

glossary

ABS

An abbreviation for anti-lock braking systems.

ADR

Australian Design Rule. A set of regulations governing vehicle design.

Aggregate mass

Maximum allowable loaded mass of a particular vehicle or combination comprising the GVM or GCM plus the overload tolerance applicable in a given state.

Aggregated trailer mass

The total mass of a trailer carrying the maximum load as specified by the trailer manufacturer. It includes the mass of the drawbar as well as the mass on the axles.

Air suspension

A suspension system in which the weight of the vehicle is supported by air bags containing compressed air and the axles are held in position longitudinally and laterally by bushed rods.

Air trip

An air-activated release catch on a tipper tailgate that is operated from the cabin.

Articulated vehicle

A vehicle with flexibly connected sections. Usually applied to a prime mover and semi-trailer as opposed to a truck and trailer and known as a combination vehicle.

Anchor point

Fitting or attachment on a vehicle or load to secure lashings.

Automatic tow coupling

The most common type of heavy trailer hitch in Australia and Europe.

**Auxiliary Brakes
(engine, exhaust and retarder brakes)**

Auxiliary brakes are found on medium to large heavy vehicles and act on the engine or drive train and will slow but not stop a vehicle.

Auxiliary gearbox

A secondary gearbox that may be located before or after the main gearbox to provide additional overdrive or reduction ratios.

Axle group

A group of axles (or a single axle) supporting one section of a vehicle.

A-Train

Usually refers to a prime mover and semi-trailer towing a trailer.

Baffles

Barriers fitted crosswise and lengthwise inside tanks to limit surging of fluids (or loads which behave like fluids) during acceleration, braking and cornering.

Baulking

A solid object, often a large piece of timber, placed against the load and fixed securely to the vehicle to prevent movement of the load.

B-Double

An articulated vehicle with a second semi-trailer attached to the rear of the first semi-trailer by means of a turntable.

Blocking

Material, usually timber, placed between the load and the vehicle structure, to prevent movement of the load.

Bolster

A piece of steel or heavy timber firmly attached to the vehicle (often bolted to the chassis) to support the load and/or prevent it from moving.

Bulker

A container fitted with loading hatches on the roof and discharge hatches on the doors and front wall.

Bulkhead

A term sometimes applied to the gate at the front of the tray body or flat top trailer which is built heavier than side gates.

Cab chassis

A truck with only the cab fitted.

Chassis

A vehicle frame.

Chocks

Wedge shaped blocks used to prevent movement of the load.

Clutch brake

A device actuated by the last inch of clutch pedal travel which brakes the spinning gears in the transmission.

Coaming

A frame border around the outside of a vehicle's loading deck.

Combination vehicle

A rigid truck (or bus) towing one or more trailers.

Contained load

A load prevented from dislodging from the vehicle by the vehicle structure, gates, sides, racks, headboards, stanchions or other parts of the load.

Container

A box used for transporting goods in bulk. Standard lengths are 20 and 40 feet.

Converter dolly

A unit designed to convert a semi-trailer to a dog trailer. A dolly can also be a device for spreading the weight of over-dimensional loads.

Corner protectors

Material used to protect lashings and the exposed edges of loads and vehicles, and to allow lashings to slide freely when being tensioned.

Cradle

A frame shaped to support a rounded object.

Crashbox (constant mesh)

A transmission in which the ratios were changed by sliding the various gears into and out of mesh with each other.

Cribbing

A method of supporting a load on a stable column of packing of uniform thickness, stacked in pairs, with alternate layers at 90 degrees to one another.

Cross-member

A support placed crosswise below the loading deck.

Deck

The load carrying platform.

Dog

A chain tensioner incorporating an over-centre locking action with a fixed or pivoting lever.

Dog trailer

A trailer with two axle groups, the front group being steered by the drawbar coupled to a towing vehicle.

Double trailer combination

Combination of a prime mover, semi-trailer and trailer.

Drawbar length

The distance from the line of the towing pivot to the centreline of the leading axle group of the trailer.

Drawbar stand

A leg that holds a trailer drawbar at coupling height to allow for easier hook-up.

Drive shaft

See 'Tail shaft'.

Driveline

The motor, clutch, gearbox, drive shafts, diff(s) and axle(s).

Drivetrain

As for 'Driveline' but usually does not include the engine.

Dry freight container

A normal, fully enclosed container with doors at the back and occasionally on one side.

Dual wheels

A matched pair of wheels attached to each end of an axle.

Dunnage

Packing material (e.g. pieces of timber, plywood, mats) placed between the cargo and the truck platform or between items of cargo to level the load and/or increase friction so the load is less likely to move during journey. It is also used to leave a gap between a load and the load deck, or different parts of the load, to enable forklift tyres to be placed under for lifting.

Flat rack

A steel base for supporting loads fitted with receptacles for twist locks and provision for forklift operation.

Flat top

A truck, trailer or semi-trailer that has flat goods carrying area without sides.

Flush deck

A flat loading deck without a raised coaming.

Forward control vehicle

A truck with the cab mounted over the engine.

Gates

Permanent or removable vertical frames used at the front, side and rear of a vehicle's loading deck to contain its load. The front gate is usually called a loading rack or load rack.

Gross Combination Mass (GCM)

The loaded weight of an articulated vehicle or combination vehicle.

Gross Trailer Mass (GTM)

The mass on the axle(s) of a trailer when fully loaded.

Gross Vehicle Mass (GVM)

The loaded weight of a rigid vehicle.

Inter-axle differential

A differential that operates between two driven axles to allow one axle to turn at a slightly different speed to the other.

Inter-axle lock

Locks the inter-axle differential so drive is shared equally by both driven axles to reduce wheel spin and increase traction in slippery conditions.

Lane filtering (lane-filter)

Riding a motorcycle at low speed, less than 30 km/h, between vehicles that have either stopped or moving slowly and travelling in the same direction.

Lashings

Fastening devices, chains, cables, ropes or webbing used to restrain loads.

Lashing capacity (LC)

The maximum force (in kilograms) that a lashing system is designed to sustain in use.

Load Binder

A device used for tensioning a lashing.

Load capacity

The difference between the GVM or GTM of a vehicle and its tare mass.

Load limit

The maximum load that may be carried in, or on any motor vehicle upon the road.

Load mat

A sheet of material used to increase friction and protect the load.

Pallet

A portable platform or tray onto which loads are placed for mechanical handling.

Pantehnicon

A vehicle with a body enclosed by solid rigid sides and roof.

Pawl

A lever or lock which protects reverse rotation on a winch.

Pockets

Housings or slots fixed to the vehicle to locate gates, stakes or loading pegs.

Prime mover

A short wheel base truck used to tow a semi-trailer.

Primary Brake (Service Brake)

The primary brake is the footbrake, or other brake, that is fitted to a truck or bus that is normally used to slow or stop the vehicle.

Rear marker or reflector plates

Red and yellow plates which must be fitted to the rear of heavy vehicles to make them more visible when they are slow moving or parked.

Receptacle (dangerous goods)

For dangerous goods a receptacle is a containment vessels for receiving and holding substances or articles, including any means of closing. This includes vessels such as drums, IBCs, cylinders and tanks.

Road train

Either a truck hauling two or more trailers, or a prime mover and semi-trailer hauling one or more trailers (Note: this is not a B-double, which consists of a prime mover and two semi-trailers).

Rope hooks

Attachments fixed to the surrounds of the loading deck for securing of tarpaulin and tie-down ropes.

Semi-trailer

A semi-trailer has one axle group at the rear and is designed so that the front is supported by the prime mover that tows it.

Special Purpose Vehicle

Motor vehicle or trailer, other than an agricultural vehicle or a tow truck, built for a purpose other than carrying goods; or a concrete pump or fire truck.

Speed limiter

An engine management device that limits the top speed of a truck without limiting engine revs or power in the lower gears.

Shackle

A metal coupling link closed by a bolt which can be used for attaching chain fittings.

Shoring bar

Adjustable metal beam used to restrain or segregate sections of load.

Sling

A length of hemp-core rope, webbing or steel-wire rope with eyes formed at each end.

Spreader

A transverse spar or frame used to support tarpaulins and side gates.

Stanchion

A large upright fixed to the side of a vehicle for sideways restraint.

Stillage

A metal structure for containing individual items of load.

Strut

A rigid member which can support loads in the direction of its length.

Supervising Driver

A person who is an unconditional licence holder of the appropriate class who has held a licence for at least two years.

Synchromesh transmission

A transmission in which the speeds of the gears are matched or 'synchronised' by means of in-built synchronising clutches before they are meshed.

Tachograph

A trip recorder incorporating a clock, speedometer and often a rev counter that inscribes a record of a journey on circular paper graph.

Tachometer

An instrument for measuring engine revolutions.

Tare mass

The mass of a vehicle without its load.

Tarpaulin (tarp)

A waterproof sheet used to cover and protect goods from the weather.

Tie rail

A round rail which skirts the perimeter of the loading deck below the coaming rail.

Torque

The turning force or turning effort of a shaft. Engine torque is the turning force available at the crankshaft.

Trailer

A non-powered vehicle built to tow behind a motor vehicle.

Trailer coupling

The device that attaches a trailer to a towing vehicle.

Truck winch

A device used for tensioning a lashing which is normally placed under the coaming rail and may be fixed in position using the tie-rail or slide on a rack.

Twist lock

A locking device with a rotating head which normally engages a corner casting on the load.

Unladen mass

The mass of a motor vehicle without a load, but including all tools, fixed cranes, oil and fuel in the tanks.

The unladen mass of an articulated vehicle is the unladen mass of the prime mover only.

Work diary

Driver's record of hours driven and rest periods taken.

Winch

A device for tensioning lashings via a rotating spool.

