GEARED UP FOR SAFETY
Safety Training for Scrap Transporters

Taking a Curve Too Fast Can Lead to a Rollover

When going around a curve, a vehicle will naturally want to continue in the direction it was originally going. This tendency is called centrifugal force. Centrifugal force increases with the sharpness of the curve and vehicle speed. To help reduce centrifugal force, all curves should be taken at a reduced speed. How much a driver should slow down on a curve depends on the following four conditions:

- The sharpness of the curve
- The condition of the road
- Weather conditions
- Visibility

When entering a curve, you should start with a slower speed and accelerate slightly when moving into it. You should also avoid braking in order to maintain good control. You should always keep in mind is that a truck can't take a curve as fast as a car. This is due to a higher center of gravity and limited suspension. You should always approach a curve at a slower speed than what is posted. The posted speed is intended for cars. Taking a curve too fast can lead to a rollover. There are two factors (besides speed) that can contribute to a rollover, center of gravity and load stability.

1. Center of gravity. The greater the load weight, the higher the center of gravity.
2. Load stability. Certain types of cargo (liquid tanker, livestock, oversized cargo, etc.) can present stability problems.

Positioning on a curve is also important. Positioning depends on the type of curve the driver will be negotiating. Right curve. The front of the truck needs to stay in the center of the road (without crossing the center line) or the wheels may leave the pavement. Left curve. The power unit should be positioned as close to the outer edge of the road as possible or the trailer may cross the center line.

Think, Act, & Be Safe!

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