

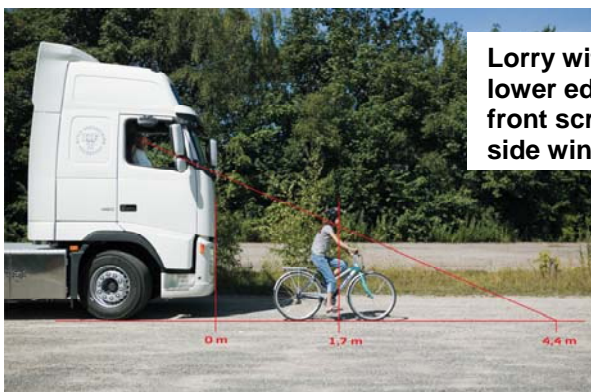
24. april 2007

Avoid accidents when lorries turns right "Best practice" for equipment and choice of lorry

Advise to hauliers and drivers
regarding better vision from lorries

Low-level side window and front screen and an extra side window in the right door improve the direct vision

The closer to the ground the lower limits of the screen and side window are, the closer to the lorry you will be able to see cyclists and pedestrians. Choose a lorry with a low low-level limit of the screen and of the side window.



Lorry with high lower edges of front screen and side window.



The cyclist is only just visible to the driver in the situations above



Lorry with low lower edges of windows, ekstra low window in right door and extra window in cab side

Many lorry manufacturers make cabs suitable for town use: The driver sits lower and closer to the other road users, the cab has low-level windows and screen and extra side windows in the door and in the rear cab side.

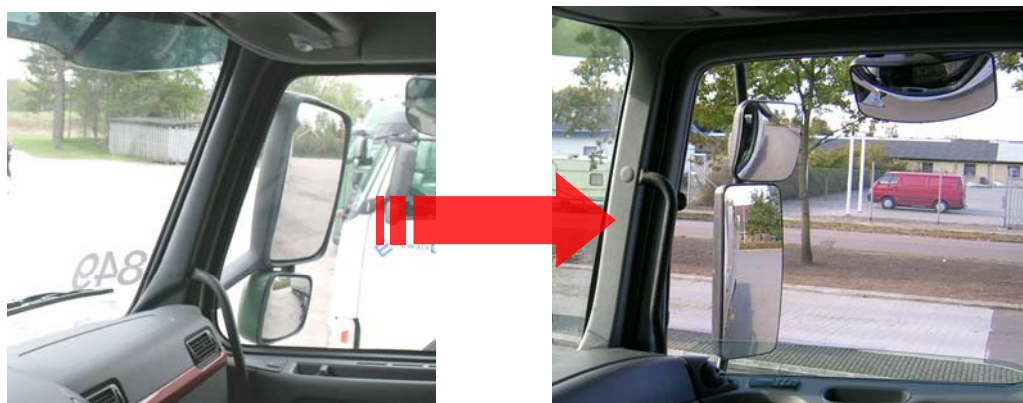
If the lorry has an extra low side window in the door, do remove eventual black film from the window. Using mirror film instead will prevent others looking in and enable you to look out through the window.

The mirror housing and its brackets should be slim and placed with an air gap to the surroundings

Big mirror housings and mirror brackets can hide cyclists and pedestrians.

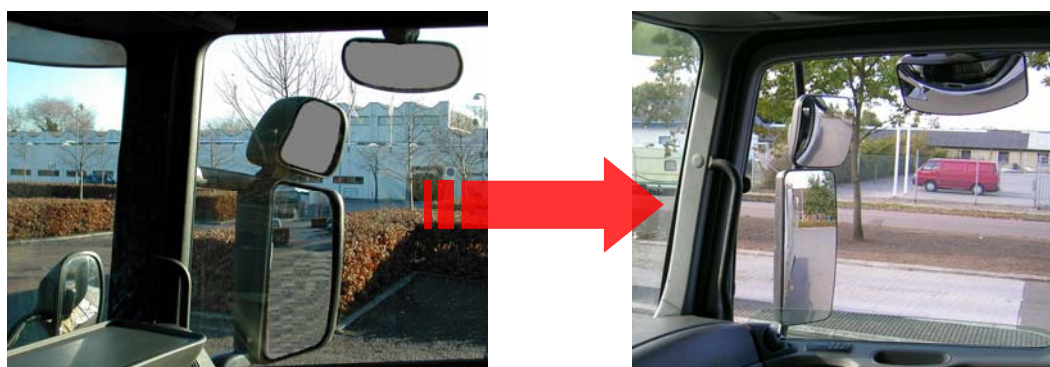
It is important to have an outlook between the mirror housings and the A-pillar and between the low-level of the lower mirror and of the side screen.

Mirror housings and mirror brackets should therefore be slim and with an air gap around them.



Fewer but better mirrors

The new mirror solution comprising of 3 mirrors (main mirror + new wide-angle mirror + new close proximity mirror) is better than the solution comprising of 4 mirrors (main mirror + old wide-angle mirror + old close proximity mirror + blind spot mirror).



On a major part of the lorries you can change the mirror glass only of the close proximity mirror and of the wide-angle mirror and then you can then leave out the blind spot mirror.

The mirrors should be placed close to each other, enabling them to be covered by the driver at one glance

The outlook for the driver is made easier if the mirrors are placed close to each other. The driver will then only have to look in one direction. In the example below the new requirements for field of vision can be fulfilled with only 3 mirrors.



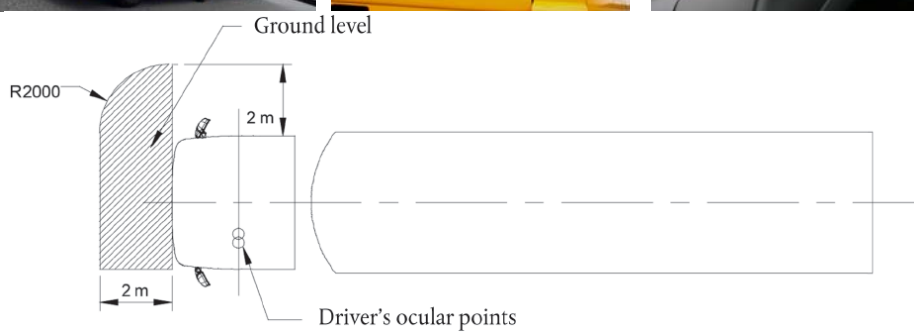
If the front mirror can cover the required field of vision of both the close proximity mirror and of the front mirror a separate close proximity mirror can be left out. The same applies for a camera used instead of the front mirror

If a camera-monitor solution is used the monitor should be placed near to the mirrors and to the A-pillar not obstructing the important direct view through the lower edge of the front screen and the lower edge of the right side window. In case the direct view will be obstructed the monitor should be placed behind the A-pillar but either over the height of the driver's eyes or below the lower edges of the windows.

Put on a front mirror even if it's not required

If you have the new 3 mirror solution it is sensible to put on a new front mirror. Then the outlook will be as good as on the new lorries.

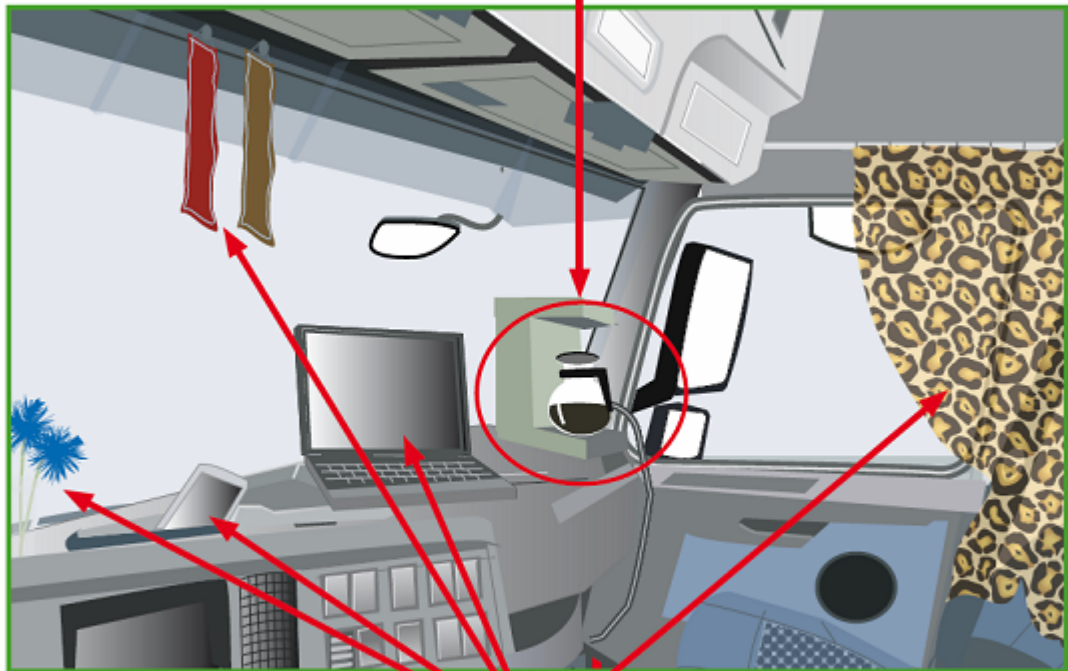
The front mirror covers the area close to and in front of the lorry and the critical area close to the far side front corner



The window area should be kept free

It is important that no obstacles like shelves, printers, GPS-units, coffee-machines etc. is fitted along the lower edges of the windows near the A-pillar.

Your outlook to cyclists close to the lorry is critical at the lower right corner of the front screen and at the lower left corner of the side window.



Remove shelves, printers, GPS, coffee machines, curtains, flags, signboards, streamers etc. Objects obstructing the drivers view, will grant a fine and is demanded to be removed at periodic technical inspection