



▲ The enthusiastic group on Practical Day Two – putting their knowledge into action.

PE Traffic officials embrace Brake & Tyre Watch training



PORT ELIZABETH was the venue for our last *FleetWatch Brake & Tyre Watch* training session and while the genuine enthusiasm of traffic officials from PE to fully embrace the training provided by our expert partners was inspiring, what was, once again, disappointing was the condition of the trucks. Out of the five trucks randomly taken off the road for testing, all five failed.

What is it about some transport operators that they think they have a right to run totally unroadworthy trucks on public roads? There are times when one wants to throw up one's hands and say "Ag, just get out there and kill yourselves!" But you can't for the simple reason that they will kill other innocents as well.

I mean, when you see both brake drums on a single axle that are rusted inside from not having made any contact with the brake linings, you genuinely feel like taking a match to that truck and burning the blinking thing. But no, instead, it gets served

PORT  ELIZABETH

with a Discontinuation of Service notice for having zero braking and is taken off the road until it is fixed and re-tested for roadworthiness. The operator gets another chance. However, when that truck crashes into a car due to it having faulty – or no brakes – the family inside that car may not get a second chance.

And then the next one comes in and you spot it right away. Anyone can see it - a slack adjuster lying against the axle that is totally disconnected from the brake booster pushrod. Another one with zero brakes. And so it goes on. Bald tyres, sidewall cuts in the tyres, non-functioning ABS systems, manual slack adjusters fitted when they should be automatic.

What often gets us is that these are not items requiring an engineering degree to get right. Most of the faults we find can be avoided by applying basic maintenance procedures that every transport

▼ Great lectures facilities allowed traffic officials to learn in comfort.

operator should adhere to. *Section 49 of the Road Traffic Act* spells out the Duties of an Operator, one of which is to keep his vehicles in a roadworthy condition. Here it is:

(d) ensure that such motor vehicle complies with the fitness requirements contemplated in Chapter V;

(e) conduct his or her operations with due care to the safety of the public.

Yet how many transport operators have even read Section 49 of the Act, let alone complying with it.

It is the sincere wish of *FleetWatch* – and I know of all our *Brake & Tyre Watch* partners – that the cops who have been trained on these various events will apply their knowledge fully and – by working with the test centres – will go all out to take the hundreds of unroadworthy trucks off our roads. Let's do it! □

► *Brake & Tyre Watch* veteran trainers Dave Scott (left) and Wolfgang Lehmann – each bring a wealth of experience to the table.



▲ Demonstrating the different parts of a truck are Pogiso Sibanda of *FleetWatch* (left) and Wolfgang Lehmann.





THE PEOPLE PARTNERS

New partner



▲ Chris Smit, Director of Captive, a new partner who has come on board – their support is valued.

▲ The Captive Team... from left; De Wet Raubenheimer, Zandrieg Henning and Chris Smit.



▲ Standard Bank... a bank that is walking the talk. Here is Bianca Watson, Manager/Transport of Standard Bank and Patrick Govender, Superintendent NMBM Traffic Services.



▲ Imperial Road Safety... from left; Tebogo Makofane and Tshupo 'XD' Tshabalala both from Active Education... enthusiastic about all things road safety.



▲ Stalwart trainer, Kathy Bell from Standard Bank. Always upbeat!



▲ BPV... a valuable and loyal founding partner. From left: Jacques Coetzee and Jonathan Rietbrock.



▶ Another founder partner, Wabco, represented by Lorraine Houndsome.



THE PEOPLE PARTNERS

Iveco – our truck partners

Every event we provide, together with a selected truck manufacturer, a 'good' horse and trailer. The teams get taken around the vehicle to learn what a truck in good condition looks like. Thanks to Iveco and Fleet Dynamics whom provided the trailer. Always gratifying to show-off a great looking rig.



▲ From left to right Charl Pienaar (Fleet Dynamics Group - Sales Manager), Thelma Van Rensburg (Iveco SA), Robert Armstrong (Fleet Dynamics Group Ops Director), Joshua Fourie (back) (Iveco SA), James Moore (Fleet Dynamics Group – Owner), Sharon Pillay (Iveco SA)



▲ Bridgestone Dries Venter educates re faults on tyres – always an all important factor:



▲ Accident Specialists ... the always engaging and knowledgeable, Craig Proctor-Parker.... expert investigator of accident scenes and all things road safety.





THE FAULTS PRACTICAL TRAINING



Tyre Woes

▲ From left to right Bold tyres, worn tyres, chunks of tread missing down to the beading, side-wall cuts..... a host of common tyre faults found on a mere handful of trucks. All illegal and dangerous.

Brakes

Brake failure –it’s no wonder there are so many crashes on our roads which put the lives of every road user at risk.



▲ Slack adjuster disconnected from brake booster pushrod. Result - no brakes.



▲ Gemors. Manual and automatic slack adjusters mixed and incorrect settings.



▲ Brake drum rusted. No contact with brake linings.



▲ Dangerous operation. Twist lock not applied.



▲ Yuk! Oil leaks show a lack of maintenance.



▲ Visible gaps between brake linings and drums indicate no brakes will function when applied. We find this all too often.



▲ Proof of the pudding. Brake roller tester shows total brake failure.



Brake & Tyre Watch

A *FleetWatch* Initiative

Brake & Tyre Watch CAMPAIGN

FleetWatch magazine, along with its traditional partners in this project stage the highly successful **Brake & Tyre Watch** road safety initiative on a quarterly basis nationwide.

Brake & Tyre Watch Background

This initiative is designed to raise transport operators' awareness around the subject of efficient braking and tyre checking and is linked to preventative maintenance on trucks, including all safety critical items such as lighting, reflectives, etc.

The project is also intended to empower traffic officials with specialised knowledge, enabling them to perform better in their profession and intervene more frequently in taking unroadworthy heavy vehicles off our roads.

DATE	LOCATION	INSPECTED	FAILED	%
Feb 2006	Gauteng - City Deep	24	21	88%
Feb 2007	Middelburg	35	24	69%
May 2007	Centurion	41	17	42%
March 2008	Midway KZN	26	10	38%
June 2008	Kroonstad	8	7	92%
Feb 2009	Western Cape	25	25	100%
June 2009	Bloemfontein	54	26	48%
Nov 2009	Pietmaritzburg	12	11	92%
March 2010	Port Elizabeth	16	6	40%
July 2010	Rustenburg	7	5	72%
Dec 2010	Limpopo	11	10	91%
Feb 2011	Estcourt	24	20	84%
June 2011	Northern Cape	24	20	84%
Sept 2011	JHB - Langlaagte	24	18	75%
Feb 2012	Midway KZN	12	11	92%
May 2012	Klerksdorp	16	14	88%
Aug 2012	Tshwane	25	17	68%
Nov 2012	West Rand - Krugersdorp	13	11	85%
Feb 2013	Port Shepstone	9	6	67%
May 2013	Donkerhoek	19	14	74%
Aug 2013	Western Cape	41	19	46%
Nov 2013	Marian Hill - KZN	41	29	71%
Feb 2014	Tshwane	12	4	33%
May 2014	Mpumalanga	13	12	92%
August 2014	Ekurhuleni	32	19	59%
Nov 2014	Heidelberg	10	8	80%
March 2015	Potchefstroom	30	21	70%
May 2015	Ermelo	11	7	64%
Aug 2015	Durban	14	11	79%
Nov 2015	Langlaagte	15	11	73%
March 2016	Estcourt	10	8	80%
May 2016	Ekurhuleni	12	10	83%
Aug 2016	Brackenfell, Western Cape	13	11	85%
Nov 2016	Kimberley	10	7	70%
Mar 2017	Mokopane - Polokwane	12	8	67%
May 2017	Durban - Pinetown	6	4	66%
Aug 2017	Bloemfontein	5	4	80%
Nov 2017	North West	8	6	75%
Feb-2018	Beaufort West	5	2	40%
May-2018	Musina	8	7	88%
Sept-2018	Port Elizabeth	5	5	100%
TOTAL		738	506	69%

Brake & Tyre Watch Training Day

Traffic Officials are trained prior to the hands-on testing day. Training is an important component of the project, for it is very difficult to stop a truck in a roadblock and ascertain whether or not the brakes and tyres are functional.

New braking systems are continually being introduced into new trucks coming into the market, therefore our intention is to offer on-going training to traffic officials to help them better conduct their task out on the road. Training is given free of charge in the interest of road safety by our industry Partners. Each full day's training session focuses on the quality of brake maintenance and determining braking efficiency, through to tyre faults and general issues. It also includes a practical check with a roadworthy truck and trailer.

Brake & Tyre Watch Practical Test Day Event

Our hands-on test day is held at a Vehicle Testing station in the selected Province. The modus operandi on the day is to randomly select

trucks from the closest main route (N1/N3/N4) as well as vehicles and put them through a Brake Roller Test so as to ascertain the state of brakes and braking systems on each vehicle. The vehicles are also checked in the pit for trailer defects and other faults. In order for us to conduct the tests, we work closely with Provincial Traffic Officials and the SAPS in the selected area. The same Traffic Officials who received training on the previous day assist us in pulling the trucks off the road and into the testing area.

The rationale behind this is that all too often accidents are blamed on two things - either 'the brakes failed' or 'the tyre burst'. *FleetWatch* contends that brakes only fail if you fail to put your foot on the brake pedal or alternatively when the operator has failed to maintain the braking system. It is the latter area of neglect that concerns us.

It is a sad fact that many operators, due to the pressures to deliver combined with the current negative economic climate, are skipping their scheduled maintenance intervals - a worrying trend with dire consequences. In an effort to avoid an escalation of this trend, *FleetWatch* publishes the actual results of what we find. Brakes, even though they are a hidden component, together with tyres are the most critical safety items on a vehicle and need to be maintained to the highest standards.

FleetWatch would like to thank each of our partners for their time, effort and dedication to this project. Your passion and commitment goes a long way towards making a difference. As we always say: 'If it helps to save just one life, it will have all been worthwhile.'

MAIN PARTNERS



AD-HOC PARTNERS

