



AORS PROVINCIAL SAFETY TRUCK ROADEO



ANNUAL SAFETY TRUCK ROADEO

INSTRUCTIONS





AORS PROVINCIAL SAFETY TRUCK ROADEO

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 or permanent staff* who are professional drivers and regularly operate three-ton trucks or over with snow plow equipment (e.g. dump body/spreader, harness, power operated plow & wing). Every employee so qualified, is urged to participate. At the [Local Association \(LA\) 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 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 started in 1994. Each year the top three drivers are awarded trophies, plaques and cash prizes and the winner is presented the Roadeo trophy by the Provincial Minister of Transportation at the Roadeo.

The purpose of the Provincial Roadeo is to showcase the expertise of the best municipal drivers in Ontario. These drivers are [the winners](#) of roadeos in their Local Associations and so they have already been successful in an 'elimination round'. As well we 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 trophies and prizes. The 1st runner-up receives a plaque and \$300; 2nd runner-up a plaque and \$200 and the winner receives the 'best trophy in Ontario Public Works' (The Driver of the Year Trophy) and \$500. As well, all participants receive nice prizes, a great meal and hospitality from the Local Association.



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HOSTS

Each year one of our [Local Associations](#) (LA) hosts the 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 counties, townships, town/villages and the private sector will be asked to support the event and assist with many related duties. Without fail, this important event in the AORS calendar 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 LA.

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:

1. Failure to attempt any circuit component whether by omission or design.
2. Failure to complete the circuit components in the sequence laid down.
3. Interference with or giving assistance to another competitor during a run through.
4. Receiving assistance, by word or gesture, from any unauthorized person during actual competition.

A tie in the overall score shall be broken by:

1. Checking all field test score sheets for accuracy.
2. Deducting the score for the written and defects test from the total score, so that the better driver gets preference.



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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 field tests, each competitor should be given a card bearing his/her 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 he/she has 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, he/she may stop to adjust his/her 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 contestant must also sound the horn every time that they change direction.

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 will not be required to do a written test.

Prizes may be presented immediately after the results are known, at a luncheon, or at an evening banquet.

VEHICLES ALLOWED FOR ROADEO RUNS:

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



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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.
- (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) or (b) will cost 25 points and (c) will cost 5 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 the OHSA, Highway Traffic Act, winter snow/ice operations and the following Ministry of Transportation Ontario manuals:

- (a) The MTO [‘Official Driver’s Handbook’](#)
- (b) The MTO [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.



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DAILY INSPECTION – DEFECTS TEST

For this test, the assigned judge(s) will set up five 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 the defects.

The defects will be taken from the information given on Pages 22- 25. 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.

FIELD TESTS: ROADEO LAYOUT

The lay-out 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 be 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 field test in Municipal competitions and one for the written test 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.



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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 of the circuit tests.

MAXIMUM POSSIBLE POINTS:

ROADEO COMPONENT	POINTS
Written test Note: No written test in Provincial Competition	75
Truck/Attachments Defects test	50
Circuit tests	40
1) Starter Safety Record	
2) Serpentine	60
3) Right turn	50
4) Backup/Reversing	50
5) Diminishing Clearance & Stop	60
6) Keyhole & Tabletop/Cones	60
TOTAL ALL TESTS	445 ⁽¹⁾
Note 1: Total score for Provincial Roadeo is 370 points	

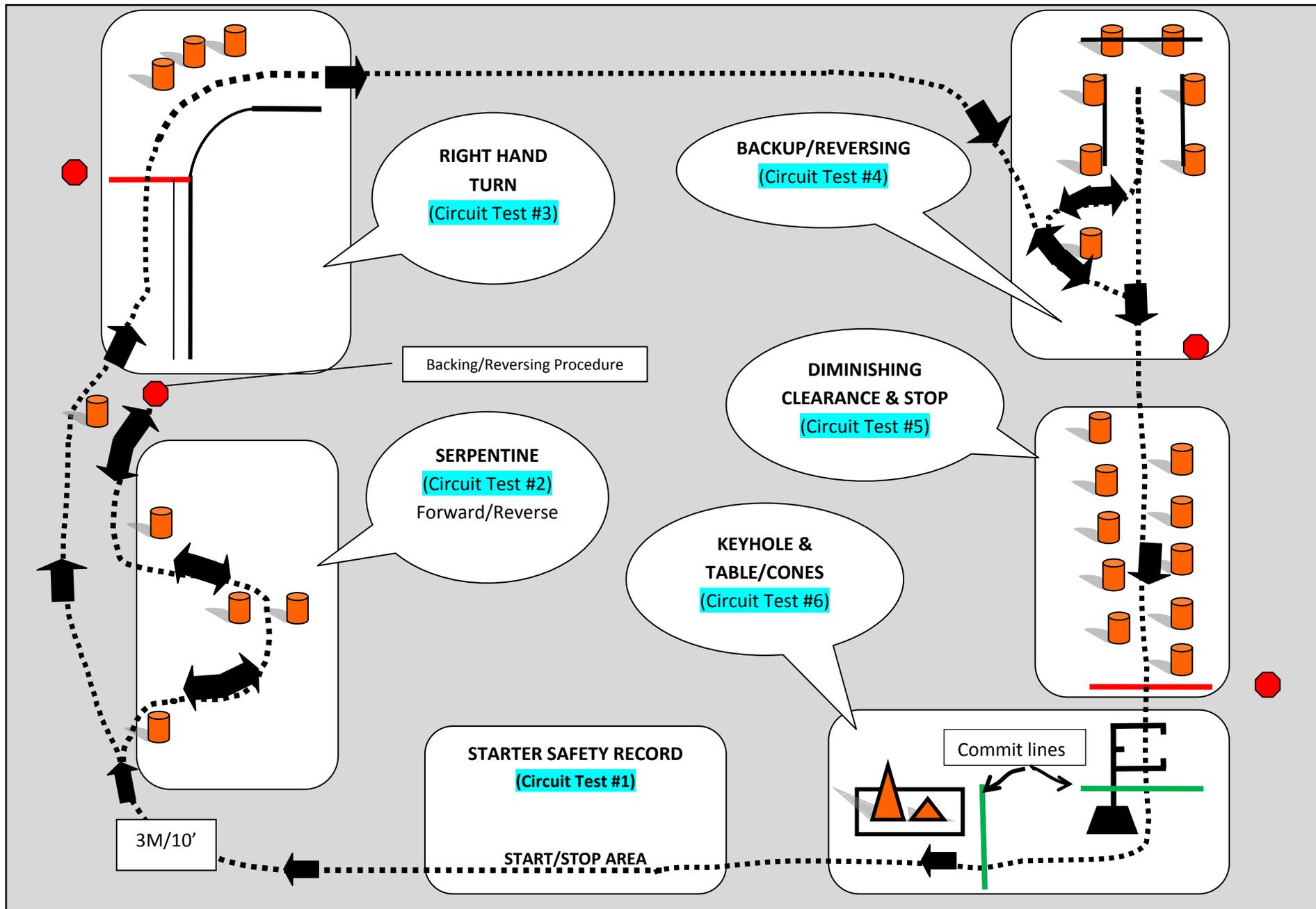


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NOTES



AORS ANNUAL SAFETY TRUCK ROADEO – CIRCUIT LAYOUT





AORS PROVINCIAL SAFETY TRUCK ROADEO

CIRCUIT TEST #1 - STARTER SAFETY RECORD

JUDGE INSTRUCTIONS:

- 1) Official will ask each contestant to provide his/her driver's licence prior to the run.
- 2) Official will mark 3-point entry/exit. When the driver signals with the horn that he/she is ready, the official will check that the seat belt is fastened and properly adjusted. He/she 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 on 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.



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FIELD TEST #1 - STARTER SAFETY RECORD

CONTESTANT NO: _____

MAXIMUM POINTS: 40

DEDUCTIONS _____

NAME: _____

TOTAL SCORE _____

JUDGE _____

DRIVER'S LICENCE:

Official will ask contestant for driver's licence.

DEDUCTIONS:

Does not produce driver's licence

10

THREE-POINT ENTRY:

Official will observe mounting and dismounting procedure.

DEDUCTIONS:

Used incorrect mounting procedure.

5

Used 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



AORS PROVINCIAL SAFETY TRUCK ROADEO

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 manoeuvre the vehicle through the circuit test in both a forward (plow/wing operating position/down) and backward direction (plow/wing up) in one continuous motion without striking or scraping any obstacle component. The initial pass should be in the forward direction. The operator must complete the backup/reversing procedure (i.e. apply parking brake, check behind vehicle, sound horn , 4 way flashers) prior to reversing the vehicle.

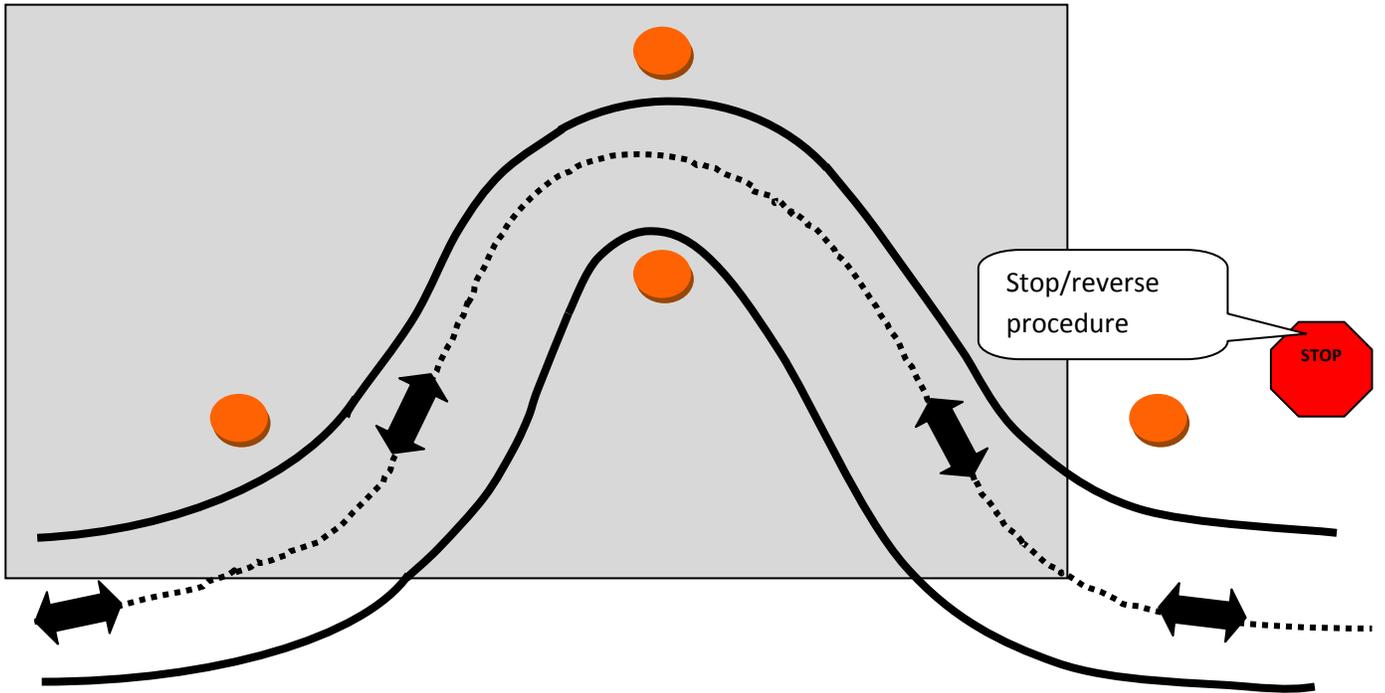
Demerit points will be scored for:

- 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 he/she is going to strike an obstacle, he/she may stop to adjust his/her 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.



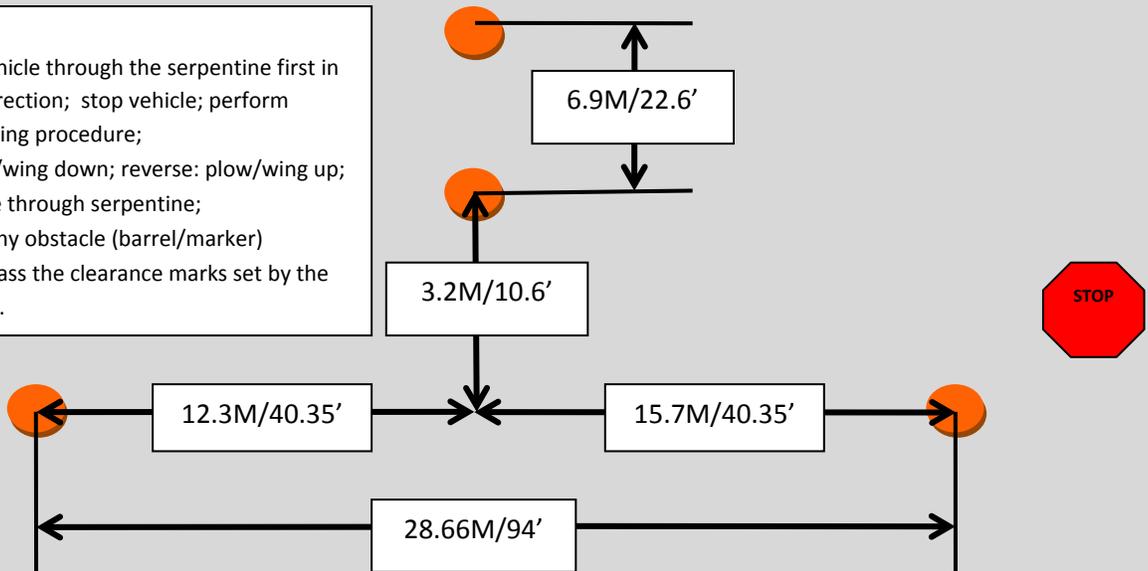
AORS ANNUAL SAFETY TRUCK ROADEO – CIRCUIT LAYOUT

SERPENTINE – CIRCUIT TEST #2



INSTRUCTIONS:

- manoeuvre 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.





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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: * NO TURN SIGNALS ARE NECESSARY

<u>DEDUCTIONS:</u>					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				25	
Fails to check behind vehicle				25	
Improper 3-point entry/exit			5	5	
TOTAL DEDUCTIONS:					
MAXIMUM DEDUCTIONS = 60					



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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 manoeuvre the vehicle to the left of the first barrier representing a parked vehicle and then move right to align the wing within 122 cm (48 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 he/she 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.

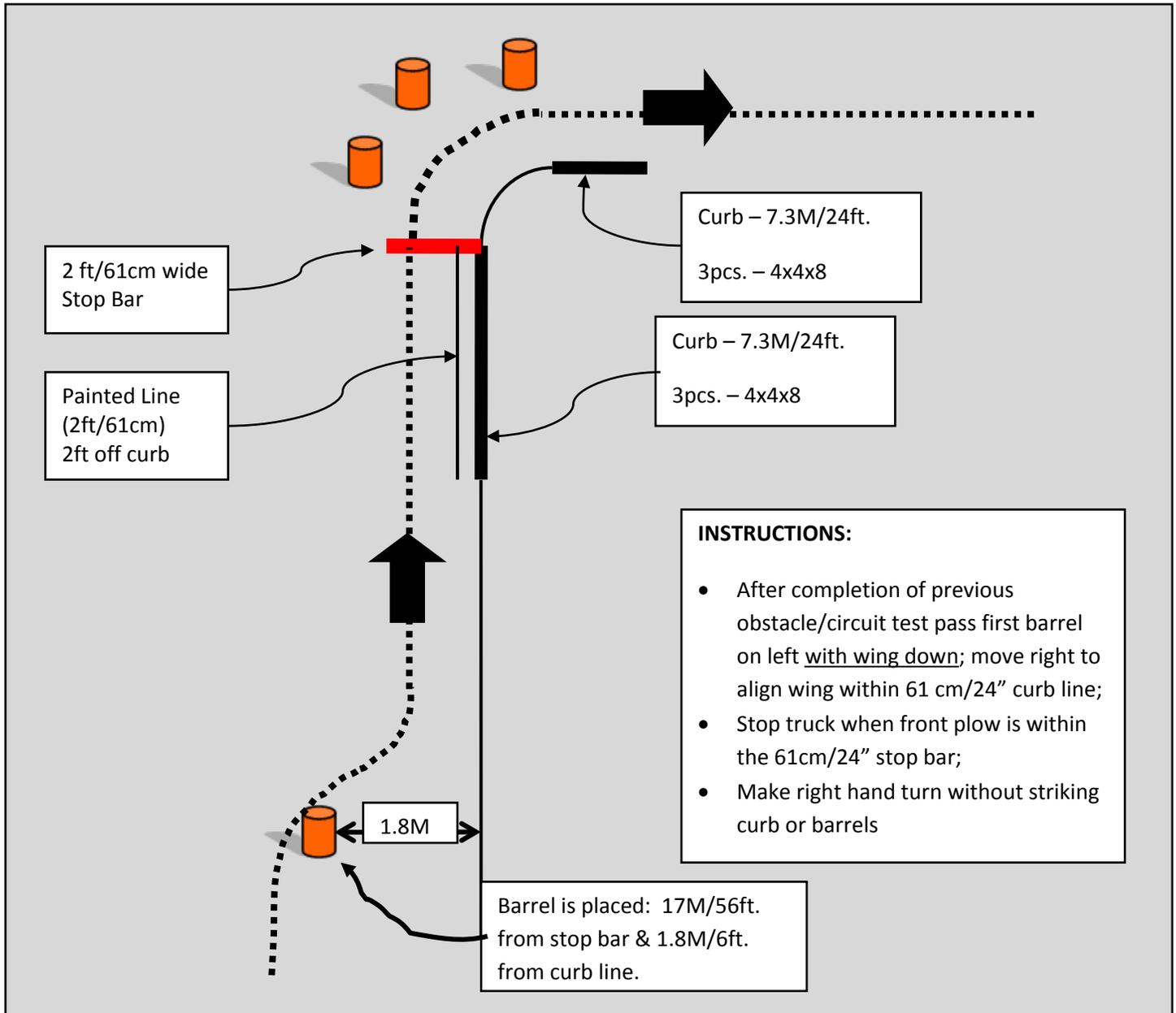
Demerit points will be scored for:

- jerky movements caused by improper clutch and/or accelerator control as will 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.



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THE RIGHT TURN – CIRCUIT TEST #3





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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.

<u>DEDUCTIONS:</u>					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	- 61 cm			
	# inches	- 48 inches			
b) Plow: Passing over edge of stop line					50
c) Wing: 10 points for each strike or scrape of curb/barrier	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	
Reversing					25
Fails to inform Judge of intention to change direction					5
TOTAL DEDUCTIONS:					
MAXIMUM DEDUCTIONS = 50					



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CIRCUIT TEST # 4 - THE BACK UP/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. The operator must complete the backup/reversing procedure (i.e. apply parking brake, check behind vehicle, sound horn ,4 way flashers) prior to reversing the vehicle. 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.

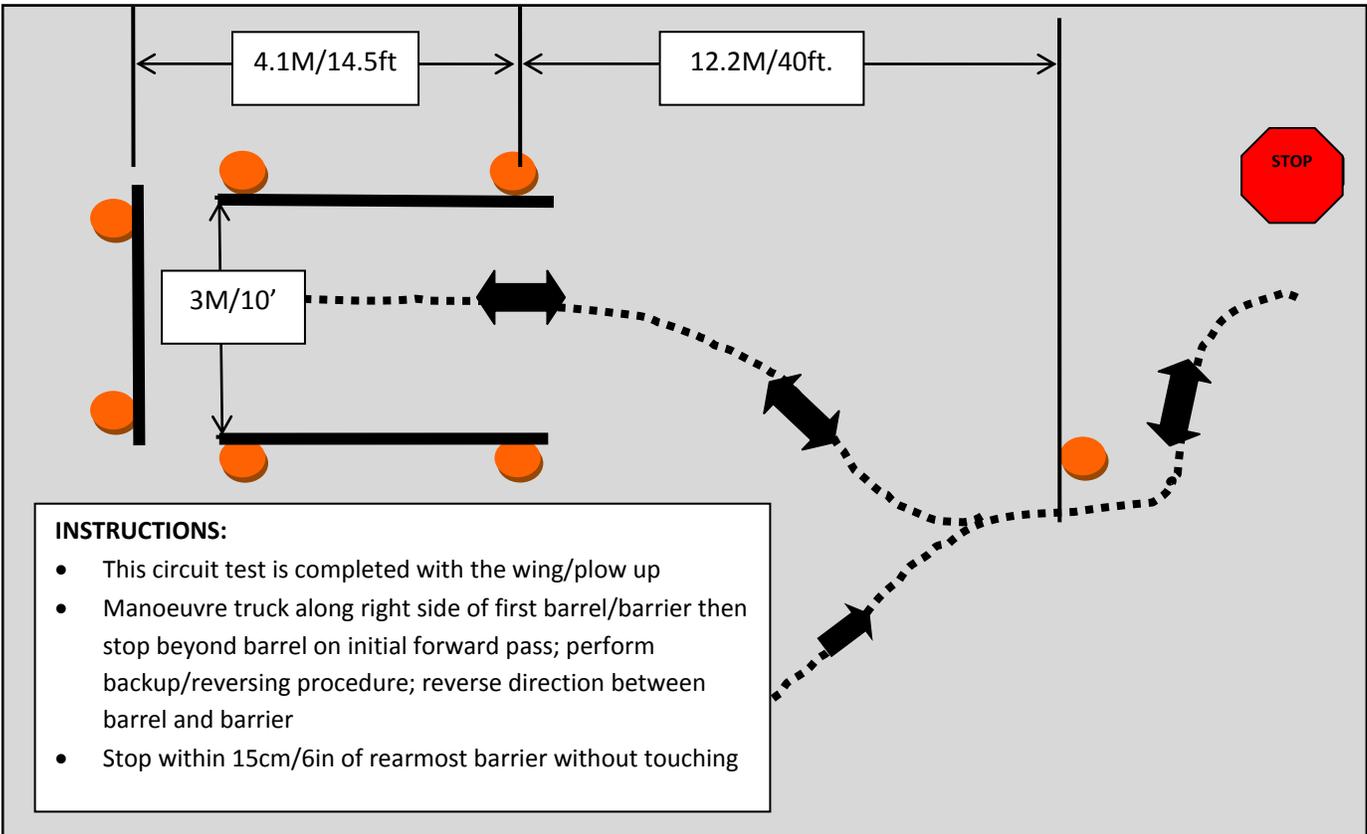
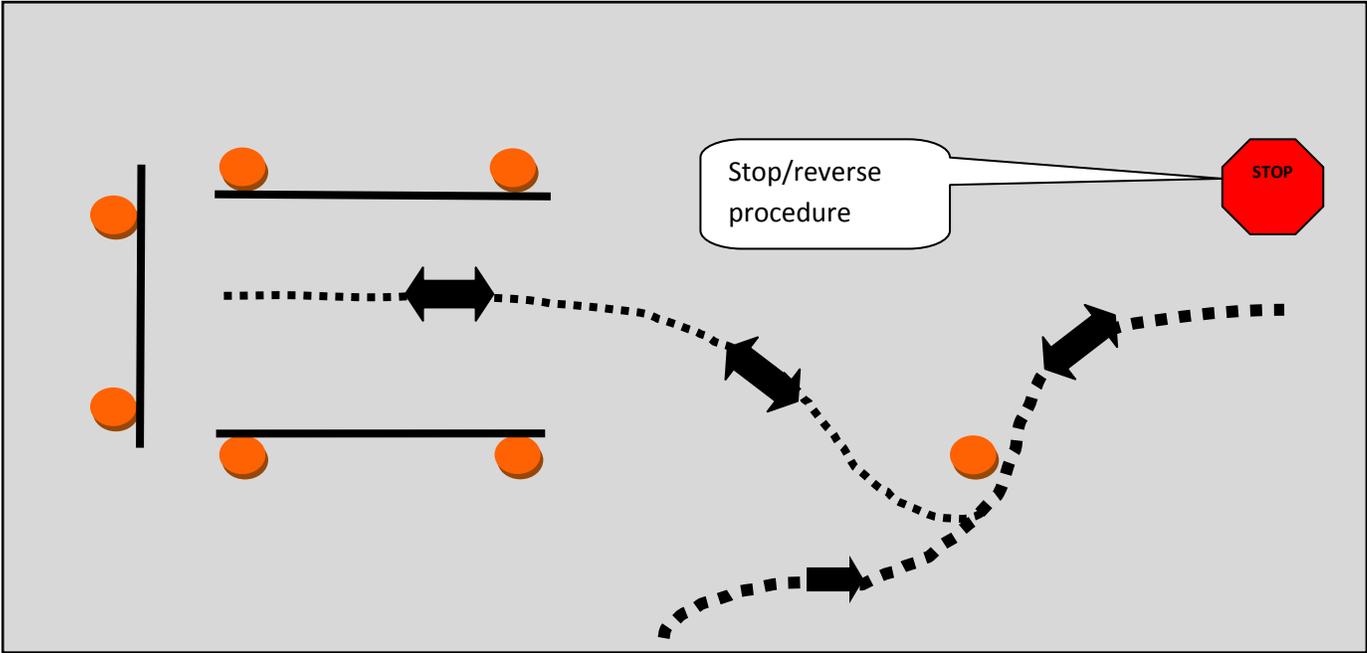
Demerit points will be scored for:

- 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
- failure to use 4 way flashers when reversing
- 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.



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BACKUP/REVERSING – CIRCUIT TEST #4





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CIRCUIT TEST #4 - THE BACK UP/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.

<u>DEDUCTIONS:</u>					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	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	- 15 cm			
	# inches	- 6 inches			
Fails to drive clear of marker on either pass				10	
Striking rear barrier				25	
Fails to immobilize vehicle				25	
Fails to check behind vehicle				25	
TOTAL DEDUCTIONS:					
MAXIMUM DEDUCTIONS = 50					



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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 top 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

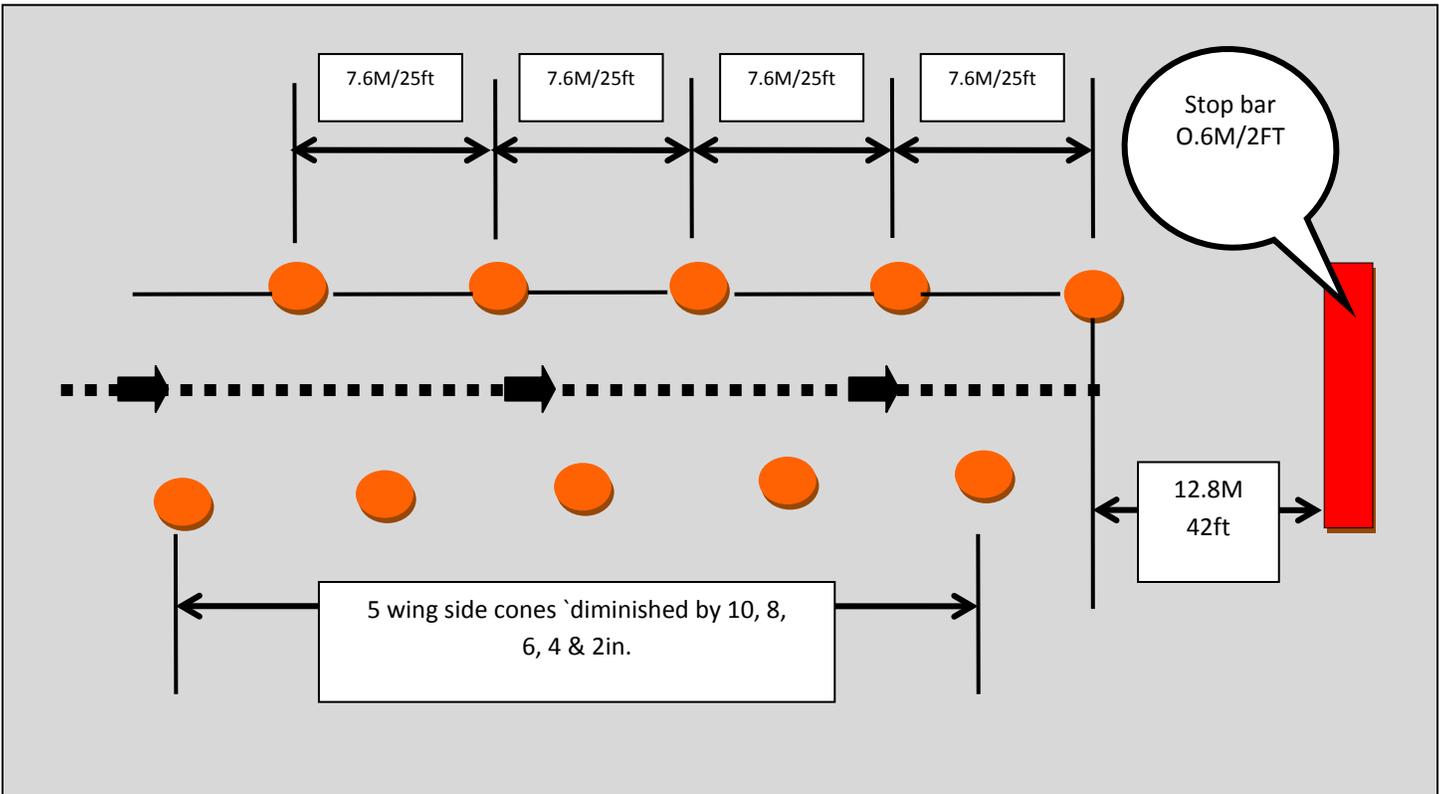


AORS ANNUAL SAFETY TRUCK ROADEO – CIRCUIT LAYOUT

DIMINISHING CLEARANCE & STOP – CIRCUIT TEST NO. 5

INSTRUCTIONS: Manoeuvre 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/2ft. without going over the stop line.





AORS PROVINCIAL SAFETY TRUCK ROADEO

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.

<u>DEDUCTIONS:</u>					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 each 2.54 (1") to a maximum 127 cm (50").	# cm 61 cm = # inches > 24"=				
Passing over leading edge of stop line				50	
TOTAL DEDUCTIONS:					
MAXIMUM DEDUCTIONS = 60					



AORS PROVINCIAL SAFETY TRUCK ROADEO

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 & Cones (2; large/small) (1ft/30cm; 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 (i.e. at the ‘**commit line**’) the wing toe is within 1M (3.28ft) of keyhole frame.

Once past the keyhole lower the plow/wing for the approach to the table top & cones (large/small; 1ft/30cm; 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 (i.e. at the ‘**commit line**’) the wing toe is within 1M (3.28ft) of cones support table.

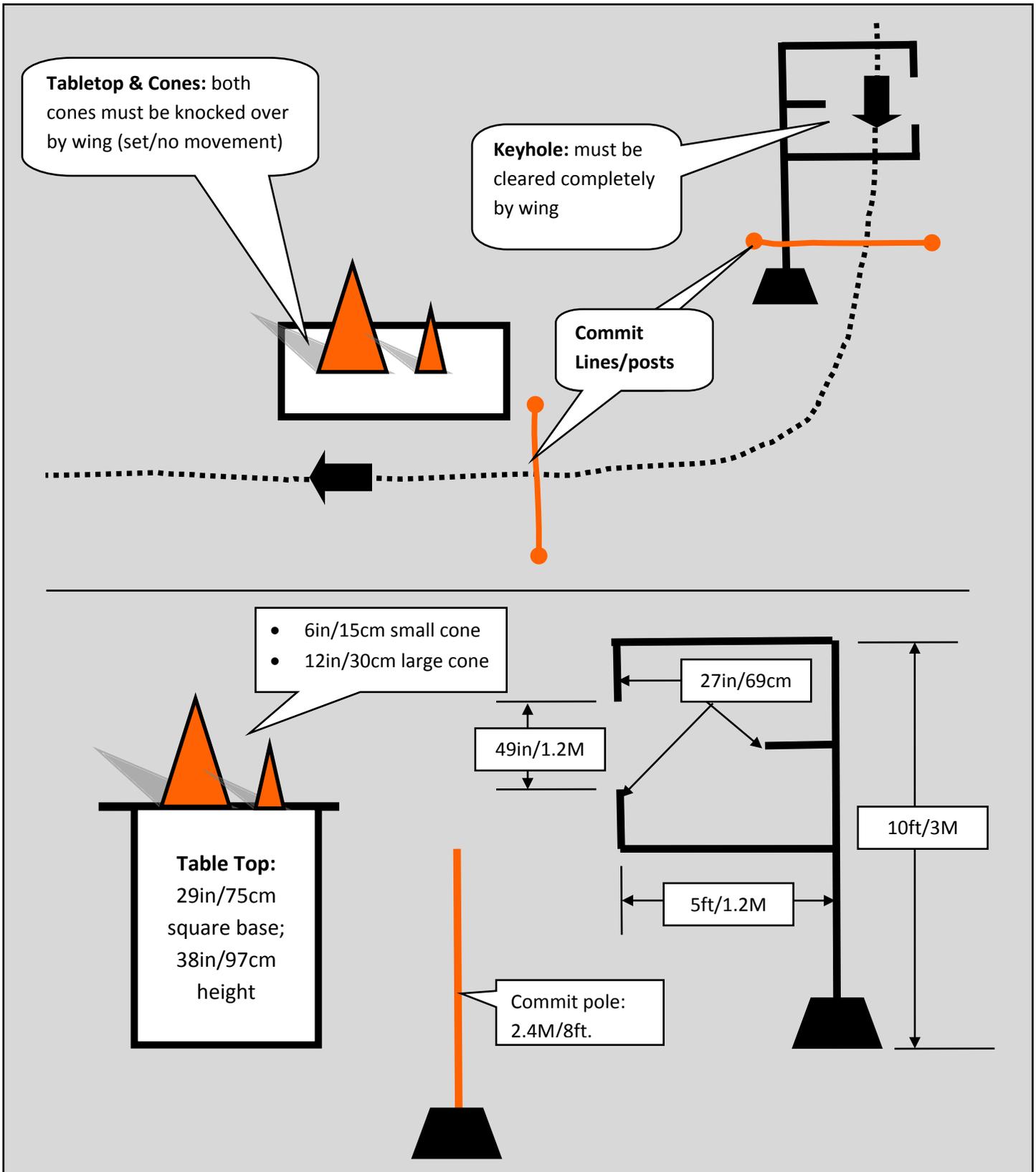
Demerit points will be scored for:

- 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.



AORS ANNUAL SAFETY TRUCK ROADEO – CIRCUIT LAYOUT

KEYHOLE & TABLETOP/CONES – CIRCUIT TEST #6





AORS PROVINCIAL SAFETY TRUCK ROADEO

CIRCUIT TEST # 6 - KEYHOLE & TABLETOP/CONES

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

JUDGE INSTRUCTIONS:

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

<u>DEDUCTIONS:</u>					TOTALS				
Phase 1 - Keyhole					30				
Contact with the keyhole rods									
Phase 2– Tabletop/Cones					30				
Complete miss both cones or contact with table									
Complete miss – large cone					20				
Complete miss – small cone					10				
5 points for each unnecessary stop (to adjust wing position)					5	10	15	20	
TOTAL DEDUCTIONS:									
MAXIMUM DEDUCTIONS = 60									



AORS PROVINCIAL SAFETY TRUCK ROADEO

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.

<u>DEFECTIVE ITEM</u>	10
1) Low air pressure on passenger front inner drive tire	10
2) Wing mounting bolt loose	10
3) Driver's side front steering axle slack adjuster out of adjustment	10
4) Front plow nose point loose	10
5) Low air pressure warning buzzer not working	10
6) Driver's side left front drive missing a wheel nut	10
7) Passenger side front signal not working	10
	NUMBER OF DEFECTS DETECTED (Max. 5 defects for credit)
	TOTAL POINTS EARNED (Maximum 50 points)



AORS PROVINCIAL SAFETY TRUCK ROADEO

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:

- a) Engine oil level.
- b) Power steering oil level.
- c) Battery water level and posts for corrosion.
- d) Battery cables, insulation for wear and clamp for tightness.
- e) Radiator or expansion tank coolant level.
- f) Hoses and connections for conditions and leaks.
- g) Water pump and frost plugs for leaks.
- h) Drive belts for tension, wear or cracks.
- i) Engine for oil leaks or seepage.
- j) Air cleaner restriction gauge and breathers.



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IN THE CAB

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

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



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VEHICLE CIRCLE CHECK

Left Side:

With the engine running, check:

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

Rear:

- f) All lights for compliance to M.T.O. equipment standards, cleanliness and the licence plate for cleanliness and any sign of damage.
- g) Tailgate, bumper, fasteners, chains and pintle hook.

Right side:

- h) Rear wheel nuts or studs, tires for cuts, breaks and stones and correct pressure.
- i) Axle flange nuts or studs, gasket for grease leaks.
- j) Springs and shackles.
- k) That the reflector box contains reflectors in good condition.
- l) Front clearance lights.
- m) Front wheel nuts – also tire for cuts and pressure.
- n) Springs and shackles.

Front:

- o) All lights, bumper and licence plate for validation, cleanliness, damage and conformity to M.T.O. standards

Left side:

- p) Front wheel nuts – also tire for cuts and pressure.
- q) Front springs and shackles.



AORS PROVINCIAL SAFETY TRUCK ROADEO

Continued...

Plow/Wing & 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. Any and 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.

- a) Inspect plow(s) for damaged or worn cutting edges, wear shoes and bent or broken nose shoe.
- b) Inspect plow(s) for torn and/or split deflectors.
- c) Inspect push-frame for signs of damage such as broken or worn bolts and pins, cracked welds, bent sections and/or excessive rusting.
- d) 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.
- e) Inspect moldboard(s) for signs of damage such as cracked welds, bent or broken sections and excessive rusting.
- f) If the moldboard cutting edge is not straight: the maximum deflection, which can be tolerated, is +/- 3/4 inch from the horizontal.
- g) 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.
- h) Inspect plow(s) for broken, worn or stretched lift chains, grab links and clevises.
- i) 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:

- a) Inspect the floor beneath the vehicle for any sign of leaks from the engine, transmission, fuel tank, radiator or brakes.
- b) 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 – chapt. 7]

Note:

Lack of time does not permit this total brake inspection at the Annual Roadeo 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.