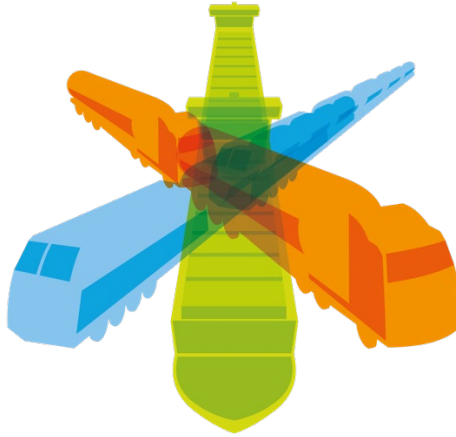




Road behaviour and damage prevention

Procedure

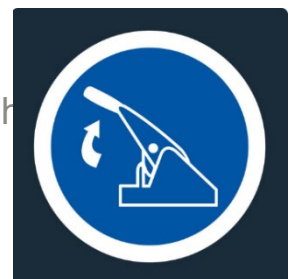
Rushing often causes problems that arise in a fraction of a second but result in considerable trouble. Do not allow yourself to be rushed. Before driving, after every short or long stop, break or rest period, check that everything is in order with your vehicle combination.

Entering and exiting the cab

- Wear high S3 safety shoes and check that the soles are not slippery or dirty, as this could cause you to slip.
- Hold both grab handles, one in each hand.
- Use all steps and grab handles, not the steering wheel, to pull yourself up.
- Exit facing the cab.
- Enter and exit calmly. Rushing when entering or exiting often leads to accidents.
- Do not jump down. Over time, this may cause physical complaints affecting the ankle, heel, knee, hip and/or back.

Using the parking brake

- Always apply the parking brake before leaving your vehicle.
- Make sure the transmission is in neutral.

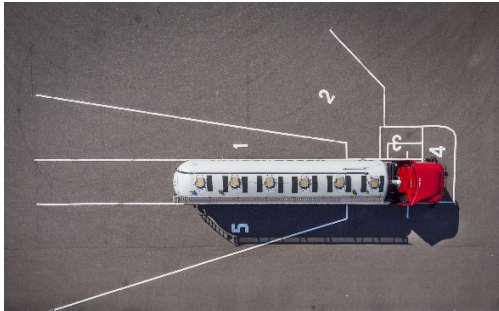




Mirrors and windows

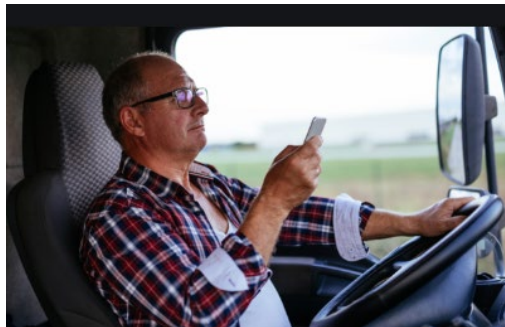
Make sure that:

- The cab windows are clean and you have an unobstructed view in all directions;
- You have not placed objects in front of the cab windscreen;
- Your mirrors are clean and correctly adjusted. If possible, use a mirror adjustment station.



Anticipation/defensive driving

- Look well ahead. Pay attention to side roads, traffic lights and other road users.
- This gives you time to anticipate and prevents abrupt braking.
- Concentrate fully on driving your vehicle and do not perform activities that distract your attention from traffic, such as using a mobile phone, navigation system or onboard computer, or eating or drinking.



Fatigue

Driving while fatigued can have serious consequences.

You may not properly recognise how fatigued you are or the negative effect this has on your reaction time. As a professional driver, you bear significant responsibility for the safety of other road users in daily traffic.

Signs of fatigue:

- Repeated stretching, yawning and shifting position;
- Your thoughts continually wandering;



- Struggling to keep your eyes open;
- Nodding off;
- Microsleep (have I already passed this point?)

If you notice this, stop and take a break of at least fifteen minutes. If necessary, extend it to thirty or forty-five minutes. Sleeping longer than 45 minutes can be counterproductive. Lie flat on your bed so that you can relax completely.

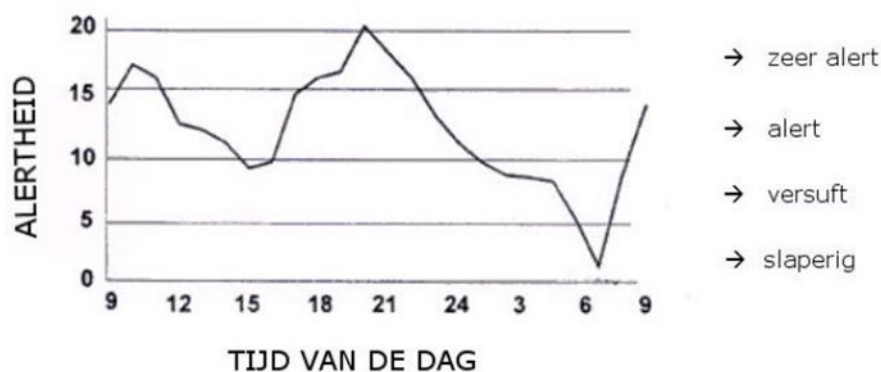


This is therefore NOT acceptable!

When is the risk of fatigue greater:

- At dawn;
- During night-time hours;
- One hour after a hot meal (the well-known “after-dinner dip”);
- At dusk.

Try to schedule a break at those times.



Tips for preventing fatigue:



- Match the amount of sleep to the amount you need.
- Plan your meals, rest periods and sleep times, taking your biological clock into account.
- Take immediate action if you become drowsy.
- Start work without sleep deprivation.
- Develop a clear sleeping pattern and daily routine with, as far as possible, fixed times for activities such as eating and sleeping.
- Choose light meals that are not excessively high in fat and moderate your consumption of drinks containing caffeine.
- Avoid alcohol, especially on the evening before driving.



- Avoid stress.
- Exercise regularly.
- Be careful with medication, as it may affect your sleep. Ask your doctor or pharmacist about this if you take medication.



- Use the modern safety systems installed in your truck, but do not rely on them blindly!
- Ensure that the lighting works properly. Always switch it on, including during the day.
- Allow the vehicle combination to coast as much as possible. Use the kinetic energy of the combination. This prevents abrupt braking, reduces fuel consumption and helps limit wear on brake linings and tyres.
- Accelerate smoothly to achieve the most favourable fuel consumption.



- Always maintain sufficient distance.
- Always adapt your driving behaviour to the weather conditions.
- **You are the professional! Show this in the way you participate in traffic.**
- Do not punish the mistakes of others. Take satisfaction in having anticipated and safely resolved another road user's mistake.
- Be courteous to other road users and do not force your right of way.

Turning around on the road

- If you realise that you have taken a wrong route, find a suitable place to turn around. Preferably use a roundabout.
- Always try to avoid reversing. It is better to drive around the block. Your safety and that of other traffic are far more important than turning around "quickly".
- Never jackknife the vehicle combination when turning, as this causes severe damage to the tyres, axles and tank.

Stopping

- If you stop, for example to operate the onboard computer, do so at a location where you are safe and do not obstruct other traffic.
- When driving in a traffic jam, keep intersections, entrances, exits and especially level crossings clear.
- Once you have stopped, keep your foot on the brake. This is especially important when transporting liquids. Movement of liquid in the tank trailer/container can set the vehicle combination in motion again.
- The load may continue to push forward, especially during and shortly after an emergency stop.
- Never stop or drive on a verge alongside a ditch because of the risk of overturning.

Manoeuvring

- Open the driver's window and turn the radio volume down or off so that you can clearly hear any signals or shouting.
- Before reversing or manoeuvring, look carefully around you, focusing on the blind spot.



- Make sure that no people are standing or walking nearby. Alert people that you are about to manoeuvre.
- Use your hazard warning lights.
- Use the mirrors on both sides when reversing. Do not lean your head out of the window, as you may then forget to check the right-hand side of the vehicle.
- If you are unsure, get out and check.

The relationship between driving speed, following distance and stopping distance.

Maintain sufficient distance from the vehicle ahead. Below is an overview of the different stopping distances at 80 km/h and 90 km/h under the most favourable conditions. Stopping distance consists of:

- Actual braking distance: from the moment the brakes actually begin to operate;
- Reaction time: the time between pressing the brake pedal and the brakes engaging.

Driving speed before braking =	80 km/h - 90 km/h
Metres per second (m/s) =	22 m/s - 25 m/s
Reaction distance (1 second) =	22 metres - 25 metres
Brake pressure build-up =	11 metres - 12.5 metres
Braking distance =	55 metres - 70 metres +
Stopping distance =	88 metres - 107.5 metres
This is based on a deceleration of 4.5 metres/sec ² .	

A vehicle that does not brake optimally will quickly require an additional 20 metres of stopping distance. Weather conditions will increase the stopping distance even further.

There are therefore at least 88 metres between recognising the need to brake and actually coming to a standstill. For a tractor-trailer combination, this is almost 6 times the vehicle length.