

My Job „Professional Truck driver” in Heavy Duty and Special Transports

Hi, my Name is Pascal, 20 years from Germany. I am an Apprentice at Gustav Seeland Gmbh, this company is a Heavy Duty Company located in Hamburg, Billwerder.

I have been an Apprentice at Seeland for the past year now, I feel like, I have gotten a good idea now, what works and whatnot.

Now have a look at one of my many Days as an Apprentice without a Driver's License:

Sunday:

I get up at 8 PM and get myself ready for the night out. I get my Backpack ready, make myself some Amenities like a liter of Coke and two Slices of Bread. after i have done that, i get onto the Train at roughly 9:13 PM, after a 10-minute trip, i switch over to the Bus and drive another 15 Minutes. Work Starts at 10 PM, so I'm 30 Minutes early, most of the time the Driver of the Truck is even earlier then me, because he either sleeps inside of the Truck or is even more early, then me

Once I've settled, that takes like 15 minutes, the escort driver also arrives at our starting point, when we have done the departure control, the tour starts, then we get into the interesting part, after we have arrived we start to deconstruct the Trailer – which is in fact 21 Meters in length – afterwards, we start to load the the „LB 25 Drilling rig “, it weighs about 70 – 80 tons, our Truck weighs in at Thirty tons – more or less .

Fully loaded the Truck with Trailer and Drilling rig, weighs 100+ tons and is 2,60 meters wide and 4,64 meters Tall and 34 meters in Length.

With loading time it's now Midnight at Monday.

Monday:

After a Two Hour Drive we meet up with the Police, which Control the Safety Measures we have put in place, that means, They Control:

- the Chains for Date approved and the strength they actually have
- Height, Length and Width
- the Papers of the Transport and the permit for the Transport
- the Number plates for accordance

once that is done, we can start to drive again, because we are that heavy and long we get the permit to block lanes on the Autobahn and stop incoming traffic, so we can be as fast as humanly possible to get to our Destination. That's why we use the escort vehicles and get help from the Police.

We plan another 30 minutes for the police handover, after another 4 hours' drive, we get to our Destination.

Now it's 6:30 in the Morning, time for a Break. We get woken up at 8 AM and start to unload the Trailer, same thing as before, once done, we put the trailer back together.

Afterwards get to the next destination or we leave the Trailer behind and drive solely the Truck back to the Home Depot.

Once we have arrived its Noon, now finally I can get to rest, so I use the room I have at work to sleep and maybe if i'm lucky I get to grab a whole lot of sleep 10 hours+.

Concluding:

The Job is hard, it's a lot of carrying heavy Metal Reinforced Ramps, most of the Chains Are Heavy. Everything is heavy basically.

The beauty of this Job is to work at night and we get to work with the Police – which is in most part very friendly and understanding. Also we get to know the costumers' workforce in person and these contacts make the Job worth it. A lot of Cigarettes get smoked in a night, but the help provides relives a lot of pain in terms of the heaviness and sometimes wetness or hot nights.

I agree that my Document and photos, get uploaded to the webpage of the BS16

Copyright: Pascal Kienitz

Die Fotos sind nur für die

Verwendung zum Zweck – o.g

*zu benutzen und dürfen nicht
sonst veröffentlicht werden*

Photos:

