

HIGH POLE DAILY CALIBRATION CHECKLIST

The Pilot Car 101 Standard Operating Procedure

The Specialist's Rule: In the High Pole game, "close enough" is how you lose a roof or a career. Calibrate every morning—no exceptions.

1. THE EQUIPMENT INSPECTION

- **Base Mount:** Check for stress fractures or loose bolts on the bumper/brush guard.
- **The "Whip" Check:** Ensure the pole sections are tight and the locking collars are seated correctly.
- **Tip Condition:** Is the ginger/ball tip securely attached? (A loose tip can fly off at 65mph).
- **Wiring/Sensors:** If using electronic sensors, test the audible alarm in the cab.

2. THE GROUND CALIBRATION (THE "TRUE ZERO")

- **Flat Ground:** Ensure the truck and the load are on the same level surface (Avoid sloped shoulders).
- **Measurement:** Use a certified height stick to measure from the ground to the tip of your pole or your measuring tape with fitting cup (as shown in the High Pole Mastery class.)
- **The "Legal Lead":** Set your pole height exactly **6 inches (minimum)** above the highest point of the load.
- **Clearance Check:** Does your height match the permit requirements for the specific route?

3. RE-MEASURE EN-ROUTE AS NEEDED

- **Hard Hits:** Did you have hard hits? At the next trip break re-measure.
- **Vibration Check:** If the pole is "chattering" or vibrating excessively, check your tension settings or base stability.

4. THE COMMS & CONTINGENCY

- **Radio Check:** Confirm clear audio with the truck driver.
- **The “Stop Stop Stop” Command:** Confirm the driver understands that “STOP STOP STOP” means immediate max braking.
- **Visual Reference:** Are you driving 1/4 mile minimum ahead of the load (except when going through towns?)



PRO-TIP FROM PILOT CAR 101:

“The height signs on bridges are often wrong due to road re-paving. Your pole is the ONLY truth on the road. Trust your gear, not the sign.”