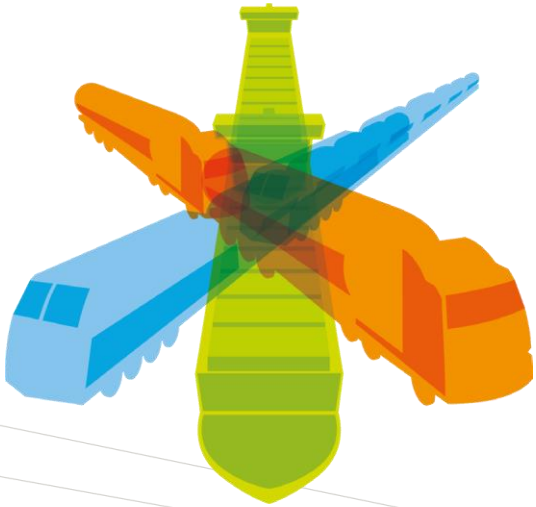


Road conduct and damage prevention

Being in a hurry often causes problems that arise in a split second and lead to a lot of trouble. Therefore, do not be tempted to rush. Before departing, check that everything is all right with your truck (see "checklist equipment and documents").

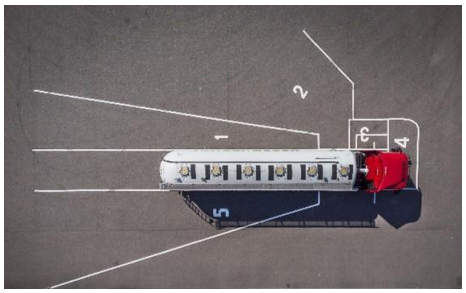
Getting in and out

- Wear work shoes and check that the soles of your shoes are not smooth or dirty to avoid slipping.
- Hold both handles, i.e., one in each hand.
- Use all steps and handles – not the steering wheel - to pull yourself up.
- Step out facing the cabin.
- Get in and out calmly. Rushing in and out can often go wrong.
- Do not jump down. This will lead to physical injuries to your ankles, heels, knees, hips and/or back.

Use the handbrake

- Always put on the handbrake, before leaving the vehicle.
- Ensure the gear is in neutral.

Mirrors and windows
Make sure that:
- The cabin windows are clean and that you have unobstructed view in all directions.
- You have not placed anything in front of the cabin.
- Make sure your mirrors clean and are adjusted well. If possible, use a mirror adjustment site to do this.



Anticipating/ Defensive driving
- Look ahead properly. Pay attention to side roads, traffic lights and other road users.
- Good anticipation gives you time to react and prevents abrupt braking.
- Pay undivided attention to driving and your vehicle. Do not do anything that distracts you from traffic, such as using your mobile phone, or handling the navigation system and the on-board computer, or eating and drinking.

Fatigue
Taking part in traffic while fatigued can have major consequences. There is a risk that you do not realise how tired you are and how this negatively impacts your ability to react. As a professional driver in everyday traffic, you carry a great responsibility for the safety of fellow road users.

Characteristics of fatigue:
- Repeated stretching, yawning, or shifting your body.
- Continuously letting your thoughts wander off.
- Struggling to keep your eyes open.
- Nodding off.
- Microsleep (“Oh, I’m here already?”)

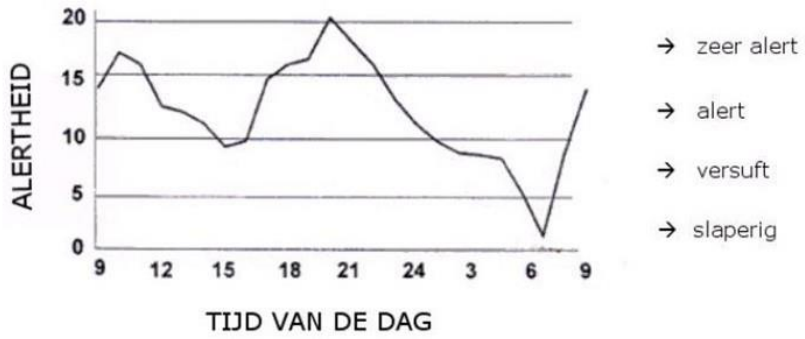
If you notice this, stop to take a break of at least 15 minutes. Make it 30-45 minutes if necessary. Napping for longer than 45 minutes is counterproductive. Lie stretched out on your bed so you can relax fully.

Don’t do this!

Fatigue is more likely:

- At dawn
- One hour after a hot meal (the infamous “after-dinner dip”)
- At dusk.

Try to plan your breaks in these moments.



Tips for preventing fatigue:

- Adjust the amount of sleep to the amount you need.
- Plan your meals, rest times and sleep schedule and take you biological clock into account.
- Take immediate action if you get sleepy.
- Start your shifts fully rested.
- Develop a clear sleep pattern and routine with fixed times (as much as possible), for example for eating and sleeping.
- Eat light meals that are not excessively greasy and moderate drinks such as those containing caffeine.
- Avoid alcohol, especially the night before driving.
- Prevent stress.

- Exercise regularly.
- Be cautious with medication as they can affect your sleep. Consult your doctor or pharmacist about this if you take any medication.
- Use the modern safety systems that your truck is equipped with but don't blindly rely on them.
- Ensure the lights work properly. Always switch them on, including during daytime.
- Let de vehicle coast whenever possible. Use the kinetic energy of the vehicle to your advantage. This prevents abrupt breaking, is beneficial to minimising fuel consumption, and prevents wear to the brakes and tyres.
- Accelerate gradually for the highest fuel efficiency.
- Always keep a safe distance.
- Adjust your driving to the weather conditions.
- **You are a professional!** Reflect this in your behaviour in traffic.
- Don't punish others for their mistakes. Instead, appreciate the fact that you were able to catch and resolve them.
- Be courteous to fellow road users and do not force right of way.

Turning around on the road

- When you realise you have taken a wrong turn, find a suitable place to turn around. Preferably make use of a roundabout for this.
- Avoid reversing when possible. Drive around the block instead. Your- and other traffic's safety, is a lot more important than "a quick" reverse.
- Never pull the combination into a sharp angle. This causes great damage to the tyres, axles, and tank.

Stopping

- If you stop, for instance to operate the on-board computer, do so somewhere where you are safe and you do not obstruct traffic.
- When driving in a traffic jam, keep crossings, driveways, exits and especially railroad crossings clear.
- When you have come to a stop, keep your foot on the brake. This is especially vital when transporting liquids. Movement of liquid in the tank trailer / container can cause the vehicle to start moving again.
- Especially during and shortly after an emergency stop, the load can push the vehicle forwards.
- Never stop or drive through a roadside verge alongside a ditch due to tipping danger.

Manoeuvring

- Open the driver's window and turn the radio volume down / off if necessary so you can hear any signals or shouts clearly.
- Look around you carefully with special focus on the blind spots before reversing or manoeuvring.

- Ensure there are no people standing or walking around you and bring it to others' attention that you are going to manoeuvre,
- Use your hazard lights.
- Use both mirrors to reverse. Do not stick your head out of the window as you will forget to check the right side of the vehicle/
- If you are unsure, get out of the cabin and have a look.

Correlation between driving speed, keeping distance, and stopping distance

Keep a safe distance from the vehicle in front of you. An overview of different stopping distances at 80km and 90 km per hour, under the most favourable conditions, can be found below. The stopping distance is composed of the:

- The actual braking distance: the moment in which your brakes are effectively engaged.
- The reaction time: the time between pushing down on the brake and the brakes engaging.

Driving speed before braking	=	80 km/hour - 90 km/hour
Meters per second (m/s)	=	22 m/s - 25 m/s
Reaction distance (1 second)	=	22 metres - 25 metres
Build-up of brake pressure	=	11 metres - 12.5 metres
Break distance	=	55 metres - 70 metres +
Stopping distance	=	88 metres - 107.5 metres

This is with a brake delay of 4.5 metres / sec^2.

A vehicle with sub-optimal braking easily needs an extra 20 meters of stopping distance. The effect of a wet road will further increase the stopping distance.

There is a minimum of 88 metres between recognising the need to brake and coming to a stop. For a truck-trailer combination this is almost 6 times the length of the vehicle.