

# EMERGENCY MANEUVERS CHECKLIST

## **Evasive Steering**

### **1. Minimize the turn**

Start as early as possible

Turn only as much & needed

This minimizes the chance of rollover or jackknife

### **2. Turn quickly using the hand-over-hand technique**

Each turn approximately 180"

Turns the front wheels quicker than several short turns

It is hard to turn a truck too quickly

This is the reason for hands on 9 o'clock-3 o'clock position in normal driving

This position allows wheel to turn 180' without your letting go of the wheel

Your hands won't be in this position unless this is done in normal driving

### **3. Avoid braking in the turn**

Avoid braking while-steering

Brake before turning if distance permits

### **4. Counter steer**

You must be prepared to counter steer quickly

Counter steer is the term give to a turn back toward the intended path of travel

A quick counter steer is needed to keep from going out of the escape path (e.g., off the shoulder)

Initiate the counter steer as soon as the front of the trailer clears the obstacle

# Emergency Stopping

## 1. Controlled Braking

Apply the brakes just short of lockup

Maintain steady pressure

NOTE: It is difficult to anticipate the point of lockup precisely because it is different for each rig.) Controlled braking requires practice in the vehicle to be operated without an opportunity to practice, "stab" braking best

## 2. "Stab" braking

Apply the brakes fully

Release brake partially when wheels lock. This achieves maximum braking while brakes are applied. Releasing avoids a skid.

Repeat "stab" braking sequence until vehicle slows sufficiently Allow time for the brake system to recover between stabs.

# Off-Road Recovery

## 1. Brake before turning

Reduce speed as much as possible

Use controlled or stab braking to prevent loss of control

## 2. Avoid braking while turning

`The vehicle IS vulnerable to a skid while turning steering control is particularly important while entering `the roadside

### 3. Minimize turning

Keep left wheels on pavement if possible

This reduces the amount of turning required once you are on the roadside

### 4. Counter steer (turn in direction of roadway)

Turn quickly as soon as the right front wheel rides up on the surface

Both turns should be executed as a single, integrated steering maneuver

NOTE: When right front wheel drops off edge of pavement, you must come to a complete stop before attempting to steer back on to pavement. Failure to do so may cause vehicle to overturn.

## Brake Failure

### 1. Downshift

### 2. Apply the parking brake to help in downshifting

Keep hand on the parking brake

Release it if the vehicle begins to skid or veer

### 3. Find an escape path

Begin hooking immediately

Use the best path available. Don't wait to see if the vehicle can be stopped. There may be no good path available.

### 4. Create drag

5. Repeat downshifting unit the vehicle is moving slowly enough to stop with the parking brake

6. Inspect the brakes before continuing

# Front Tire Blowouts

1. Grasp wheel tightly
2. Avoid braking hard
3. Allow the vehicle to slow gradually
4. Brake gently to a stop