

**Thanks for reading our May / June 2002**

**Tips #33 thru #40**

**"A Safety Minute"™ with Ol' Blue, USA**

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April 04-15-2002, Tips #33 - #40 ... Recorded on 04-17-2002

**Tip #33 –**

Welcome to "A Safety Minute with Ol' Blue, USA", sponsored in part by Alcoa Wheel Products.

I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and focus on the front axle area.

According to Officer Greg Hardin with Kentucky Vehicle Enforcement, the most important tires on a truck are the steering tires. These tires should have - at a minimum - 4/32 tread depth in the major tread grooves.

A driver should not only visibly check for bulges and wear outside and inside the steer tires, recommends Officer Hardin, but should also feel for bulges, dry rot and tread separation.

Why bother?

Because a blowout on a steer tire creates a very dangerous situation.

Checking the steer tires - it's well worth your time.

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### **Tip #34 –**

Welcome to "A Safety Minute with Ol' Blue, USA", sponsored in part by Alcoa Wheel Products.

I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and continue our discussion of the front axle area.

Here's a tip from Bill Elmore, Motor Carrier Specialist 1 with the California Highway Patrol. He suggests that as a driver inspects the inside of his rig's tires, he also give a tug on the pitman arm. It's a quick and easy way to check the steering system for securement, says Officer Elmore

Why bother?

Because a pitman arm failure would result in a total loss of steering.

Checking the pitman arm - it's well worth your time.

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**Tip #35 –**

Welcome to "A Safety Minute with Ol' Blue, USA", sponsored in part by Alcoa Wheel Products.

I'm your host, David "Cabover" Kolman.

Let's continue our discussion of pre-trip safety inspections and the front axle area.

While checking the inside of tires during a pre-trip inspection, Officer Harold Barthe' of Houston P.D.'s Truck Enforcement Unit, advises that drivers grab the drag link and shake it, checking for movement other than rotation.

Why bother?

Because more than a 1/8th inch movement other than the rotation in the drag link will result in the vehicle being placed out of service.

Checking the drag link - it's well worth your time.

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**Tip #36 –**

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I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and continue our discussion on the front axle area.

Trooper Troy Boyd with Indiana State Police recommends that the airline that feeds the steering brakes be inspected for bulges, flat spots, cracks and looseness at the fitting.

He says the best way to do this is to run a hand along the airline feeling for imperfections.

Scraps and cuts can be avoided by wearing gloves, advises Trooper Boyd, but they need to be soft enough to allow a good feel of the airline.

Why bother?

Because a blown airline hose will result in a rapid loss of air pressure and decreased ability to stop.

Checking the steering brake air line - it's well worth the time.

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**Tip #37 –**

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I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and continue with our discussion on the front axle area.

Brake chambers need to be inspected to make certain they are secured.

According to Trooper Troy Boyd with Indiana State Police, this inspection requires very little time and involves grabbing and shaking the brake chambers to ensure they are firmly secured.

Why bother?

Because an unsecured or inadequately secured brake chamber could result in your vehicle being "red-tagged" - put out of service.

Checking the securement of brake chamber - it's well worth your time.

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**Tip #38 –**

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I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and continue our discussion of the front axle area.

Officer Greg Hardin with Kentucky Vehicle Enforcement advises drivers to check their wheels to ensure that lug nuts are secure and tight.

A good technique for this, Officer Harden says, is to grab each lug nut and give it a hard twist to check for any looseness.

Why bother?

To avoid the risk of losing a wheel.

What's more, with two or more missing lug nuts, your rig will be placed out of service.

Checking the lug nuts - it's well worth your time.

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### **Tip #39 –**

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I'm your host, David "Cabover" Kolman.

Let's talk pre-trip safety inspections and continue our discussion of the front axle area.

Officer Harold Barthe' with Houston P.D.'s Truck Enforcement Unit advises drivers to visually inspect wheel rims for cracks and to check for adequate hub oil levels with no leaking oil.

Why bother?

Because a cracked rim could result in your vehicle being placed out of service, Officer Barthe' says. More importantly, a cracked rim could result in the loss of a wheel.

One other thing: it's cheaper to have a cracked rim replaced at a shop, than to be placed out of service and be forced to have a road service call.

Checking the wheels - it's well worth your time.

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## **Tip #40 –**

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I'm your host, David "Cabover" Kolman.

Let's continue our discussion of pre-trip safety inspections and the front axle area.

When conducting a pre-trip, a driver should visually inspect his rig's wheels to ensure that there is an adequate level of gear lube with no leakage. That's the recommendation of Bill Elmore Motor Carrier Specialist 1 with the California Highway Patrol.

Why bother?

Because a loss of hub oil will cause bearing failure and may result in the loss of a wheel.

Checking the hub oil - it's well worth your time.

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**Please listen to our July / August 2002**

**Tips #41 thru #48**

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