



## Glossary

### A

**Accessorial Fees/Pay:** Extra charges for services beyond basic pickup and delivery. Examples include waiting time (detention), unloading help (lumper fees), or permits for oversized/overweight cargo.

**Actual Receiver/Shipper:** The final recipient (receiver) and the originating party (shipper) of the goods. The shipper is typically the manufacturer or producer.

**Agent:** A representative with authority from a licensed broker, who finds loads and earns commission for bookings.

**Air Ride Suspension:** A modern suspension system using airbags instead of springs for a smoother ride.

**All-in:** The total cost for transporting cargo from origin to destination, including all charges.

**Assets:** The trucks owned by an owner-operator or trucking company (e.g., semi-trucks, flatbeds).

**Assignment:** Transferring ownership of goods by endorsing a Bill of Lading (receipt document).

**Authority:** Permission required from the government (FMCSA) for brokers and carriers to operate legally in the US.

**Axle:** The bar connecting wheels and supporting the weight of the truck.

**Axle Weight:** The weight each set of wheels on a truck carries (important for legal compliance).

### B

**Backhaul:** A backhaul is a shipment that a carrier obtains after delivering their initial load, helping them return to their home base or prepare for the next pickup. Carriers actively seek backhaul opportunities to ensure their equipment is efficiently utilized for the next leg of transportation or return journey.

**Beneficial Owner:** The legal party who retains ownership or title to the freight throughout the transportation process.



**B.O.L. or B/L (Bill of Lading):** The document received at the pickup location signifies the carrier's acceptance of the load, its inspection, and the carrier's responsibility for its safe delivery. Upon the carrier's signature on the B.O.L., it transforms into a legally binding contract. The B.O.L. serves as 1) An agreement outlining terms between a shipper and a transportation company, functioning as a title document, carriage contract, and goods receipt. 2) A shipping instruction sent by a shipper to commence vehicle movement.

#### **Types of B.O.L:**

- **Blind Shipment:** a B/L where the customer doesn't provide shipper or consignee details.
- **Clean B/L:** a B/L without clauses declaring goods or packaging defects.
- **Combined B/L:** A B/L for cargo across different transports, known as Combined B/L.
- **Consolidated B/L:** B/L from multiple B/Ls combined or consolidated.
- **Intermodal B/L:** B/L for cargo using multiple transport modes, also known as Combined Transport B/L or Multimodal B/L.
- **Original B/L:** Valuable part of a B/L set, especially negotiable; the rest are informational copies, abbreviated as OBL.

**Bill of Sale:** A document confirming the transfer of ownership of goods to another person in exchange for payment or a loan.

**Binders:** Tools used to tighten chains securely.

**Blanket/Pad Wrap:** A method of shipping where the product is wrapped in a blanket or pad to protect it from damage during transit.

**Blind Spot:** Areas around a commercial vehicle that are not visible to the driver through the windshield, side windows, or mirrors.

**Blocking or Bracing:** Wood or metal supports (Dunnage) used to keep shipments secure and prevent cargo from shifting.

**Bobtail (Bobtailing):** Refers to a tractor operating without a trailer or a straight truck, with the carrier driving only the power unit (tractor) without the trailer attached.

**Bond:** A Surety bond maintained by brokers as a monetary guarantee to cover potential losses or damages related to consigned freight.

**Book a Load:** The process of securing an agreement between a carrier and broker to transport a load at an agreed-upon rate after meeting compliance requirements and signing load tender documents.



**Booking:** Arrangements made with a carrier for accepting and transporting freight, often involving space reservations.

**Booking Number:** A reservation number used to secure equipment and serve as a control number before completing a Bill of Lading.

**Broker:** The intermediary between carriers and shippers, facilitating agreements to achieve mutual goals of competitive rates for shippers and efficient, profitable freight for carriers.

**Bulk:** Unpackaged products shipped in large quantities, such as raw ore or liquids, typically not in containers but loose in freight cars, trailers, or ships.

**Bunk:** A sleeper or resting area in a truck or vehicle.

## C

**Capacity:** Refers to the resources, personnel, and processes available to meet customer needs. It represents the maximum output or production ability of a machine, person, factory, or service.

**Cargo Weight:** The total weight of all loads, gear, and supplies carried on a vehicle.

**Carload:** A shipment of freight required to fill a railcar.

**Carrier:** An independent contractor or trucking firm that transports freight for a fee.

**Carrier Invoice:** Includes the Bill of Lading (B.O.L.) and Proof of Delivery (P.O.D.) submitted by the carrier to the broker or factoring company for payment.

**Carrier Packet:** A form filled out by the carrier to set up under a brokerage, typically containing a contract, carrier profile, W9, Certificate of Insurance (COI), and MC Authority.

**Carrier's Lien:** The carrier's claim on transported property as security for payment.

**Certificate Holder:** A third party (broker) with an interest in the insured's ability to provide adequate coverage for the carried product.

**Chains:** Securing method using chains on a flatbed trailer.

**Charge Backs:** Costs borne by the carrier for independent contractors, reimbursed later as per the lease agreement.

**Chassis:** Undercarriage with wheels and locking devices for container or flat rack movement.

**Chock:** Material placed beside cargo to prevent rolling or lateral movement.



**Claim:** Charges against a carrier for loss, damage, delay, or overcharge, leading to a recovery process.

**Clean Bill of Lading:** Receipt indicating goods received in good condition, without damage or irregularities.

**COD:** Collect on Delivery or Cash on Delivery.

**COI:** Certificate of Insurance, typically covering cargo and liability.

**Cold Calling:** Contacting carriers via telephone to offer dispatching services.

**Collect Shipment:** Delivering carrier collects freight charges and advances.

**Commodity:** Type of goods being transported.

**Common Carrier:** Transportation company providing service to the public at published rates.

**Concealed Damage:** The damage is not visible without opening the package.

**Confirmation:** Form confirming shipment details, forwarded by the broker to the carrier.

**Consignee:** Receiver of the shipment.

**Consignment:** Shipment of goods to a consignee.

**Consignor:** Shipper of the goods.

**Container:** Weatherproof box for shipping freight by rail, truck, or steamship.

**Contingent Cargo Insurance:** Insurance provided by the broker on the freight.

**Continuous:** Maintained pre-cooled or pre-heated temperature within a reefer trailer unit.

**Contraband:** Prohibited cargo.

**Contract:** A legally binding agreement between parties.

**Contract Carrier:** Carrier transporting passengers or property under special contracts.

**Cpm:** Cents per mile calculation for the rate or cost of a load.

**Customs:** Government agency enforcing import rules (CBP- Customs Border Patrol).

**Customs Broker:** Licensed individual or company clearing goods through Customs.

**Customs Clearance:** Procedures to release cargo through Customs.



**Customs Invoice:** Form with commercial invoice data, value, and origin certificate for Customs clearance.

## D

**DAT (Dial a Truck):** A prominent load board for freight sourcing, available in versions like DAT POWER and DAT TRUCKER EDGE.

**Deadhead:** Transporting an empty container back to a facility after delivery.

**Deadhead Hours:** Time a vehicle travels without generating revenue.

**Deadhead Miles:** Distance traveled with an empty trailer to pick up a load, representing non-profitable travel.

**Delivery:** Arrival at the final destination, whether it's a rail or shipper's facility.

**Demurrage:** Penalty charges for delaying carrier equipment beyond the allotted free time.

**Destination:** The designated location where a shipment is consigned or delivered.

**Detention Charges:** Fees imposed on consignors or consignees for holding a truck beyond a reasonable time for loading or unloading.

**Dispatch:** Controlling the movement of equipment to send offloads efficiently.

**Dispatch Agreement:** Contract outlining dispatcher's duties for carriers, owner-operators, or truck drivers.

**Dispatcher:** Individual assigning transportation loads to available carriers.

**Dispatching:** Finding and managing loads for carriers under dispatch agreements.

**Distribution Center:** Warehouse holding inventory awaiting distribution to stores.

**Dock:** Area for receiving merchandise at a freight terminal.

**DOT#:** Department of Transportation number for commercial vehicle registration.

**Double Drop:** Trailer design with raised front and rear platforms.

**Double Stack:** Stacking palletized freight on top of each other.

**Drayage:** Trucking services for rail intermodal shipments, including pickups and deliveries.

**Drayage Charges:** Local hauling fees by dray or truck.

**Drayman:** Driver or trucking company performing drayage services.



**Drive Axles:** Wheels with powered axles.

**Driver Assist:** Helping with loading/unloading vehicles.

**Driver Load/Unload:** Physically loading/unloading freight by the driver.

**Driver No Touch:** Freight handling responsibility rests with the consignor or consignee.

**Drops:** Indicates delivery locations or receivers for a load.

**Drop and Hook/Pull:** Leaving a vehicle at a shipper's facility to pick up later.

**Dry Van:** Commonly used trailers with specified dimensions and rear doors for freight transport.

**Dunnage:** Timber blocks used in trailers to facilitate unloading.

## E

**Equipment Type:** This refers to the specific type of truck or tractor operated by a carrier. The most common ones include a 53' Dry Van, a 53' Reefer, and a 48'/53' Flatbed.

**Van:** A trailer or cargo container that comes in various configurations but must not exceed 13'6" in height without specific permits for each movement.

**Refrigerated Van or Reefer:** An insulated van equipped with a self-contained temperature control unit (T.C.U.) mounted on the front of the trailer, capable of heating and/or cooling the cargo.

**Flatbed:** Part of the flatbed group that encompasses trailers of different sizes and setups for transporting various types of cargo.

**ETA:** Stands for Estimated Time of Arrival, indicating the hours or minutes when the carrier plans to arrive at the shipper or receiver.

**ETD:** Represents the Estimated Time of Departure, typically set two hours before cargo ramp handling cutoff.

**E Tracks:** Vertical or horizontal tracks installed on trailer walls providing anchor points for tie-downs and equipment securing.

**Exempt:** Not subject to regulation by Federal Regulatory Boards.

**Exempt Carrier:** A for-hire carrier exempt from economic regulation, particularly applicable to trucks transporting specific commodities free from Interstate Commerce Commission regulations.



**Expedited Freight:** Cargo that must be transported rapidly from one point to another out of necessity.

**Extra Stops:** Additional stops added by a broker beyond the standard stops initially associated with the load.

## F

**Factoring:** A method of maintaining cash flow by selling freight invoices (B.O.L's or P.O.D's) to a financial institution at a discounted rate.

**False Billing:** Misrepresenting freight or weight on shipping documents.

**Fifth Wheel:** The mechanism used to connect the tractor with the trailer.

**Fixed Cost:** Costs do not vary with the level of activity. Some fixed cost continues even if no cargo is carried.

### **Flatbed and its Terminology:**

- **Binders:** Mechanisms used to tighten the chains.
- **Chains:** One method of securement used on a flatbed trailer.
- **Flatbed Trailer:** A trailer with no sides or top used for moving bulky items such as coiled steel, lumbar, equipment, etc.
- **Headache Rack:** Mounted behind the cab on the truck to help prevent the load from coming into the tractor in the event of an accident, also used to store securement equipment.
- **Straps:** Typically a 4" wide strap made of high-strength fabric used in securing the load, instead of chains, on a flatbed trailer.
- **Tarps:** Weatherproof covering used on flatbed freight.
- **Tarp with 8' drop:** Indicates the amount of tarp coverage from the top of the load to the bed of the trailer, mainly used for lumber loads. (NOTE: Be cautious - some flats carry tarps that have 4' and 6' drops- they will not work for a large lumber load).
- **Tarp (coil):** Smaller tarps used to cover coils or reels.
- **Tie Downs:** Elastic material with hooks on each end used to secure tarps.

**Floor Stack:** Freight that is physically stacked on the floor of the trailer.

**FMCSA:** The Federal Motor Carrier Safety Administration (FMCSA) is a division within the United States Department of Transportation responsible for overseeing the trucking sector in the U.S. Its core objective is to diminish accidents, harm, and deaths linked to sizable trucks and buses.

**Fork Lift:** A machine used to pick up and move goods loaded on pallets or skids.



**For-hire Carrier:** Carrier that provides transportation service to the public on a fee basis.

**Four P's:** Set of marketing tools to direct the business offering to the customer. The four P's are product, price, place, and promotion.

**49 CFR:** Code of Federal Regulations of the United States Surface Transportation Board, the Department of Transportation, and the Federal Railroad Administration.

**Free Time:** The timeframe within which a carrier's equipment can be utilized without incurring added costs.

**Free Trade Zone (FTZ):** A designated area or zone at a port or airport, overseen by the U.S. Customs Service, where goods are stored without duties until customs approval. Freight refers to the merchandise being transported, hauled, or shipped.

**Freight:** The type of goods or products that are being hauled, transported or shipped.

**Freight Bill:** An official document provided by the carrier, utilizing details from the Bill of Lading and additional data, to manage, track, and assess the operational, statistical, and financial aspects of a shipment.

**Freight Forwarder:** A person whose business is to act as an agent on behalf of a shipper. An independent business which handles export shipments for compensation. The forwarder takes care of all the documentation needed to move the shipment from origin to destination.

**Fuel Surcharge:** Additional compensation to the carrier when fuel prices increase.

## G

**Gross Cargo Weight:** The overall weight of the cargo, including blocking, bracing, and pallets.

**Gross Ton:** A measurement unit equivalent to 2,240 pounds.

**Gross Vehicle Weight (GVW):** The total combined weight of a vehicle along with its freight.

## H

**Hazardous Material:** Any substance or material identified by the Department of Transportation as having the potential to endanger health, safety, or property during storage or transportation in commerce.

**Head Haul:** The opposite direction of a backhaul.





**Hopper Bottom:** A type of trailer designed to unload through the bottom, often used for transporting grain.

**Hours of Service (HOS):** The maximum number of hours within a 24-hour period that the Department of Transportation permits a driver to operate their truck.

## I

**ICC:** An abbreviation for either Interstate Commerce Commissioner or International Chamber of Commerce. It was a U.S. federal agency responsible for enforcing congressional acts affecting common carriers in interstate commerce, now succeeded by the Surface Transportation Board.

**IFTA:** Short for International Fuel Tax Association, the regulatory body ensuring equitable fuel taxes.

**Indemnity Bond:** A contractual agreement absolving a carrier from certain liabilities.

**Insurance Certificate:** Used to assure the consignee of cargo insurance coverage for potential loss or damage during transit.

**Intermodal:** Refers to the seamless movement of cargo containers across various transport modes such as rail, sea, air, and road, with compatible equipment for multiple systems.

**Internet Truck Stop:** One of the prominent load boards with varying costs for premium memberships.

**Interstate Freight:** Cargo transported between different states.

**Intrastate Freight:** Cargo transported within the boundaries of a single state.

**Invoice:** A detailed list of shipped goods, including quantities, prices, shipping charges, etc., provided to the buyer.

## J

**JIT:** Short for **Just In Time**. This inventory control approach minimizes warehousing, relying on the timely arrival of goods, neither too early nor too late, where the container serves as the mobile warehouse.

**Jake Brake:** A mechanical apparatus integrated into a truck engine to generate resistance, aiding in braking to prevent overheating and fading of the braking system.



## K

**Known Damage:** Damage detected before or during delivery.

**Known Loss:** A loss found before or during the delivery of a shipment.

## L

**Lading:** Refers to the cargo being shipped; the contents of a shipment (Bill of Lading).

**Lane:** The route between a pickup location (shipper) and a delivery location (receiver), also known as Line Haul (Head haul).

**Layover Pay:** Compensation invoiced by the carrier to the broker for delays in delivering freight.

**Lien:** A legal claim on goods for payment of a debt or obligation.

**Line Haul:** Transportation of freight from one designated point to another.

**Live Load:** When equipment remains connected to the trailer or railcar during loading or unloading.

**Load:** Goods or products contracted for transportation between a carrier and a broker/shipper.

**Load Availability:** Inquiry by a dispatcher or carrier to check if a posted load is still open for booking.

**Load Bars:** Securement devices to prevent cargo from shifting during transport.

**Load Boards:** Platforms for listing and finding freight and available trucks, commonly found at truck stops and online.

**Load Locks:** Devices used to secure cargo on a trailer, often required for reefer and high-value van freight.

**Load PO# or Pickup Number:** Identifying number on the rate confirmation for the freight being picked up and delivered.

**Load Search Profile:** Form filled by carriers to inform dispatchers about compensation needs, preferred routes, weight capacity, etc.



**Load/Unload Pay:** Compensation charged by carriers for handling freight during loading and unloading.

**Loaded Miles:** Total miles traveled by a carrier while transporting loaded freight.

**Logbook:** Daily record of an interstate driver's activities, including driving, rest periods, and off-duty time.

**Logistics:** Management of product movement to ensure timely and efficient delivery.

**Lowboy:** Heavy-duty flatbed trailer designed to transport oversized or heavy loads positioned close to the ground.

**LTL/Partial:** Less Than Truck Load or a portion of the full weight capacity of a specific equipment type.

**Lumper:** Individual hired to load or unload a trailer at a shipper or receiver location.

## M

**Manifest:** A document listing the commodities carried in a vehicle along with their respective quantities.

**MC#:** Motor Carrier Number issued by the FMCSA to authorize freight movement for companies (brokers) or independent contractors (carriers).

**Mileage Rate:** Compensation based on the distance traveled for transporting freight, as opposed to payment per load.

**Multimodal:** Utilizing multiple transportation modes such as rail, truck, air, or sea for freight movement.

## N

**Negotiable Instruments:** Documents like drafts, promissory notes, checks, or Bills of Lading that can be transferred from one person to another in good faith for consideration. Non-negotiable Bills of Lading are called straight consignment, while negotiable bills are referred to as Order B/L's.

**Negotiate Rate:** When a carrier or dispatcher discusses and agrees upon a new rate for a load they are trying to book.

**Nested:** Goods packed so that one fits partially or entirely within another, reducing cubic-foot displacement.



**N.O.A.:** Notice of Assignment. A form sent by the carrier's factoring company to the broker after a credit check, assessing the broker's creditworthiness.

**Not For Hire Carrier:** A carrier-owned hauling company transporting its own products, not available for dispatch.

**N.V.O.C.C.:** Non Vessel Operating Common Carrier.

## O

**OBC:** On Board Courier.

**OD:** Over Dimensional/Oversized. Refers to trailer sizes exceeding standard dimensions.

**Off-peak:** Times outside of peak periods, such as early morning, mid-day, late evening, weekends, and holidays.

**123 Load Board:** A major platform for finding freight.

**Operating Expenses:** All costs linked to operating a specific mode by an operator, excluding interest expenses.

**Origin:** The starting location of a shipment.

**OS&D (Overages-Shortages & Damages):** Report issued when goods are damaged or when there are discrepancies in the quantity received compared to the manifest.

**Owner Code (SCAC):** Standard Carrier Alpha Code. Identifies a common carrier and its equipment.

**Owner-Operator:** A trucking operation where the truck owner also serves as the driver.

## P

**Packing List:** Detailed inventory of items in a shipment, excluding cost values.

**Pallet:** Platform used for transporting freight, typically sized at 48" x 40" x 8" or 48" x 48" x 8".

**Pallet Exchange:** Agreement where the carrier replaces the same number of pallets they received.

**Palletized Loads:** Freight loaded on pallets, secured with strapping or plastic wrap.

**Partial Load:** Equivalent to LTL (Less Than Truckload).



**Payables:** Unsettled invoices due to the carrier.

**Payee:** Beneficiary named in an instrument for fund receipt.

**Payer:** Entity responsible for making payments as per the instrument.

**Payment Terms:** Agreed-upon conditions for payment, such as quick pay, ACH transfer, or standard payment.

**Per Diem:** Daily charge for equipment use in transportation.

**Permits:** Special permissions from FMCSA for interstate or oversized freight transport.

**Picks:** Designates where or from whom a load is being collected.

**Picks/Drops:** Number of pickups or deliveries in a load.

**Pickup:** 1) Departure from origin or shipper's facility with a load. 2) Requesting freight collection.

**Piggyback:** Transporting truck trailers on trains, known as TOFC (Trailer on Flat Car).

**Pipe Stakes:** Used to secure pipe loads on trailers.

**Placards:** External signs indicating freight type and hazards.

**Place of Delivery:** Where cargo is transferred from carrier's care.

**Place of Receipt:** Where carrier assumes custody of cargo.

**P.O.D.:** Proof of Delivery, submitted by the carrier upon delivery.

**Point of Origin:** Initial station where carrier receives shipment.

**Pomerene Act:** Federal law regulating issuance of Bill of Lading.

**Port Authority:** Government entity managing port facilities.

**Power Only/Power Unit:** Tractor used to move trailers or continue a load.

**Pre-Cool Temperature/Pre-Cooling:** Pre-set temperature maintained during transportation of perishable goods.

**Private Carrier:** Carrier providing transportation exclusively to the owning firm without charging fees.

**Purchase Order (PO):** Buyer's authorization for a purchase transaction with a supplier.



**Q:**

**Qualcomm:** An advanced communication system equipped with satellite connectivity that links trucks with their dispatch centers.

**R:**

**Rate:** The amount paid to the carrier for transporting the freight/commodity.

**Rate Confirmation (Rate Con)/Load Tender:** The final document signed by the carrier (or dispatcher) to confirm and book the load, containing load details, shipper-receiver information, rate, and PO number. ALWAYS VERIFY RATE CON DETAILS WITH POSTED INFORMATION!

**Rate Types-Per Mile:** Charges based on the distance in miles from origin to destination.

**Receivables:** Unpaid invoices from the shipper (consignor).

**Receiver:** Individual or company receiving the shipment/commodity/freight/goods/products (consignee).

**Receiving:** Involves physically receiving, inspecting for quantity/damage, identifying, delivering, and preparing receiving reports.

**Reconsignment:** Changing the consignee or destination on a Bill of Lading during transit. Sometimes referred to as Diversion.

**Reefer:** Insulated van with a self-contained temperature control unit (T.C.U.) for heating and/or cooling the load.

**Reefer Trailer:** Refrigerated trailers commonly used for perishable goods.

**RGN:** Removable Gooseneck, typically a flatbed trailer connected by a gooseneck to the tractor.

**Reverse Logistics:** Focuses on managing products/resources after sale/delivery, including returns and repairs for credit.

**Route:** The path a shipment takes, including carriers involved and interchange points.

## **S**

**Salvage:** Retrieving usable products that have been deemed unfit by the shipper/receiver.

**Shipment:** 1) Transporting a single lot of cargo from one shipper to one consignee under one Bill of Lading. 2) Cargo accompanied by a shipping document from origin to destination.

**Shipper:** Individual or company responsible for supplying or owning the commodities/freight/goods/products being shipped, also known as consignor.

**Shipper's Load & Count (SL&C):** Cargo loaded and sealed by shippers without carrier verification.

**Shipping Manifest:** Document listing pieces in a shipment.

**Shortage:** When received quantity is less than stated on the waybill.

**Shrink Wrap:** Heat-treated polyethylene or similar material used to secure multiple units or pallets.

**Side Loader:** Forklift with attachments for handling containers from one side.

**Skids:** Parallel runners or battens under boxes/packages to raise them for handling.

**Sleepers:** Containers moving within the railroad system not clearly identified on internal reports.

**Sliding Fifth Wheel:** Adjustable fifth wheel on a tractor to distribute load between tractor and trailer axles.

**Sliding Tandem:** Adjustable two-axle assembly on a trailer for optimal load distribution.

**Slip Sheets:** Thick cardboard sheets placed under a unit of the load instead of a pallet.

**Solo-or-Single:** One driver.

**Spotting:** Positioning a vehicle for loading or unloading.

**Spreader:** Equipment to lift containers by their corner castings.

**Standard (flatbed):** Typical flat platform trailer with standard dimensions of 48' x 102".

**Step Deck (SD):** Flatbed trailer with a raised platform at the front.

**Stock Keeping Unit (SKU):** A unique category of unit with specific form, fit, and function.



**Stop Off Charge:** Additional charge for loads with multiple drop-off points.

**Straight Bill of Lading:** Non-negotiable Bill of Lading specifying the delivery recipient.

**Straight Truck (Box Truck):** Van type with cargo container on the same chassis as the cab.

**Stretch Trailer:** Flatbed trailer with sliding rails for extending to accommodate long loads.

**Supply Chain:** Process starting from raw materials to the final customer using finished goods.

**Surcharge:** Additional charge beyond the standard amount.

**T:**

**Tandem:** Means a tractor with two drive axles- or - a trailer with two closely placed axles.

**Tare Weight:** The weight of packing material, or in a railcar or container shipments, the weight of the empty railcar or empty container.

**Tariff:** A publication from a company that sets forth the charges, ticket fares, and shipping rates (and the rules governing the use of them), of that company's services.

**Tariff Schedule:** A comprehensive list of goods that a country may import and the import duties applicable to each product.

**Tarps:** The types of tarpaulins are:

- **Steel:** Specialty-manufactured tarps that fit coil or flat steel shipments.
- **Lumber:** Tarps that are designed to fit lumber loads covering the front, rear, and sides of the

load.

- **Smoke:** Small canvas or vinyl tarps tied to the front top of the load to avoid the smoke from the truck exhaust.

**Tarp pay:** The amount the carrier charges for the laborious act of tarping a load (\$250).

**Team (Drivers):** Two drivers- allowing the truck to cover more miles in a 24-hour period.

**Temperature Recorder:** A device to record temperature in a container while cargo is en route.

**TEU (Twenty-Foot Equivalent Unit):** A standard-size intermodal container.

**Third-Party Logistics (3PL) Provider:** A specialist in logistics who may provide a variety of transportation, warehousing, and logistics-related services to buyers or sellers.





**TL: Truck Load.** A full weight capacity of whatever equipment type.

**TMS:** Transportation Management System. A CMS (content management system) or CRM (customer relationship management system) used to organize and keep track of your shippers, brokers, carriers, clients, customers, and assets. It keeps it all organized in one centralized location for easy management and processing. You can do additional features with a TMS system such as invoicing, rate con generation, and accounts payables/receivables. A TMS system example is ASCEND TMS.

**T.O.N.U.:** Truck Ordered, Not Used. This is when a load has been booked by the carrier through a brokerage, rate confirmation has been signed and submitted, but then, for whatever reason, through no fault of the carrier, the load was canceled. In this case, a T.O.N.U. fee is paid to the carrier.

**Tracking Load:** A process where the shipper requires the broker to keep track of their freight while a carrier is transporting it from shipper to receiver.

**Tracking Software:** Software downloaded to carrier's phones for them to be tracked while they transport freight from shipper to receiver. GPS locator needs to be turned on during transport.

An example of tracking software is **MACROPOINT**.

**Tractor:** An engine for highway travel, used for towing one or more trailers/containers.

**Trailer:** A freight vehicle with undercarriage wheels or mounted on chassis used for highway transportation.

**Transloading:** Moving bulk shipments from one vehicle/container mode to another at a terminal interchange point.

**Transport:** To move freight from one place to another.

**Transportation:** The movement of traffic between points

**Transportation Bond:** Grants permission for foreign goods entering one port to be transported across the U.S. under bond and exit from another port without duty charges.

**Trip Lease:** Allows a truck assigned to one carrier to pull a single load for another carrier.

**Truck Driver:** An independent contractor or trucking firm in the business of carrying freight for a fee.

**Truck/Tractor:** Indicates a tractor only- (i.e., used to move loaded or empty trailers or continue a load if the original tractor is disabled).



**Trucker Interchange:** A contract between a railroad and a drayman allowing for the removal of a rail-controlled vehicle from a railroad's facility for a shipment delivery or pickup.

**Trucker Path:** One of the major load boards out there.

**Truckload (TL):** The volume of freight necessary to completely utilize a truck or, at the very least, the minimum amount needed to be eligible for a truckload rate.

## U

**Unclaimed Freight:** This refers to freight that has not been collected or picked up by the consignee or owner.

**Under a Load:** This indicates when a carrier is loaded and en route for delivery.

**Unloading:** This is the process of transferring a shipment from a trailer to a platform or warehouse.

## V

**Van:** An enclosed dry freight trailer.

## W

**Warehouse:** A location designated for receiving, delivering, consolidating, distributing, and storing goods or cargo. Key activities in warehouses include receiving products, storing them, fulfilling shipments, and picking orders.

**Warehousing:** The act of storing goods or cargo within a warehouse facility.

**W9:** If a business pays an independent contractor \$600 or more within a tax year, it must report these payments to the IRS (Internal Revenue Service) using a document called "form 1099-MISC."

