INITIATIVE HELLWACH MIT 80 KM/H

Wide awake at 80 km/h

The initiative for 40 tonnes of responsibility

The Max Eighty Safety Register for the Driver's Manuals of Transport Companies

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The causes of fatal accidents can be narrowed down to:

"Inattention" and "Distraction"

Accident clusters result:

Where?	☹ Transit routes before permanent road works
When?	☹ at rush hours
How?	☹ unbraked, with run-up
Why?	☹ distraction or microsleep

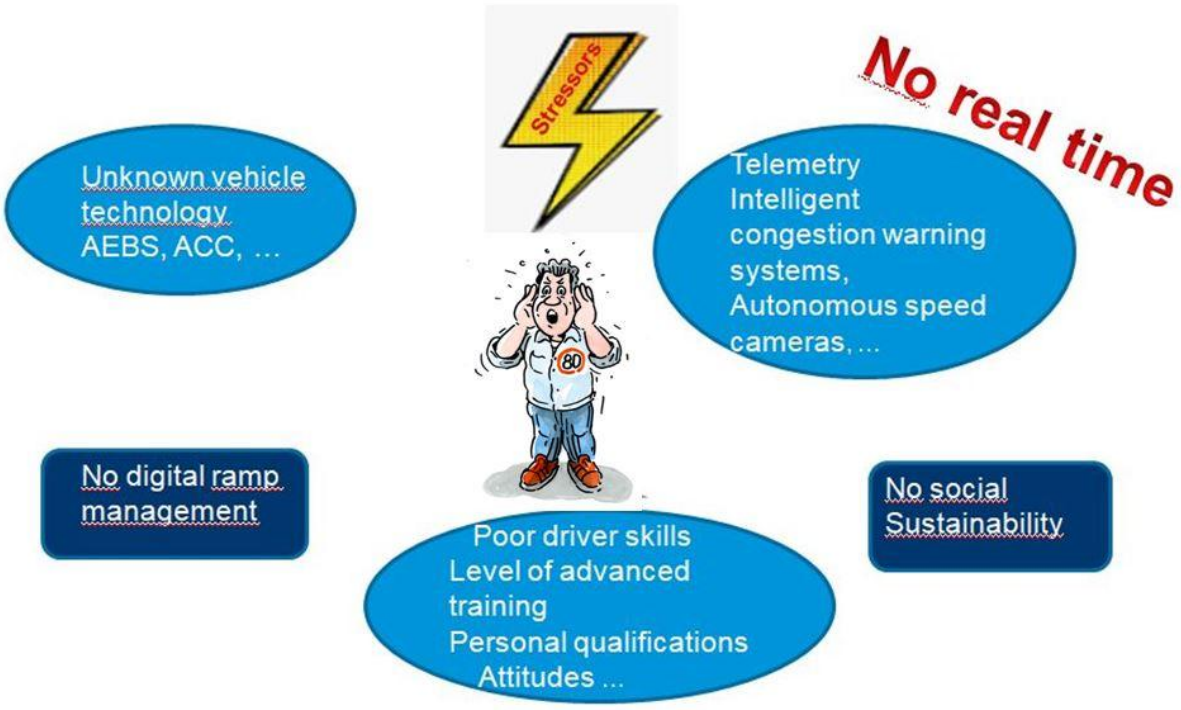
The greatest moment of danger lurks:

- on multi-lane motorways,
- if a lorry traffic jam has already formed on the right lane
- and there is still unimpeded traffic flow in the remaining lanes.

Accident-promoting interactions between driving behaviour and technology

There are circumstances that make a momentary failure of the driver more likely.

Such stressors stem from the driver's attitudes and capabilities, but also from the working conditions, the lack of technical solutions and the infrastructure of the traffic area.



Sharpening the proactive hazard radar

- No driver deliberately drives onto the end of a traffic jam!
- But the driving profession is an anachronism.
- The monotony of column driving cries out for distraction.
- But even 3 seconds of distraction can be fatal!
- Therefore, identify and change dangerous routines!
- Eliminate the causes of stress-related sleep disorders!

Proposals for implementation

- Entrepreneurial commitment
- Training measures such as according to german Professional Driver Qualification Ordinance (BKrFQV), Annex 1, especially knowledge areas 1.2 (on AEBS), 1.3a and 3.1 (hazard radar)
- Motivational incentives for professional drivers
- Verifiability of compliance
- Social sustainability and appreciation for professional drivers

The Max Eighty Security Register

1.1. **Familiarity and knowledge of the assistants**

Modern emergency technology is installed in almost every truck. The driver must therefore receive a familiarisation drive on every (!) truck he uses and be made familiar with the available assistance systems. In particular, they are expected to have a sound knowledge of the various override options of the emergency brake assistant in the event of danger, in order to avoid unintentional deactivation of the emergency brake in the event of danger stress.
The driver must insist on the familiarisation drive before taking over the truck.

1.2. **Adaptive Cruise Control (ART)**

Use outside built-up areas is a contractual obligation. ART leads to a more defensive and calmer, and therefore safer, drive. It also promotes an economical driving style.

1.3. **Truck navigation app**

We only use navigation systems suitable for HGVs. The software receives regular updates. The BKF must familiarise itself with the route and the construction site situation for unknown routes. We recommend using the motorway app for this purpose.
Increased attention is expected in the case of traffic jams.

1.4. **Dates and time slots**

Delivery and collection dates, as well as booked time slots, are binding and must always be adhered to. For this purpose, we provide time buffers. If delays occur that jeopardise deadlines, these must be communicated immediately.
Making up for lost time through speeding or other unauthorised actions is prohibited.

1.5. **The 10 Max Eighty Rules**

As a participating logistics or freight forwarding company, we are committed to our drivers' compliance with the Max Eighty Rules. The
BKF are trained in driver meetings and with the act of a self-commitment to "Max-Eighty".

The 10 Max-Eighty Rules for Truck Drivers

A responsible driver behaves in such a way that in all traffic situations he does not endanger himself, other road users or his load. Therefore, we expect and recommend for the daily travel times:

1. **always observe driving and break times, use breaks sensibly.**
2. **only make urgent calls and only if a hands-free system is available. Every phone call is distracting.**
3. **social media use via smartphone, notebook, tablet etc., like facebook, WhatsApp, SMS or YouTube must be omitted.**
4. **do not plan routes, change routes or process orders while driving.**
5. **Non-driver activities such as reading, making coffee, preparing food, personal hygiene, etc. are incompatible with safe driving and must not be done while driving.**
6. **eating and drinking while driving shall only be done if it is ensured that concentration on traffic is not disturbed.**
7. **Alcohol and other substances that influence reaction and concentration, but also medication that excludes driving, are strictly prohibited immediately before and during driving hours.**
8. **change clothes only at the next parking lot or during the break. Wear sturdy shoes.**
9. **if something falls off, stop at the next opportunity and only then pick it up.**
10. **Max eighty bid: I adhere correctly to the specified speed limits - especially on roads with traffic jams and on construction sites. I maintain safe distances, overtake only when it is not forbidden and I am wide awake.**

Max Eighty's in, so are you!

You can help spark a movement for anticipatory driving and more consideration - please promote the ***Max Eighty idea***

STOP
accidents at the
end of traffic jams

Become a member

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<u>Appendix:</u> Why is it so important to instruct the driver in the assistance systems of the truck, especially the Emergency Brake Assist System (AEBS)?

The installation of AEBS systems became mandatory for new registrations from 2015. The legal requirements were moderate. The assistant had to reduce the speed by 10 km/h if there was a risk of collision, then by 20 km/h from 2018. This still applies today. The manufacturers quickly offered systems that were far more efficient and could increasingly brake to a standstill.

However, the development also brought with it programming errors. The first systems were exclusively radar-based. An algorithm detects an obstacle and calculates the last possible braking point from which a safe stop is still possible on a dry road. 1.4 to 2.1 seconds before this point, a two-part warning phase begins. First, the driver receives an acoustic collision warning. 0.8 seconds before the braking point, there is an additional warning braking with half of the available braking force before full braking occurs at the defined braking point.

These systems were quickly developed further and a camera system was added to the radar sensor by all manufacturers in the meantime, which allows moments of danger to be recognised even more efficiently. Today's systems are almost all capable of bringing the truck to a halt before a collision in an emergency. With almost all manufacturers, these modern systems can no longer be switched off by a switch on the dashboard, so that the emergency aid option always remains active.

If it were not for the override option required by international law. The AEBS is an assistant and must not act autonomously. The driver must retain decision-making authority at all times.

Therefore, all systems have **override options**. Uniformly, these include:

- **a kickdown of the accelerator pedal**
- **the operation of the indicator**
- **Steering movements**

With older systems, even tapping the brake pedal occasionally led to an override.

The driver is therefore able to override the pending emergency braking at any time during the warning phase. If he does this voluntarily because he recognises that the algorithm has warned incorrectly, this is in accordance with the law and the system.

Unfortunately, scientific studies of rear-end collisions[1] show that in more than a quarter of the cases an active AEBS was installed in the truck involved in the accident. Since such frequent system failure by different manufacturers is unlikely, the cause must lie with the driver.

If he is distracted or falls into a microsleep, he will startle during the warning phase, or at the latest during the warning braking, and will see the obstacle coming towards him.

If he has not been instructed in how the AEBS works, he pulls the steering wheel around in an escape reflex. As a result, he overrides the emergency braking and switches off the brake cascade. The impact with the rear of the vehicle in front is staggered and not full.

The instructed driver keeps in lane, brakes along and can trust the system to bring the truck to a stop.

In long-distance traffic, almost all trucks are now equipped with modern and efficient AEBS systems as standard. In local and regional transport, however, trucks and tractors continue to drive with older and different systems. Therefore, familiarisation of a new driver with the individual truck is indispensable to avoid accidents.

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[1] www.vkuonline.de/erweiterte-betrachtungen-zum-umgang-mit-automatischen-notbremssystemen-und-zu-deren-auslegung-teil-1-2669196.html

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