

Truck Glossary

August 2025 | 3rd Edition



Booking transport means you're part of and accountable to the Chain of Responsibility.
See Ofload's [CoR policy](#) to learn more.

Truck Sizes

 Pallet Spaces
  Pallets*
  Weight Capacity

These numbers are safe guides, but keep in mind they can shift in some situations.



Rigid

 12
  24
  12T

Good for – Metro, last mile

Truck Types – Pantech | Tautliner | Flat/Open Top



Single/Semi

 22
  44
  22T

Good for – Intrastate and interstate

Truck Types – Pantech | All Tautliners | Flat/Open Top | Tipper



B-Double

 34
  68
  34T

Good for – Interstate

Truck Types – Pantech | All Tautliners | Flat/Open Top | Tipper



B-Double High Cube

 34
  68
  32T
 ↑ Taller

Good for – Interstate, light pallets, or tall freight

Truck Types – All Tautliners

*The number of pallets per truck is subject to the size of pallets and their stackability

Truck Sizes

 Pallet Spaces  Pallets  Weight Capacity

These numbers are safe guides, but keep in mind they can shift in some situations.



Super B-Double

 42  84  34T

Good for – Interstate, light freight

Truck Types – All Tautliners



A-Double

 44  88  44T

Good for – Interstate, high volume

Truck Types – Pantech | All Tautliners |
Flat/Open Top



B-Triple

 46  92  46T

Good for – Interstate, high volume*

Truck Types – All Tautliners | Tipper

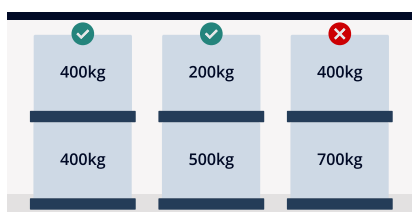
*It's a road train with different combinations

Foundations

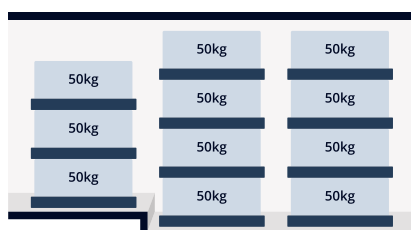
↔ Standard Dimensions (AU)



Pallet Stacking



The weight of stacked freight should stay under the 1 tonne limit* of each pallet space.



If your freight is light, using a high cube or drop deck truck will give you extra height to stack more freight.



If your freight is not able to be stacked, you can use a mezzanine to create another layer of pallets.

Truck Loading



Trucks are primarily loaded with a forklift.

Tautliners normally load from the side.

Pantechs load from the back, and need a dock to be able to use a forklift.



If there aren't forklift facilities, you need a pantech with a tailgate and a pallet jack.

Typically, trucks with a tailgate will have a pallet jack on board.

*1T is a safe guide, but keep in mind we can move heavier in some situations

Truck Types

Pallets

Pantech

Good for – Refrigerated, frozen or high risk freight

Loading – Rear primarily, sometimes side

Sizes – Rigid | Single | B-Double



Tautliner

Good for – Most types of freight, interstate line-haul

Loading – Side primarily, sometimes rear

Sizes – All

Variations – Straight Deck, Drop Deck, Mezzanine Deck



Straight Deck

The 'standard' tautliner- the floor is straight.

Good for – Heavy cargo, non-standard pallets.



Drop Deck

The trailer steps down in the back to provide extra height.

Good for – Tall freight or light, bulky freight.



Mezzanine Deck

The metal platform lets you add extra pallets without stacking, but it weighs 1-2T and reduces the truck's weight capacity by that amount.

Good for – Pallets that can't be stacked.

Truck Types

Pallets cont.

Flat/Open Top

Good for – Oversized or oddly shaped freight

Loading – Side or rear

Sizes – Rigid | Single | B-Double



Van/Ute

Good for – Small loads over short distances

Loading – Side or rear

Sizes – Single



Loose Cargo

Tipper

Good for – Loose cargo like grain or sand

Loading – Side or rear

Sizes – Single | B-Double | B-Triple



Truck Types



Containers

Skeletal/Flat Top

Good for – Moving containers to and from distribution centres. The lighter trailer allows for heavier containers.

Sizes – 20ft, 40ft, 46ft, 48ft



Sideloader

Good for – Moving containers to and from distribution centres. No loading facilities needed.

Sizes – 20ft, 40ft



Container Truck Sizes

 Pallet Spaces  Pallets



20ft

 10  20

Uses – International coastal shipping



40ft

 20  40

Uses – International coastal shipping



46ft & 48ft

 22  44

Uses – Rail and coastal shipping

FAQs

❓ When to book an FTL vs LTL load?

FTL - Full Truck Load

When a company's load occupies the space of an entire semi-trailer. The load is normally packed onto pallets (but also in boxes, cages, crates etc.) which are then loaded onto the trailer. No other consignments are loaded onto the vehicle.

Advantages:

- Ideal for large shipments;
- Offers faster shipping than LTL;
- Ideal for high-risk or delicate loads;
- No load transfer: Shipments remain on the same truck for the entire journey, so there are no interruptions, except for legally required stops.

LTL – Less Than Truck Load

When a company's load is handled together with other customers' shipments. It allows multiple shippers to share the space on a truck, making it more cost-efficient. In this case, goods travelling in the same vehicle are taken to a **consolidation hub** where they will then depart for the destination hub. At the **destination hub**, they are sorted and then **delivered** to their final destination.

Advantages:

- Ability to ship small quantities
- Cost efficient
- Flexibility and scalability

❓ What about Dangerous Goods (DG)?

Consult with our team first to make sure we have the right equipment and the right documentation to move a load with DG.

As a consignor of DGs, you are legally responsible for ensuring all DGs are:

- Properly packed and labelled
- Declared on the consignment note
- Accompanied by fully and accurately completed DG paperwork.

In accordance with the latest Australian DG Code, carriers may refuse to transport DGs if these requirements are not met.

FAQs

What additional equipment should I use to protect my cargo?

Please ensure to secure your freight appropriately for transit. Add a few layers of stretch wrap around your items, making sure the wrap reaches the bottom of the pallet.

Items must ALWAYS be secured to the pallet to reduce the risk of the goods slipping off the pallet during transport.

Large or odd-shaped items should be boxed or crated to prevent damage during transport. If machinery or engines are not crated, carriers may refuse to take the goods or charge additional fees.

Do I require additional equipment for loading and unloading?

Please let us know during the booking process if the Pickup or Delivery Site requires a tailgate and/or pallet lift. Without this information, our carrier might not be able to deliver the freight safely and timely.

We generally assume that all sites have an loading/unloading facility and enough space to load/unload freight safely and in a timely manner.

If you have more questions, contact our team!

 **1800 861 092**