The Hidden Costs of Getting Stuck

Understanding the expense of having your fleet vehicles stuck in mud, snow, or sand and how to avoid them.

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A Word From Arne

Arne Pinto
CEO

My name is Arne Pinto. As CEO of Pinto, Inc., I took the time to go out and talk to the guys who deal with stuck trucks and cars on a regular basis. As I interviewed drivers, mechanics, and service technicians, it became clear to me that there are many “hidden” costs involved from being stuck.

The stuck situations in this report are not referring to accidents but a simple matter of getting stuck in sand, snow, and mud. The following is a brief result of my efforts.

Calculating the hidden cost of a vehicle when it gets stuck in sand, snow, or mud can be a complicated process. That is why so many companies tend to ignore it and label it as the “cost of doing business.” This paper will give you an overview of these expenses and offers a simple solution to reducing some of these costs. This should be of special interest to the business owner and general manager who ultimately have the responsibility of keeping costs down and profits up. Your company may have a fleet manager who is expected to keep the fleet in good working order. But...

When a company truck gets stuck, few fleet managers consider the cost to the company when an event like this happens. They see it as an upset in their daily scheduling. Fleet managers often solve the problem by sending out another vehicle from the fleet or arranging for a tow truck service. Getting the vehicle back on the road as fast as possible is the primary thing on their mind. Most fleet managers scarcely have time to go to the restroom, much less the time to factor in the cost of their vehicles getting unstuck. All they think of is quickly solving the problem and moving on to the next emergency. It is a high-stress position that never lets up.

That is why this White Paper is for business owners. I will try to explain the “hidden cost” in layman’s terms. I want you to have a basic mechanical understanding of the extensive damage that can result when your drivers abuse your vehicles, especially when they get stuck. Ultimately, vehicle abuse results in less money in your pocket. Everyone is familiar with the saying “Time is Money”; well, here’s one: “Vehicle Care is Money.” Your drivers may not intentionally want to damage your truck, but things happen.

Give your employees the right training and the right tool and your vehicle expense will decrease.

Vehicle Hidden Costs

The expense of having your fleet vehicles stuck in mud, snow, or sand.

Drive-train

There may be expensive mechanical damage to the drive-train that can go unnoticed for thousands of miles after the abuse occurred.

During my years of industrial engineering maintenance management, I trained my mechanics to “carefully study the mechanical failure” because the worn, broken, or damaged parts of the machine will “tell you” what the root cause was.

Machines operate on basic laws of physics. If one understands these principles, he can study the failure and tell exactly the circumstances for the failure. This little secret is what distinguishes the great mechanic from hundreds of his peers.

Differential

Excessive wear will result in the differential if only one tire spins for a long period of time.

Differentials were designed to compensate for different rotational speeds of the driving tires as they negotiate turns. When making a turn, either by turning at intersections or following sweeping turns in the highway, the wheels on the inside of the turn radius will rotate at a slower speed than the outer radius tire. Without a differential, the inner radius tire would try to rotate at the same speed as the outer tire, causing tire wear and failure. The differential is an essential part of the drive-train functionality.

When a vehicle is in a stuck situation and one of the drive tires spins, but the other does not, the differential is subjected to unusual, excessive wear. Many drivers will fight the stuck situation by constantly accelerating and spinning for a long period of time before giving up his efforts of getting freed. This abuse to the differential seldom shows up immediately. It could be hundreds, possibly thousands of miles later that the vehicle “develops” mechanical failure. Since the result of the abuse is sometimes not immediate, the maintenance mechanic identifies the failure as “normal wear and tear” when, in fact, the failure could have been avoided if the driver was trained to not overdo his efforts of getting unstuck.

Even though I have decades of experience, it was good for me to go out and interview mechanics who work on all types of vehicles every day.

Joe Goertz of Bob Goertz Auto Repair, Inc. of Hutchinson, Kansas took time to answer some of my questions regarding mechanical failures from drivers being stuck.

Question: Did you have to do repairs on vehicles that were a direct result of them being stuck in sand, mud, or snow? Like clutches, transmissions, u-joints, and differentials?

Joe said, "The extent of the damage depends on the condition of the drive-train before the car or truck was in before getting stuck. Sometimes getting stuck will break something that was already worn."

Question: Differentials are designed to allow one drive tire to rotate at a different RPM than the other drive tire. Can this cause damage if, when a vehicle is stuck, one tire spins fast and the other tire doesn't spin at all?

Joe, "I've seen the spider gears busted from that. The spider is the big gear attached to the axle in the differential."

» Differential spider gear

Transmissions

Damage to the Transmission (automatic and manual) will happen when a driver switches back and forth from drive to reverse repeatedly.

As a rule, automatic transmissions are more likely to suffer premature mechanical failure than manual transmissions in stuck situations. I've seen it time and time again where drivers with automatic transmissions will rapidly switch back and forth from drive to reverse to "rock" the vehicle to get free from a stuck situation.

My mechanic, Jim, said that automatic transmissions fail when folks get stuck and they try to rock their cars. They try to get the rocking

momentum going and switch from drive to reverse and back to drive before the gears in the transmission stop their rotation. Rocking the vehicle often works in getting free, especially in snow, but the unnoticed damage will begin to show up within the next two or three thousand miles when the transmission "just doesn't shift right."

Automatic transmissions are a complicated bunch of moving gears, valves, and oil passageways that do not do well when forced to suddenly change directional motion. When the internal discs, gears, oil (transmission fluid) flow, and tiny check valve balls must reverse their motion, the components wear quickly because they can't sustain this kind of mechanical shock.

Clutch

It is the clutch for the manual transmission that suffers the most damage in stuck situations.

Manual transmissions have a built-in design that makes it virtually impossible to suddenly change from first gear to reverse. The internal gears of a manual transmission must stop rotating before the gears can properly mesh together to go from a forward motion to a reverse motion. If the driver tries to change from forward to reverse too quickly, the transmission will let the driver know instantly that he can't do that when loud grinding sounds scream back at the driver.

On cars and light duty trucks, Joe Goertz said, "I've replaced burned up clutches for people who got stuck." He said, "We had to replace transmissions, too." Joe said the average transmission replacement cost is "anywhere from $4,000 to $7,000 in most cases."

» Burned clutch

U-joints

Damage to U-joints can happen from the mechanical shock of changing rotation direction too frequently, which will lead to premature failure later down the road.

U-joints are a common component in the vehicle's drive train. They are found on virtually every car and truck. This component serves many uses in the vehicle's drive train. It allows the drive train system to "flex" between the transmission and the wheels. This "flex" is essential as the vehicle travels over bumps and irregularities in the road surface.

The U-joints experience all the torque that the engine delivers to the drive wheels. U-joints also provide good power transmission even if there is a slight "misalignment" between the transmission and the differential. On front wheel drive cars, the U-joints are part of the CV Shaft/Drive Shaft, but essentially, they serve the same function.

Inside each U-joint are dozens of tiny needle bearings that offer low friction movement of the U-joint components. These tiny bearings must be sealed from dirt by means of the bearing seals. The bearings are lubricated with an encapsulated grease to reduce friction. Under normal use, U-joints can last for hundreds of thousands of miles.

Causes of premature failures of these needle bearings can come from a bad bearing seal, hardening of the grease (usually from overheating), and/or scoring of one or more of the tiny needle bearings. The scoring (disintegration) of the needle bearing surface usually is a result of heat, dirt, and/or shock.

When a mechanic examines a failed U-joint, he will first check the seal. If the seal is good, he knows that dirt did not enter the bearing housing. He will then remove the bearing shell and check the grease and needle bearings. If the little needle bearings are scored and/or broken, he then must try to determine if he is looking at grease failure or needle bearing failure. Generally, if he finds that the grease is still "gooey" but is contaminated with thousands of metal flakes and fragments, it is a safe bet that the U-joint experienced extreme mechanical shock.

This mechanical shock usually comes from an out of balanced drive shaft or the U-joint underwent sudden reverse direction multiple times in succession. A great mechanic will first check the "balance" of the drive shaft. If the drive shaft is "balanced," then the mechanic is safe to claim that the sudden, repeated directional change was the root cause of the failure. In virtually all cases, this failure can be traced back to when the vehicle was in a stuck situation where the driver switched from drive to reverse back to drive repeatedly for extended periods of time.

A common exception to this rule is found when drivers will intentionally drive the vehicle backwards, then suddenly switch to the forward drive gear and accelerate. This is a technique often used by young drivers to

“lay rubber” on the road. It gives them great bragging rights, but eventually, the owner of the vehicle is faced with a hefty repair bill.

If the yoke is broken, it’s obvious the damage resulted from a sudden attempted change in rotational direction. This happens when the driver has his tires spinning in one direction at excessive speed and changes gears to rotate the tires in the opposite direction while the tires are still spinning. A technique used when “rocking” out of the stuck situation.

» Broken u-joint yoke

Frame and Body

While living in the Chicago area, I often watched drivers who were stuck in deep snow try to “burn” their way to freedom by spinning their tires until they were smoking.

I remember once, looking out of the double-decker commuter train window at the Mount Prospect train station over to the snow-covered parking lot. I saw a driver determined to get out of his parking spot before the others. He was stuck, but that didn’t seem to matter to him; he just spun his tires faster. The result: his pick-up truck slid sideways right into the car next to him. That little maneuver caused damage to both vehicles.

I visited Quality Body Shop, Hutchinson, Kansas, owned by the Yoder family. I asked Dan Yoder if he ever had any vehicles come into their body shop with damage from being stuck in sand, mud, or snow. Dan said, “I remember a ¾ ton pick-up truck that the front bumper was pulled off when a larger truck pulled him out of the mud.”

Henry, Dan’s dad, said, “On the newer cars where the bumper is low to the ground, it (the bumper skirting) catches in the weeds and dirt and gets pulled off when the car is being pulled out.”

Joe Goertz of Bob Goertz Auto Repair, Inc. said, “We had one car come in where they tied it off to the muffler to pull him out. They got him out, but the exhaust system had to be replaced.” I started laughing as I pictured a stretched-out exhaust pipe and muffler strewn across the ground.

Tires

What happens to your company vehicles when your drivers desperately try to get unstuck on their own?

Perhaps you think, there goes the tires, and rightfully so. For this part of my research, I interviewed Craig Cooper. Craig is the third-generation owner of Cooper Tire Service in Hutchinson, Kansas. His family has owned this business since 1951.

I've done business with him for over twenty-five years. I knew that he has seen a lot of damaged tires over the years, so I asked him what kind of damage and wear could result if a driver spins his tires when stuck. He told me a story of one guy who got stuck in snow/mud and burned the tires right off. He went on to explain that it is possible to burn off 3/32" of tread by spinning tires when stuck. That represents "thousands of miles of (normal) wear."

I saw that Craig noted the Go Treads logo on my jacket, and he started to tell me how, when he was in college, he got his Mustang stuck and was running late for a final exam. He was alone and could not get unstuck. He finally resorted to getting ashes from his fireplace to put under the tire to get unstuck.

» Tire damage from being stuck

About an hour after I left my interview with Craig, he called to tell me that just 30 minutes after I left, they had a customer come in for a new tire. The customer ran off the road and got stuck in the ditch, at which point he attempted to get unstuck by having his wife come and pull him out with her car. She had to position her car in the snow & mud to hook the two vehicles together. She couldn't pull him out, but the result of his getting stuck was a ruined tire on her car. He needed to get his tractor to pull the truck out, and Go Treads might have saved the trouble and the tire. I returned to Craig's shop and took pictures of the damaged tire (above). In this situation, Go Treads may have paid for themselves.

Semi Truck Costs

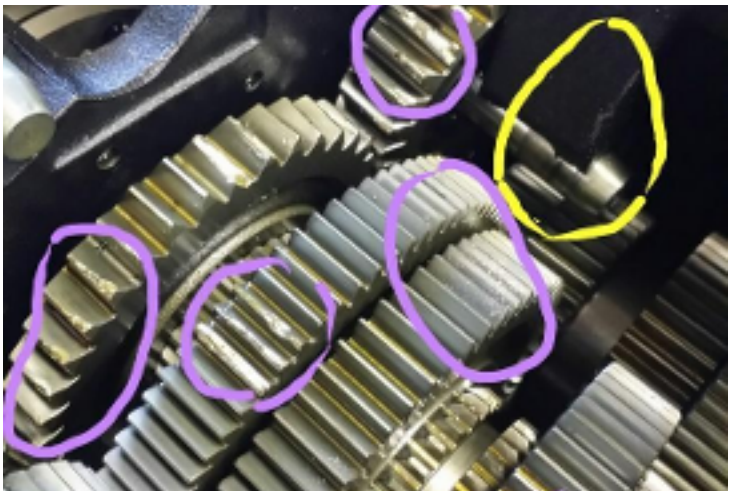
I traveled to Wichita to a large semi-truck repair center, Truck Center Companies.

There I met Kevin Heim. It didn't take long for me to see that Kevin was the perfect resource for the information that I needed. I started off by asking if he knew how much it cost to have a tow truck pull a semi out of a simple stuck situation. He said, "$800 to $1,000 per hour plus mileage."

I said, "OK, what about when a semi is at a sloped loading dock and because of the snow a semi is stuck, how much would that cost?" He said, "$800 to $1,000 plus mileage." I said, "Wow, no wonder semi drivers try desperately to get unstuck before calling for a tow." He said, "Yeah, but it is cheaper than the damage they can do to the drive train." He went on to say that "a tow truck is cheaper than a burned clutch, a twisted drive shaft, broken U-joint yokes, and a blown power divider." He showed me on a dual axle truck where this gearbox is located. If the driver needs more traction, he can engage the rear axle by using the divider. He said that if the driver "locks it in before the front (axle) stops rotating, he will blow the IAD (divider).

That will cost him $6,000 in parts plus 4 to 6 hours labor, at $120/hr," and he went on to say, "it would probably snap the axle." He said that "rocking back and forth will twist everything. To replace the whole axle assembly power train will run $10,000." If a driver spends time getting unstuck on his own, "he can damage the whole power train from the clutch plate all the way back."

Kevin then took me to the other side of the shop to show me a transmission they just removed from a truck. The driver tried to rock his truck out of a stuck situation and destroyed the transmission. He said that "this is going to cost around $14,000 in repairs and it only had 7,000 miles on it."



» $14,000 of damage to transmission with only 7,000 miles

Apparently, the driver tried to switch from forward to reverse before the gears stopped rotating and broke a part of the housing that supported an internal gear shaft; then the gears went crazy and chewed each other up. In this picture, the damaged gear teeth are circled in purple. The broken shaft support is circled in yellow.

As I was leaving the Truck Center, I looked around and noted dozens of nice semi-trucks in the parking lot waiting for repairs—a fleet operator's nightmare. Semi-trucks do not make money sitting in line for repairs.

So, whether the vehicle is stuck in sand, snow, or mud, major damage can result when drivers take unnecessary risks to get going again. For cars, vans, and light-duty trucks, the cost may only be a few hundred dollars. Repair costs on semi-trucks can easily cost upwards of tens of thousands of dollars for just being slightly stuck.

Time & Safety Costs

Losing time and disrupting schedules with your fleet vehicles stuck in mud, snow, or sand.

Cost of Schedule Changes & Delays

When a business vehicle gets stuck in sand, snow, or mud, it generally means that the driver begins to fall behind on his scheduled-out business day.

The driver makes money for the company when he is driving and working – not sitting in a stuck situation. I think of it like when I am in a Chicago taxi trying to get across town. The meter is running when we are moving and when we are stopped in traffic. The meter ($) keeps clicking away no matter what. You, as a business operator, are paying the driver no matter what. When your employee cannot get to his destination, work is not getting done, thus no income is coming in (zero $'s) but your expense keeps clicking away.

If you are running a service company, you can't afford to not have a service tech at their scheduled appointment where your customer is anxiously waiting. Now the chain of dominoes begins to affect many people – the driver, the fleet manager, the upper management, and most importantly, the customer. It gets worse if you operate an over-the-road trucking company. The cost and delay time compounds.

An even more desperate situation occurs when a vehicle gets stuck. It is not just the cost in time lost or a schedule delay; it is a matter of life or death, as in the case of emergency services. This is most common in snowstorm situations when firefighters and ambulances can't reach their destinations. I have many firefighter and EMT friends, and they tell me of these types of situations when they face heavy snowstorms.

Living in Kansas, where prairie fires frequently happen, I know of times when fire trucks got stuck and were overcome by fire. Fortunately, the men get picked up by other units. We frequently hear stories of their trucks and the men who cannot escape the approaching flames. It breaks our hearts.

Cost of Tow Service

When figuring in the cost of the tow truck service, business managers should factor in the driver's time wasted waiting for the tow truck.

In many cases, this can be hours if the towing services are booked up. It is not unusual to have waiting times of two to four hours. Maybe that is not so bad in nice weather, but what if this is during one of those Midwest blizzards? Now we are looking at the safety and well-being of your driver.

The cost of a tow truck service call ranges from around $125 for cars and light-duty trucks to well over $1,000 for semi-tractor trucks. Most

towing services also add additional fees like a mileage fee that can range from $3 to $15 per mile and hook-up fees from $20 to $75. For cars and light-duty trucks, total towing fees can climb to $300. For semi-trucks, fees can go up to $1,500 for a simple task of getting them back on the pavement.

Safety and Liability

If non-professionals use their vehicles to help, you may be responsible for damage to their vehicles if a mishap occurs.

Frequently, drivers seek others to help "push" the vehicle out. If the good Samaritan gets injured trying to help, you, the business owner, are responsible.

Your driver may get injured using various means for getting traction, like using branches, trash, boards, etc. You, the business owner, are responsible because it is your vehicle and your employee at work for you.

Your driver may abandon the vehicle as he tries to go get help. If this happens in winter, your driver may be overcome by the harsh cold. He may get injured if he must walk along the road seeking assistance. The abandoned vehicle may get vandalized—a very costly event, especially if the vehicle is full of expensive tools and equipment.

Employee Costs

Frequently, the fleet manager will choose to send out another employee to aid a stuck vehicle.

Here is a real-life experience my son, Aaron, often shares:

My first job in high school was in the coveted profession of refuse disposal (garbage man). And not your run-of-the-mill garbage man who sits in a truck and controls a cool robotic arm in residential neighborhoods. Being the newbie, I got to do the jobs no one else wanted to, which is especially bad in that industry. Despite the gross jobs I was relegated to, I did get to drive all over several counties running errands and picking up random trash containers. This was my favorite thing to do because it meant I wasn't stuck in a wash bin blasting sludge from dumpsters with a pressure washer.

On one stormy spring day, I was dispatched about an hour south of town to pick up a small construction site dumpster tucked miles back on a rural dirt road at a now vacant homestead. While loading up, toretial rains began to sweep across the area. Thinking nothing of it, I started my long trek back to headquarters. Within a mile, I knew I was in trouble. The dirt (mud) road was rarely traveled and had a steep crown in the middle with deep ditches flanking the sides. The fresh rain had turned the already rough road into a river of muddy snot.

My small truck was sliding off the crown and toward the ditches. Although I gave it a valiant effort, I eventually succumbed to the ditch.

Stuck. Going nowhere.

Sheepishly, I radioed back to HQ and requested help. The next closest truck was 45 minutes away but would divert to my location to assist. When he arrived, with a fully loaded 30-yard container, I knew we were going to be in trouble if he came to a stop on the muddy road. Sure enough, his weight kept him from sliding off the crown but did nothing to keep him from sinking like a pig into the mud. Now we were both stuck. Him dead center in the muddy ruts of the road and me tilted off to one side half in the ditch. After losing the roshambo, I had to radio back to HQ once again to request another truck. This time stipulating it should NOT be loaded!

Because they would first have to drop off their load, the next truck did not arrive until 1.5 hours later. He, being better warned by us, parked up the hill where there was not as much mud. After stringing together every chain we could find amongst our 3 trucks, we were finally able to pull the 30-yarder up the hill and out of the mud. Rigging up the same string of chains to my truck, I too made it up the hill to drier ground.

At the time, this was just another afternoon of adventure for a high school kid that would someday make for a fun story. 20+ years later and being a business owner myself, I now realize how costly said adventure was. Although I was barely above minimum wage, the drivers sent out to help me were not. The cost of having 3 people spending 3-4 hours of an already busy day quite literally “spinning their wheels” was not a cheap activity.

This had ripple effects on the tight schedules serving construction and manufacturing sites who relied on us. Not only did it mess up the schedule of the other drivers, they also had to work overtime to catch back up.

This further added to the hard costs, paying time and a half for several more hours for two drivers. Not to mention diminishing the company’s reputation for timeliness.

This is why I now never get caught without a pair of Go Treads in my vehicle!

About Go Treads

Go Treads are simple. They save time and money and are safe to use.

A History

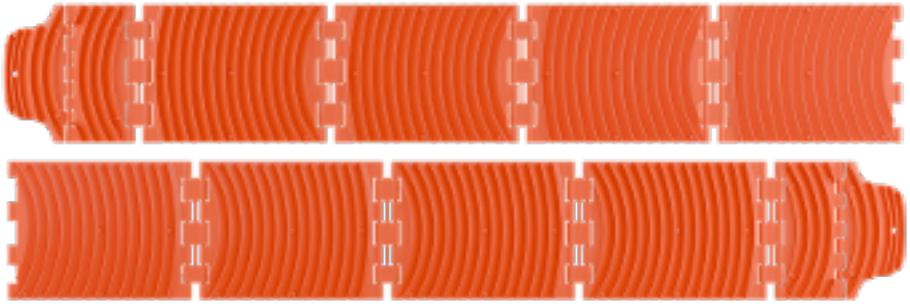
I invented Go Treads in 1975, while living in the Chicago area.

My original intention was to make a traction tool for getting freed from being stuck in snow; that's why they are made with a polymer that can withstand the extreme cold winter weather.

The first production run of Go Treads was in 1991. It was shortly after that, when hundreds of Go Treads were in use, that I discovered that our customers were using them in sand and mud, too.

The first version of Go Treads was designed for automobiles, but again, our customers showed us that they could be used for more than just cars.

In 2010, our company, Pinto, Inc., started making a larger version of the original design. This larger tool is designed to free semi-trucks and military vehicles as well as compact cars. It is a "one size fits all" tool.



Simplicity

I designed Go Treads to be simple to use by virtually anyone - no tools needed - no attaching to the tires.

Go Treads had to be easy to use because I understood that many of our customers would not be mechanically inclined. Most folks, however, will try getting traction with sticks, carpet remnants, boards, and the like, so why not a piece of plastic with powerful gripping surfaces like Go Treads?

Another factor for a good emergency traction tool is that it can't take up too much space. That's why Go Treads are foldable and take up very little room in the vehicle. For most fleet operators, their vehicles need the room to carry tools, equipment, and goods, so space is at a

premium. Go Treads are lightweight—heavy, bulky traction tools are out of the question for cargo trucks.

Time Saving

The time to use Go Treads is as soon as the driver realizes that they are stuck.

When needed, the driver simply unfolds them, places them in front of the drive tires, then gets back into the vehicle and slowly accelerates and drives out of the stuck situation.

If your driver uses Go Treads as soon as he gets stuck, he can usually "get going again" in less than five minutes. Watch a soldier, who had never seen Go Treads before, use them in a test for TACOM (Tactical Armament COMmand). She got a military truck unstuck in two minutes gotreads.com/military.

Once the driver gets freed and he can drive to a safe location, then walk back to retrieve the Go Treads, shake off the snow, sand, or mud, fold them up, and "get going again."

Business owners, managers, safety managers, and fleet managers should instruct drivers to use Go Treads as soon as their vehicle gets stuck. Drivers need to change their way of thinking when it comes to getting unstuck. Use them as soon as they get stuck and "get going again" quickly. If your drivers understand this principle, they can avoid lost time and trouble.

Money Saving

Go Treads can be used over and over. Unlike the cheap consumer grade traction tools that break the first time they are used, our tools are reusable.

They are made of a durable polypropylene copolymer that can withstand cold temperatures and the heavy load of big trucks. Even though Go Treads may get extremely "scuffed up" during repeated use, they can still work reliably and efficiently (picture below).

Many of our semi-truck drivers report that they use Go Treads

repeatedly when they get stuck in snow-covered, slanted loading docks.

Our off-road customers have used their Go Treads many times on a single trip on the trail.

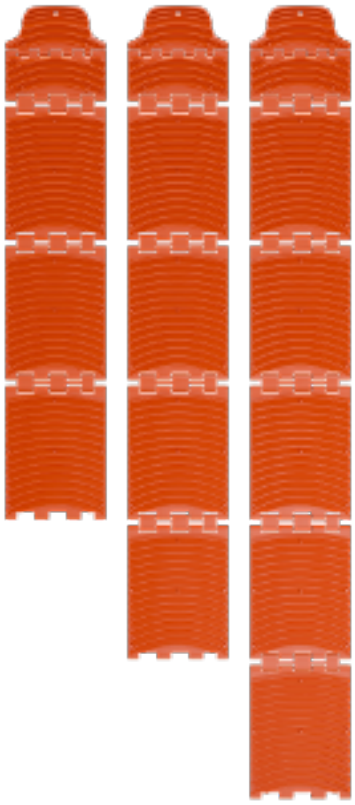
After one use, your Go Treads have more than paid for themselves. With one use of Go Treads, the driver saved the cost of a tow. If you consider the liability issues involved if your driver gets injured by taking unnecessary risks in attempting to get unstuck through unconventional means, Go Treads are a “no brainer.”

Using Go Treads drastically reduces the risk of vehicle damage while getting unstuck. People often take drastic measures to devise ways to get unstuck, often resulting in damage to the vehicle.

In most cases, businesses are sending out only one person in the vehicle. If the driver gets stuck, he has no one to help him. He must figure out a solution and get unstuck on his own. In most situations, your driver can use his Go Treads to “get going again” quickly and safely.

Self-Recovery For Any Vehicle

The lone driver can travel with peace of mind knowing that if he gets stuck, he has a very good chance of not being stranded.



Go Treads were originally intended for the drivers who get stuck in snow, but in its 34 plus year history, nearly half of our customers report successfully using them in sand and mud situations.

- Utility service drivers often find themselves in remote, unimproved roads that present unusual travel conditions.
- Construction workers use Go Treads because roads and driveways are not completed yet and the mobility conditions are very poor.
- Refuse companies report using Go Treads at construction sites when retrieving roll-off containers loaded with construction waste. (gotreads.com/fleet)
- Hunters and outdoor enthusiasts take Go Treads along because they know that they will probably get stuck in areas less traveled. To be stuck miles away from help with Go Treads on board offers a bit of insurance and confidence.
- Police and sheriff’s departments report using Go Treads to help stranded motorists year-round in all kinds of weather.
- Fire departments report successfully using Go Treads in the Midwest prairie lands of Kansas while fighting dangerous prairie fires fanned by the extremely strong flatland winds. Go to our special firefighter’s page on our website and scroll down to the video of the late Chief Kenny Burges of the Reno County Fire District 3, Kansas (gotreads.com/firefighters).

Engineering

The Go Treads tool looks so simple, but there was plenty of thought and engineering that went into the final design.

The arched pattern on the treads serves three functions:

1. The arched pattern on the top is a mirror image of the arches on the bottom. This “crisscross” design gives the tool great strength to support even the heavy loads of semi trucks.
2. The arches help keep the tool centered under the tire as the tire rolls over it.
3. The deep arched pattern gives excellent gripping power.

Material

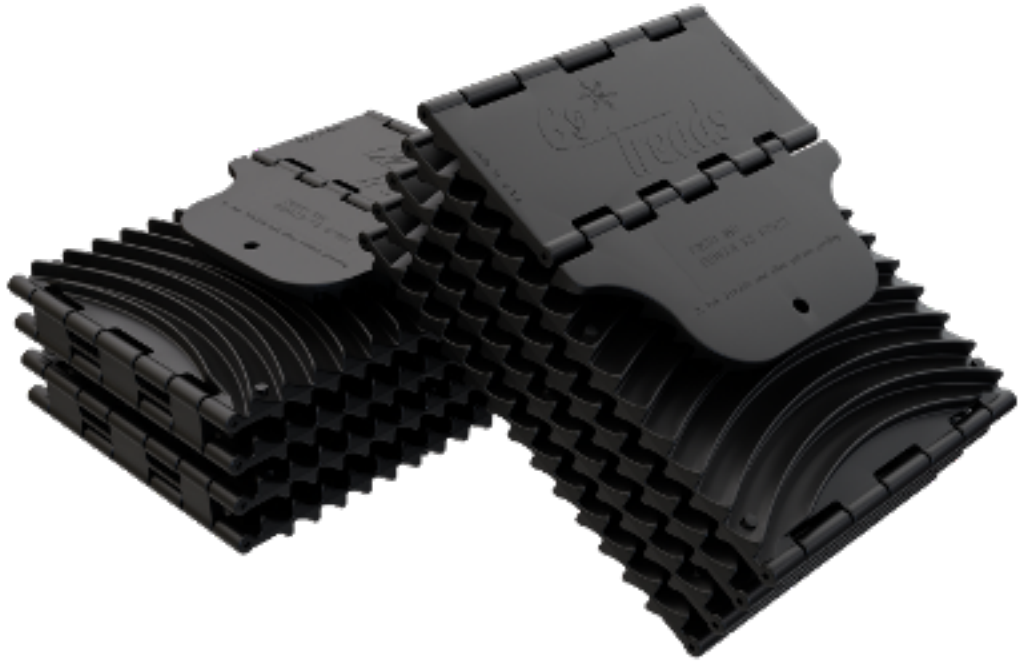
Go Treads are made of a special polypropylene copolymer formula, so the tool can withstand heavy loading even in cold temperatures.

It is so frustrating to buy a tool (or anything for that matter) that breaks right out of the package. Some folks think, no big deal, I will just take it back to Walmart and exchange it... Wait a minute, you can’t buy Go Treads from Walmart. By the way, of tens of thousands of Go Treads out there helping folks every day, only a small percentage have ever come back for warranty replacement.

Quality

We chose to use a high quality, more expensive polymer in our tool because we wanted Go Treads to be dependable every time you use them.

Each piece of the tool is carefully inspected during the hand assembly in Kansas. Our custom molder follows strict quality assurance guidelines to assure that every tool is defect-free. We personally do spot checks of the Go Treads they make to be sure our tools meet the engineering, material, and quality standards we expect... our family name is on every tool.



Closing Summary

Just like you, I hate getting stuck; it is frustrating!

I am sure that after reading this paper, you know that the facts and stories are accurate because you had personal experiences like this. My big eye opener in doing the research was the incredible cost that semi-truck owners face for repairs – unbelievable! I go back to what Kevin at the Truck Center said when I asked if Go Treads could help drivers when they get unstuck; he replied that 30 to 50% of the time they probably could.

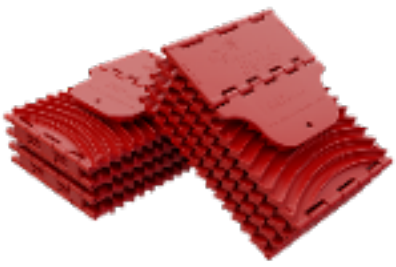
At the opening of this paper, I laid out how costly getting stuck could be. Also, consider that if your vehicle must go into the shop for repairs, your fleet is short a vehicle for days. That equates to lost revenue, too.

I designed Go Treads to help people. You and I have seen so many folks trying to get out of stuck situations in our lifetime. Often, when I see someone stuck, I will stop and pull out my beat-up Go Treads and get them going again. For me, helping others is a great feeling.

One of the most humbling things I heard while exhibiting Go Treads at a military trade show was when a retired Marine came to our booth. He picked up a Go Treads tool, looked me squarely in the eye, and said, "I wish that we had these when I was in (the service); this tool will save lives!"

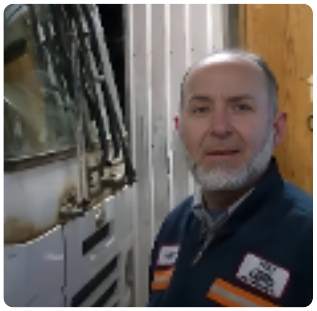
Look, I can go on and on about the attributes of having your whole fleet equipped with Go Treads, but you get the idea. You and I are business owners. We know that we must constantly watch cost and revenue. Go Treads will help reduce costs, thus help your revenue flow.

One more thing: if you need to quickly identify your company's Go Treads from your driver's personal ones, consider having us mold your company logo and name in them. You can also order them in different colors. Check out our website for those options.



Testimonials

I have used Go Treads both personally and professionally and have appreciated both the convenient storage and handling of this product and, of course, its ability to get me out of a muddy or snowy situation.
— OFFICER ANTHONY BALDWIN



We've used Go Treads for several years and they work... Our Go Treads paid for themselves more than once. Go Treads in sand work, too. We've used them in those cases as well.
— HAROLD NISLY, NISLY BROTHERS REFUSE CO., HUTCHINSON, KS

We have been using Go Treads for years at our loading dock. Usually, our snow removal service is slow to respond to our needs after big snow storms. That's why we have Go Treads. They are a big help to us when truckers get stuck trying to leave. Our loading dock schedule is so tight that there isn't time to have trucks stuck in our dock space. We put our Go Treads under the wheels and the driver pulls away like the snow isn't there. They always work for us. By the way, you should see how beat up they are... but they still work. We keep expecting them to break from so much use, but they keep on going.

— ZACH, WAREHOUSE MANAGER, HUTCHINSON, KS

I bought one set from you and the guys came back and said, "Man, them things work great." That's when I ordered a set for each one of our grass trucks. We've used them many times when we are out there fighting prairie fires in the sand hills.
— CHIEF KENNY BURGESS, RENO COUNTY FIRE DISTRICT 3, KANSAS

Because of the hazards that come with driving on sand, having Go Treads with us on rescue calls is critical. We are grateful this product exists so that we can get ourselves out of the sand and back to the hospital with our patients as quickly as possible.
— Pacific Marine Mammal Center, Laguna Beach, CA

Just a line to let you know that I had occasion to use the large Go Tread to extricate my high-centered and buried Neon from a plow-up ridge of snow in my driveway. With minimal digging to make room for the Go Tread, I placed it behind the tire and backed out without spinning at all. Over the last fifty years, I have been associated with a lot of save-the-day devices, and your Go Tread is the only one that works as advertised.
— DAVID FROM TORONTO, CANADA

Read hundreds of other reviews at gotreads.com/reviews

Notes

For Go Treads to be most effective, drivers must understand that they should use Go Treads as soon as they get stuck. If they have the mindset that they can fight the elements and win, they only make matters worse, and even Go Treads won't help.

Bio

Arne has an Electronic Engineering degree from DeVry, Chicago. He started as a maintenance assistant with Union Carbide while getting his engineering degree. He has been working in maintenance and engineering since 1967. He has worked for big companies like Borden, Union Special Machine Co., Emerson Electric, Stauffer Chemical, Chesebrough Pond, Unilever, Imperial Chemical, Akzo Chemical, Rhone Poulenc, CHS, and other smaller companies. He retired from his "day job" in 2018 at the age of 71.

He is now working full-time for his own company, Pinto, Inc., designing and marketing some of the many inventions he created over the years. He was awarded three patents and has others pending.

My Personal Experience

One frequent argument fleet managers give me when I present Go Treads to them as a necessary tool for their vehicles is, "All of our trucks are new and under warranty." This is a true statement and makes the manager's life easier because he doesn't have to deal with the cost and hassle of the repairs. He simply calls the dealership and he is done with the problem.

From a business owner's viewpoint, that solution sends up red flags. The business owner sees the truck not making him money while in the shop. To him, having Go Treads in each of his trucks reduces the chances of his vehicle's getting excessive tire wear from spinning while stuck—last I checked, tires are not part of the warranty. Also, using Go Treads reduces the chances of drive train/transmission damage if the driver can get freed using them.

In my years of maintenance, we had semi drivers who treated the company trucks like their own. They kept them clean inside and out. If they had problems with their truck, they reported it to us immediately. We also had drivers who could care less about the company's property. These guys had broken drive shafts, broken U-Joints, burned up clutches, bald tires, and filthy trucks. Their trucks were frequently in the shop.

Our emergency traction tool will not change this kind of employee's attitude. Dismissal is the best solution in that case. For the good employee, who demonstrates a respect for the company property, Go Treads will prove to be a valuable asset.

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