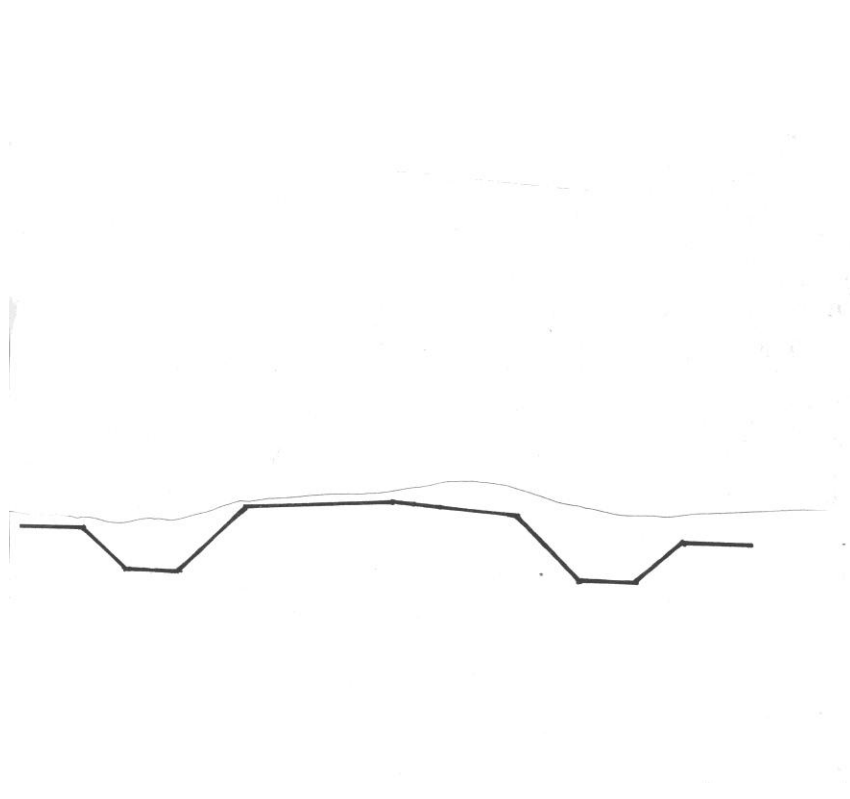
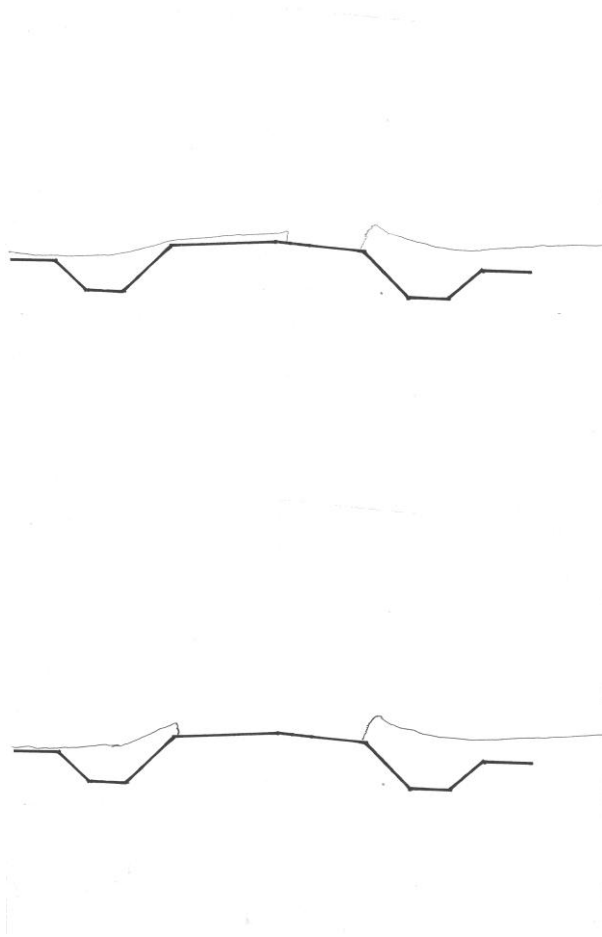


The making of a snow bank

- As the snow begins to build across the road, it will usually be heavier on the side the wind is coming from.



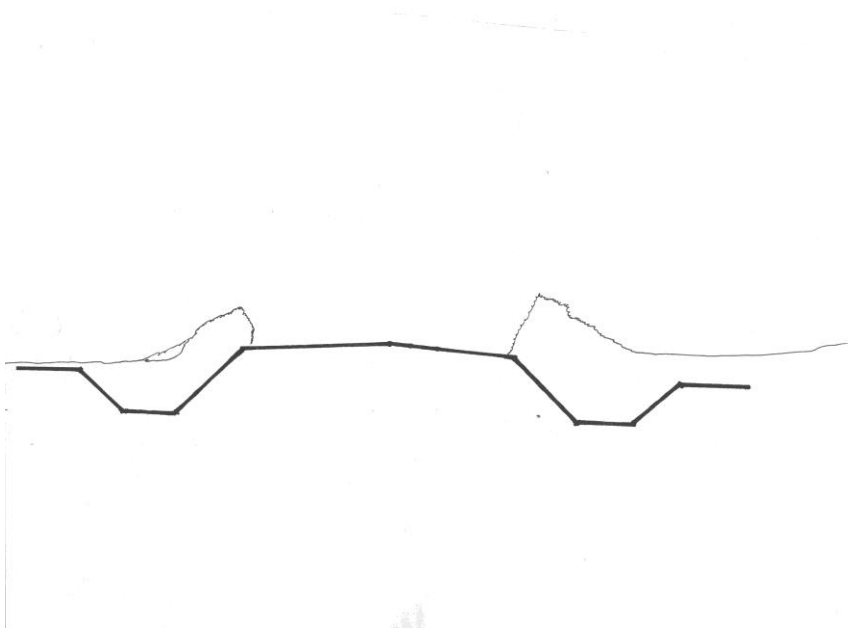
The problem grows



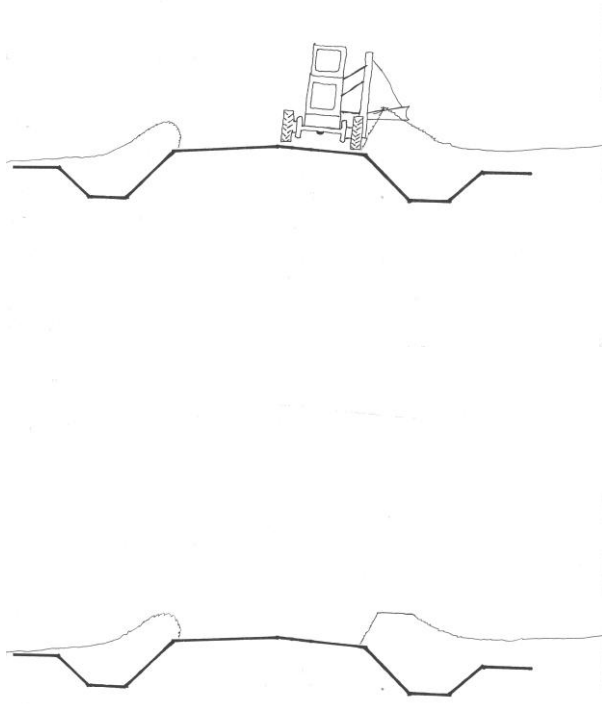
- As we begin to plow the snow, we compound the problem on the windy side of the road, because we try to throw the snow into the wind. We end up going slow because visibility is low. Consequently, the bank keeps getting higher and harder.

The damage is done

- By the time we get to the bank with the grader wing, the damage is done, and we have high, straight walled banks. If left like this, they will fill in every time the wind blows. If we just continue to plow them, soon they will be unmanageable with a plow truck. Remember, we have probably added de-icing chemicals to the road, then plowed them onto the bank. This makes the banks much harder.

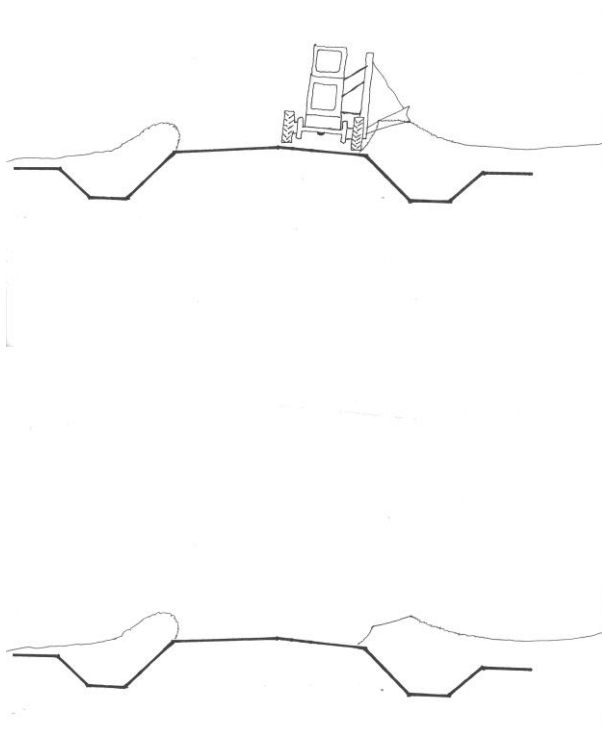


Redesigning the drift plane



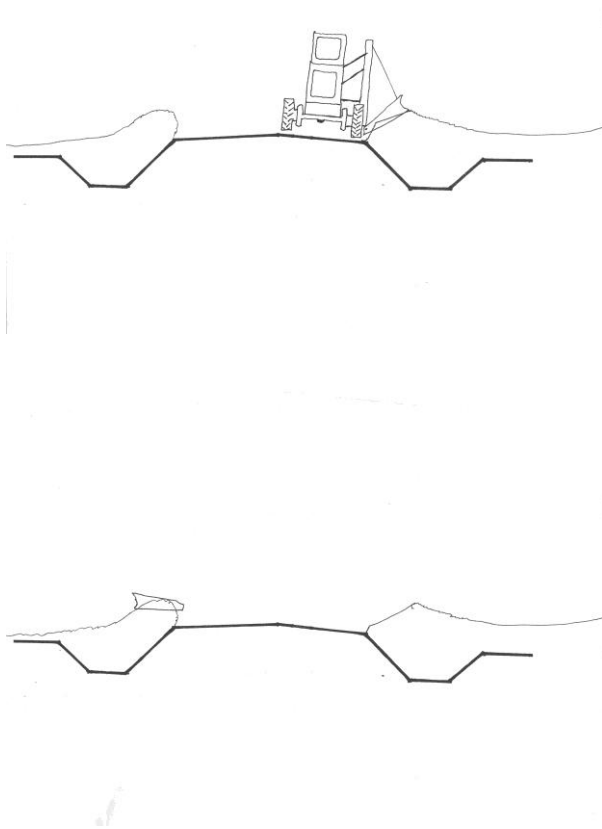
- The grader wing is an extremely effective tool for dealing with this problem.
- As we tackle these banks, we simply knock the high peaks off with the first pass. The wing should be level as possible for maximum reach. Do not let the heel cut in.

Our second pass



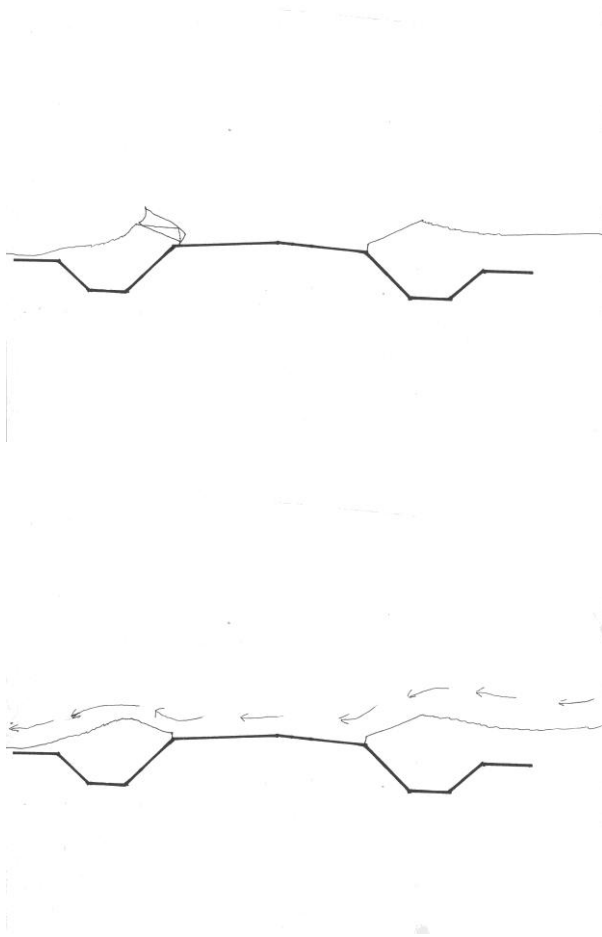
- With the second pass, keep the heel day lighted out and lower the toe. Take only what you can handle, and still maintain your speed.
- Remember, all passes when winging need to be made at a speed fast enough to throw the snow, but at a speed where you can maintain control of the machine and wing. Back up as far as needed to obtain proper speed and momentum.

All additional passes



- Once again, only lower the toe, leaving the heel daylighted out on additional passes.
- We address the bank on the other side of the road in the same manner, keeping the blade level and just taking off the peak with the first pass.

Don't overdo it !



- Make as many passes as you need to, but not more than you have to. Many times it is that last pass, when you try to do a little more than you should, things go wrong, like the wing heel digging in and creating a less than desirable finished product.
- When the job is done properly, the wind should blow right through without depositing any snow back onto the shoulder or road. This is a well redesigned drift plane.

Our goal is no ridges!

- This is an example of a properly adjusted wing blade. Neither the toe or heel are digging in. The snow is being cast off the heel and not leaving a ridge.



Improper Technique

- The operator here is demonstrating a poor winging technique. The ridge that is being left off the heel will catch snow every time the wind blows, and soon the ditch will be full with no place to put more snow.
- If you feel you need to put a windrow to stop snow, put it at the right of way fence, or on the adjacent land.



Not tooooo much!

- Here, the operator has taken more than the wing or the machine can handle. He has lost all his momentum and is simply creating a bigger problem. When you are winging snow and you find your machine loosing momentum, lift the wing, and make that pass again. Remember, **NEVER TAKE MORE THAN YOU CAN HANDLE!** If you are not throwing the snow, than you are ridging it.



Take care of your machine

- Before every shift, much care needs to be given to checking all mounting points for loose bolts. Redesigning the Drift Plane with a snow wing can be stressful on the machine, and extra care needs to be given to it during this operation.