



TRUCKING PRODUCE STYLE

Facts About Chasing Produce 2022



My history

- I started driving a commercial vehicle in 1988
- I have been chasing produce for over 10 years
- I am accident free & have over 4 million total miles
- I am trained or have pulled: dry vans, refers, dry bulk, liquid chemical, flatbed
- I have been a “qualified trainer”
- I am a Board Member on REAL Women in Trucking & advocate for better conditions



Industry facts

- Our industry lacks representation, in numbers, for the driving force
- There are lobby groups, safety groups, self-proclaimed industry Leaders
- Many bigger companies, especially those that train new Drivers, that have business models & cultures that result in laws & regulations that prohibit Drivers from having successful & safe careers
- Currently, trucking hours of service, Electronic Logging Devices, lack of parking, discrimination, rape cultures, misclassification, lease agreements, deceptive recruiting, and training are the top priorities/issues for Drivers

Produce

- Produce Chasers are those of us who follow the “seasonal products “ to load fresh
- We haul refrigerated trailers (reefers) where temperature & airflow is imperative
- There are “spot market” haulers who usually use brokers to get loads & market rates fluctuate widely (ie: 1st 2 weeks of watermelons ready in Florida pays the truck way more than the rest of the growing season)
- I work for a company who works off contract, dealing with Buyers, not brokers & our rates are not fluctuating with growing seasons
- Different customers require different types of services from both the carriers and the producers: I will touch on the experiences & expectations that I personally deal with

Equipment

- I pull a Great Dane 53' reefer with a Carrier refrigeration system (set on continuous run to insure good airflow)
- I drive a 2022 Kenworth T680 Next Generation with an X15 Cummins 475hp engine & a 12 speed Eaton Fuller auto-shift transmission
- As a fleet, we are governed at 70mph, use Qualcomm for ELD compliance, and trucks are designed for Driver comfort & scale heavy



Weights & legalities

- The Federal Motor Carrier Safety Administration has specific requirements for each State to provide and enforce regarding length of vehicles & weights (ie: Bridge laws, axle weights, gross weight)
- Bridge laws refer to the length from the kingpin (where trailer hooks to tractor) to the middle of the rear axle of the trailer - the “Bridge” of the frame of the trailer
- California has the shortest Bridge law, meaning that the rear wheels of the trailer are the closest possible to the tractor
- Produce weights fluctuate during the growing season, so knowing Produce is imperative
- The most common tractor trailer combination is 5 axle, 18 tires, 80,000lbs gross weight with 12,000lb steer axles, 34,000lb (or 17,000lbs each axle) per tractor & trailer axle
- Most tractors have a moving 5th wheel, which can move weights between the steer axle & drive axle. Trailer axles also move to adjust weights for the trailer & drive axles



TICKET NUMBER
1020922297104

CAT SCALE
CERTIFIED
AUTOMATED
TRUCK
SCALE

CAT SCALE COMPANY
P.O. BOX 630
WALCOTT, IA 52773
(877) 228-7225
www.catscale.com

THE CAT SCALE GUARANTEE
The Cat Scale Company guarantees that our scales will give an accurate weight. What makes us different from other scale companies is that we back up our guarantee with cash.®

WEIGH WHAT WE SAY OR WE PAY!®
If you get an overweight fine from the state **ALTER** one of our CAT Scales showed a legal weight, we will immediately check our scale and we will:
(1) Reimburse you for the cost of the overweight fine if our scale is wrong, **OR**
(2) A representative of CAT Scale Company will appear in court **WITH** the driver as an expert witness, if we believe our scale was correct.

IF YOU SHOULD GET AN OVERWEIGHT FINE, YOU SHOULD DO THE FOLLOWING TO GET THE PROBLEM RESOLVED:
1) Post bond and request a court date.
2) Call CAT Scale Company direct 24 hours a day at 1-877-CAT-SCALE, ext. 7 (Toll Free) or visit www.catscale.com for instructions.
3) **IMMEDIATELY** send a copy of the citation, CAT Scale Ticket, your name, company, address, and phone number to CAT Scale Company Attn: Guarantee Department.

The four weights shown below are separate weights. The **TOTAL WEIGHT** was weighed on a full length platform scale. **AXLE WEIGHTS CAN NOT BE CERTIFIED and are NOT LEGAL FOR TRADE, however, CAT SCALE COMPANY GUARANTEES THESE WEIGHTS TO BE CORRECT.**

DATE: 10-24-22

| | |
|--------------|----------|
| STEER AXLE | 11940 LB |
| DRIVE AXLE | 33180 LB |
| TRAILER AXLE | 35180 LB |
| GROSS WEIGHT | 80300 LB |

SCALE: 209
LOCATION: TRAVEL CENTERS OF AMERICA
5552 WHEELER RIDGE RD
ARVIN CA

WARNING !
THIS FORM IS NOT A CALIFORNIA WEIGHMASTER CERTIFICATE AND IS NOT LEGAL FOR TRADE IN THE STATE OF CALIFORNIA.

COMMODITY OR ARTICLE WEIGHED: FREIGHT ALL KINDS

COMPANY: VANEERDEN TRUCKING TRACTOR #: 2263 TRAILER #: L00311

WEIGH NUMBER: 7104

FEE: **PAID EFS** \$13.00 WEIGHER SIGNATURE: *C. Rooney* TICKET # OF FULL S WEIGHT (IF REWEIGH):

ORDER #: 0001

© CAT Scale CA REG PDF

WEIGH FASTER! FIND CITATIONS AT WEIGHTRUCK.COM







Weather

- Weather has a powerful impact on both the produce industry & the trucking industry
- Truck Drivers have many more options to predict & choose routes, than in the past
- Truck Drivers, however, have no control over the produce industry when it comes to Weather issues

Detention

- Hauling produce is a niche
- Hours of waiting for specific products, specific packaging, and specific qualities/quantities can vary depending upon your customer, number of staged trucks, availability of product
- Many of us have anywhere from 1 pickup to 6 pickups to fill our trailer
- Most sheds won't make products available until Drivers physically check in
- Until Covid, Drivers were responsible for temperature, counts, cosmetics of produce being loaded
- MOST carriers do NOT pay Drivers to wait for products
- MOST carriers do NOT pay the Drivers for the time consumed to wash out or fuel trailers
- Once loaded, produce is time sensitive...putting the Driver in the hot seat