



S&W READY MIX CONCRETE COMPANY	AUGUST
DRIVER SAFETY SERIES – MONTHLY TRAINING	
KEEP AN EYE ON YOUR VEHICLE	

WHAT HAPPENED?

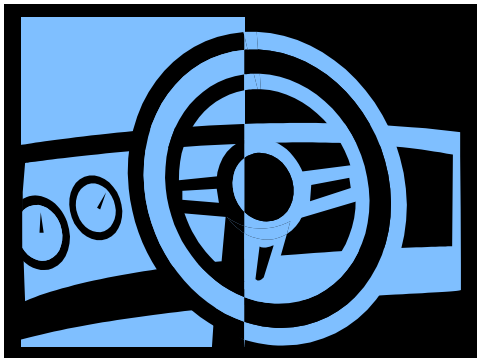
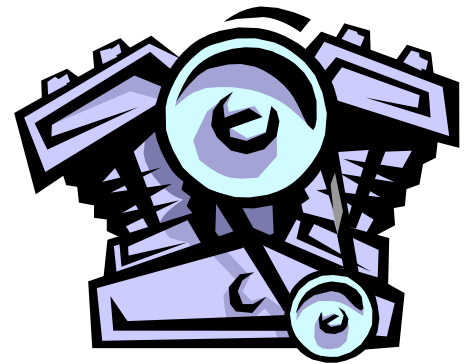
How often do you check your vehicle for signs of trouble?

A prominent fleet safety director addressing fleet directors all over the country, said:

- “What’s happened to drivers who used to look at their gauges and instrument panels once in a while?”
- “What’s happened to drivers who had a feel for their equipment?”
- “What’s happened to the old pros who could recognize symptoms leading up to mechanical failure, and who reported them promptly?”
- “What’s happened to drivers who could hear odd noises possibly leading up to a malfunction?”
- “What’s happened to drivers who know what really makes their wheels go round?”
- “We suspect sometimes that they’ve all retired.”

Then he quoted some examples:

- One driver ran for well over 2 hours with a water pump leak. He gradually ran out of water and burned up a diesel engine. Obviously, he never looked at his temperature gauge. This driver claimed he never knew anything was wrong until the engine froze up!
- Another case involved a bad oil leak. The driver said he checked his equipment during a coffee stop. He couldn’t have looked underneath it, because if he had, he wouldn’t have missed the oil leak. His engine slowly heated up, the oil pressure slowly dropped, and he never knew it! He couldn’t possibly have looked at all his gauges and instruments for nearly 100 miles.
- Another driver with 15 years’ experience checked his water at a field stop. He said afterwards that he thought the cooling system took an awful lot of water. He was right, because 55 miles down the road his engine seized. It was out of water. With one look in the right place he might have found the leak. Just the fact that he used “an awful lot of water” should have reminded him to watch his temperature gauge.



The repair records of every fleet company are filled with cases like these; cases that are caused by plain, simple neglect of duties and responsibilities -- or at the best, incompetency.

Any good, professional driver knows that before he starts out, he should make a thorough pre-trip inspection. The “pro” goes over his vehicle from stem to stern, looks under the hood, under the engine, and is alert for any leaks that may indicate trouble. He checks out all his instruments carefully to be sure they are functioning properly. He continues to check them while enroute so that he knows the condition of his electrical system, his brakes, his operating temperatures, etc.

No pilot in his right mind would try to fly a plane without continuous reference to his gauges and instruments -- and no professional driver should attempt to drive without doing the same.