

Calendar week 17 and already 29 dead drivers at the end of traffic jams on German transit routes

Accidents involving trucks -

Coordination of technical and personalised prevention

Self-commitment brochure on the 10 Max Eighty Rules

A Lower Saxony study of lorry accidents at the end of traffic jams reveals that 27 percent of the lorries causing accidents had a built-in emergency brake assistant. The study¹ concludes that there is a lack of instruction for the drivers and that they unintentionally override the emergency brake assistant and interrupt braking in an emergency situation, for example by pulling the steering wheel.

The experts call for comprehensive instruction of the driver in the functionalities when taking over the truck. They recommend driver safety training. If the driver is warned in an emergency situation, he should react decisively with an emergency brake. But, the systems are only as good as the interaction between driver and technology. Therefore, the appeal for anticipatory driving also applies here.

It is therefore important to make the majority of the 800,000 truck drivers on German roads every day aware of the problem. Many of them actually lack instruction and knowledge of their assistants. In addition, many are not aware of the deadly risks they run when driving too close and at inappropriate speeds, or when they are inattentive due to distractions on congested transit routes.

About 40 percent of the drivers come from European countries, most of them from Eastern Europe. They should also be reached with the awareness campaign.

Just as we have translated our appeal "*#international_appeal_congestion_end*" into 17 languages and made it available for download on our homepage (www.hellwach-mit-80-kmh.de), we have now produced a brochure on the voluntary commitment to the Max Eighty set of rules for entrepreneurs and their drivers and are also translating this into the common European languages.

With this concept, we go to all large truck transport-tangled companies.

We want to convince as many drivers and their bosses, fleet managers and dispatchers as possible of the Max Eighty idea. But we also want to reach the manufacturing industry and trade through all accessible channels. The "just-in-time" delivery concept and inflexible timeslots at the ramps put the driver under stress. He often sleeps badly and, tired, risks falling into microsleep during the journey. Only a healthy driver brings the freight safely to the customer.

Every day there are several crashes at the end of a traffic jam. Everyone runs the risk of being involved in such an accident. It is worth fighting against it, because no driver deliberately hits the end of a traffic jam. But he must understand and internalise that he has 40 tonnes of responsibility. We need more mutual consideration from all road users again, and max octogenarians at the wheel of lorries who clear up their route daily according to road works and drive there with foresight and with regularity.

Please support the initiative and help to end unnecessary dying.

¹ Dr. Erwin Petersen, Alexander Berg, Extended considerations on the handling of automatic emergency braking systems and their design in traffic accident and vehicle technology 10,11,12/2020