charges are listed in the enrollment agreement.

If the amount you have paid is more that the amount that you owe for the time you attended, then refund will be made within 30 days of withdrawal. If the amount that you owe is more than you have already paid, then you'll have to make arrangements to pay the amount.

HYPOTHETICAL REFUND EXAMPLE:

Assume you enroll in a 160 hour course and pay \$2,900.00 and withdrawal after completing 80 hours (50% of the course). The pro-rata refund would be \$1,300.00 based on the calculation stated below:

160 clock hours of instruction paid for, only eight hours of instruction received.

\$3,900.00	Amount Paid Of Instruction
-70.00	Drug Screen Test
-70.00	DOT Physical
-65.00	DMV Permit
<u>-5.00</u>	DMV Printout
\$3,690.00	
<u>X .50</u>	50% of course, 80 hours of instruction not received
\$1,845.00	

For the purpose of determining the amount you owe for the time you attended, you shall be deemed to have withdrawn from the course when any of the following occurs:

- A. You notify the school of your withdrawal or the actual date of withdrawal.
- B. The school terminates your enrollment
- C. You fail to attend classes for three-day period. In case, the date of withdrawal shall be deemed to be the last date of recorded attendance.

If any portion of your tuition was paid from the proceeds of a loan, then the refund will be sent to the lender or the agency that guaranteed the loan. Any remaining amount of refund will first be used to repay any student financial aid programs from which you receive benefits, in proportion to the amount of the benefits received. Any remaining amount will be paid to you.

STUDENT TUITION RECOVERY FUND DISCLOSURES

- (a) An institution approved under Article 8 (commencing with section 94900 of the Code), Article 9 (commencing with section 94915 of the Code), or a registration institution offering Short-term Career Training shall include on both the enrollment agreement and the current schedule of student charges, the following statement:

“You must pay the state-imposed fee for the Student Tuition Fund (STRF) if all of the following applies to you:

1. You are a student, who is a California resident and prepays all or part of your tuition either by cash, guaranteed student loans, or personal loans.
2. Your total charges are not paid by any third-party payer such as an employer, government program or other payer unless you have a separate agreement to repay the third part.

You are not eligible for protection from the STRF and you are not required to pay the STRF fee, if either of the following applies:

1. You are not a California resident.
2. Your total charges are paid by a third party, such as an employer, government program or other payer, and you have no separate agreement to repay the third party.

(b) In addition to the statement described under subdivision (a) of this section, the institution or registered institutions offering Short-term Career Training shall include on the current schedule of students charges, the following statement:

The State of California created the Student Tuition Recovery Fund (STRF) to relieve or mitigate economic losses suffered as a loss as a result of any of the following:

1. The school closed before the course of instruction was completed.
2. The school’s failure to pay refunds or charges on behalf of a student to third party for license fees or any other purpose, or to provide equipment or materials for which a charge was collected within 180 days before the closure of the school.
3. The school’s failure to pay or to pay or reimburse loan proceeds under federally guaranteed student loan program as required by law or to pay or reimburse proceeds received by the school prior to closure in excess of tuition and other cost.
4. The school’s breach or anticipatory breach of the agreement for the closure of instruction.
5. There was decline in the quality of the course of instruction within 30 days before the school closed or, if the decline began earlier than 30 days prior to closure, the period of decline determined by the Bureau.
6. The school committed fraud during the recruitment or enrollment or program participation of the student.

You may also be eligible for STRF if you were a student that was unable to collect a court judgment rendered against the school for violation of the Private Postsecondary and Vocational Education Reform Act of 1989.

(c) The Bureau shall mail the Notice and Explanation of student Rights under the Student Tuition Recovery Fund, Form STRF 06, effective January 1, 2002, to students soon after an institution’s closure or upon request from a student for an explanation of his or her rights the Student Tuition Recovery Fund.

Note: Authority cited: Sections 94774, and 94778, Education Code. Reference Section 94810, 94825, and 94944 Education Code.

It is important that you keep copies of the enrollment agreement, financial aid papers, receipts or any other information that documents the monies paid to the school.

Questions regarding the STRF may be directed to:

The Department Of Consumers Affairs

2535 Capital Dr. Ste # 400

Sacramento, CA 95814

916-431-6959

Starting Your Life As A Professional Driver



Congratulations! If you're reading this, you are considering the possibility of joining a profession that can offer a lifetime of work that can be very rewarding. The trucking industry is not for everyone. It is, however, an industry where you can count on always having employment opportunities available to you, corporate pyramid where there are fewer and fewer jobs as your career advances. If you are willing to work hard, you will succeed and earn a very comfortable living.

Today's Trucking Industry

The trucking is a widely diverse service industry on which the country's economy is built. The American Trucking Associations says: "Without Trucks, America Stops!" Did you know that the average manufactured product in the United States involves five movements by truck before it reaches the final consumer? Over the past twenty years, the manufacturing sector has moved from massive warehouse facilities with large stockpiles of parts and materials toward a system of "justice-in-time" production where trucks deliver directly to the assembly line. In some cases, if a truck is late by just a few hours, an entire factory can come to a grinding halt. Trucking is no longer a "low tech" job; rather it is an essential logistical service that keeps the rest of the economy running.

There are more than 3 million long distance truck drivers in the United States and millions more drivers in local delivery operations ranging from fuel oil delivery to food distribution, to small package delivery services. Each part of the trucking industry has differing requirements, but each driver has to understand cargo security, customer relations, company communications and individual time management as well as the technical aspects of driving a truck. One of the most attractive parts of the profession is the freedom of "being your own boss" while you are on the road. To be sure, you must meet deadlines and get the job done, but most of the successful drivers are people that can work on their own with minimum supervision.

What Can I Expect?

In order to get started in the trucking industry, you complete your entry-level training and obtain your Commercial Drivers License (CDL). While you are in training, your training institution will

start working with you to select a motor carrier that will become your employer. There are many different types of employment situations available, and you should ask questions and make sure that the position that you accept is a “good fit” with your own goals and circumstances.

If you have a family, it is very important that your new profession is actually a partnership with your other family members. While you are on the road, you’re “at home partner” will not be able to count on you for daily help and support in same way that he or she now. You should thoroughly discuss your decision to pursue a new career with your other family members, and if possible, have your partner visit your training site and talk to a training representative about the lifestyle changes that will take place. In general, you can expect that there will be a significant lifestyle adjustment for both you and your family during the first 6-12 months. As will be explained later, life will get better after the first phase of your career.

Many trucking companies have company employees that are specifically responsible for helping you at home partner with problems or emergencies that might arise while you are away. In addition, you should make sure that your partner identifies friends and relatives that can help if that becomes necessary. In short, things will be different during the first phase of your new career, but having a plan to deal with them is essential to your success.

Generally, you can expect that over-the-road jobs in the trucking industry will pay you \$32,000 - \$34,000 during your first year. In addition, with most companies you will become eligible for insurance benefits and possibly retirement plans. In today’s world, these benefits have become very important parts of yours, and your family’s security. In addition to insurance benefits, many motor carriers offer tuition reimbursement assistance to help students from driver training schools repay any loans that they have used to pay for training. After the first 6-12 months with your new employer, additional career options will become available to you. Where you go from there is only determined by your own work habits and attitude.

If you are a good driver, with an established safety record, you are in an industry that will nearly always have a strong demand for your services. It is unlikely that you will ever have to relocate in order to find employment. On the other hand, job demand is such that you are likely to find job opportunities in any part of the country should you choose to move.

An important thing to remember is that chances are you will not be an “hourly” employee. Your pay is usually productivity based, and therefore limited only by how hard you are willing to work. Trucking is one of the few occupations where hard work pays off right away, and gets even better if you stick with it. If you have the self-discipline and are determined to succeed, you will have a great chance to succeed in your new profession.

Is There Really a Future In Truck Driving?

When you first arrive at your new place of employment, you will likely undergo an orientation period that will cover many areas, including company policies, paperwork, and communications and

working conditions. Be sure to ask questions during the orientation so that you know what you are expected to do. Picking the wrong employer, and making a change later, will slow down the progress of your career, and cost you valuable time and money.

Following orientation, you will generally be placed with a company trainer for a period of 4-12 weeks. The trainer is a more experienced driver that is responsible for showing you “the ropes”. He or she has been specially selected for the training position, and while your trainer is also responsible for driving for the company, he or she is primarily responsible for helping to make you a success with that motor carrier. All people are different, and if you feel that your trainer is not giving you the help you need, talk to the company about the problem. The company has invested in hiring you, and they want to see you succeed. If you are uncertain about asking a question of your company, you should contact your training facility for assistance. The only dumb question to ask of your trainer is the one that you don’t ask.

After the initial company training period, you will be ready to “solo”. The company will still be available to help when questions come up, but they are showing a huge amount of trust in you by giving you control of a piece of equipment that is worth \$100,000 and a cargo that is often worth several times that amount. You also have a responsibility to the motoring public that you share the road with. They are also giving you responsibility for the care of their customers, which are the lifeblood of any company. For the shippers and receivers that you work with, you are the company.

Once you are on your own, you are in complete control of your future. If you show the company that you are able to safely operate the equipment and meet your delivery schedules, in 9-12 months you could become a driver trainer yourself. The experience that your company has with you is what will determine whether you can move into this position with its increased respect and compensation. As a company driver trainer, you can expect to earn \$45,000 - \$55,000 depending upon the company.

From there, and depending upon the motor carrier that you work for, you can work into driving positions with dedicated routes, move into office positions such as fleet manager, or even purchase your own truck (or trucks) and become an owner-operator. Many companies offer truck purchase assistance programs to experienced operators. Most of the successful truckload companies of today started as owner-operators, and the opportunity to “make it big” still exists. Successful owner-operators can earn \$45,000 - \$60,000 per year.

It is important for you to know that, on your first day, the motor carrier that you choose has a proven plan for your advancement and success. The difficulties that you will face in adjusting to your new occupation during the first year are likely to be more than rewarded during your second year. All motor carriers want to keep drivers that are safe and that are willing to work. Without a doubt, problems will arise in the first phase of your new career. You will be tempted to change employers. One word: don’t!

The time to decide which company you want to work for is at the beginning of your new career, not in midstream. The grass always seems greener somewhere else, but it rarely ever is. When you change employers, you not only lose the time that you have spent building a history with that motor carrier, but you also lose credit toward bonuses, waiting periods for health and other insurance benefits as well as retirement credits. You may also lose benefits of any tuition reimbursement program that is offered to students entering their first job out of training. This is an important consideration because you will still be responsible for making the loan payments yourself. A survey completed in 2000 by Highway Bound Magazine indicated that the actual cost, to driver, of changing employers is more than \$7,000 in lost compensation and the cost of lost benefits. Before you make any decision to leave, you should talk to your fleet manager and first give him or her chance to correct the problem.

Like all jobs, becoming a truck driver involves a learning experience and adjustment in lifestyle. Unlike other jobs, you have the opportunity to completely shape the outcome. If you are committed, and willing to accept the challenge of working on your own, you can reap rewards that are for greater than those in most other professions.

The Commercial Vehicle Training Association, Inc, (CVTA) is the national trade association representing the nation's private truck driver training schools. CVTA is committed to promoting the highest quality standards for commercial driver training schools.

Michael O'Connell

Executive Director

703-642-9444

Truck Driving Flatbed Local

Good Points

- **HOME EVERY NIGHT**
- **GOOD PAY**
- **ON A GOOD DAY A DRIVER CAN WORK 12 HOURS AND MAKE \$280.00. THAT IS ONLY 4 LOADS FROM VISALIA TO BAKERFIELD IN ONE DAY**
- **GOOD BENEFITS- MEDICAL, HOLIDAYS, VACATION, BONUSES ETS**
- **AS A DRIVER YOU ARE BASICALLY YOUR OWN BOSS**
- **YOU CAN STOP FOR MEALS OR TAKE THEM WITH YOU**
- **IF YOU ARE TIRED YOU CAN PULL OVER AND GO TO SLEEP**
- **MOST LOCAL COMPANIES HAVE A FIVE DAY WORK WEEK**

BAD POINTS

- **DRIVING IN INCLEMENT WEATHER**
- **DEALING WITH TRAFFIC**
- **WAITING HOURS TO BE LOADED OR UNLOADED**
- **HAVING A MECHANICAL BREAKDOWN**
- **HAVING A FLAT TIRE OR BLOWOUT**
- **WAITING FOR ROAD SERVICE**
- **ACCIDENTS**
- **INSPECTIONS AT THE SCALES**
- **WORKING A 15 HOUR DAY AND MAKING UNDER \$100.00**

TRUCK DRIVING FLATBED LOCAL

AVERAGE DAY

- **DAY STARTS AT 3:00 TO 3:30 AM WITH PRE-TRIP, FUEL, AND DAILY LOGBOOK**
- **LOAD IS CHECKED FOR PROPER SECUREMENT**
- **DRIVE FOR APPROXIMATELY ONE HOUR AND CHECK THE LOAD**
- **DRIVE FOR APPROXIMATELY TWO MORE HOURS AND CHECK THE LOAD**
- **DELIVER YOUR LOAD BETWEEN 7:00 AND 8:00 AM**
- **CONTACT DISPATCH TO CHECK FOR BACKHAULS**
- **PROCEED TO YOUR BACKHAUL DESTINATION**
- **CONTACT DISPATCH TO GET PICKUP NUMBERS FOR YOUR LOAD**
- **LOAD YOUR BACKHAUL AND SECURE FOR TRANSPORT**
- **CHECK YOUR LOAD AFTER ONE HOUR OF DRIVING**
- **CHECK YOUR LOAD AGAIN AFTER TWO MORE HOURS**
- **ARRIVE AT DELIVERY DESTINATION AND GET UNLOADED**
- **RETURN TO TERMINAL FOR THE DAY YOU SHOULD ARRIVE AROUND 5:00 TO 5:30 PM TO END YOUR DAY**
- **A DAY LIKE THIS WOULD PAY A DRIVER AT ENTRY LEVEL \$165.00. WITH EXPERIENCE A DRIVER WOULD MAKE \$200.00 FOR THE DAY**

THE LIFE OF A PROFESSIONAL DRIVER

America moves buy truck. Everything we purchase and use each day as consumers is at one time on a truck. There are currently over four million professional drivers in United States. These drivers move all kinds of products and goods throughout the country twenty-four hours a day seven days a week non-stop. Ever wonder how these products finally make it your local store. These products are delivered by professional driver working for one of over 500,000 trucking companies in our nation.

Without trucks moving, America stops moving. If you can think of a product, your car, house, gas, food, television, and even your highways would not be possible without trucks.

There are many types of professional drivers in our country. There are local drivers, instate drivers, regional, and over the road drivers. Each plays a very important role in getting the products we need each day to our local store. Even the trucks used to deliver these products are themselves delivered by trucks.

The life of an OTR, over the road driver, is much different from the rest of these drivers. OTR drivers will operate their trucks more miles in one year than mast consumers operate their cars in five years. These trucks are big, 74 feet long, over 13 ½ feet tall, and eight feet wide. These trucks can have gross weights of up to 80,000 pounds or more.

These drivers operate their trucks in every kind of weather and driving conditions you can imagine. Everything from mountain driving to the city streets, yet their driving records will average as much as three times better than consumers operating their cars just in town.

Most call today's professional drivers, the last American cowboy. These drivers pull their wagons along the concrete highways of our nation.

The life of a professional driver offers a lot of excitement. How many people wait until they retire to purchase that motor home to travel all our highways and see the sites? Today's drivers get to do this every day, and yet they are paid for it. Income levels for professional drivers will vary with experience. Entry level drivers can expect to make \$35,000 or more their first year. Experienced drivers can earn as much as \$75,000 a year.

Certified trainers can earn even more. Trainers today can make as much as \$85,000 a year or more. Experienced teams can make well over \$100,000 a year. Drivers also get great benefit packages. Drivers will have life insurance, 401k, stock purchase programs, and medical, dental, RX and vision coverage available to them and their families.

Being a professional driver is unlike any job you may find today. This is no nine to five jobs. Drivers set their own hours of operation in most cases. Drivers do have to follow strict hours of service guidelines, but are not as limited as to what hour of the day they choose to work. Drivers can go to

sleep at three in the afternoon and then wake at ten in the evening, go in to the truck stop and shower and have a meal. Then they can drive until six in the morning. There are other issues that today's driver's face on our highways. Traffic congestion, bad weather conditions, and loading or unloading delays are all part of this industry. There are also security issues that drivers must contend with. Some types of freight can be worth a million dollars or more. Drivers must always be aware of their surroundings and the people they come in contact with. It only takes a few moments to lose your entire truck to theft. Long hours behind the wheel of a truck can be dangerous to. Drivers must learn to pace themselves as they travel. Proper trip planning plays a very important role in how effective drivers will perform. And deliver on time.

Trucks are much better in design today. The average over the road trucks come well equipped for the jobs. Most have over 74 square feet of living and driving space. Drivers enjoy a lot of comforts with options like cruise control, power windows, power door locks, tilt wheel, stereo's and of course air ride seats. Today's trucks can actually ride better than most cars. Most have two beds for drivers to get their rest in.

Professional drivers do spend a lot of time behind the wheel, but this is the life they have chosen. The average day for a driver can be as long as fifteen hours. Most of this is driving, but there is time for meals, breaks, and rest. A lot of lure of trucking is the freedom of the road. No boss hanging over hanging over your shoulder out there. It's just you, your truck and the open road. Stop and rest or eat most any place you choose on the road.

Some people do not want to become a professional driver because they have heard the stories about being away from home for months at a time. This was very true, but many years ago. Today, drivers can be home every three weeks, or a much as every week if they choose. Drivers average one day off for every week out. Each driver has to find a balance between how much they want their income to be, and how much they need to be home. Drivers are paid by the mile. The longer they stay out and run the miles, the more money they make and the more home tune they receive.

Again, drivers so face a lot of obstacles on the road. Long hours, traffic jams, bad weather, and even bad food sometimes, but what a way to make a living. You are in total control of your destination and income as an over the road driver. You will get to travel in all 48 states and see some of the most interesting and beautiful places in our nation. You will meet some of the nicest people you have ever met, and even some of those other people too, but all in all, what a way to see the country and get paid for it.

So the next time you happen to see an over the road professional driver, stop and consider that this person had at least 160 hours of schooling and as much as 275 hours of training behind the wheel and had to pass very strict written and driving exams before they were able to get their license and do this on their own. What did you have to do get your license?

