

## Turning:

A truck of this size turns very widely. Ensure you have the room to do so before trying and **WATCH** your mirrors for the swing of the box.

We will be driving 26' box trucks loaded with approximately 9,000 to 12,000 lbs of cargo in the back. Accelerating, braking, and turning need to be done with this in mind.

Acceleration should be gradual and steady. No sudden jumps of RPMs should be necessary. While we must maintain some conformity to the traffic pattern and speed, there is no need for moving faster than absolutely necessary.

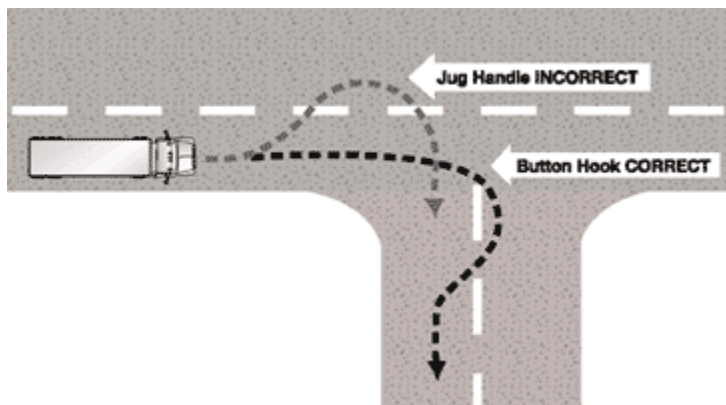
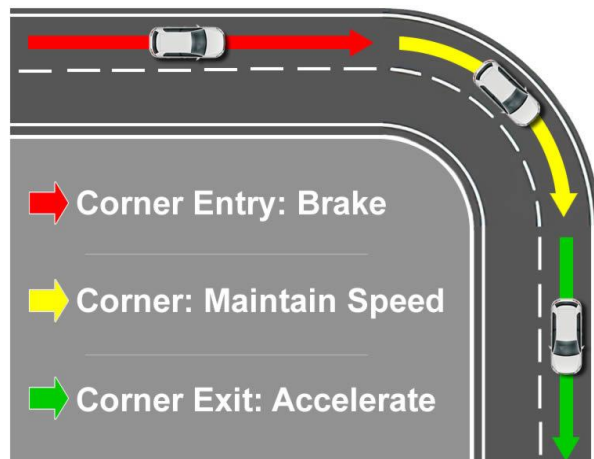
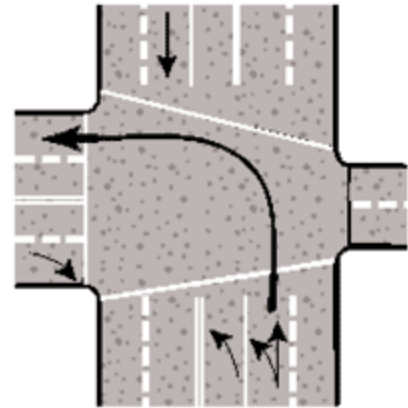
Sudden bursts of acceleration are not only going to throw everyone in the back around, it also impedes the vehicle's ability to smoothly shift gears as speed is gained.

Braking and deceleration should also be gradual and steady. It is imperative that we maintain a healthy distance from the vehicles in front of us so that we can anticipate any events we may not be able to see. There may be situations where we are required to quickly brake, but we should be mindful of our passengers.

Because of the weight of the passengers it will take longer to brake than it would with an empty truck. This should play into the distance we allow ourselves to decelerate and then brake. There is absolutely no reason to hold your foot on the gas and race to the point in which you have to apply the brakes. Let your foot off the gas early, allow the vehicle to lose some speed, and smoothly apply the brakes as needed. At 55 MPH it will take about 6 seconds to stop a truck and the truck will have traveled about 512 feet.

Turning is possibly a very dangerous situation if the vehicle is moving too fast to make the curve. The truck will be top heavy.

Common sense may play into how much we need to brake when taking



turns and curves, however there are usually signs along the road with recommended speeds in black on yellow. This is not a suggestion. **DO NOT EXCEED THE SPEED STATED.**

When coming to a turn, decelerate by letting your foot off the gas well before you know you will have to brake, gradually apply the brakes and bring yourself down to the proper speed before the turn, and lightly accelerate through the turn to maintain speed. We should be traveling at the proper speed before the turn begins. While turning on city streets use your mirrors to ensure you are not cutting them too close.

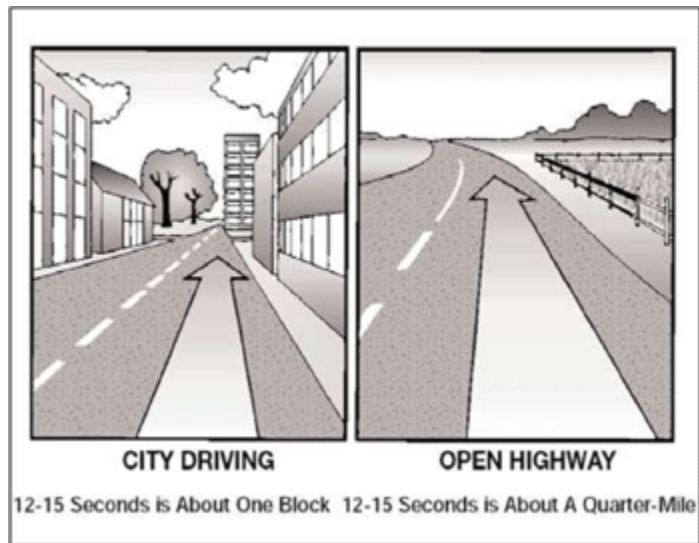
We should be looking 12-15 seconds ahead. This is about a city block in town and on the highway about a quarter mile. We should all be able to determine how far a quarter mile is with a few quick jogs down the road if you are not familiar.

Mirrors should be checked and adjusted before departure.

Blinkers should be used well in advance of any turn.

Hazards should be used in the event we need to pull over.

When you see a bump coming up that you need to brake for but have too little time to reduce your speed as needed, it is better to eat the bump and bounce a little than it is to slam on the brakes and bounce our passengers around a lot.



Miles Per Hour	How Far The Rig Will Have Traveled in 1 Second	Driver Perception Distance	Driver Reaction Distance	Vehicle Braking Distance	Total Stopping Distance
15mph	22ft	17ft	17ft	29ft	63ft
30mph	44ft	33ft	33ft	115ft	181ft
45mph	66ft	50ft	50ft	260ft	360ft
50mph	72ft	55ft	55ft	320ft	430ft
55mph	81ft	61ft	61ft	390ft	512ft

**Pre-Departure Checks:**

*It is important to check several key elements of your vehicle before even climbing into the cab. Some may require a second set of eyes to check, while you are behind the wheel.*

**Turn signals:** front d/s, rear d/s, front p/s, rear p/s

**Brake lights:** rear d/s, rear p/s

**Headlights:** front

**Horn**

- Check to ensure mirrors are not damaged, and a license plate is present and legible.
- All vehicles have drivers of appropriate skill sets.
- All vehicles have fuel in reasonable excess of that which is required.
- All drivers have digital, and printed copies of route and point addresses.
- All drivers have radio communications and backups prepared.
- Emergency secondary rallypoint is prepared, if necessary.
- All vehicles will be mechanically capable of completing all needed parts of the route.
- All gear is checked and accounted for in vehicles by quartermaster.
- Drivers are aware of which gear is in their vehicle, if any.
- All drivers have driven the route at least once in preparation.
- All members patted down to ensure no unauthorized items.
- All members checked for proper dress code items and method of wear.
- Any driven distance of over 1.5 hours has a planned emergency rest stop.