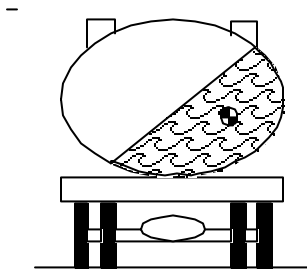
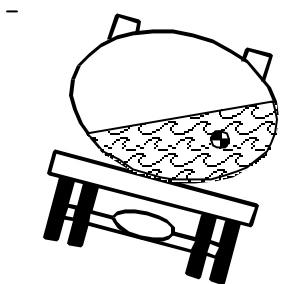


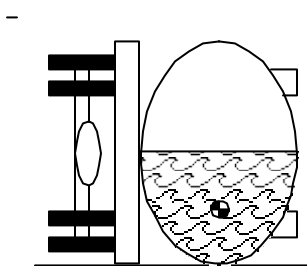
ANYTHING OTHER THAN FULL OR EMPTY, PART 3




(a) Initiation of Rollover



(b) Lift - Off Ground



(c) 90 Degree Rollover & Impact

 Center of Gravity

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On Guard

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When partially loaded, cargo tanks can have stability problems. Tank truck drivers need to be constantly aware that they are transporting a partial load. These drivers can be lulled into a false sense of security by driving at freeway speeds for only a few minutes. Then, if it is necessary to make an evasive maneuver, or even merely to slow and turn onto an exit ramp, the resulting unexpected shifting of the liquid cargo can easily overturn the tank truck or produce very long braking distances, causing an accident that could otherwise have been avoided.

A lack of constant awareness of the partial load is likely to result in the driver finding himself or herself in a situation from which there is no escape. By the time the tank truck driver “feels” the load shift unexpectedly, it is usually too late to prevent a serious crash.

Of course, tank truck drivers with partial loads are constantly kept aware of their loads whenever they start, stop, or turn. Because they are aware, these professionals take the appropriate counteractions, usually reduced speed, to avoid serious consequences.

But when tank truck drivers are on the open road with a partial load, they must constantly remind themselves of that fact, allow for extra emergency stopping distance, and avoid, to the extent possible, situations which might require an evasive maneuver. Tank truck drivers with partial loads should never allow themselves to get caught in a situation where there is no way to avoid a rollover or serious crash.



A Safety Message From:
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(Public Information & Education)
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