

SPECIALIZED FEATURES AND THEIR PURPOSE

All large dump trucks are equipped with specialized features to make the operator's job easier and safer during snow & ice operations. In some instances, modifications to originally installed equipment may be necessary. All modifications require approval by the Equipment Management Division.

Following is a list of the specialized features, their purpose and operational guidelines associated with the large dump truck.

IN CAB

- All controls **must** be readily accessible to the operator and properly labeled. There **should** be uniformity in the location of the "add on" controls to the extent possible as operators are required to operate a variety of large dump trucks.
- Right wing plow control levers **must** be located in the center of the cab for easy access by the operator and, when necessary, the wing person.
- Seat Belts are installed in all trucks and **must** be worn. Newer trucks are equipped with shoulder harnesses that also **must** be used.
- The defroster, heater and ventilating system **shall** be in proper working condition. Pre-seasonal inspection and repair should help correct any deficiencies. Operators need to determine the cab characteristics of each truck they operate in order to achieve ideal ventilation and air flow. Slightly opening the driver's side window and the curb side vent window will in many instances reduce window fogging. Proper adjustment of the heater and defroster controls for the particular storm condition will reduce condensation and increase visibility.
- 1990-91 Internationals **should** be equipped with a right side dash defroster defuser. Other large dump trucks **should** be equipped with an auxiliary defroster fan as needed.
- The mobile radio and automatic spreader controls **must** be securely mounted in a location that does not interfere with the defrosting system and be readily accessible to the operator.
- Dickey John servo valves that are mounted on the floor **shall be** modified with an on/off extension lever for operator ease.

TRUCK EXTERIOR

- All roof spot lights **should** be in working order. During certain snow & ice conditions the roof spot **may** be focused forward to the center of the lane or on the right shoulder to provide increased sight distance. Operators **should** be careful not to blind oncoming motorists with the roof spot light.
- A spot light is located on the right front wing tower to illuminate the right shoulder substantially forward of the truck. This spot light used in conjunction with the roof spot light will provide increased visibility for the operator under certain conditions.
- An 8" convex mirror is located in a position that is extended off the right wing tower to provide greater visibility of the wing plow and the proximity of other vehicles along the right side of the truck. This mirror will help eliminate the right side blind spot with the wing up or down. For double wing trucks a mirror should be located on the left front wing tower.
- A Heated West Coast Mirror is located on the right side of the truck. New trucks will have heated mirrors on both sides.
- Halogen seal beam lights **must** be installed in the upper plow lights of all Snow & Ice vehicles. Round plow lights in the present configuration will have bulbs replaced with halogen bulbs. Rectangular halogen headlight assembly can be installed when the round assembly fails.
- Plow lights **shall** be adjusted to conform to applicable headlight aiming standards.
- Other truck lights, including the rotating beacon, truck headlights, all hopper and lower wing lights **should** be in working order. Four way flashers **will not** be used during plowing or spreading operations.
- Wiper blades **should** be checked for arm spring tension and replaced as needed. Winter blades **should** be readily available. Operators **should** leave the wipers in the "up" position on the windshield when parking the trucks with curved windshields.
- Windshields **should** be inspected for scratches and scoring in the wiper path and replaced as necessary.
- High visibility plow and wing markers **shall** be installed. Durability of these devices can be improved by sealing the exposed end.

- Rubber deflectors **shall** be present on the front of the plow to help cut down snow blow over.
- A grab chain hook **shall** be installed on the lower outward position of the wing plow to allow the operator to hook up the wing safety chain from ground level.
- To reduce operator glare, the truck hood **shall** be painted flat blue and the inside of the wing towers and cross braces **shall** be flat black. The rear top one-third of the front plow **shall** also be painted flat black or flat blue. Wing plows **shall** be painted completely yellow, front and rear.
- Hopper vibrators **may** be available on some vehicles. Vibrators **should** be mounted outside the V Body and used only occasionally, as needed.

VI. LEGAL RIGHTS AND RESPONSIBILITIES

PUBLIC OFFICERS LAW

The Public Officers Law protects state employees from legal actions resulting from the performance of their official duties. In order to receive protection, the employee **must**:

- **Not** have broken a law
- Have been acting within the scope of his or her official duties
- Provide the Attorney General's Office with a copy of **any** legal document within 5 days of being served the document

VEHICLE AND TRAFFIC LAW

While operating state equipment during a maintenance operation, Department employees may not be able to obey all of the rules of the road and still get the job done. While engaged in snow and ice control operations an employee may be forced to **occasionally** make an illegal U-turn, or cross over the center line, etc. Section 1103(b) of the Vehicle and Traffic Law recognizes this and provides for **limited immunity** from being ticketed for most moving violations. The one exception being those laws relating to alcohol and drug offenses.

However, a violation of a traffic law must be absolutely necessary to complete the operation. In other words there is no other way to get the job done. When an operator needs to violate a traffic law the operator must proceed at all times with the due regard for the safety of all persons, including him/herself.