AORS

*PROMOTING **KNOWLEDGE.** PURSUING **EXCELLENCE.***

ANNUAL SAFETY TRUCK ROADEO INSTRUCTIONS

Instructions Revised 2024

INTRODUCTION

The Association of Ontario Road Supervisors (AORS) annual Provincial Safety Truck Roadeo is a competition designed to test and enhance skills, improve knowledge and safe driving practices of Ontario municipal equipment operators and drivers.

The competition is open to all municipal employees on permanent staff* who are professional drivers and regularly operate three-ton (or more) trucks with snowplow equipment (e.g. dump body/spreader, harness, power-operated plow and wing). Every employee so qualified is urged to participate. At the Local Association level, the Roadeo provides an opportunity for those engaged in the same kind of public works activities to network for a day and discuss mutual interests.

This manual is designed to assist and guide in the development and conduct of the annual competition. It sets out the procedures and rules which should be followed.

* Permanent staff shall mean an employee whose primary employer is a municipality and who works a minimum of 35 hours per week on an annual basis.

ROADEO HISTORY AND PURPOSE

The AORS Provincial Safety Truck Roadeo began in 1994. Each year, the top three drivers are awarded trophies, plaques and cash prizes. The top winner is presented the John Gloor Memorial Trophy at the AORS Annual General Meeting in April held in conjunction with the Good Roads Conference in Toronto.

The purpose of the Provincial Roadeo is to showcase the expertise of the best municipal drivers in Ontario. Participating drivers have qualified at Roadeos held by their Local Associations. These events not only showcase skill but promote safety, courtesy and professional public works driving skills in a challenging competition. The organization of the Roadeo is the responsibility of the AORS Education Committee.

AWARDS AND TROPHIES

One of the best features of our Roadeo is the quality and quantity of our prizes. The 1st Runner-up receives a plaque and $600; 2nd runner-up receives a plaque and $500. The Winner receives The **John Gloor Memorial Trophy** dubbed “The best trophy in Ontario Public Works” and $900. In addition, all participants receive gifts, a great meal and hospitality from the host Local Association.

HOSTS

Each year one of our Local Associations hosts the Provincial Roadeo. Their responsibility is to set up a committee of municipal and private sector volunteers to ensure the success of the event. This usually means that representatives from the host county, townships, town/villages and the private sector will be asked to support the event and assist with many related duties. Each year, this key AORS event goes off without a hitch. One of the side benefits to the organizing committee is the opportunity to work as a team and to get to know your peers within your own Local Association.

COMPETITION PROTOCOL & RULES

- The Roadeo Masters and competitors should familiarize themselves with the requirements for each obstacle. Roadeo score sheet totals for all field obstacles will be posted in a prominent place during the run-off.
- Judges must be consistent in their appraisals and measurements.
- Measurements should be made between consistent reference points throughout all the field tests.
- If an obstacle has been shifted by wind or contacted by a vehicle then it should be reset to its original position for the next contestant.
- Protests must be brought to the attention of the Roadeo Master as soon as possible following the incident and before another phase of the competition is started.
- A competitor will be disqualified for any of the following:
    - Failure to attempt any circuit component whether by omission or design.
    - Failure to complete the circuit components in the sequence laid down.
    - Interference with or giving assistance to another competitor during a run through.
    - Receiving assistance, by word or gesture, from any unauthorized person during actual competition.

A tie in the overall score shall be broken as follows:

- If there is a two- or three-way tie for first place. The tied competitors will redo the Backup Alley station of the course after the Roadeo master has adjusted the barriers. The grace for backing up to within 6” of the back bar will be removed. In other words, competitors will be deducted points for every inch they are short of backing into the bar. All other deductions shall remain. Numbers will be drawn for order of driving and drivers will not be allowed to observe their opponents’ attempts.
- If there is a tie for second place, the two competitors will be deemed to have tied for runner-up and will both receive second place prizes. There will be no third place (second runner up) in this case.
- If there is a three-way tie for second place, the tied competitors will redo the Backup Alley as in item #1.

- If there is a tie for third place, the competitors will redo the Backup Alley as in item #1.
- In all the above cases, the original scores will not be adjusted. The tiebreakers will only be used to determine who places first, second or third as applicable.

GENERAL INFORMATION

The layout measurements for the field test problems make it possible, but not easy, for everyone to finish without loss of points.

To avoid errors in the scoring, each competitor should be given a card bearing their number. During the runs, the cards should be easily visible to the judges.

Competitors will be required to wear properly fastened seat belts during the run. They will be checked by the Starter Safety Official. The contestant MUST sound the horn when ready to start and again when they have completed the run through.

Except where required by the rules, all course obstacles should be negotiated without stopping the vehicle. Omission of any obstacle, from the pre-laid-out sequence of the course, results in total loss of points for that obstacle. If the contestant errs in judgement and a strike or scrape becomes imminent, they may stop to adjust their position thereby avoiding the strike. However, each such stop will be scored as a driving error. Demerit points for these stops are less than would be the point loss for striking an obstacle. Failure to notify the judge of a change of direction (reverse), either by honking the horn or by verbally telling the judge, will result in loss of points.

Skillful drivers should be able to co-ordinate the clutch (if applicable) and accelerator without causing jerky movements of the vehicle. All such movements will be scored as driving errors.

The written test will be comprised of questions considered important to the operation of Municipal equipment and motor vehicles.

The written test questionnaires will not be retained. Finalists in the AORS Provincial Safety Truck Roadeo <u>will not</u> be required to do a written test.

Prizes will be presented immediately after the results are known at an awards ceremony.

VEHICLES ALLOWED FOR ROADEO RUNS

Tandem trucks with full winter maintenance equipment (e.g. dump body/spreader, harness, power operated front plow and wing) attached. All equipment must be mounted identically (i.e. overall length, width, height) to ensure consistency for contestants.

One-way plows are preferred for the Provincial competition.

IMPORTANT BACKING/REVERSING PROCEDURE

Because backing accidents account for about one-third of all accidents involving Municipal vehicles, considerable stress is placed on Municipal regulations as they apply to backing a vehicle. Roadeo Masters should ensure that the following backing procedure is incorporated into their respective Roadeo rules.

In all field tests in which the backing of the vehicle is required as part of the test, the driver must, prior to backing up:

a) Place the gear shift lever in "Neutral" and apply the parking brake. **Place wing and plow on the ground and control in the neutral position.**
b) Walk behind the vehicle and check for clearance or obstacles.
c) Indicate to the judge (by horn or voice) the intention to back up.

Failure to observe **a, b or c** will cost 25 points or a maximum of 50 points for total non-observance.

THE ROADEO WRITTEN TEST

Competitors must write an examination covering subjects they are required to know in the performance of their daily work. This will include knowledge of the OHSA, Highway Traffic Act, winter snow/ice operations and the following Ministry of Transportation Ontario manuals:

a) The Official Driver's Handbook
b) The Official Truck Handbook
c) The Official Air Brake Handbook

The written test will be given on the day of the Roadeo.

Note: There is no written test at the Provincial Safety Truck Roadeo competition.

DAILY INSPECTION – DEFECTS TEST

For this test, the assigned judge(s) will set up **seven** defects. The contestants must then inspect the equipment as though making ready for their daily operations. While completing this test, contestants are judged for efficiency of their method and ability to find **five** of the defects.

The defects will be taken from the information given on Pages 27-31. Judges shall not offer assistance to any competitor. They may assist in checking brake and signal lights, etc., if asked to do so by the competitor. The defects test should be done in an area isolated from the other competitors.

a) The time limit on this test should not exceed ten (10) minutes.
b) Points will be deducted from the method of inspection for circling the vehicle more than twice.

CIRCUIT TESTS: ROADEO LAYOUT

The layout of the course is the responsibility of the Roadeo Master and/or the Local Association organizing committee. The sequence of the circuits may be varied (i.e. to accommodate space and/or safety considerations. Local Association Roadeos shall include all components including:

a) Written test
b) Truck attachment/defects test and
c) Circuit tests (6)

JUDGES

Two judges should be provided for each circuit test in Municipal competitions and one for each of the written and defect test. A total of sixteen (16) judges are required to ensure a safe, fair, and expeditious event.

> ***Briefing:*** Whenever possible the judges should be briefed the day before the event. This includes collectively reviewing the full contents of this document as well as a 'field' component which involves walking the circuit with an experienced judge who explains the scoring system for each component. Contestants should be provided a similar and separate briefing.

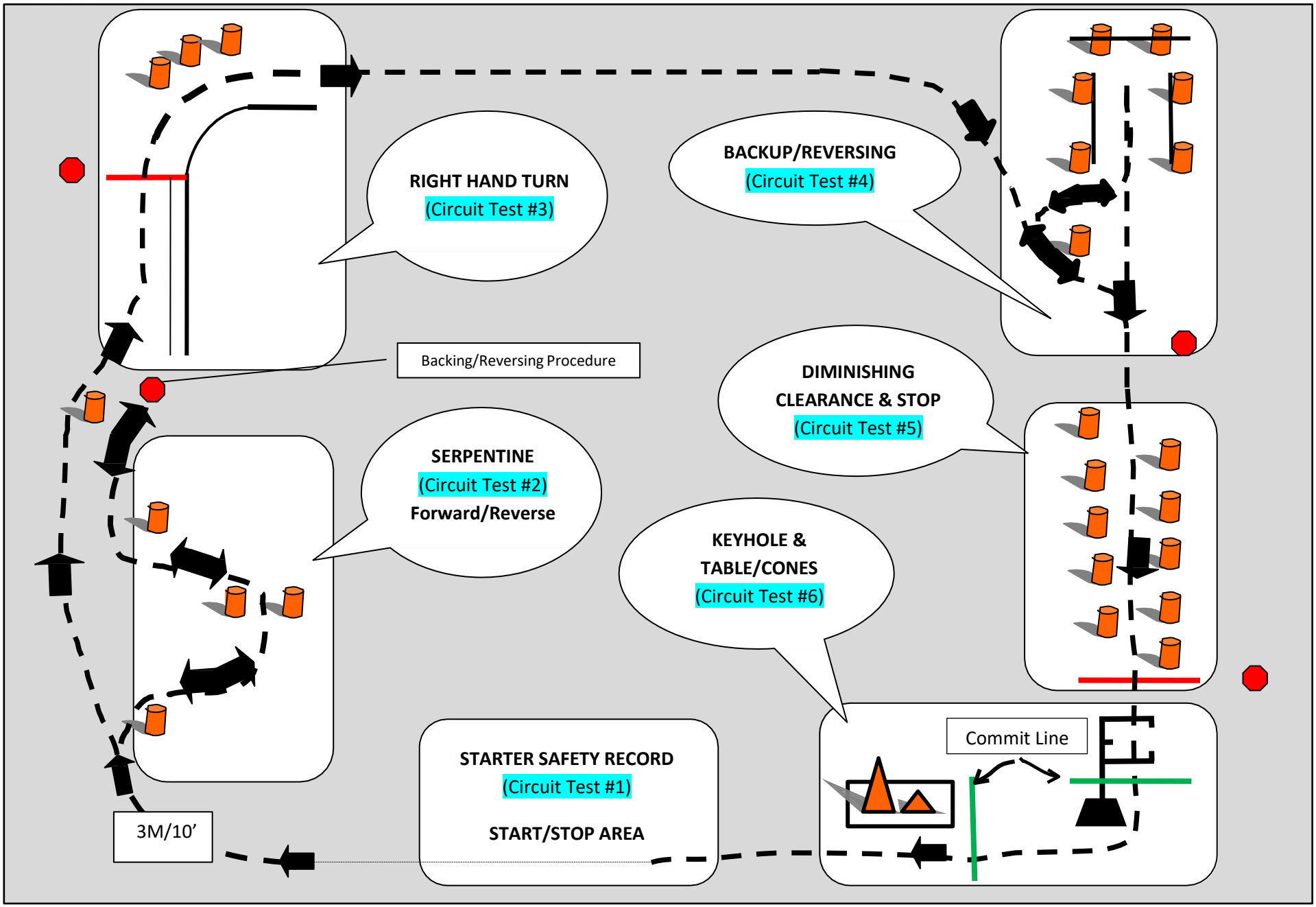
SCORING

The contestant demonstrating the greatest consistency in their driving should be declared the winner. This is determined by accumulation of the points received in all the circuit tests.

MAXIMUM POSSIBLE POINTS:

ROADEO COMPONENT	POINTS
Written test **Note: No written test in Provincial Competition**	55
Truck/Attachments Defects test	50
Circuit tests 1) Starter Safety Record	40
2) Serpentine	60
3) Right turn	50
4) Backup/Reversing	50
5) Diminishing Clearance & Stop	60
6) Keyhole & Tabletop/Cones	60
TOTAL ALL TESTS **Note 1: Total score for Provincial Roadeo is 370 points**	**425** [(1)]

NOTES


RIGHT HAND TURN
(Circuit Test #3)
BACKUP/REVERSING
(Circuit Test #4)
Backing/Reversing Procedure
DIMINISHING
CLEARANCE & STOP
(Circuit Test #5)
SERPENTINE
(Circuit Test #2)
Forward/Reverse
KEYHOLE &
TABLE/CONES
(Circuit Test #6)
Commit Line
STARTER SAFETY RECORD
(Circuit Test #1)
START/STOP AREA
3M/10'

CIRCUIT TEST #1 - STARTER SAFETY RECORD

JUDGE INSTRUCTIONS:

1) Official will ask each contestant to provide their driver's license prior to the run.

2) Official will mark 3-point entry/exit. When the driver signals with the horn that they are ready, the official will check that the seat belt is fastened and properly adjusted. They will then tell the driver to start. At the end of the run, the driver will again signal with the horn.

3) The official will again check the seat belt. Seat belts must be worn at all times (e.g. as soon as contestant enters the truck) regardless of where the contestant/truck is relative to the stop/start point.

CIRCUIT TEST #1 - STARTER SAFETY RECORD

CONTESTANT NO:	**MAXIMUM POINTS: 40**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

DRIVER'S LICENSE:

Official will ask contestant for driver's license.

DEDUCTIONS:

Driver does not produce driver's license.	10	

THREE-POINT ENTRY:

Official will observe mounting and dismounting procedure.

DEDUCTIONS:

Use incorrect mounting procedure.	5	
Use incorrect dismounting procedure.	5	

SEAT BELT:

Official will check before start and after finish of test to see if seat belt is correctly worn.

DEDUCTIONS:

Seat belt not worn correctly before start.	10	
Seat belt not worn correctly at finish.	10	

TOTAL DEDUCTIONS:

MAXIMUM DEDUCTIONS = 40

CIRCUIT TEST #2 – THE SERPENTINE

This circuit component is an "S" shaped curve passing through a set of obstacles. The obstacles can be barrels or other suitable markers set out as shown in the diagram.

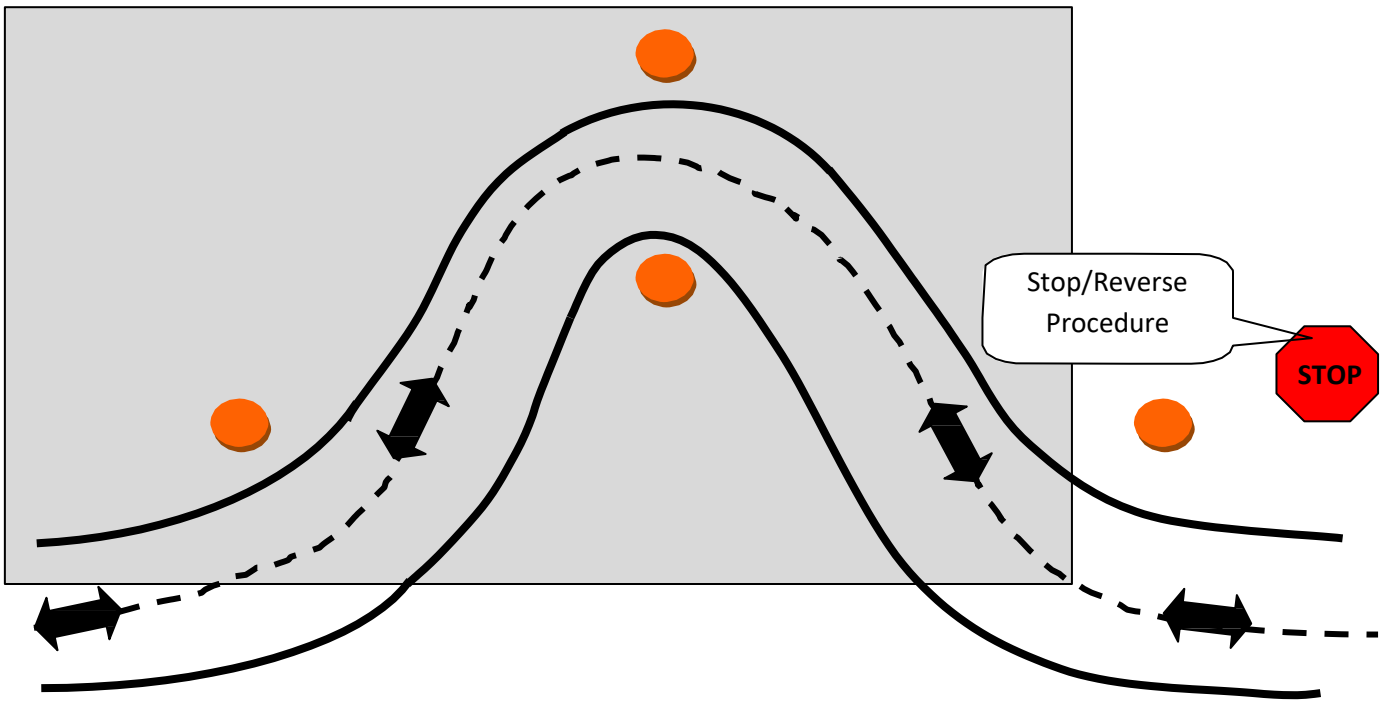
Contestant Instruction:

The contestant must maneuver the vehicle through the problem in both a forward and backward direction in one continuous motion with the plow/wing in operating position (wing down while moving forward, wing up while reversing) without striking or scraping any obstacle problem. The initial pass should be in the forward direction.

Demerit points will be scored for:

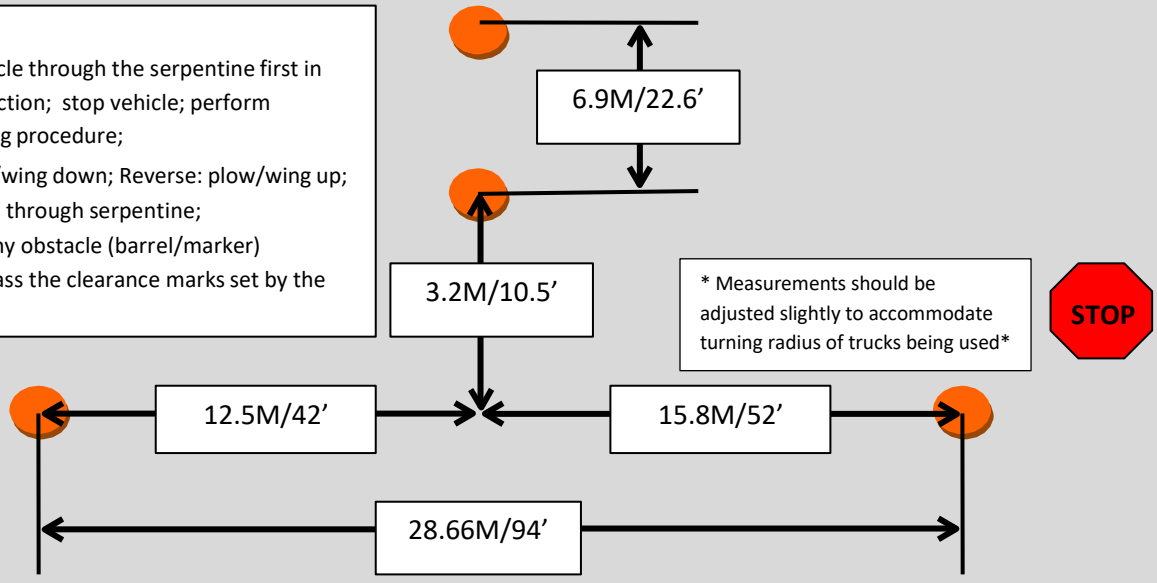
- Failure to drive clear of the final marker(s) on a pass will be scored as an error in judgement. The clearance marks, for both forward and reverse passes, should be indicated by the Roadeo Master before the field trial begins.
- Striking or scraping of an obstacle will be scored as an error.
- If the contestant feels that they are going to strike an obstacle, they may stop to adjust their position. Each such stop will be scored as an error in judgement.
- If it is necessary to change direction after a stop that interrupts a direction of movement, the judge must be informed, either by horn or voice. Failure to do so will be scored as an error.
- The forward and backward movement of the vehicle should be done smoothly. Improper clutch and/or accelerator control can cause a jerky movement and will be so scored.
- Failure to immobilize the vehicle when required, as per "General Information", will be scored as an error. An error will also be scored should driver reverse with plow and/or wing in lowered position.

CIRCUIT TEST #2 – THE SERPENTINE



INSTRUCTIONS:

- Maneuver vehicle through the serpentine first in the forward direction; stop vehicle; perform backing/reversing procedure;
- Forward: plow/wing down; Reverse: plow/wing up;
- Reverse vehicle through serpentine;
- Do not strike any obstacle (barrel/marker)
- Vehicle must pass the clearance marks set by the Roadeo Master



* Measurements should be adjusted slightly to accommodate turning radius of trucks being used*

STOP

CIRCUIT TEST #2 – THE SERPENTINE

CONTESTANT NO:	**MAXIMUM POINTS: 60**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

JUDGE INSTRUCTIONS:

1) Place a large X on the appropriate box for each infringement
2) Total each row; insert total in right column; total right column and insert sum in bottom right.

NOTE: TURN SIGNALS ARE NOT NECESSARY

DEDUCTIONS:					**TOTALS**
2 points for each jerky movement	2	4	6	8	
5 points for each unnecessary stop	5	10	15	20	
5 points for failure to inform judge of intention to back up	5	10	15	20	
10 points of each strike/scrape of a marker (50 if all 4)	10	20	30	50	
Fails to drive clear of final marker on either pass				10	
Fails to immobilize vehicle (plow and wing on the ground, brakes applied) **OR** Reverses with plow and/or wing in lowered position				25	
Fails to check behind vehicle and down passenger side				25	
Improper 3-point entry (including seatbelt) / exit			5	5	
			TOTAL DEDUCTIONS:		

MAXIMUM DEDUCTIONS = 60

CIRCUIT TEST #3 – THE RIGHT TURN

This circuit simulates snow plowing in an urban roadway environment with parked vehicles and curbs as hazards/obstacles.

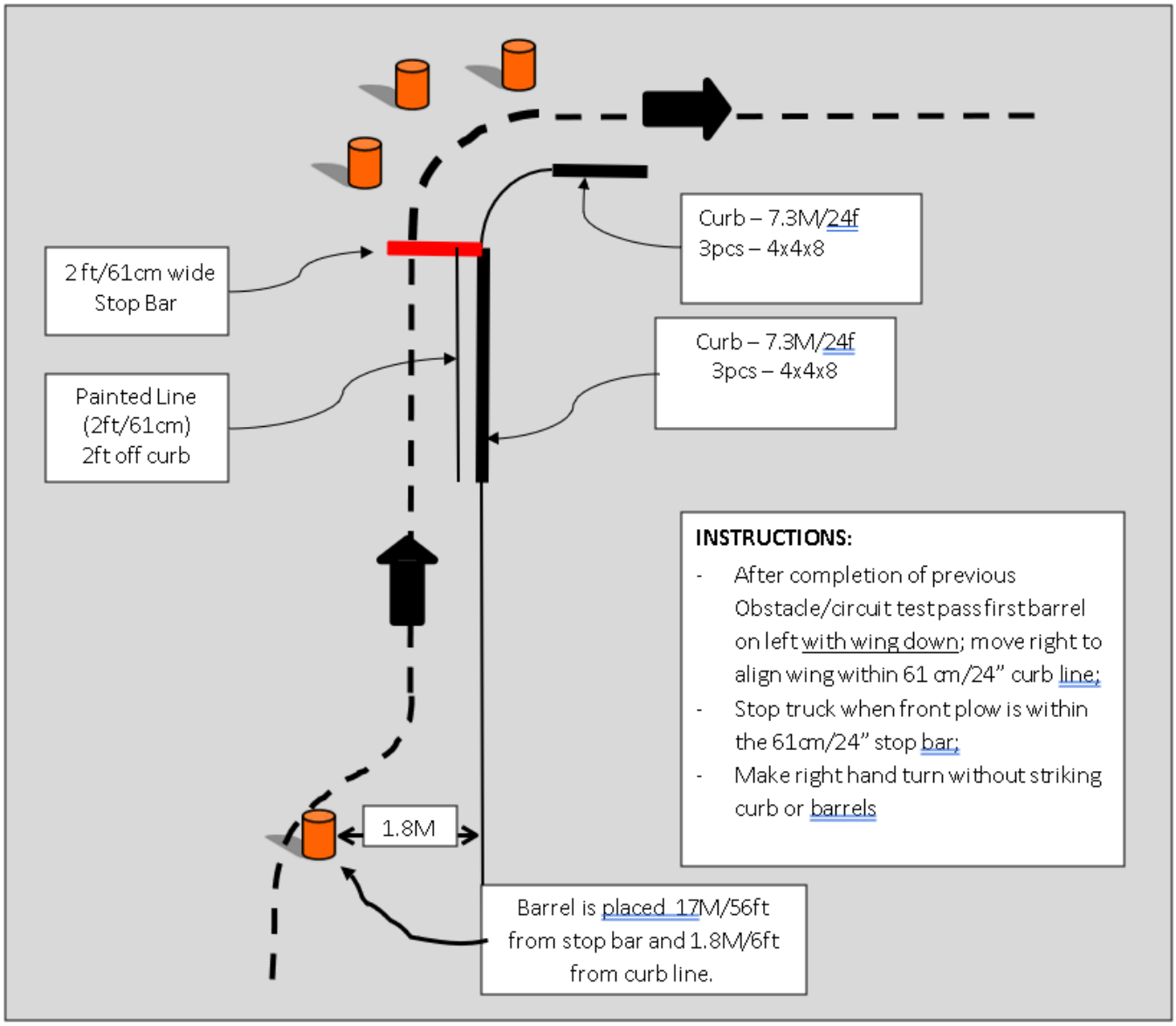
Contestant Instructions:

The contestant must maneuver the vehicle to the left of the first barrier representing a parked vehicle and then move right to align the wing within 61 cm (24 inches) of the simulated curb line, stopping with the front plow within 61 cm (24 inches) of the stop line, but not over it. After stopping, inform the judge(s), by horn or voice, so that they can start to measure the distances. After appropriate measurements are taken by the judge(s), the contestant then proceeds to make a right turn passing between the curb line and the barrier.

Demerit points will be scored for:

- Jerky movements caused by improper clutch and/or accelerator control, as well, making more than the one required stop.
- Striking or scraping any curb or barrier will be scored an error.
- Moving backwards should not be required and will be scored as an error; an additional penalty will be scored for failing to notify the judge of intention to reverse direction. No reversing at STOP sign.

CIRCUIT TEST #3 – THE RIGHT TURN



CIRCUIT TEST #3 – THE RIGHT TURN

CONTESTANT NO:	**MAXIMUM POINTS: 50**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

JUDGE INSTRUCTIONS:

1) Place a large X on the appropriate box for each infringement
2) Total each row; insert total in right column; total right column; insert sum bottom right.

DEDUCTIONS:					**TOTALS**
a) Plow: Stopping more than 61cm (24") from stop line. 1 point for each 2.54 cm (1") – maximum of 122 cm (48")	# cm # inches			- 61 cm - 48 inches	
b) Plow: Passing over edge of stop line				50	
c) Wing: 10 points for each strike or scrape of curb/barrier/cones	10	20	30	40	
d) Wing: 1 point for each 2.54 cm (1") over 122 cm (48") that the wing edge is from curb line					
2 points for each jerky movement	2	4	6	8	
5 points for each unnecessary stop (to adjust position)	5	10	15	20	
Change of direction (no reversing at STOP sign)				5	
Fails to inform Judge of intention to change direction				5	
	TOTAL DEDUCTIONS:				
	MAXIMUM DEDUCTIONS = 50				

CIRCUIT TEST #4 – THE BACKUP/REVERSING

This circuit component is a narrow lane closed off at one end by a barrier and partially obstructed at the other by a barrel or other suitable marker as indicated in the diagram.

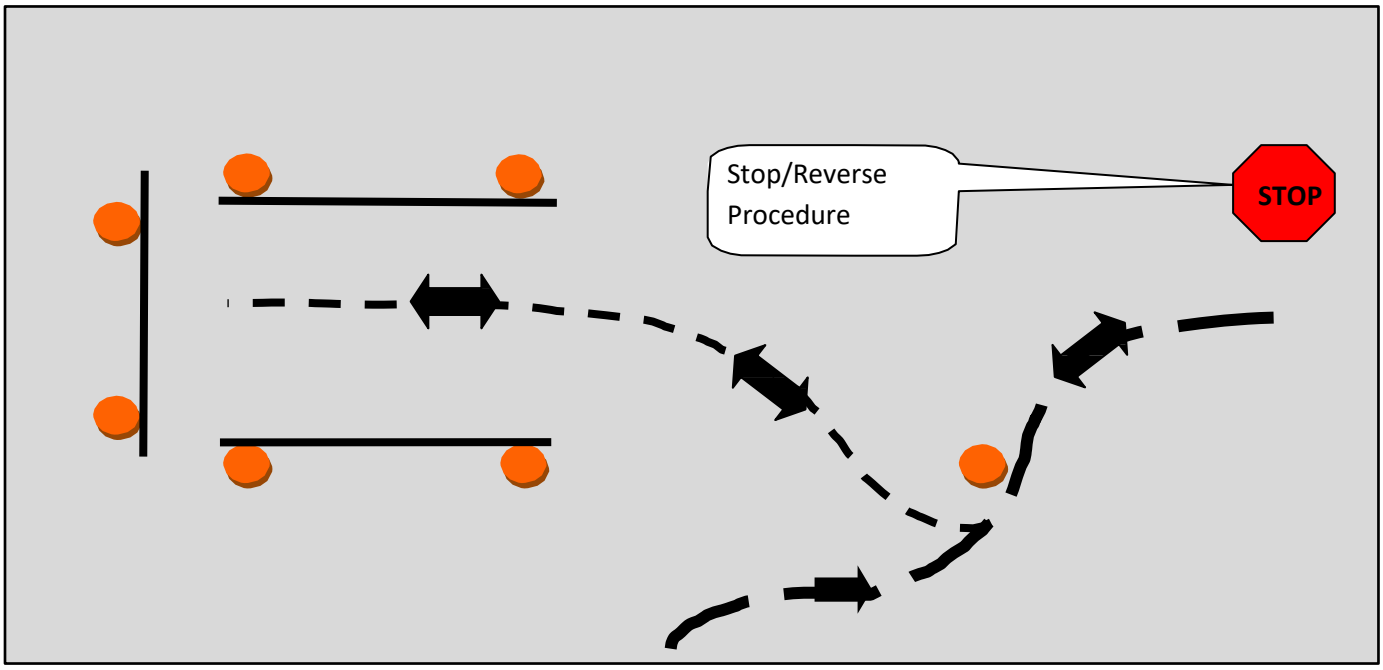
Contestant Instruction:

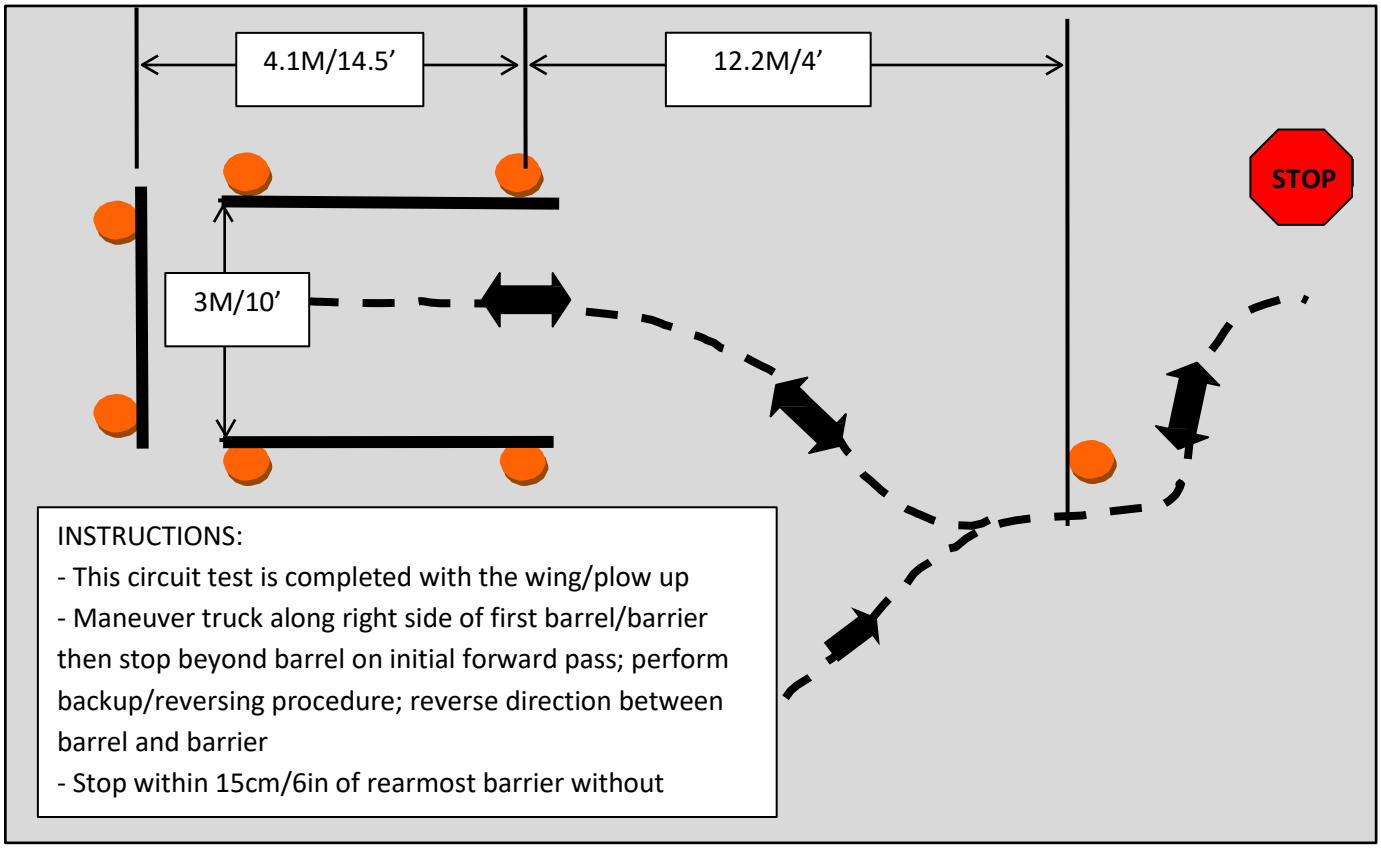
The contestant must drive along the right side of the problem, stopping beyond the barrel marker on the initial forward pass. Failure to do so will be scored as an error in judgement. The vehicle is then reversed between the barrel and the barriers and turned so as to pass between the obstacles without scraping the barrel on either side and stop within 15 cm (6 inches) of the rear- most barrier without touching it.

Demerit points will be scored for:

- Any strike or scrape of a marker or barrier.
- Failure to inform judge (by voice or horn) if a change in direction is made after a stop that interrupts a movement.
- Improper clutch and/or accelerator control that results in a jerky movement.
- Failure to immobilize the vehicle when required as per “General Information”.
- Failure to use 3-point rule when enter/exit truck.
- Failure to check behind truck before reversing/back-up.

CIRCUIT TEST #4 – THE BACKUP/REVERSING





CIRCUIT TEST #4 – THE BACKUP/REVERSING

CONTESTANT NO:	**MAXIMUM POINTS: 50**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

JUDGE INSTRUCTIONS:

1) Place a large X on the appropriate box for each infringement
2) Total each row; insert total in right column; total right column and insert sum in bottom right.

DEDUCTIONS:					**TOTALS**
2 points for each jerky movement	2	4	6	8	
5 points for each unnecessary stop	5	10	15	20	
5 points for failure to inform judge of intention to back up (by voice or horn)	5	10	15	20	
10 points of each strike/scrape of a marker	10	20	30	40	
Stopping more than 15cm (6”) from rear barrier. 1 point for each 2.54 cm (1”) – maximum of 61 cm (24”)	# cm # inches		- 15 cm - 6 inches		
Fails to drive clear of marker on either pass				10	
Striking rear barrier				25	
Fails to immobilize vehicle (plow and wing on the ground, brakes applied)				25	
Fails to check behind vehicle				25	
Improper 3-point entry (including seatbelt) / exit			5	5	
			TOTAL DEDUCTIONS:		
			MAXIMUM DEDUCTIONS = 50		

CIRCUIT TEST #5 – DIMINISHING CLEARANCE & STOP

This circuit component consists of a straight line through a series of cones of decreasing width ending at a stop line taped on the pavement.

Contestant Instructions:

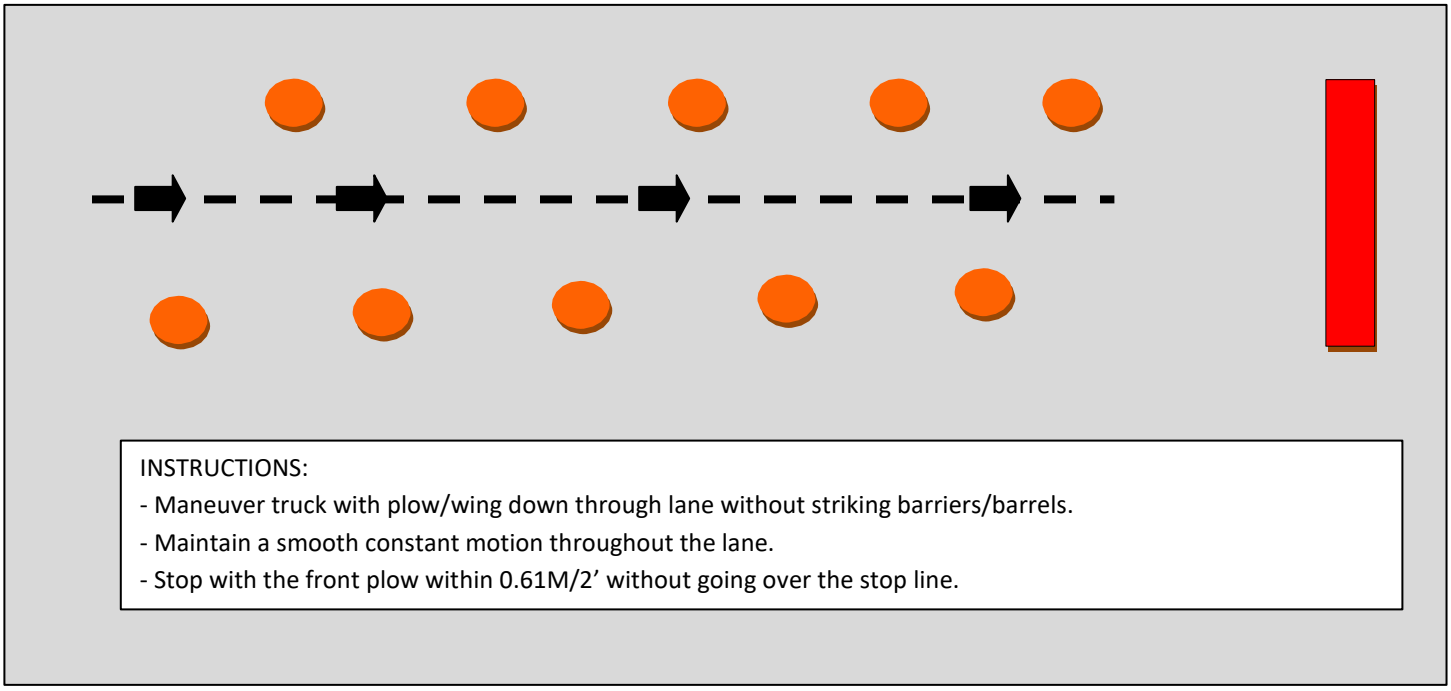
Plow and wing will be in operating (i.e. down) position during this test**.**

The contestant must drive between the cones stopping with the front plow within 61cm (24”) of, but not over the leading edge of the stop line. The vehicle must keep moving except for the stop at the end of the circuit test. The driver must sit in a proper operating position behind the steering wheel (i.e. no head or arm fully/partly outside of cab).

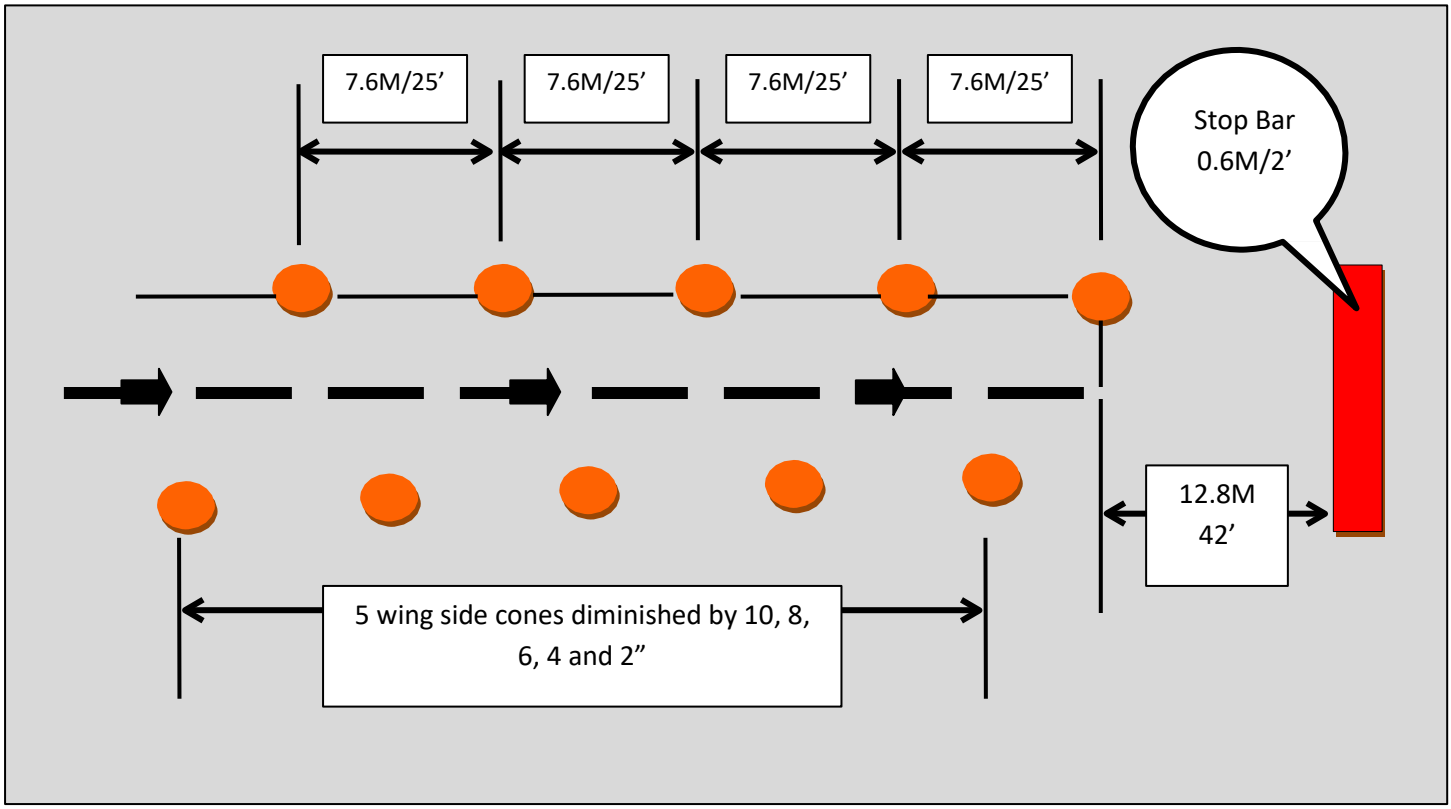
Demerit points will be scored for:

- Improper placement of plow at stop line
- Striking any cone/marker
- Jerking/erratic vehicle movements
- Unnecessary stops

CIRCUIT TEST #5 – DIMINISHING CLEARANCE & STOP



INSTRUCTIONS:
- Maneuver truck with plow/wing down through lane without striking barriers/barrels.
- Maintain a smooth constant motion throughout the lane.
- Stop with the front plow within 0.61M/2’ without going over the stop line.



CIRCUIT TEST #5 – DIMINISHING CLEARANCE & STOP

CONTESTANT NO:	**MAXIMUM POINTS: 60**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

JUDGE INSTRUCTIONS:

1) Place a large X on the appropriate box for each infringement
2) Total each row; insert total in right column; total right column and insert sum in bottom right.

DEDUCTIONS:					**TOTALS**
2 points for each jerky movement	2	4	6	8	
5 points for each unnecessary stop (to adjust position)	5	10	15	20	
10 points for each strike/scrape on each of first six markers	10	20	30	40	
5 points for each strike/scrape on each of the last four markers	5	10	15	20	
Stop Line: Stopping more than 61cm (24”) short of stop line. 1 point for each 2.54cm (1”) to a maximum 127 cm (50”)					
Passing over leading edge of stop line				50	
			TOTAL DEDUCTIONS:		
			MAXIMUM DEDUCTIONS = 60		

CIRCUIT TEST #6 – KEYHOLE & TABLETOP/CONES

This circuit test simulates a windrow 'benching' which is completed in the following 2 phases (order/sequence):

1) The keyhole
2) The Tabletop and Cones - 1 large (1ft/30cm), 1 small (6in/15cm)

Contestant Instructions:

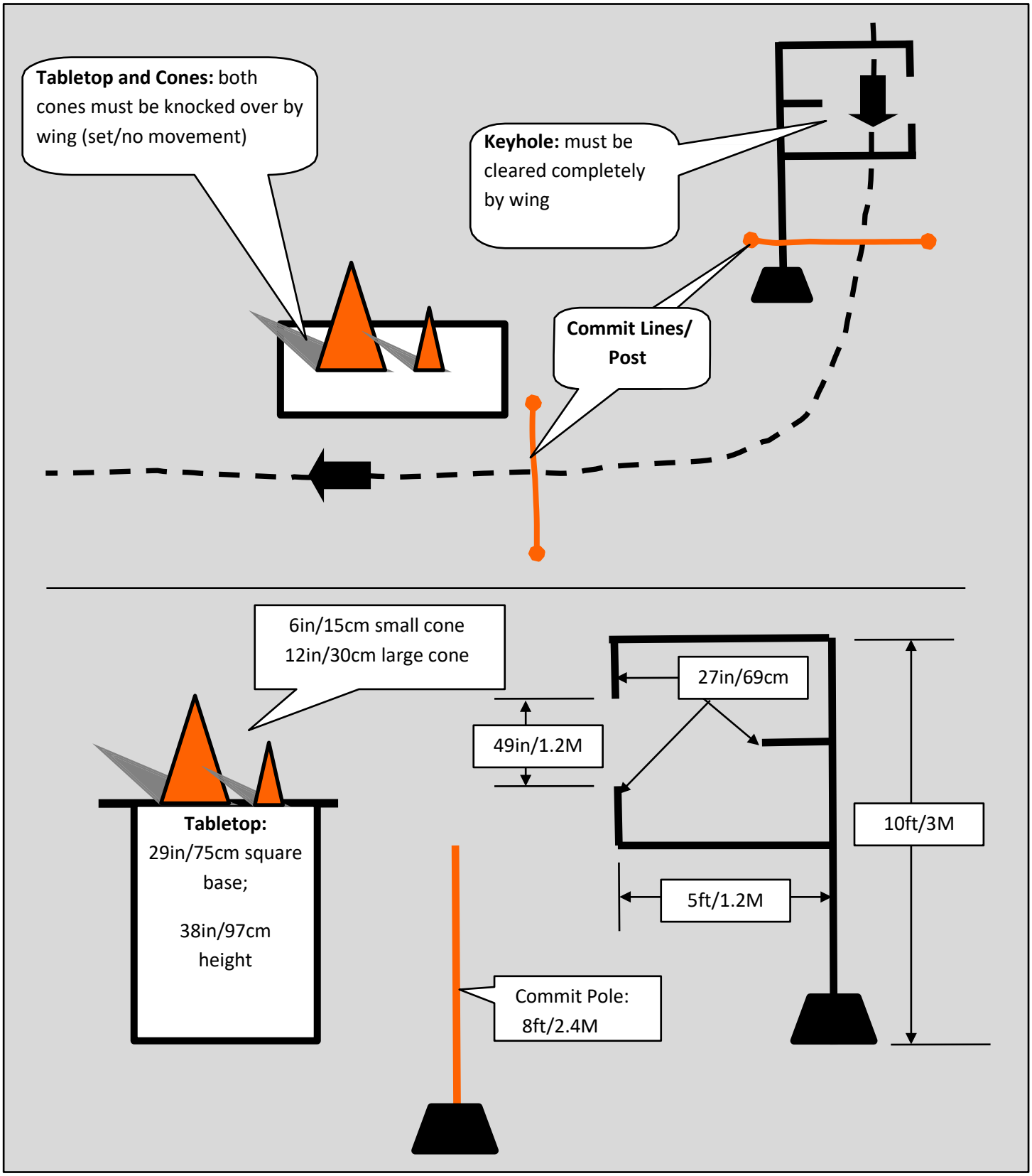
The contestant must first enter and raise the wing to the correct level to clear the 'keyhole'. The wing may be adjusted from a stopped position with a limit of 30 seconds for adjustment. No stopping is permitted after correct wing height has been established and truck is moving forward. The correct elevation/height must be established before the wing toe is within 1M (3.28ft) of keyhole frame (at the **'commit line'**).

Once past the keyhole, lower the plow/wing for the approach to the tabletop and cones [1 large (1ft/30cm), 1 small (6in/15cm)]. Adjust the wing to affect bench level, knock the two cones off the table without striking the support table. The wing may be adjusted from a stopped position with a limit of 30 seconds for adjustment; no stopping is permitted after correct wing height has been established and truck is moving forward. The correct elevation/height must be established before the wing toe is within 1M (3.28ft) of cones support table (at the **'commit line'**).

Demerit points will be scored for:

- Missing completely each cone (large/small) individually and/or contacting the table.
- Unnecessary stops to adjust wing position or any other reason other than safety issue.
- Contact with one of the cables in the keyhole.
- Failure to have wing pas through the keyhole.

CIRCUIT TEST #6 – KEYHOLE & TABLETOP/CONES



CIRCUIT TEST #6 – KEYHOLE & TABLETOP/CONES

CONTESTANT NO:	**MAXIMUM POINTS: 60**	
NAME:	**DEDUCTIONS:**	
JUDGE:	**TOTAL SCORE:**	

1) Place a large X on the appropriate box for each infringement
2) Total each row; insert total in right column; total right column; insert sum bottom right.

DEDUCTIONS:					**TOTALS**
Phase 1 - Keyhole Contact with the keyhole rods				10	
Failure to have wing pass through keyhole.				30	
Phase 2– Tabletop/Cones Complete miss both cones or contact with table				30	
Complete miss – large cone				20	
Complete miss – small cone				10	
5 points for each unnecessary stop (to adjust wing position) beyond commitment line	5	10	15	20	
	TOTAL DEDUCTIONS:				
	MAXIMUM DEDUCTIONS = 60				

TRUCK & ATTACHMENTS DEFECTS TEST

CONTESTANT NO:	**MAXIMUM POINTS: 50**	
NAME:		
JUDGE:	**TOTAL SCORE:**	

JUDGE INSTRUCTIONS:

1) Contestants must detect and identify five (5) of seven (7) mechanical defects to receive full marks. Each defect found has a value of ten (10) points up to a maximum of fifty (50) points.
2) Place a checkmark (✓)in each box of identified correctly.

DEFECTIVE ITEM		
1)		10
2)		10
3)		10
4)		10
5)		10
6)		10
7)		10
	NUMBER OF DEFECTS DETECTED (Max. 5 defects for credit)	
	TOTAL POINTS EARNED (Maximum 50 points)	

DAILY INSPECTION

Carry out your inspection in this order:

- Check previous entries in D.I. Book for serviceability of the vehicle.
- Ensure the inspection sticker is properly affixed and valid. Before starting the engine, lift the hood and check:
  - Engine oil level.
  - Power steering oil level.
  - Battery water level and posts for corrosion.
  - Battery cables, insulation for wear and clamp for tightness.
  - Radiator or expansion tank coolant level.
  - Hoses and connections for conditions and leaks.
  - Water pump and frost plugs for leaks.
  - Drive belts for tension, wear, or cracks.
  - Engine for oil leaks or seepage.
  - Air cleaner restriction gauge and breathers.

IN THE CAB

Make sure that the parking brake is applied, then start the engine and check:

- Engine for unusual sounds.
- All gauges or warning devices.
- Check the operation of window regulators, windshield wipers and washers and all cabs glass for cracks and cleanliness.
- The horn, heater and defroster and their controls.
- The operation of the clutch, brake, and accelerator pedal.
- Rear view mirrors for breakage and adjustment.
- Fire extinguisher and fuses. (There should be 4 fuses in the container)
- First Aid Kit.
- For vehicle permit, insurance card, accident reporting package and CVOR registration permit (if applicable).
- Door closing and locks.
- Seat and shoulder belts.
- Turn on all lights.

VEHICLE CIRCLE CHECK

With the engine running, check:

Left Side:
- Fenders, cab, and body damage
- Left front body clearance light.
- Left rear wheel nuts or studs, tire(s) for cuts, breaks, stones, and correct pressure.
- Axle flange nuts or studs, gasket for grease leaks.
- Left rear springs and shackles.

Rear:
- All lights for compliance to M.T.O. equipment standards, cleanliness and the license plate for cleanliness and any sign of damage.
- Tailgate, bumper, fasteners, chains and pintle hook.

Right side:
- Rear wheel nuts or studs, tires for cuts, breaks and stones and correct pressure.
- Axle flange nuts or studs, gasket for grease leaks.
- Springs and shackles.
- That the reflector box contains reflectors in good condition.
- Front clearance lights.
- Front wheel nuts – also tire for cuts and pressure.
- Springs and shackles.

Front:
- All lights, bumper and license plate for validation, cleanliness, damage and conformity to M.T.O. standards

Left side:
- Front wheel nuts – also tire for cuts and pressure.
- Front springs and shackles.

Plow/Wing and Harness Equipment:

Before any plow is attached onto the vehicle, all equipment should be thoroughly inspected and checked to ensure that everything is in safe operating condition. All defects, when noted, should be scheduled for repair(s) and/or immediate replacement. The following checklist should be performed prior to and at the end of each plowing shift, to ensure operational readiness when required.

- Inspect plow(s) for damaged or worn cutting edges, wear shoes and bent or broken nose shoe.
- Inspect plow(s) for torn and/or split deflectors.
- Inspect push-frame for signs of damage such as broken or worn bolts and pins, cracked welds, bent sections, and/or excessive rusting.
- Inspect compression trip mechanisms for damage such as broken springs, cracked welds, or missing bolts/nuts. Note: Tripping mechanisms should be disassembled, cleaned and lubricated annually.
- Inspect moldboard(s) for signs of damage such as cracked welds, bent or broken sections and excessive rusting.
- If the moldboard cutting edge is not straight: the maximum deflection, which can be tolerated, is +/- 3/4 inch from the horizontal.
- Inspect mounting holes on the push-plate, standoff arm, and trip lugs for excessive wear. Holes having greater than 3/16-inch clearance are to be repaired.
- Inspect plow(s) for broken, worn or stretched lift chains, grab links and clevises.
- Inspect plow assembly to ensure that all fasteners: bolts, nuts, cotter pins, lock rings, etc. are properly secured. Replace any components that are damaged and/or missing.

Other:

- Inspect the floor beneath the vehicle for any sign of leaks from the engine, transmission, fuel tank, radiator, or brakes.
- Inspect fuel tank for leaks, dents and that the cap is secure. Check exhaust system for leakage, damage, or looseness. Ensure hood and safety latches are secure.

** Check airbrake system [Ref. – The Air Brake Manual – Chapter 7]

Note:

Limited time at the Roadeo does not permit the total brake inspection as part of the Daily Inspection Routine. Thorough knowledge, however, of the airbrake inspection is still a requirement for contestants to participate in the Roadeo.

The Written Tests will contain some questions from the Airbrake Handbook.