

## **PLOWING SPEED**

As with spreading, plowing speed depends on road surface conditions, highway geometry, physical features, traffic and local policy. Special consideration should be given to where the plowed snow is being deposited. As plow speed increases, the plowed snow will be deposited further from the highway.

Accordingly, plowing speed should be in the range of about 15 to a maximum 35 MPH. In open areas, depositing the snow well off the highway is desirable. In more populated areas and village or urban settings where buildings are located close to the highway, speeds should be further reduced to avoid damaging private property and creating unnecessary snow removal requirements for the public or municipalities.

## **V. SNOW AND ICE VEHICLES**

### **LARGE DUMP TRUCK**

The Large Dump Truck with front plow, wing plow(s) and material spreader is the backbone of the Highway Maintenance Division's Snow & Ice Fleet. Operators **must** determine that this piece of equipment is in safe operating condition before using it for snow and ice work. This includes periodic preventive maintenance, daily pre-operational checks, post storm checks and sound judgment when assessing equipment condition.

### **DAILY PRE AND POST OPERATIONAL CHECKS**

N.Y.S.D.O.T. policy and Federal regulations require that the large dump truck be inspected prior to and at the end of each shift. Before driving the vehicle, the driver **shall**:

- Be satisfied that the vehicle is in safe operating condition.
- Locate and review the previous vehicle inspection report. If it is not in the vehicle, report it to the shift supervisor.
- Initial the report only if defects or deficiencies noted by the last operator were corrected. This will acknowledge that the present operator has reviewed the report and that there is a certification that the required repairs have been performed.
- If the pre-operational check reveals any deficiencies, they **must** be reported on the R 297g form and also to Equipment Management on Form EM-3.

The R-297g form **must** be used by each operator to note any deficiencies under the hood, on the exterior or interior and a general overview of the truck. Refer to the R-297g for a complete description of pre and post operational checks.

In addition, the CDL Seven Step Inspection Method described in the NYS Commercial Driver's Manual should be followed during the operator's walk around inspection. (See Appendix B in the rear of this manual).

**OPERATORS ARE REQUIRED TO PRE-OP THE FRONT PLOW FOR:**

- Damaged, broken or missing parts
- Presence and condition of all pins, and proper location of the lock pins
- Properly adjusted and sound lift bridle chains
- Presence and condition of push frame shoes
- Presence, condition and mounting of springs
- Presence and condition of cutting edges
- Condition of hydraulic lines (reversible plow)

**OPERATORS ARE REQUIRED TO PRE-OP THE WING PLOW(S) FOR:**

- Damaged, broken or missing parts
- Condition of front tower mast cable and sheaves
- Condition of the "D" block assembly
  - Condition and adjustment of the spring
  - Presence and condition of hinge pin
  - Presence, tightness and condition of "D" bolt
  - Proper size of the castle nut and presence of the cotter pin and flat washer
- Condition of the cutting edge and moldboard including proper bolts, missing bolts and bolt tightness
- Condition and adjustment of push arms or wing braces including proper spring tension, and location, and proper presence, location and condition all pins and bolts

**NOTE: Do not use locking pins during any plowing operation other than benching or shelving.**

- Condition of rear lift assembly
  - Presence, location and condition of cable, clamps and pins
  - Presence and condition of crane arm and sheaves
- Presence and condition of the safety chain

**NOTE: When the vehicle is parked, the wing(s) safety chain must be hooked, or all wing(s) must be on the ground.**

- Presence and condition of wing plow shoes, if applicable

**OPERATORS ARE REQUIRED TO PRE-OP THE MATERIAL SPREADER/COMBINATION BODY FOR:**

- Condition of the ladder
- Presence and tightness of curb side tie downs
- Position of tailgate latches
- Proper function and appearance of the gate mechanism
- Obstructions in the chute, presence and location of the deflectors (flaps), presence and location of the chute baffle(s), and condition of the spinner
- Slack in the conveyor chain
- Secure mounting and coupling tightness on the application rate sensor
- Leaks in the gear box and motor
- Abrasion points and leaks in electric and hydraulic lines
- Presence and tightness of operators side tie downs
- Proper connections, lack of rubbing points and interference with rear visibility associated with all hydraulic lines
- Condition of Dickey John electrical connections
- Proper disconnection of the dump body hydraulic lever
- Proper function of all components while the system is running in the manual mode