



Test Your Truck Smarts

- A typical fully-loaded tractor-trailer weighs:
 - 80,000 pounds
 - 70,000 pounds
 - 60,000 pounds
 - 50,000 pounds
- Trucks require more distance and time to stop and maneuver than cars.
 - True
 - False
- A fully-loaded tractor-trailer traveling at 65 mph under ideal conditions takes a minimum of:
 - 102 feet to stop
 - 240 feet to stop
 - 316 feet to stop
 - 525 feet to stop
- The No-Zones of a semi-truck are:
 - On the right and left sides of the semi
 - Directly in front of the semi
 - Directly behind the semi
 - All of the above
- When merging into the lane in front of a semi-truck, do not slow down, but maintain your speed.
 - True
 - False
- Trucks often pull into the left lane for extra space when making wide right turns. You should:
 - Pass the truck and make your turn
 - Speed up to hurry and get around the truck
 - Look for the truck's blinker and wait behind them as they turn

ANSWERS: 1.a 2.a 3.c 4.d 5.a 6.c

OTHER TIPS

WIND GUSTS. Trucks have a huge amount of surface area, creating a sail-like effect which may cause unexpected drifts into your lane.

TURBULENCE. Trucks can create heavy air turbulence, especially near underpasses and shelterbelts. The turbulence can affect your ability to control your vehicle. Keep both hands on the wheel.

SNOW CLOUD/FOG AND SPRAY. Trucks can create large snow clouds and lingering snow fog that can temporarily and dramatically reduce visibility. They can also spray slush, dirt, or mud on your windshield, obstructing your view.

ACCELERATION AND STOPPING. Trucks take longer to stop and regain their speed. Plan and adjust accordingly.

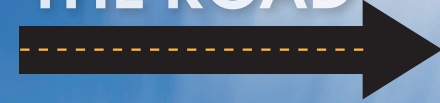
Trucks carrying hazardous materials are required to stop at all railroad crossings.

Trucks are difficult to control on slippery roadways. Trailers can be blown across the roadway and into the path of other traffic.

Oversized loads sometimes require the use of "pilot cars" or police escorts. Pay attention to any special instructions.

NDSU does not discriminate in its programs and activities on the basis of age, color, gender expression/identity, genetic information, marital status, national origin, participation in lawful off-campus activity, physical or mental disability, pregnancy, public assistance status, race, religion, sex, sexual orientation, spousal relationship to current employee, or veteran status, as applicable. Direct inquiries to Vice Provost, Title IX/ADA Coordinator, Old Main 201, (701) 231-7708, ndsueoaa@ndsu.edu.

SHARE THE ROAD



DON'T HANG OUT IN THE

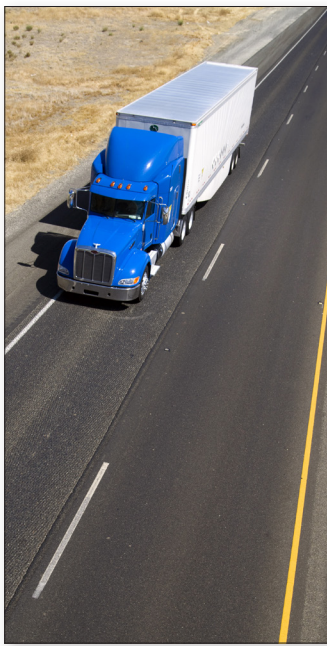
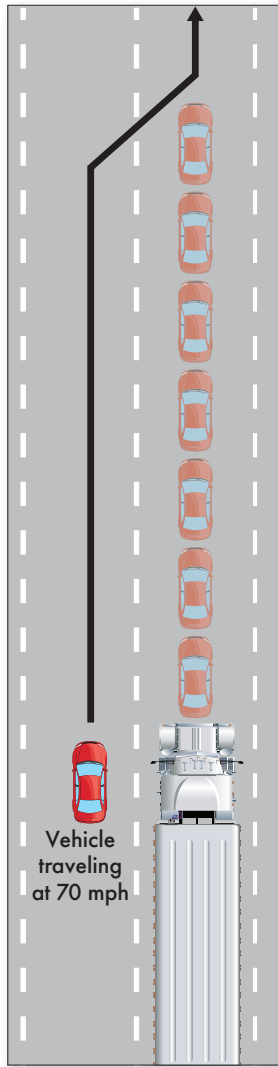
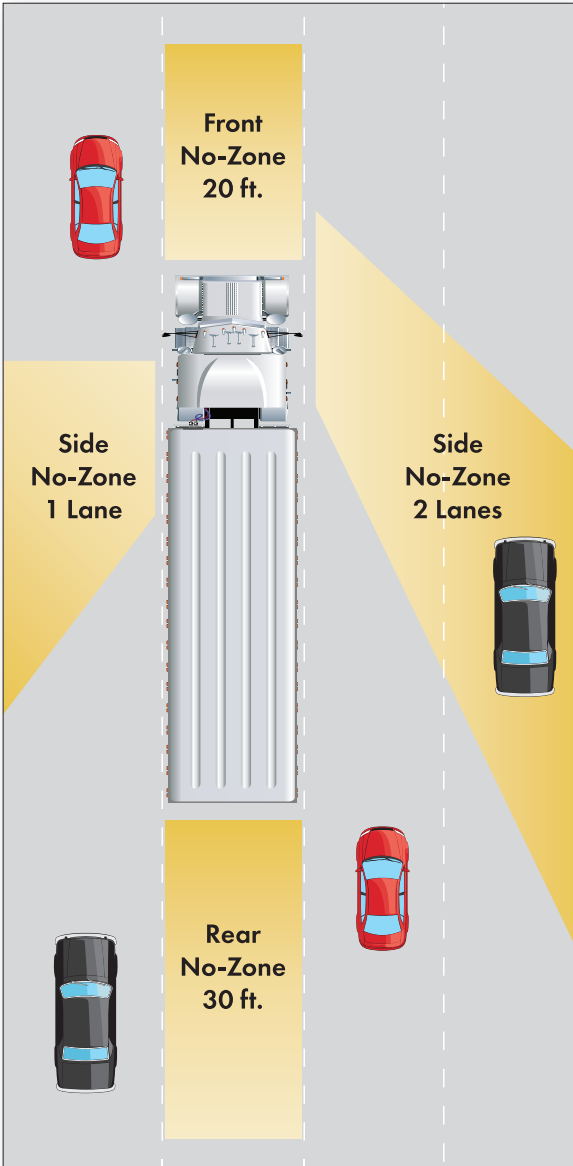
NO ZONE

Rule of Thumb: Look for the Driver's Face

Be sure you can see the truck's side mirrors

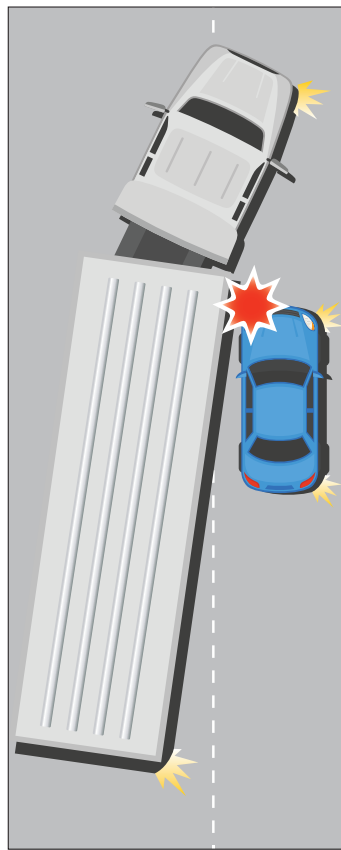
Keep away from the sides of the truck

Don't linger in the no-zone



Allow at least one car length for every 10 mph you are traveling before merging in front of a truck

When passing a truck, never cut in front of it and then slow down



Trucks make wide turns. Be aware that a truck may need to swing wide either to the left or right to avoid obstacles

Give trucks extra space to turn safely

Avoid passing trucks while turning and never pass on the right side



Trucks need **MORE TIME** to stop. Large trucks need the length of up to two football fields to safely stop. Leave extra space when merging in front of these large vehicles, to give them the stopping space they need. Stopping distance can be affected by road surfaces, weather conditions or debris.

PERCEPTION + REACTION DISTANCE + BRAKING DISTANCE = TOTAL STOPPING DISTANCE

