A GUIDE TO COORDINATING a Successful Truck Driving Competition

2021 EDITION

INTERNATIONAL FOODSERVICE DISTRIBUTORS ASSOCIATION

TRUCK DRIVING CHAMPIONSHIP
Each year, the International Foodservice Distributors Association (IFDA) holds the IFDA Truck Driving Championship. Held for more than 30 years, this is the only “national level” truck driving competition for a specific industry and each year it attracts the best food industry drivers from across North America.

To participate in the event, a driver must be the winner of a company sponsored competition (at a divisional or higher level) or be the highest placing company driver at a state, local, regional, or provincial truck driving competition. (Note: If the highest placing driver is not the first place winner, a minimum number of five drivers from that division/company must have competed in that class.)

This guidebook is provided for companies interested in holding a division or company competition.

Why Your Company Should Participate in a Truck Driving Competition

A truck driving competition can be an important tool in your total safety program, promoting driver skills and knowledge and lowering the costs associated with deficient or unsafe practices. This event also provides a powerful incentive for superior performance, establishes a sense of company pride, and offers tangible evidence to your community, your drivers, and your drivers’ families that your company has a genuine concern for safety and professional driving conduct in the operation of your fleet.

The competition described in this guide is similar to the IFDA Truck Driving Championship and contains three parts:

Written Exam - To measure a driver’s knowledge of safety and operating procedures.

Vehicle Inspection - To “uncover” planted equipment defects and safety hazards and to determine readiness of the vehicle for operation.

Driving Course Problems - A series of problems simulating everyday operating conditions.

Help in Coordinating Your Truck Driving Competition

If, after reading this guidebook, you have a question relating specifically to the IFDA Truck Driving Championship, please contact IFDA at (703) 532-9400.

General Information for Conducting a Truck Driving Competition

Driver Eligibility

In the past, eligibility criteria required that a contestant at the IFDA Truck Driving Championship had to be a winner of a company-sponsored competition, or had to be the highest placing company representative at a state, local, regional, or provincial truck driving competition. We know that many foodservice distributors may not be in a position to conduct their own company-wide competition this year and ATA has cancelled their state and national events. So, we are modifying the IFDA criteria to take these developments into account. Requirements for the 2021 IFDA Truck Driving Championship are:

1. At least one year of continuous full-time employment as a driver with a food distribution company (i.e., foodservice, foodservice manufacturer with private fleet, retail/wholesale grocery), and is currently a full-time driver (not a supervisor).
2. A driver record that meets the following: A competing driver must have an “accident free” driving record for one year prior to October 13, 2021. An accident free driving record means the driver is not involved in any accidents where they are at fault and has not incurred any alcohol or drug-related chargeable violations.
3. The driver holds a valid license for the type of truck to be driven during the IFDA competition.
4. The driver has continuously distinguished himself/herself by embracing a culture of safety and seeking to improve as a professional.
5. The driver has the skills and abilities to be competitive at the national IFDA Truck Driving Championship.

All drivers entered in the IFDA Truck Driving Championship are required to submit certain driver information for the year prior to the competition. To ensure that the driver meets the eligibility requirements, the CEO, Division President, or Vice President of Distribution/Operations must sign a verification letter for each driver.

Personnel Requirements for Holding a Competition

Personnel requirements will vary depending on the driving course selected and the number of judges available. The following allocations are based on previous IFDA Truck Driving Championship requirements:

1. Lead Judge – 1 person. This individual conducts the orientation, prepares the judges, designs the driving course, identifies the planted vehicle defects, conducts the driver
walkthrough, makes sure things are “on schedule” and is the “go-to” person for any questions or issues that arise.

2. Written Examination – 2 to 3 people to review and score the exams. Normally, the written exam takes place prior to the driving course and the pre-trip inspection, so the individuals who score the exams can also help out elsewhere later.

3. Pre-Trip Vehicle Inspection – 1 person per vehicle. Depending on the number of drivers competing, the pre-trip inspection can take place at the same time as the driving course. This can help reduce the overall time of the event.

4. Driving Course Judges – 6-12 people. A typical driving course consists of 6 problems; 1 to 2 judges per problem.

5. Equipment Handlers – 2 people. These individuals position the equipment at the start line, and drive the equipment from the stop line to the start line.

6. Starter – 1 person. This individual makes sure the drivers’ mirrors are positioned properly before signaling the driver to start and activates the stop watch as the vehicles’ front bumper crosses the start line.

7. Timekeepers – 2 people. These individuals follow the vehicle as it goes through the driving course, pick up the score sheets from the driving course judges, and bring the score sheets to the scorekeepers for tabulation.

The Lead Judge and the Handlers should be members of your transportation management team. Other judges can be distribution center personnel, department heads, sales personnel, mechanics, members of local law enforcement agencies, state regulatory offices, and local transportation and safety clubs.

Communicate requirements to all officials/judges in advance of the event. Depending on the level of secrecy regarding the driving course, you may elect to not make problem-specific information available until the orientation. This is the time for all questions to be asked and answered regarding proper scoring and judging procedures.

Classes of Competition
The types of vehicles most commonly used in food distribution determine the number of vehicle classes and the actual vehicles used at the IFDA Truck Driving Championship. Only conventional power units are used (no cabovers) in the IFDA Truck Driving Championship, and there are three (3) classes of competition, as noted earlier:

- Straight Truck
- 3-Axle
- 5-Axle

The number of classes of competition in your event would depend on your operation.

When conducting your competition, it is important that all vehicles in the same class of competition are identically spec’d. For example, if single axle tractors are used on the driving course, each tractor should have the same wheelbase, fifth wheel setting, cab style, etc. This is done to ensure that each driver is tested under conditions identical to those faced by other competitors. No driver should be perceived as having an advantage over another. For this reason, drivers SHOULD NOT use his/her normally assigned tractor when going through the driving course.

Structure of the Competition
As mentioned previously, the IFDA Truck Driving Championship includes three parts:

- Written Examination
- Pre-Trip Inspection
- Driving Course Problems

Below are key details on the written exam and pre-trip inspection, followed by in-depth instruction of the driving course portion of a successful competition.

Written Examination
The written exam is used to measure the driver’s knowledge of job responsibilities and safety practices as set forth in the most recent versions of the the J.J. Keller & Associates Green Book: FMCS Safety Regulations (March 2021) (www.jjkeller.com) and the 2020 ATA Facts for Drivers available at www.atabusinesssolutions.com. You may also want to include questions on rules and procedures specific to your operating territory.

The written examination at the IFDA Truck Driving Championship consists of 40 questions (a mixture of true/false and multiple choice) and must be completed within one hour.

Physical arrangements for the written exam should include tables, chairs, pencils, and erasers. An official should explain the rules and periodically announce the time remaining to complete the examination.
Sample Written Examination Questions

1. Which of these statements about downshifting is true?
   a. When you downshift for a curve, you should do so before you enter the curve.
   b. When you downshift for a hill, you should do so after you start down the hill.
   c. When you downshift for a curve, you should do so after you enter the curve.

2. Which is the best way to use the brake pedal on a steep downhill grade?
   a. Light, pumping action.
   b. Light, steady pressure.
   c. Repeated strong pressure, then release.

3. Which of these statements about handling cargo are true?
   a. Unstable loads such as hanging meat or livestock can require extra caution on curves.
   b. Loads that consist of liquids in bulk are usually very stable and do not have vehicle handling problems.
   c. When liquids are hauled, the tanks should always be completely filled.

4. The air compressor governor controls:
   a. The speed of the air compressor.
   b. Air pressure applied to the brakes.
   c. When the compressor will pump air into the storage tanks.

5. You are coupling a tractor to a trailer and have backed up, but are not under it. What should you hook up before backing under?
   a. The electrical service cable.
   b. The emergency and air service lines.
   c. Nothing. Back up and lock the fifth wheel.

6. How do you test hydraulic brakes for leaks?
   a. Hydraulic brakes cannot leak, so there is no need to test them.
   b. Move the vehicle slowly and see if it stops when the brake is applied.
   c. With the vehicle stopped, pump the pedal three times, apply firm pressure, then hold for five seconds and see if the pedal moves.
   d. Step on the brake pedal and the accelerator at the same time and see if the vehicle moves.

7. If you are being tailgated you should:
   a. Increase the space in front of your vehicle.
   b. Flash your brake lights.
   c. Speed up.
   d. Signal the tailgater when it is safe to pass.

8. When the use of a tourniquet is absolutely necessary to control bleeding, how often should it be loosened?
   a. Every ten minutes.
   b. Once every hour.
   c. Never by a first aid person, only a doctor.
   d. Every time the bleeding stops.

Pre-Trip Vehicle Inspection

The pre-trip inspection tests the driver's ability to conduct an efficient and thorough safety check of the vehicle. The driver is scored on the number of "planted" safety-related defects he/she finds within a specified period of time (five minutes for Straight Truck and seven minutes for 3-Axle and 5-Axle). Back-tracks are not allowed.

At the IFDA Truck Driving Championship, ten (10) defects are planted. Total score is 100 points (10 points per defect). The vehicles used for the pre-trip inspection portion of the competition should be the same types as, but not necessarily identical to, the vehicles being used on the driving course. Ideally, a driver competing in the 3-axle class should inspect a 3-axle combination; however, if a single axle trailer is not available, a tandem axle trailer can be substituted, or if a Navistar tractor is not available, a Freightliner or other model could be used.

Depending on the number of drivers competing, it may speed things up in the pre-trip inspection to have more than one vehicle per class, i.e., two straight trucks, two 3-axle combinations, etc.

Examples of "Planted" Defects

Planted defects can include items such as inoperative lights, missing or inoperative windshield wipers, missing wheel lugs, and similar defects not requiring a high degree of mechanical adjustment. A score sheet is provided in the APPENDIX of this guidebook and is an example of that used at the IFDA Truck Driving Championship. It can be adapted for your use.
Scoring and Operating Procedures for
the Driving Course

Orientation of Judges/Officials
It is essential that officials be briefed in advance of the driving
course on their duties and on the procedures for scoring their
assigned problem or event in the competition. This can be
done by using a diagram of the driving course displayed in a
PowerPoint presentation or as a handout. The briefing should
include the path of the contestant through the driving course
with an emphasis on what the judges can expect to see in the
way of proper and/or improper actions, along with an expla-
nation of the correct scoring procedures.

The jurisdiction of a driving course judge over his/her as-
signed problem begins at the time the contestant completes
the preceding problem on the course, and ends when the
contestant has cleared the problem being scored and has gone
on to the next problem. On the first problem, the jurisdic-
tion of the judge begins when the driver crosses the starting
line.

The driving course judge should be acquainted with:

a. The general instructions governing the actions of contest-
ants on the course.

b. The sequence of problems on the driving course.

c. The correct operating and scoring procedure for their as-
signed problem.

Orientation of Drivers
At the IFDA Truck Driving Championship, the driver orien-
tation occurs the evening prior to the driving course and pre-
trip inspection events. This orientation is followed by the
written examination. By doing this, the scores for the written
exams can be tallied without slowing down scorekeeping for
the next day’s events. The actual walkthrough on the driving
course takes place just before that event begins.

Prior to the start of the driving course competition, contest-
ants must be briefed by a walkthrough of the driving course,
an explanation of proper operating and scoring procedures
given on each course problem, and an explanation of prob-
lem sequence. All driving course judges/officials should be at
their assigned problems during the walkthrough. Any ques-
tions regarding a particular problem should be addressed dur-
ing the walkthrough.

Sequestering Area
A waiting or sequestering area for contestants should be des-
ignated. Contestants are required to remain in this area until
their class of competition is completed. If the pre-trip inspec-
tion is taking place at the same time as some drivers are going
through the driving course, drivers must be escorted to and
from the pre-trip event. Drivers are not permitted to leave the
sequestering area without permission and escort, and are not
allowed to talk with non-competing individuals while se-
questered. Cell phone use is prohibited until a driver has
completed the driving course and the pre-trip inspection
events. Sequestering is designed to remove the potential for
one driver getting an unfair advantage over another.

General Rules for the Driving Course
(taken directly from the IFDA Truck Driving Orientation)

Time Limits
• Straight Truck (8 minutes)
• 3 and 5 Axle (8 minutes)
• Up to 1 minute overtime = 50 points demerit
• Over 1 minute overtime = 100 points demerit

Motion
• All problems except problems designed for a stop (ie. Curb
Stop) or reverse in direction (ie. Alley Dock) are “continuous
motion,” meaning that they are forward motion and pull-ups
are not allowed.

Example: The Alley Dock is not a continuous motion problem.
You are allowed one free pull-up. There will be a 5-point deduc-
tion for each additional pull-up. When backing, you are allowed
to stop as many times as you wish before signaling for measure-
ment.

Driver Position
• “Proper driving position” for the purpose of this event
means that you remain seated at all times (“cheeks on the
seat”) while driving. Your seat belt must be worn in its nor-
mal position.

• Drivers are not allowed to open the door while on the driv-
ing course.

• Drivers are allowed to lean forward while driving, but the
“cheeks in the seat” rule applies.
Measurements, Signals, and Other issues

• Tire measurements will be taken from the side of the tire and not the tread.

• Keep the vehicle within the established boundaries of the overall course and specific problems.

• To signal a judge to take measurement, drivers must sound their horn. Once the measurement has been taken, the driver proceeds only after being signaled by the official.

• Judges will signal drivers when it is okay to proceed to the next problem by either a hand signal or a whistle. If a whistle signal is used, it should be two short whistle blasts.

• If a driver loses 50 points on a problem, he/she will be signaled and instructed to proceed to the next problem. If a whistle signal is used, it should be two short whistle blasts.

• If a driver experiences a serious mechanical problem while on the driving course, an “emergency time out” can be signaled by one long horn blast. If possible, this should be done between problems (prior to entering the next problem) to allow stop watches to be reset.

• Each problem on the driving course is worth 50 points. The driver’s goal is to get as close as possible without hitting any course paraphernalia positioned for scoring.

Driving Course Problem Descriptions
(6 problems, 50 points each, 300 Total Points)

The driving course at the IFDA Truck Driving Championship is designed to move drivers through the course as quickly as possible. That is why all problems except the Alley Dock are “continuous forward motion.” It is also designed to require the least amount of necessary equipment (more tape and cones are used than actual physical barricades).

General Supplies Required

The following items will be needed for the efficient administration of your competition:

• Cones (orange or a color that is highly visible; 2 for Funky Monkey; 1 for Left or Right Turn; 2 for Stop Line; several to highlight key boundary lines)

• Barricade(s) (1 for the Alley Dock; others as needed)

• Colored tape (2 inches wide; can be doubled up to create 4-inch wide visibility for key boundary areas, Stop Line, etc.)

• Stop watches (2 for the starter, 1 for each timekeeper, and 1 for each pre-trip judge)

• Chalk to mark the course during set-up

• 100-foot measuring tape to set up the driving course

• 36-inch metal square for driving course set-up

• Tennis balls (bright color for visibility) and pre-cut rubber hose and string (10 for Straight Line plus some extras)

• Clip Boards (1 for each Judge)

• Whistles (1 for each judge)

Typical Driving Course Score Sheets

A “Pre-Trip Inspection” Score Sheet, “Timekeeper’s Score Sheet,” and score sheets for each of the following course problems is available in the APPENDIX of this publication.

Typical Driving Course Problems
(The following problems are taken from a previous IFDA Truck Driving Championship. Please note that the driver course problems at the IFDA event will differ from the examples provided in the following pages.)

1. The Funky-Monkey
2. Curb Stop
3. Alley Dock
4. Left Turn
5. Straight Line
6. Front Stop

The following pages include a sample course layout with the above driving course problems, and descriptions of each course problem.
Sample Driving Course - Overall Diagram

1. FUNKY MONKEY

2. CURB STOP

3. ALLEY DOCK

4. LEFT TURN

5. STRAIGHT LINE

6. FRONT STOP

START LINE
Sample Driving Course - Start to Finish in Pictures

1. Start Line

2. View of FUNKY MONKEY as you approach the course problem.

3. FUNKY MONKEY first cone. Note points marked on tape.

4. FUNKY MONKEY as driver passes first cone.

5. FUNKY MONKEY as driver navigates over ball.

6. FUNKY MONKEY as driver navigates toward second cone.
Sample Driving Course - Start to Finish in Pictures

7. CURB STOP problem consists of a 65-foot line simulating a right-side curb with a 3-foot by 3-foot box at the beginning of the curb as you approach.

8. CURB STOP - Note points indicated in bands.

9. CURB STOP - The objective is to stop the vehicle for measurement when the rear of the van or trailer is within that box.

10. View from CURB STOP challenge toward ALLEY DOCK challenge.

11. View of simulated ALLEY DOCK.

12. ALLEY DOCK challenge from judges area.
13. ALLEY DOCK challenge. The driver’s goal is to get as close as possible to the barricade without touching.


15. LEFT TURN problem. Note measurements marked on tape.

16. LEFT TURN as driver gets left rear tire as close as possible to the 90-degree corner without hitting.

17. View approaching the STRAIGHT LINE problem.

18. The FRONT STOP concludes the driving course.
**Funky Monkey**

This “continuous motion” problem consists of 2 cones 75 feet apart with a tennis ball halfway between the cones. The tennis ball is 25 feet off-center. There is a boundary line to the left. The objective is to keep the cones to the driver’s left and position the left front tire within 18 inches of each cone as he/she drives by, without going over the boundary line. In order to score for this event, the contestant must straddle the tennis ball with the steering axle and must not knock the tennis ball off its holder. If the contestant knocks the tennis ball off its holder, he/she will receive NO SCORE. Each cone is worth 25 points (0” to 9” = 25 points; 9” to 18” = 10 points; and over 18” = 0 points). If the driver scores on Cone 1, straddles the tennis ball with the steering axle and does not knock the tennis ball off its holder, but does not score on Cone 2, then the total score for this problem will equal the points earned by the measurement on Cone 1. If the driver crosses the boundary line, he/she gets NO SCORE. The driver does not stop or signal for a measurement for this problem.

*Equipment Needed:* 2 cones, 1 tennis ball (make sure you have replacements), a holder for the tennis ball (a 2-inch wide piece of rubber hose, cut 2 inches high works fine), and colored tape to simulate the boundaries (yellow or red is most visible). See APPENDIX for a sample score sheet.

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**Curb Stop**

This “continuous motion” problem consists of a 65-foot line simulating a right-side curb with a 3-foot by 3-foot box at the beginning of the curb as you approach. The objective is to stop the vehicle for measurement when the rear of the van or trailer is within that box. If the rear of the van or trailer is not within the box, the driver will receive NO SCORE. Once the driver signals for a measurement, he/she will be scored on the distance between the side of the van or trailer and the curb. Two measurements will be taken—one from the right front of the van or trailer and one from the right rear. Your score will be based on the measurement that is farthest from the curb (0” to 6” = 50 points; 6” to 9” = 45 points; 9” to 12” = 40 points; 12” to 15” = 35 points; 15” to 18” = 30 points; over 18” = 0 points). If any part of your vehicle touches or is over the curb line = NO SCORE. The driver must stop and signal for a measurement for this problem.

*Equipment Needed:* Colored tape (yellow or red is most visible) to simulate the curb and to create the box.
**Alley Dock**

This problem is 10 foot wide and 10 foot deep. The objective is to back in to the loading dock and position the rear of the van or trailer as close as possible to the rear barricade without hitting it or crossing over a side line. Measurement is taken from the rear of the van or trailer to the rear barricade (0” to 6” = 50 points; 6” to 9” = 45 points; 9” to 12” = 40 points; 12” to 15” = 35 points; 15” to 18” = 30 points; over 18” = 0 points). No part of the vehicle can pass over a side line. One free pull-up is allowed without penalty. The driver is allowed to stop as many times as he/she wishes without penalty while backing up. The driver must stop and signal for a measurement for this problem.

*Equipment Needed:* Colored tape (yellow or red is most visible) to simulate the sides and back, and a barricade for the back (positioned above the taped back line). The barricade can be made with PVC pipe or wood; it should be 10 foot wide and 4 foot 4 inches high. Material needed includes 2 vertical side rails (4’4” high), 2 horizontal rails (10’ long) and 2 barricade “feet” to prevent it from falling over (should extend backward (away from the scoring side) 2 foot 6 inches). See APPENDIX for a score sheet.

**Left Turn**

This is a “continuous motion” problem. The objective is for the driver to get the left rear tires as close as possible to the 90-degree corner without hitting it. The score is based on the measurement from the corner to the closest tire as it passes the point of the turn (0” to 6” = 50 points; 6” to 9” = 45 points; 9” to 12” = 40 points; 12” to 15” = 35 points; 15” to 18” = 30 points; over 18” = 0 points). The driver must not stop or signal for a measurement for this problem.

*Equipment Needed:* 1 barrel or very large cone; colored tape (yellow or red) to create the 90-degree angle and the diagonal measuring line from the corner point.
**Straight Line**

This is a “continuous motion” problem. The objective is to pass between two rows of tennis balls (5 balls each side) without hitting any of the balls. The balls should be positioned with only 2 inches of clearance for a set of tandems as they pass through the line. The driver receives 5 points off for each tennis ball he/she hits. The driver must not stop or signal for a measurement for this problem.

*Equipment Needed:* 10 tennis balls (be sure to have replacements) and 10 holders. Rather than stanchions as shown, rest balls on pieces of 2-inch diameter rubber hose, cut 2 inches high. Attach each tennis ball to a holder, with a strong 12-inch string, so you will not be chasing tennis balls all over the course if hit. See APPENDIX for a score sheet.

![Straight Line 1 (approaching)](image1)

![Straight Line 2 (driving through)](image2)

**Front Stop**

This “continuous motion” problem consists of a 15-foot line. The objective is to position the front bumper of the vehicle as close to the stop line as possible without going over it. Measurement is taken from the center of the front bumper to the stop line (0” to 6” = 50 points; 6” to 9” = 45 points; 9” to 12” = 40 points; 12” to 15” = 35 points; 15” to 18” = 30 points; over 18” = 0 points). The driver must stop and signal for a measurement for this problem.

*Equipment Needed:* colored tape (yellow or red) to mark the 15-foot stop line; 2 cones (one at each end of the stop line).

![Front Stop 1 (approaching)](image3)

![Front Stop 2 (stopped for measurement)](image4)
Optional Course Problems
Driving Course configurations can change depending on (1) the amount of square footage available for the course; (2) the shape of the area available (long and narrow, square, etc.); and (3) the number of drivers going through the driving course.

As noted earlier, the IFDA Truck Driving Championship is typically designed to allow drivers to go through the course as quickly as possible. That is why all problems except one (the Alley Dock) are “continuous forward motion.”

Examples of Other Course Problems include:
  a. The Parallel Park
  b. Offset Alley
  c. The Serpentine

Parallel Park

Objective: To test the driver’s ability to park parallel to a simulated curb as encountered when making a curbside street delivery or in moving the vehicle off to the side of the road.

Standard Operating Procedure: The driver brings the vehicle past the parking space staying within the street boundaries prior to parking. The driver then backs into the parking space parallel to the simulated curb within 6 inches of the curb throughout the length of the vehicle. In the straight truck class, the entire vehicle must be within the parking space. In all tractor-semitrailer classes, the trailer will be positioned within the parking space and, therefore, the tractor will be in a jackknifed position. The contestant is allowed one penalty-free pull-up to get in and one penalty-free pull-up to get out.

Scoring: Maximum 50 points. A contestant’s basic score is determined by position from the curb. If there are any other demerits, they are deducted to calculate the final score.

Method of Measuring Position: Straight truck - measure front and rear corners of body. Semitrailer - measure closest dual at rear and front corner at front reflector of trailer body.

Position Score: The greatest distance from the curb to the measuring point determines position score as follows:

<table>
<thead>
<tr>
<th>Points</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>0-6 inches</td>
</tr>
<tr>
<td>45</td>
<td>7-9 inches</td>
</tr>
<tr>
<td>40</td>
<td>10-12 inches</td>
</tr>
<tr>
<td>35</td>
<td>13-15 inches</td>
</tr>
<tr>
<td>30</td>
<td>16-18 inches</td>
</tr>
</tbody>
</table>
| 0      | more than 18 inches from the curb; front tire hits curb; or body of truck or semitrailer parked on or over curb.

Note: In five axle tractor-semitrailer classes, if side barricades are used to simulate the curb, the front portion of the curb must be removed to allow the tractor frame to pass over the curb line to bring the front of the trailer into position.

Other demerits: One demerit (5 points) should be assessed for each instance of:

a. Striking, displacing, or making contact with barriers marking the limits of parking space.

b. Running over far-side street boundary line.

c. Each pull-up over the free ones permitted.

d. After the driver has used his free pull-up, two demerits (10 points) should be assessed for each instance of hitting a barricade or running over a boundary line. One demerit (5 points) for the hit, plus one demerit (5 points) for the extra pull-up used for realignment.

e. Five demerits (25 points) should be deducted for each instance of touching the curb with the rear tire of the truck or semitrailer.

f. The driver should be given demerits on the same basis when leaving the problem after the measurement has been taken.

Note: No penalty should be assessed for the rear overhang of the truck or semitrailer swinging over the curb during parking or exit, or if the rear tire of tandem rubs the curb when exiting.

Length of Parking Space: Straight truck - length of vehicle plus 6 feet; tractor-semitrailer - length of semitrailer plus 6 feet if kingpin setting is 24 inches or less, or length of semitrailer plus 4 feet if kingpin setting is 24 inches or more.
**Width of Parking Space:** 8 feet 6 inches

**Width of Street:** 40 feet for all equipment up to 35-foot semitrailer lengths; 50 feet for 40-foot semitrailers; and 60 feet for 45-foot semitrailers.

**Equipment Needed:**
- Two barricades – 8 feet 6 inches in length (10-foot barricades set 8 feet 6 inches into street can be used).
- Forty feet of 4” x 4” to simulate curbing.
- Line-making material for marking street boundary.

**Offset Alley**

**Objective:** To test the driver’s ability to steer, judge distances at all points on the vehicle, and to properly control speed while maneuvering in a continuous forward motion through a confined space simulating the avoidance of parked vehicles or maneuvering through narrow alleys.

**Standard Operating Procedure:** Driver is required to move the vehicle through one set of barricades, and then maneuver right or left to proceed through a second set of barricades without stopping and without touching any of the barricades.

**Score:** Maximum 50 points.

**Demerits:**
- One demerit (5 points) shall be assessed for each instance of stopping, whether or not the vehicle is also repositioned. After the vehicle has been repositioned, no demerit shall be given for stopping to resume the prescribed forward direction of travel.
- Two demerits (10 points) shall be assessed for each instance in which the contestant strikes a barricade and is required to stop and reposition the vehicle.
- An additional demerit (5 points) should be assessed for each instance of striking a barricade in the course of repositioning the vehicle, but no additional demerit should be assessed for a stop to resume the prescribed forward direction of travel.
- In the event that a driver strikes a barricade and gets clear before he can stop and reposition the vehicle, he should be permitted or instructed to proceed, but the driver shall be assessed two demerits (10 points) as outlined in (b) above.

**Width Between Barricades in Each Set:** Straight truck - 11 feet; tractor-semitrailer - 10 feet 6 inches;

**Distances Between Sets of Barricades:** The overall length of vehicle or combination.

**Equipment Needed:** Four 10-foot barricades. Each barricade can be made with PVC pipe or wood; it should be 10 feet wide and 4 feet 4 inches high. Material needed includes two vertical side rails (4’4” high), 2 horizontal rails (10’ long) and 2 barricade “feet” to prevent it from falling over (should extend backward away from the scoring side 2 feet 6 inches).

**Serpentine**

**Objective:** To test the driver’s ability to maneuver a vehicle in and out of tight places in both forward and backward movement. This problem simulates conditions that might be encountered when disabled or wrecked vehicles partially block a highway, in negotiating detours, in heavy traffic, or in similar situations.

**Standard Operating Procedure:** The driver is required to negotiate a figure 8 pattern around a line of obstacles set in the middle of a marked street. The driver is required to maintain continuous movement forward and backward with the only authorized stops being those required to change direction to complete the problem. The prescribed sequence for negotiating the obstacles, and the locations at which authorized stops may be made, should be explained to all drivers in advance.
Score: Maximum 50 points.

Demerits: One demerit (5 points) should be assessed for each instance of:

a. Making an unauthorized stop or repositioning the vehicle, except that no additional demerit should be assessed for a stop made to resume the prescribed direction of travel, forward or backward.

b. Passing an obstacle on the wrong side, provided that if the contestant passes two successive obstacles on the same side, he should receive no score for the problem.

c. Two demerits (10 points) should be assessed for each instance of hitting an obstacle or touching or running over a boundary line in which the contestant is also required to reposition the vehicle before continuing the problem.

Width of Street: 50 feet

Distance between obstacles (center to center):

a. 32 feet - Straight Truck
b. 34 feet - Single Trailer under 30 feet
c. 36 feet - Single Axle Trailer over 30 feet
d. 36 feet - Tandem-Axle Trailer; 30 feet with tandem set forward
e. 40 feet – Tandem-Axle Trailer with tandem set forward; 35 feet with tandem at extreme rear
f. 45 feet – Tandem-Axle Trailer; 40 feet with tandem at extreme rear
g. 48+ feet – Tandem-Axle Trailer; 45 feet with tandem at extreme rear.

Equipment Needed: Colored tape (Yellow or red) for marking boundary lines and three 55 gallon drums, or very large cones.
APPENDIX

Typical Driving Course Score Sheets

Following are score sheets taken from a previous Food Industry Truck Driving Championship

1. Pre-Trip Inspection
2. Timekeeper’s Score Sheet
3. Funky-Monkey
4. Back Alley Dock
5. Straight Line
Pre-Trip Score Sheet  
Event Value: 100 Points

Driver Number: ___________________

Time Limit: 5 minutes for Straight Truck, 7 minutes for 3-Axle & 5-Axle Tractor Trailers

<p>| | | | | |</p>
<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>10 points</td>
<td>2</td>
<td>10 points</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>10 points</td>
<td>5</td>
<td>10 points</td>
<td>6</td>
</tr>
</tbody>
</table>

Point Deductions

No 3-pt contact entering -25
No 3-pt contact exiting -25
Backtrack -100

Judge's Signature: ___________________

Pre-Trip Score Sheet  
Event Value: 100 Points

Driver Number: ___________________

Time Limit: 5 minutes for Straight Truck, 7 minutes for 3-Axle & 5-Axle Tractor Trailers

<p>| | | | | |</p>
<table>
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<td>6</td>
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</table>

Point Deductions

No 3-pt contact entering -25
No 3-pt contact exiting -25
Backtrack -100

Judge's Signature: ___________________

Total Score: ___________________
(Score cannot be negative)
## Timekeeper Score Sheet

**Driver Number:**

### Time Deductions:

<table>
<thead>
<tr>
<th>Time Deductions</th>
<th>Over the time up to 1 min:</th>
<th>Over 1 min:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>□ 50 Points</td>
<td>□ 100 points</td>
</tr>
</tbody>
</table>

### Point Deductions:

- Excessive Speed: -50
- No 3-point contact (Entering Cab): -25
- No 3-point contact (Exiting Cab): -25
- No use of seat belt: -25

### Time on Field Course:

<table>
<thead>
<tr>
<th>Minutes</th>
<th>Seconds</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Time Deductions</th>
<th>+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Point Deductions</td>
<td></td>
</tr>
</tbody>
</table>

| Total Deductions:                |         |

### Removal from course:

- Last Obstacle
- Completed:

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### Timekeeper Signature:

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| Position Score: | Cone One: 0”-9” = 25 pts, 9”-18” = 10 pts, over 18” = 0 pts  
Cone Two: 0”-9” = 25 pts, 9”-18” = 10 pts, over 18” = 0 pts |
<table>
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<tbody>
<tr>
<td><strong>Point Deductions:</strong></td>
<td></td>
</tr>
<tr>
<td>Improper driving position or</td>
<td>-25 ☐</td>
</tr>
<tr>
<td>Door open- forward position or</td>
<td></td>
</tr>
<tr>
<td>Ignoring stop signal</td>
<td></td>
</tr>
<tr>
<td>Stopped</td>
<td>-50 ☐</td>
</tr>
<tr>
<td>Backed up or out of bounds</td>
<td></td>
</tr>
<tr>
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</tr>
<tr>
<td>Not straddling ball/monkey w/steering axle</td>
<td></td>
</tr>
<tr>
<td>Incomplete Problem</td>
<td></td>
</tr>
<tr>
<td><strong>Position Score:</strong></td>
<td>_____</td>
</tr>
<tr>
<td><strong>Point Deductions:</strong></td>
<td>- _____</td>
</tr>
<tr>
<td><strong>Total Score:</strong></td>
<td>(Score cannot be negative)</td>
</tr>
</tbody>
</table>

Judge’s Signature: ____________________________

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Cone Two: 0”-9” = 25 pts, 9”-18” = 10 pts, over 18” = 0 pts |
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<td>- _____</td>
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<tr>
<td><strong>Total Score:</strong></td>
<td>(Score cannot be negative)</td>
</tr>
</tbody>
</table>

Judge’s Signature: ____________________________
**BACK ALLEY DOCK SCORE SHEET**  
**Event Value: 50 Points**

<table>
<thead>
<tr>
<th>Position Score:</th>
<th>0-6”</th>
<th>6”-9”</th>
<th>9”-12”</th>
<th>12”-15”</th>
<th>15”-18”</th>
<th>Over 18” or Hitting Barricade</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50 points</td>
<td>45 points</td>
<td>40 points</td>
<td>35 points</td>
<td>30 points</td>
<td>0 points</td>
</tr>
</tbody>
</table>

**Point Deductions:**

- No Measurement Honk: -50
- Not Waiting: Proceed Signal: -25
- Improper Driving Position: -25
- Not Waiting: Measurement: -50
- Incomplete Problem: -50

\[
\text{# of Pull Up’s } \_\_\_ \times (-10) = \_\_\_\_\_
\]

**Position Score:** ________

**Point Deductions:** - ________

**Total Score:** ________  
(Score cannot be negative)

Judge’s Signature:

______________________________

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**BACK ALLEY DOCK SCORE SHEET**  
**Event Value: 50 Points**

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**Point Deductions:**

- No Measurement Honk: -50
- Not Waiting: Proceed Signal: -25
- Improper Driving Position: -25
- Not Waiting: Measurement: -50
- Incomplete Problem: -50

\[
\text{# of Pull Up’s } \_\_\_ \times (-10) = \_\_\_\_\_
\]

**Position Score:** ________

**Point Deductions:** - ________

**Total Score:** ________  
(Score cannot be negative)

Judge’s Signature:

______________________________
STRAIGHT LINE SCORE SHEET

Event Value: 50 Points

Driver Number: ____________________________________________________

Position Score:

Number of Balls Not Hit _____ x 5 points each = ______

Point Deductions:

- Improper Driving Position -25 □
- Ignoring Stop Signal -25 □
- Stopped -50 □
- Backed Up -50 □
- Out of Bounds -50 □

Position Score: ______

Point Deductions: - ______

Total Score: ______

(Score cannot be negative)

Judge’s Signature: ____________________________________

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