NRSPP
NATIONAL ROAD SAFETY
PARTNERSHIP
PROGRAM

Vision and Heavy Vehicles *Part 2*

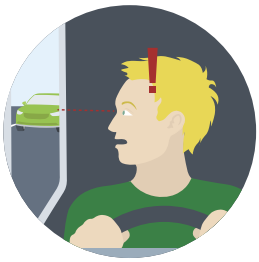
QUICK FACTS

Responses to Direct and Indirect Vision

Viewing objects directly or indirectly has a great impact on the driving performance of Heavy Vehicle drivers. Being aware of the difference between these, and the risks that might follow, can help everyone be safer around heavy vehicles.

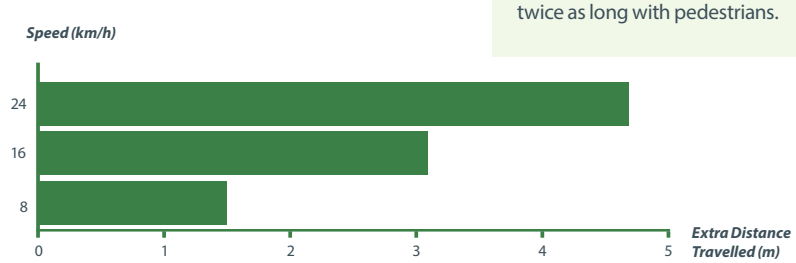
Direct vs. Indirect Vision

On average...



Direct Vision responses are **0.7 seconds faster** than **Indirect Vision** responses

Slower response times from Indirect Vision lead to extra braking distance:



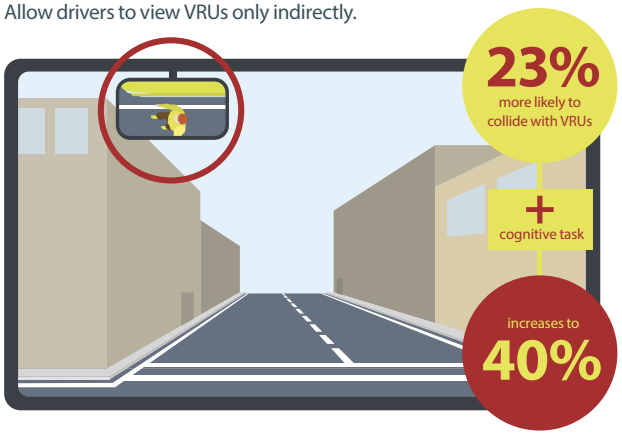
Did You Know?

Indirect vision responses take twice as long with pedestrians.

Traditional vs. Low-Entry Heavy Vehicles

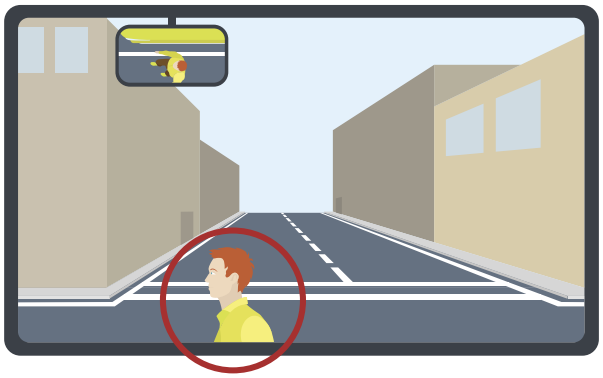
Traditional Heavy Vehicles

Allow drivers to view VRUs only indirectly.



Low-Entry Heavy Vehicles

Allow drivers to view the top half of an adult pedestrian directly.



What's Helpful?

1 Driver at Eye-Height

Easier to detect Vulnerable Road Users (VRUs) close to the vehicle

Provides a larger viewing field

2 Positive Eye-Contact

Likely to reduce driver's speed

Increases likelihood of driver stopping for VRUs

3 Proper Mirror Alignment

Incorrect mirror orientation can make objects difficult to interpret

4 Expanding Heavy Vehicle Drivers' Direct Vision

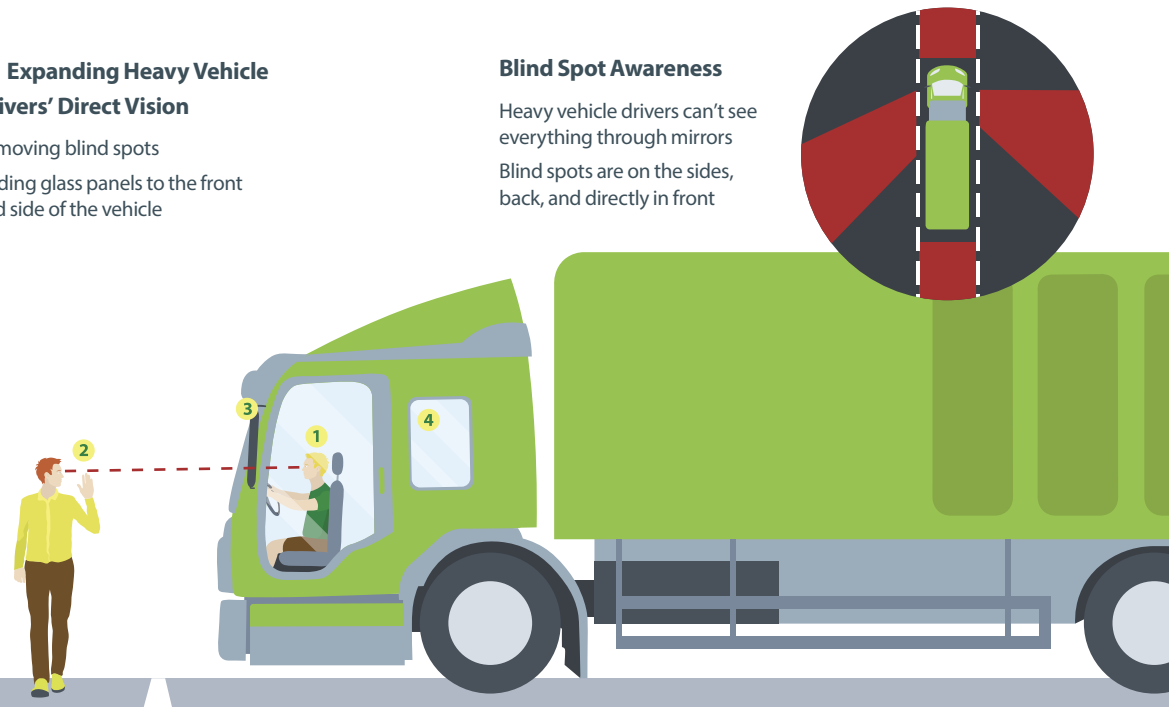
Removing blind spots

Adding glass panels to the front and side of the vehicle

Blind Spot Awareness

Heavy vehicle drivers can't see everything through mirrors

Blind spots are on the sides, back, and directly in front



Source: NRSPP Q&A : Vision – Driver's Vision, and What Influences It