

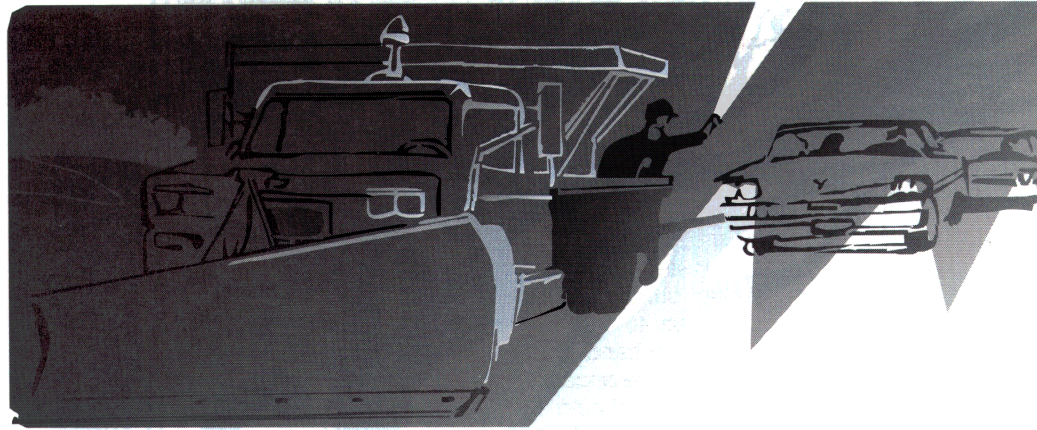
equipment regularly, including wiring and sockets. Carry ample stocks of parts for rotating flasher units, including lenses and lamps. Faulty wiring and failure of alternators, generators and batteries cause the most downtime in winter maintenance vehicles. Nothing is more terrifying and dangerous than a stalled and darkened vehicle in a winter storm.

Safety Equipment—Make sure there are flashlights, flares, flags and safety vests in truck cabs. A first aid kit is also a good idea. It is preferable to wear hardhats at all times and don't start out without securing seat belts.

All vehicle operators should know the location and telephone numbers of emergency repair and refueling stations. Qualified personnel should be on hand in garages during storms to promptly carry out minor repairs or make a start on major repairs. **Replenish spare parts inventories immediately following storms.**

Equipment needs vary markedly. How many plows or spreaders are necessary for each mile of pavement depends upon snowfall, frequency of storms, traffic and topography. How much equipment an agency can afford is an important consideration as well. A straight salt program requires less equipment than one using abrasives, or so-called "alternative" deicers.

Despite careful planning, equipment on hand may be inadequate in certain situations. **Don't be caught short.** Compile



a list of all rental equipment available from contractors or haulers during snow emergencies. List specifications, rental rates and the names, addresses and telephone numbers of owners.

Establish ground rules for contracting for this equipment. It is important that every supervisor understand who has the authority to call rental equipment into action.

Arrange before winter to "borrow" equipment and operators in emergencies from local military installations, reserve units or neighboring maintenance agencies. Determine which officer is responsible for specific equipment and negotiate details for its use, if it is needed. It is difficult to know when a blizzard will strike, requiring tracked vehicles or other heavy

Nothing is more terrifying than a disabled, darkened vehicle in a bad storm.

equipment. Training sessions should include operators who may be brought in during emergencies, whether contract operators and/or equipment. They should also include other departments such as sewer and water or the park service. In fact, anyone capable of driving a plow and/or spreader should be included.

Warning! Before permitting rented or loaned equipment to operate, make sure your department is protected from liability for property damage or injuries resulting from accidents, and that insurance coverage is adequate and complies with all state and local laws or ordinances.

Preventive maintenance is crucial! After each storm, all equipment must be cleaned, washed and allowed to dry. When dry, components such as chains, sprockets, hinges, spinners and other moving parts should be coated with used motor oil, diesel fuel or kerosene. Grease all bearings. Check hydraulics and quick disconnects for leakage. All washing and maintenance must be conducted in specific areas to protect the equipment.

The versatile underbody plow is very valuable in snowfighting. In light snow, it can run at fairly high speeds with safety. It can usually be purchased economically. The underbody blade is also a good training tool for new operators.

Immediately following storms, equipment must be cleaned, hosed down and allowed to dry. Replenish spare parts inventories immediately.

