

Maintenance Advisory

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Calibration of Salt Trucks

It is MDOT's policy to require yearly calibration of each salting unit (MDOT and contract agencies). The reason for this policy is to help achieve the department's goal of using only the appropriate amount of salt. The exception to this policy is trucks equipped with closed-loop ground speed control systems which can go up to five years without being calibrated.

MDOT's calibration policy reads as follows:

- Before the beginning of each snow fighting season, salt trucks must be calibrated to ensure salt distribution falls within department guidelines. The calibration should be rechecked if there are any mechanical adjustments or changes throughout the remainder of the snow fighting season.
- Closed-loop ground speed control units need to be calibrated only every five years unless a major change has been made to the system. Examples of a major change to the system might include, using a different hopper box or a major component failure (examples of closed-loop systems are Dickey John ICS 2000 and Dickey John Control Point).
- Open-loop ground speed control units must be calibrated each year and rechecked if there are any mechanical adjustments or changes throughout the remainder of the snow fighting season (an example of an open-loop system is the Muncie Power Master).

Please check with the manufacturer to ensure which type of system you are using. If no determination can be made, the system must be calibrated each year. A video and workbook are available to walk personnel through the calibration procedure.

- If the truck requires a calibration chart it should be located in the truck so that it is convenient to the driver.

The tailgate of the vehicle must be marked, or the gate locked or bolted down, so that it can be returned to or kept at the calibration location during salt distribution.

This change was endorsed by the Engineering Operations Committee at its March 12, 2002 meeting.