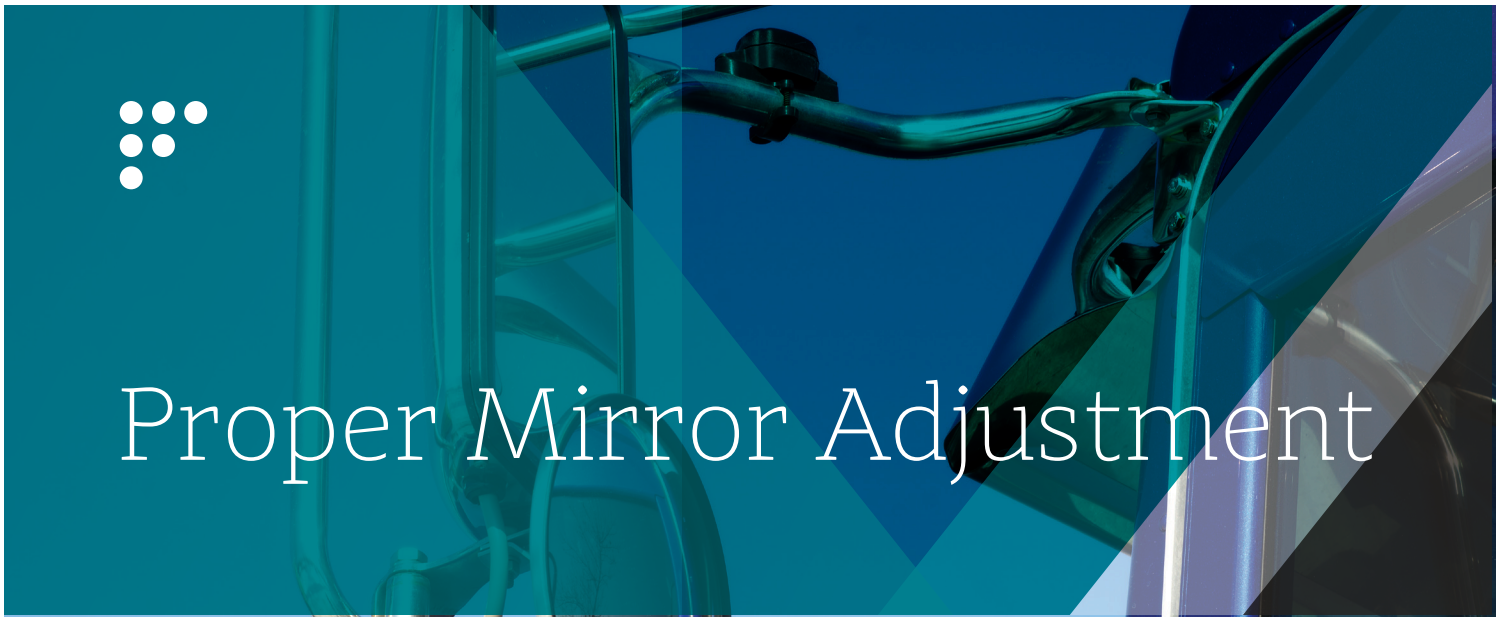

Proper Mirror Adjustment

A driver's best protection from danger is his or her ability to see what's happening around a vehicle. In large commercial vehicles, side and rear views are restricted, forcing drivers to depend on mirrors for cues about their surroundings.

Statistics show that the majority of accidents involving commercial vehicles fall into one of three categories – each relying heavily on the use of mirrors:

- Backing
- Turning
- Lane changing

Many drivers have never been trained on proper mirror adjustment or don't have access to the right tools for assistance. This exposes a company to greater liability in the event of a catastrophic event – even when another vehicle is operating in an area it shouldn't be in. We should always ask, "Could an accident have been avoided with proper use and adjustment of mirrors?"

Properly adjusted mirrors will not eliminate 100% of a vehicle's blind spots. Drivers should also practice the 'lean and look' method of scanning to help reduce company accidents.

Fender mirrors typically provide better range of vision and ease of use, since they are in front of the vehicle and in the driver's usual line of sight. This is assuming the mirrors are properly mounted and not affected by vehicle vibrations.

We should always ask, "Could an accident have been avoided with proper use and adjustment of mirrors?"

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SETTING UP A PERMANENT CHECK STATION

1. Paint a straight line (line A) 60 feet long by 6 inches wide.
2. Paint a straight line (line B) at a 90-degree angle to the end of line A.
3. Paint a 5-feet by 8-feet box (target C) that begins 35 feet below line B, and immediately to the left of line A.
4. Paint a 5-feet by 8-feet box (target D) 75 feet below line B, and 10 feet to the right of line A.

- The boxes can be solid, outlined, crossed, etc. It's suggested to use a bright color, like yellow.
- See Diagram 1 for help

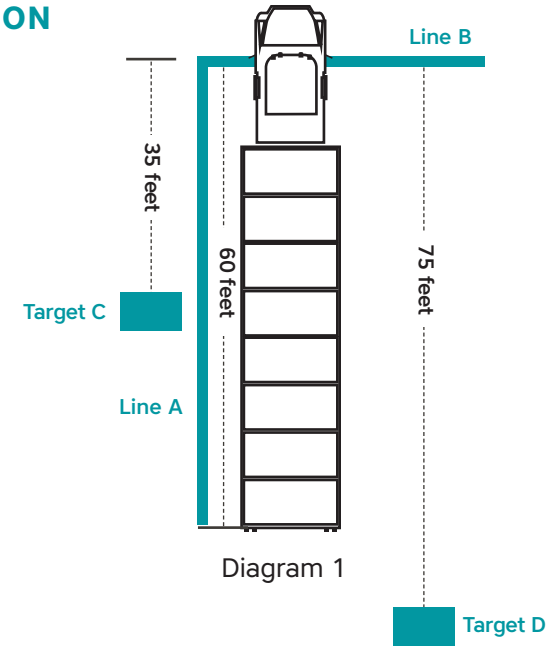
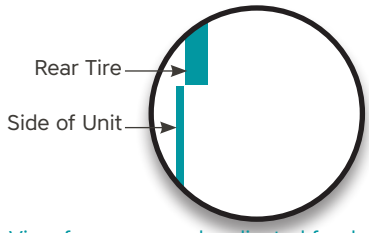


Diagram 1

ADJUSTING MIRRORS AT A MIRROR CHECK STATION

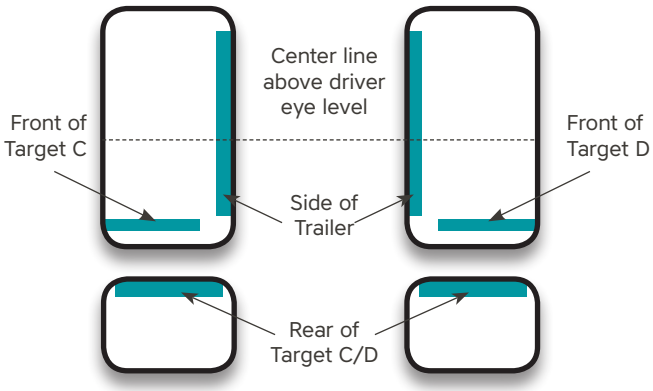
1. Position tractor parallel to – and as close to – line A as possible.
2. Stop tractor with side mirror aligned with line B.
3. Rotate each flat mirror horizontally until the left and right sides of the trailer are visible in the inside edge of the respective mirror.
4. Tilt each flat mirror vertically until the appropriate target, C or D (left or right), is visible in the bottom edge of the mirror.
5. Rotate each convex mirror horizontally until the inside edge shows the left and right sides of the trailer.
6. Tilt each convex mirror vertically until target C or D is visible in the top edge of the mirror.
7. Adjust the fender mounted convex mirror so that the inside edge of the mirror shows the side of the tractor. The tires of the tractor (front tandems) should be visible inside the upper portion of the mirror.
   Refer to diagram 2.

Diagram 2



View from a properly adjusted fender-mount mirror

Diagram 3



View from a properly adjusted flat and convex mirror