



▲ A group of around 80 traffic officials travelled from various areas of KZN to upgrade their skills. Enthusiasm was the order of the day!

21st Brake & Tyre Watch Event

KwaZulu Natal has always been known as the province of Zero Tolerance to traffic offences. When the Brake & Tyre Watch team visited Port Shepstone recently, we found evidence of this mantra being forgotten - certainly when it comes to truck roadworthiness. Out of nine vehicles tested, six were served with Discontinuation of Service notices.

KZN Hardly zero tolerance

Operators please note that apart from some 'humdingers', the majority of faults can easily be corrected if proper maintenance is done on your trucks. After many Brake & Tyre Watch projects, we have reached the conclusion that either we have the world's worst diesel mechanics or operators just don't care about maintenance.

What doesn't help is the fact that the brake roller tester 'bombed' after only one or two tests and we had to wait ages for a technician to travel from Durban to fix it. How are cops supposed to do their jobs when they have to contend with faulty equipment? This is not the first time this has happened.

Both the authorities and operators need to catch a big wake-up if we are to make our roads safer.



Women Power... amongst the group were many members of the fairer sex... eager to learn



▲ Valued Brake & Tyre Watch partner, Manie Roux of Jost, imparts his knowledge of 5th wheel care.

'Knowledge is Power' and it is obvious that the cops and many operators lack knowledge when it comes to ensuring the roadworthiness of trucks.



Patrick O'Leary



▲ Chris Stretch, Senior Manager Freight Transport KZN-DOT and Paul Nordengen of the SARF share their views on Brake & Tyre Watch.



▲ Keir Guild, veteran Brake & Tyre Watch trainer from Wabco with traffic officials and an appreciative driver.



▲ Another stalwart trainer, George Hartman of BPW Axles

► Nomsa Modise from SANRAL - another important contributor to the event



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▲ Patrick O'Leary with a driver who encouraged *FleetWatch* and our partners to carry on *Brake & Tyre Watch* for the sake of SA drivers

▼ This mudflap is well over the 300mm allowed in the Regulations and allows road debris and spray onto other road traffic



▲ These logs used for trailer supports are tied down with loose rusty wire and can fall off to create a crisis for other road users

Faults aplenty C'mon operators... get your act cleaned up!



▲ Rear-visibility is crucial to increasing reaction times for following traffic and damaged, obscured rear ends promote rear-end shunts



▲ Dirty brake pipes fouling the battery cradle are a sure indicator of lack of attention to the rest of the braking system



▲ A fifth wheel behind the drive axle centre line means mass transfer from the front axle to behind the drive axle – and very poor mass distribution

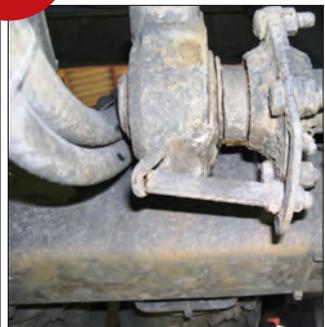
Most faults can easily be avoided if regular maintenance schedules are adhered to.

NO!

▼ Sub-grade braking effort from damaged and ineffective slack adjusters

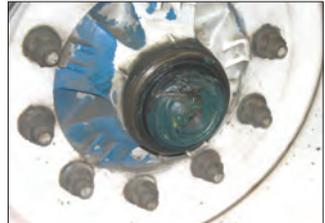


▲ Fuel is the biggest cost in transport but a tank leak countermeasure is with a 'vrot' plastic bag



▲ This mudflap is also well over the 300mm allowed in the Regulations

Attention to detail is sadly lacking in the maintenance arena of so many trucking companies.



▲ A missing wheel hubcap on this gas tanker trailer is heading towards a total wheel hub failure as the grease lube will leech out and bearings will become contaminated with road dirt

▼ It's down to work as the teams check the first trucks coming in.



▲ Why over-grease 5th wheels? Nothing is achieved apart from wasting money



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▲ Wasting money, too much grease applied to the 5th wheel.



▲ Traffic officers in the pit... an up-close view of the vehicle.



▲ Chassis cracks are so common and could lead to other faults.

▲ Michael Inggs, Chief Provincial Inspector of RTI... pleased with the training officials received.



... and it's always with a little help from our friends (partners!)



◀ Bester Betha of Bridgestone... all about tyres and faults.

▶ Megenthran Naidoo, representing Mercedes-Benz SA Commercial Vehicles,, our manufacturer partner on this event, with *FleetWatch's* Linda Reimers



▲ Veteran *Brake & Tyre Watch* partner Chris Barry of HCV... always with the hat and lots of information to impart to officials



▲ The rest of the team from HCV... Cindy Janse van Vuuren, Sonja Du Preez and Shelley Pflugler