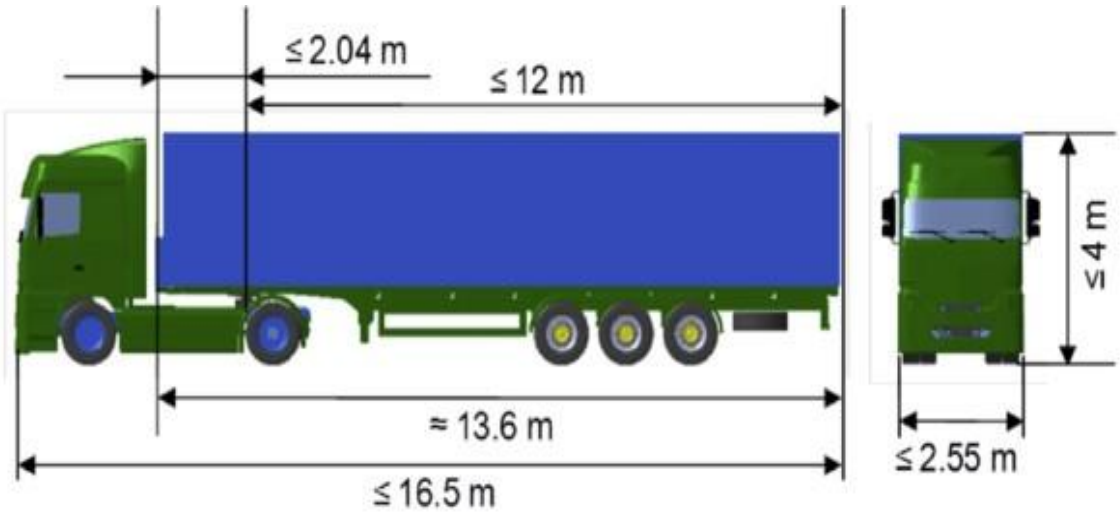
Lotos Baltica Information for the driver

Truck and trailer compositions and their sizes





LOTOS BALTICA



How to order a vignette with SMS for the Baltic states?

Text in SMS for Latvia	Text in SMS for Estonia	Text in SMS for Lithuania	Buy a vignette for your vehicle
LV	EE	LT	Buy a one-day vignette for your vehicle from this moment
LV 17:35	EE 17:35	LT 17:35	Buy a one-day vignette for your vehicle from the specified time
LV 12.24 12:50	EE 12.24 12:50	LT 12.24 12:50	Buy a one-day vignette for your vehicle from the specified date and time

IIMPORTANT!

An SMS reply with the registration number of the vignette, its expiration date and the plate number of the vehicle **is the only proof** of the fact that the vignette has been purchased. Usually a response is delivered within a few minutes.

A space is put between each entry.

For example: LV (space) Date (space) Time

Date format: **mm.dd**

24 December is recorded as follows: 12.24

Time format: **hh:mm**

Hours and minutes are separated with the punctuation mark colon „:“

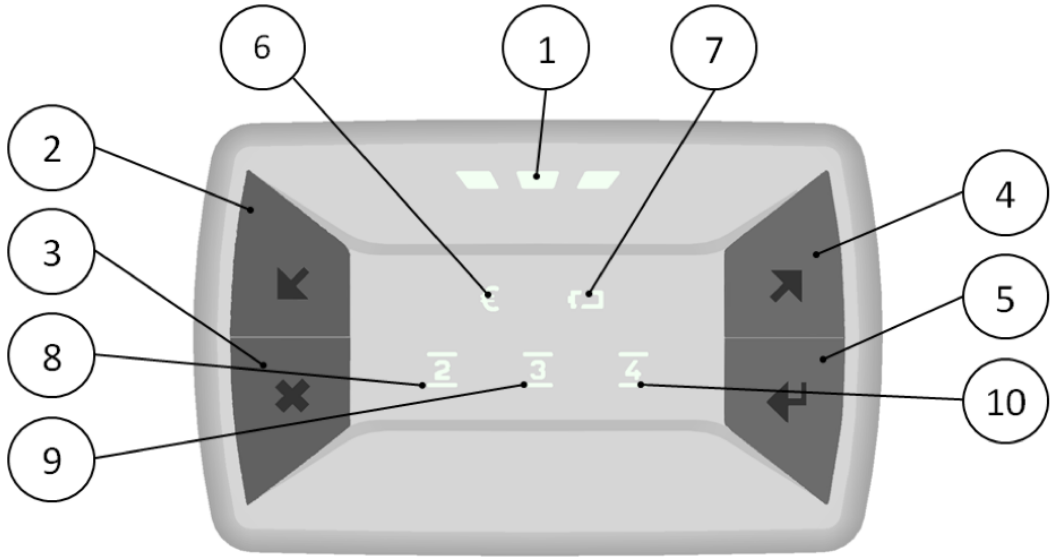
To order a vignette, you must send a code to the following telephone number: **+37066805022**. The country code +370 is mandatory.

THE SECOND METHOD OF CHECKING THE VALIDITY OF A LITHUANIAN ROAD VIGNETTE:

1. **www.keliumokestis.lt**
2. Select: **check vignette**
3. Specify: Country of registration of the vehicle: **Lithuania**
4. Specify: Registration number of the vehicle: **for example - KNB025**
5. Check all data and the validity of the Lithuanian vignette - **End of validity (EET)**

Where to buy the Czech OBU

The Czech OBU can be purchased in Poland before the CZ border at the filling station according to the following coordinates: 49.943610 18.429427



User interface

1. Main LED
2. Setting the vehicle category (switching between the allowed number of axles downwards)
3. Turning on/off the audible alarm
4. Setting the vehicle category (switching between the allowed number of axles upwards)
5. Switching on manual communication (long clicking for 3 seconds)
6. Indication of the loan amount
7. External power supply
8. - 10. Indication of the number of axles of the vehicle

Setting the vehicle category and alarms

The activation and basic settings of the electronic device are performed by an authorized employee of the system operator at the point of sale based on the registration data of the vehicle registered in the electronic toll system. During the procedure of acceptance of the electronic device, the correctness of data, as well as the correctness of indication of the electronic device settings and indication of the operating status of the electronic device must be checked.

If the number of axles is changed before or during the use of toll roads (e.g. a trailer is connected), the user must change the number of axles using the relevant electronic device control element to match the actual vehicle category (or the actual number of axles).

To change the number of axles, click  or , including repeatedly, until the number of axles displayed on the respective icon matches the actual configuration of a vehicle or a cargo train. Activation or deactivation of the audible alarm can be done by clicking on the  button.

Indication of vehicle category and number of axles.

Vehicle type	**Vehicle parameters**			
	Number of axles	**Icon**	**Color**	**Blinking**
Cargo carrying vehicle with more than 3.5 tons weight	<= 2		Green	No
	3			
	4			
	>=5			

A new road toll device!!!
It will be issued at the Šalčininkai base and in Helsingborg, Sweden.
DENMARK.
NORWAY.
AUSTRIA.



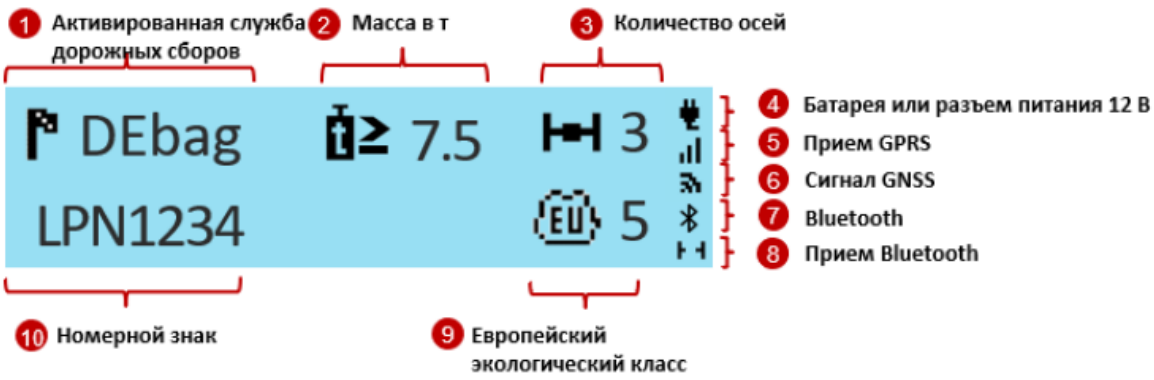
Which countries are booked on EETS / T4E (European electronic toll service system) / (Toll4Europe: a truck toll system)



- Austria (ASFINAG): ATasf
- Belgium (Viapass): BEvia
- Bulgaria (RIA): BGria
- Germany (BAG): DEbag
- France (ASFA): FRtis
- Spain (SEOPAN): ESvia
- Italy (AISCAT): ITsit
- Portugal (APCAP): PTvve
- Hungary (NUSZ): HUgo
- Belgium, tunnel Liefkenshoek: BEliT
- Germany, tunnel Warnowquerung and Herrentunnel: DEtun
- Poland (KAS — state toll roads): Pleto

Display on the onboard unit

Activated road toll service
Weght, t
Number of axles
Battery or power connector 12 V
GPRS reception
GNSS signal
Bluetooth
Bluetooth reception
Number plate
European emission class



Road tolls in Greece, how to pay

- In Greece, highways and some road sections are tolled for drivers of all type vehicles
- Road tolls are collected through toll booths
- Road toll collection is complicated because there are several highway operators in the country, and most of them use their own system.

In Greece, most highways have an open road toll collection system, the toll is paid as soon as you enter a highway section.

Payment in cash or by a card

The road toll is collected by the cashier staff in euros when passing through the toll booth. At some toll booths, the road toll may be paid with a coin-operated toll collector or a credit card.

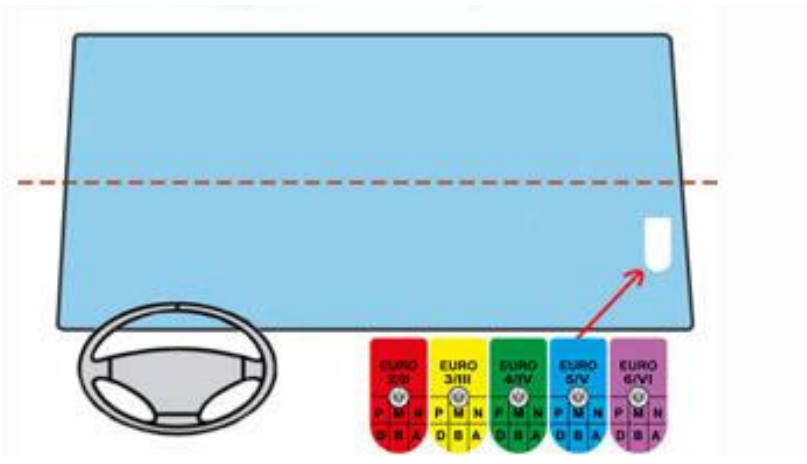
Sticker for emission class compliance in Austria

Each car must have a sticker on the windscreen – for compliance with the emission class in Austria.



If you did not find such a sticker, then you should buy it at coordinates 48.781071,16.639334

Layout sketch for placing the sticker on the windscreen:



WORKING MODE: 2 DRIVERS CREW:

The first rule is that the tachograph must be designed for 2 drivers: **Slot 1 + slot 2, 2 driver's cards (chips).**

When the truck is in motion, both drivers are working – not resting. Both driver cards (chips) are inserted into the tachograph. The one who is driving (the first driver), his card is inserted in **slot 1** – the display respectively indicates the mode of work behind the wheel (**no more than for 4.5 hour**), the second driver's card on the right is inserted in **slot 2** – the display respectively indicates the mode of other activities (ENVELOPE). The driver's rest is only counted when the vehicle is parked. **When the drivers swap seats, the cards (chips) also must swap slots.**

The calculation of working hours, rest periods and standstill is identical to that of a single driver, but with some adjustments for a two drivers crew. The total working shift for two drivers is **30 hours** (**21+9**), including driving, loading and unloading, and resting. With **9 hours to rest** – the vehicle is parked, both drivers are resting (**for 9 hours**). Consequently, they only work for **21 hour** and it doesn't matter whether they were driving or the vehicle was parked. After working for **21 hour**, even if drivers did not drive the vehicle for 21 hour– the drivers must park the vehicle – keep the vehicle parking – sleep and have a rest.

During **21 hour** period allotted for both drivers to work, drivers are allowed to drive for **18 hours (+10/20 hours twice a week)**, i.e. **9 (10) hours** behind the wheel for each driver, with maximum **4.5 hours** driving time without a break. Afterwards, **the drivers swap seats and swap their cards (chips)**. There is no need for (45 min.) break for **2 drivers**. After driving for **maximum 4.5 hours**, the vehicle must be stopped, drives must swap their seats, swap their driver's cards (chips) and continue driving.

The confusing nuance is that the maximum working time is **21 hour** while the maximum time behind the wheel is **18 (20) hours**. Both are for two. So it's still impossible to drive more than for **18 hours** per shift according to the general scheme. The remaining **3 working hours** involve unloading-loading, washing the vehicle, refuelling, paperwork and so on.

WORKING MODE – 1 DRIVER

Before you start driving, or to be more accurate, before you register the country of commencement of work in the tachograph, (example), you take your mobile phone and start the timer with **13/15 hour** countdown. This is the most important moment. After the expiry of these **13/15 hours**, the driver must already have his vehicle parked. This is known as **total working time**. It includes all manipulations during the working day: driving the vehicle (behind the steering wheel), loading - unloading (HAMMERS), breaks (BEDS), etc. During a working week you may have three such working days. On other days, set the timer to 13 hours. To avoid confusion as to whether you have **15** or **13 hours** total time in a week, make a note in a notebook. The tachograph also counts how long we can drive and how much, what kind of a break to have at the standstill.

The permitted driving time is **9 hours per working day**. This limit may be exceeded by **1** hour (**10 hours**) twice during a working week. Fix everything in a notebook.

WARNING: at one go, **without a break**, under all circumstances, you can drive the vehicle **no longer than for 4.5 hours**. Once you have a break for **at least 45 minutes**, you are allowed to drive for another **4.5 hours**. If you need to take the extra **10th hour**, you must have a break for another **45 minutes** and then continue to drive for this extra hour.

- The rule of good practice is to drive for **3 hours** + **45 minutes** break, then **3 hours** +**45 minutes** break, and so on until you reach a maximum of **9 (or 10) hours** per working day.
- If you take extra **1 hour**, it will be **3 hours +45 minutes break** twice in a row, plus final **4 hours**. Then you have to stop driving and to have **11/9 hours** break.

If for some reason you have to stop driving, e.g., to go to the toilet, do not be in a hurry. If your break is longer than **15 minutes** but shorter than **45 minutes**, you can reduce your next scheduled break from **45 to 30 minutes**. The tachograph always counts according to the following algorithm: if you have a break for 14 minutes, it will count you as having a 0-minute break.

If your break is **42 minutes**, it is better to exercise for **3 minutes** so that your break would be **full** (**45 minutes**) and you would not need to stop for another 30 minutes.

WARNING: it is difficult to count break times when you do a lot of loading and unloading in the same area. Broken breaks, a lot of stops. Write down in a notebook all the time of movement in order to add it up and fit it within the established limits.

Count your time correctly. Remember: **45-minute** break = you can **drive** for **4.5 hours** without a break afterwards (without exceeding the total daily driving limit).

So, if you are approaching a large city and you see that you have less than **1 hour** of driving time left before the break, it is better to stop, to have **45-minute** break so that the timer in the tachograph would reset to zero. In this way you will have enough time to pass the city. If you continue to drive and get caught in a traffic jam, it is likely that you will not reach the parking lot, you will fail to find a free space in the parking lot, and you will probably incur a fine. But if the controlling authorities see that you had a break when approaching the city and the traffic jam was clearing for over **4.5 hours**, in their opinion, you will no longer be an offender, but a hostage of circumstances. This **is not punished**.

WARNING: When you stop your vehicle for loading or unloading, be sure to manually set the tachograph to the 'HAMMERS' icon for up to 15 minutes, because the tachograph will automatically switches to the pause mode (**'BED' icon**) after you shut off the engine. If inspectors come up to you and you are loading while not standing on a pause mode, they will impose a fine on you. A fine will also be imposed if you stand on a pause mode while refuelling your Scania/Volvo.

You are allowed to drive no more than **90 hours per 2 weeks**. In the first week, no more than **56 hours**. Hence, no more than **34 hours** remain for the second one. Afterwards,

you must take a weekly break (**24 hours/45 hours**). The tachograph also is capable of counting these numbers.

Once you arrive at the parking lot, shut off the engine, close the working shift, enter the country of completion into the tachograph (LT-PL-D-F-NL...etc.). Look at the phone's timer. Have you worked less than 13 hours? Fix this in your notebook. If the total working time exceeds **13 hours** by at least 1 minute (**13.01 hour**), it is considered to have been a **15-hour** working day. **WORKING MODE: 4.30 h + 45 min + 4.30 h = 9 h (9/11 h break) 3.00 h + 45 min + 3.00 h + 45 min + 4.00 h = 10 h (11/9 h break). In a working week, the 11 hour break can be 3 times reduced to 9 hours. The working week: 6 days work/24 hours/45 hours stop-break. Work no more than 90 hours per 2 weeks.**

REST MODE: 1 DRIVER

The daily rest period must be **at least 11 hours** (1 driver). It is allowed to reduce this rest **to 9 hours**, but no more than 3 times a week. If you had standstill for **9.5 hours, only 9 hour (11 + 11 + 9 + 9 + 9 + 24 hours/45 hours) pause will be counted**.

If a situation arises where you are forced to tear up the break, you should play it safe. For example, you are sleeping in the vehicle on a parking lot and an oversize truck arrives with a convoy at 3 am. And your vehicle is in the way. What should you do?

Without question, you must get up and drive your vehicle away. You must make a printout of the tachograph on a paper tape. Write on its reverse side: time, a place, description of the event, keep it safe, have it on hand for **56 days**. You can write in Russian. It would be good to get a stamp on a paper tape, ask the convoy for example – they usually don't refuse. In addition, you can even take a photo of a situation that forced you to interrupt your rest.

Note that the tachograph will switch to 'MOTION' mode with the 'STEERING WHEEL' icon as soon as you drive a couple of meters (35–50 seconds). And, if you have no clear explanation on the printout, there will be no way of avoiding a fine. The information to be indicated on the reverse side of the tachograph printout (ticket): a road number, a country and the reason why the break was broken (item ART12/561/2006/WE – parking problem may also be included). It is mandatory!

The inter-weekly break, it is **45 hours**. And if you started your working week (for example) at 10 am on Monday, your week should end at the same 10 pm, which means your vehicle must be parked as early as at 10 am on Monday of the following week, MINUS 45 hours (subtract two days (2 x 24 h), plus three hours). **WARNING:** If the job so requires, this break may be shortened. However, it must not be **shorter than 24 hours**. And the following inter-weekly break must always be no shorter than **45 hours**. **REST MODE, BREAKS: 1 DRIVER: 9 hours/3 + 9 hours/11 hours/24 hours/45 hours.**

FOR 2 DRIVERS SCREW, 2 DRIVERS: 9 hours /24 hours/45 hours.

Work and Rest Requirements for Heavy Vehicle Drivers

	Number of drivers in the crew			
	1 driver		2 or More Drivers	
	Standard	Permitted	Standard	Permitted
Maximum continuous driving time without rest or driver change	**4,5 hours**		**4,5 hours**	
Minimum break time(rest)	**45 minutes**	replaced by a break of at least **15 minutes**, followed by a break of at least **30 minutes**, distributed throughout the driving period	**45 minutes**	
Maximum driving time per day	**9 hours**	Up to **10 hours** no more than **2 times** a week	**9 hours** each driver	up to **10 hours** no more than **2 times** a week (permitted for each driver in a crew)
Maximum driving time per week	**56 hours**	**90 hours** during any **2 consecutive weeks**	**56 hours** each driver	**90 hours** during any 2 consecutive weeks (Permitted to each driver in a crew)
Minimum daily rest time	**11 hours**	divided into two periods, the first of which must be a continuous period of at least **3 hours** and the second a continuous period of at least **9 hours**	within **30 hours**, each driver must have at least **9 hours** of continuous rest	
Minimum weekly rest time	**45 hours continuous weekly rest** (start no later than **120 hours** after the previous weekly rest or card activity)	**24 hours continuous weekly rest** (start no later than **144 hours** after the previous weekly rest or card activity)	**45 hours continuous weekly rest** (start no later than **120 hours** after the previous weekly rest or card activity)	**24 hours continuous weekly rest** (start no later than **144 hours** after the previous weekly rest or card activity)

Tachograph. FERRY/TRAIN mode



How to use a tachograph and observe the driver's work and rest mode when being on a ferry or train?

- Which pause can we break on a ferry?
- How many times can we break a pause in FERRY/TRAIN MODE?
- Which kind of rest on a ferry can be counted?
- Which kind of responsibility does the driver bear for mistakes during ferry crossings?

In accordance with the applicable legal acts, the driver's rest on a ferry or train can only be taken into account according to narrow standards so that it could be treated as rest at all in terms of the driver's work and rest mode.
These rules are primarily described in Article 9(1) of Regulation 561/2006/ WE and in Article 8 bis of the AETR convention.

Which pause can we break on a ferry?

The rest that we want to break when being in the ferry/train tachograph mode must be a regular inter-daily pause. In other words, a pause of at least 11 hours, or 3 hours + 9 hours, when during the day the driver had at least a 3-hour pause, and after the work period there comes a pause of at least 9 hours.
Do not forget **that the inter-daily rest of a one-person crew must fall within the period of 24 hours from the opening of the current working shift in the tachograph, and in the case of a two-person crew the rest must fall within 30 hours from the opening of the working shift in the tachograph.**
Respectively, in a one-person crew, the driver must reach the port and close the shift in the tachograph no later than 12 hours from its opening. 12 hours shift + 11 hours pause + 1 hour entry/exit = 24 hours (when using 3+9 pause, no later than 15 hours from the start of the shift).
A two-person crew will have 18 hours to reach the port or terminal before closing the shift in the tachograph (for a 3+9 pause, this period is 21 hours).

Thus, if we (one driver) open a shift at 5:00 and do not have a pause of 3 or more hours, then we must be at the port or terminal no later at 17:00 with the shift closed in the tachograph in the case of one driver. If **two drivers** open a shift in the tachograph at 5:00 and do not have a pause of more than 3 hours during the working day, they must close the shift at the port no later than at 23:00 because the day of a two-person crew is 30 hours.
That's the only way we reserve 11 hours for a regular pause and one hour for an entry-exit operation.

CAUTION! IMPORTANT AMENDMENT!
FROM 20 AUGUST 2020 THE INTER-WEEKLY PAUSE CAN ALSO BE BROKEN! IF A REGULAR PAUSE (45h AND MORE) IS BROKEN, THE TIME OF STAY ON THE FERRY CANNOT BE LESS THAN 8 HOURS!!!!

How many times can we break a pause in FERRY/TRAIN mode?

The regular daily rest period may be broken no more than **twice**. In fact, it is this rule that is very often violated.
Why?
Exit from a ferry or platform is usually done in one passage. Meanwhile, entry is most often accomplished by several approaches with stops. This is due to the need to place vehicles on specific places on the ferry and other technological peculiarities of loading.
In this situation, the driver should remember that, in most tachographs, **the *BREAK OR REST PERIOD* mode is automatically activated when the vehicle ignition is turned off**. When it is turned on at the entry to the ferry, the second break of the pause will be the continuation of entering, and as we remember, the number of breaks **cannot be more than two**. As a result, the driver will no longer be able to get off the ferry or train without violating the work and rest schedule.
Be sure to monitor the mode on the tachograph and avoid spontaneous activation of the *BREAK OR REST PERIOD* mode when entering or exiting the ferry!

Which kind of rest on a ferry can be counted?



Remember, the driver cannot sleep in the cab.

When the vehicle is placed on a ferry or train, the driver must turn on **the FERRY/PAUSE h mode on the tachograph** and leave the vehicle.
The driver may count the time spent on a ferry or train as a regular daily pause only if the driver has **a sleeping space available.**
The laws do not in any way specify how the driver will prove at the checkpoint that he had a sleeping space on the ferry. However, it is generally accepted practice to provide at the checkpoint a ticket from the ferry, which will confirm that the driver had the opportunity to rest during this period.
Remember, **the driver MUST** at the checkpoint **provide** information about his activity on the day of the check, as well as for 56 previous days. Therefore, keep tickets all this time, and only then provide them to the employer, who keeps them in the office for the case of possible office inspection.



Ferry Mode on the tachograph

Penalties and liability

Mistakes in the drivers' work and rest schedule when taking a daily rest using the time spent on a ferry or train can result in penalties not only for the absence of a pause.
Remember, if the pause break was used illiterately and your uninterrupted pause was less than 7 hours, this generates further violations! **Such a pause will not be counted at all,** and you will be treated as exceeding the daily driving limit, because driving on the day after the ferry will be added to driving before the ferry in accordance with regulation 561/2006/WE. And this entails huge penalties!

Summary

1. Rest (when using the ferry/train tachograph function) can only be broken provided that it is a regular inter-daily pause (11h or 3h+9h, not 9h, not inter-weekly pause!). The same applies to the two-person crew!
2. The pause can be broken no more than twice! (Usually one operation entry to the ferry/train, one operation exit from the ferry/train).
3. Total time of the pause (entry + exit) is not more than 1 hour.
4. The driver must have a bed or couch available during the pause on the ferry/train.
5. The FERRY/TRAIN function must be turned on after entering the ferry or train regardless of the fact whether we will break the pause or not.
And remember that FERRY/TRAIN tachograph mode is the mode of the vehicle, not the driver!

Basic eco-driving rules for professional drivers:

The key to high-quality driving is a calm and balanced driving style. Calm does not mean slow. It is about optimum energy management of the vehicle. Aggressive driving (in particular abrupt acceleration and braking) not only has a negative impact on the condition of the vehicle itself, but also on everything that is inside it.

The first step to save fuel is to take advantage of the vehicle's inertial motion and reduce the total number of braking, without forgetting, of course, about safety.

- **Anticipation.** Regular anticipation of the situation in advance is very important. Be aware of avoiding unnecessary stops, e.g., slow down before an intersection to pass it without stopping, and try to pass a traffic circle in the same way. Always keep a safe distance from the vehicle ahead of you in case it starts braking or making a manoeuvre, you should have enough time to take proper action to save fuel. When planning a manoeuvre, prepare for lane changes in advance, as manoeuvring later may involve obstacles that may force you to brake abruptly or to stop.



- **Free running.** The driver behind the wheel of his vehicle is often driving with a neutral gear, some drivers more often, others less often. During free running, fuel is consumed minimally, just to keep the engine idle running. Intelligent PPC and I-S tractor systems that anticipate road surface conditions are based on free running. A simple situation - one vehicle will go to a red light without releasing the accelerator pedal. When the vehicle arrives, it will slow down and stop. The other vehicle, seeing that the red light is on, will release the accelerator pedal and roll, avoiding braking, and, possibly, not even stopping before the intersection. The second vehicle saved fuel by sparing the brakes and wasted no time. One more important tip – with sufficient inertia it is advisable to roll with a gear engaged (shift to the highest gear, keep the accelerator fully released), in this case we use absolutely no fuel.



- **Speed.** Faster achievement of a goal costs more. Each vehicle has its own economic speed. The most important criterion is to maintain a relatively high average speed of the vehicle, avoiding unnecessary stops or stoppages. 90 km/h or 82 km/h? Of course, 82 km/h. Why? The tractor drives with the highest gear at lower engine rpms, the air resistance is lower when the speed is lower. 85 km/h or 82 km/h. No doubt 82 km/h if you have enough time to deliver the cargo. If driving against the wind, it is advisable to choose the lowest possible speed, but do not overdo – driving with the highest gear but at too low engine rpms is not economical. You often hear drivers saying that driving at 90 km/h speed is more economical than driving at 82 km/h speed and the like, but this is just a myth. Everyone studied physics, didn't they?



• **Economy engine speed mode.** Each truck has its own “green” engine speed zone of “900-1300 rpm”. When driving, you should ALWAYS try to keep the engine speed in this zone. Remember that these speeds are marked green for a reason – exceeding them, the torque decreases along with the power, it turns out that having exceeded the “green” speed zone, we only hear the roar of the engine and how the fuel “goes out the pipe”. Another thing is hidden in the “green” zone – the engine torque. You should always try to use the minimum possible load on the engine.

Correct overcoming of slopes:

For example: Having noticed the slope in advance, we increase the speed of the vehicle (and up to 90 km/h - in this case it is useful and correct), we turn on the highest gear, and moving uphill, completely or almost completely (depending on the steepness of the hill), we use the "green" zone of engine speed of 900-1300 rpm. When switching to a lower gear, we do the same. When climbing uphill, it is better to switch to the accelerator pedal (to the foot) and press the pedal with such force, the pedal position is 25-30%, feeling that the car does not sit down, but the pedal is not on the floor, the "golden mean", the instantaneous fuel consumption will decrease to 90-110 l.r./100 km., and will not be 200 l.r./100 km.!!! In this way, you will improve the "cruise efficiency" score. If you are going uphill on autopilot and the truck has lost speed, you need to reduce the autopilot settings so that the difference is no more than 5 km/h. Otherwise, the truck will restore speed by consuming more fuel. If the truck speed is 60 km/h when going uphill, you need to set the autopilot to 65 km/h. When the speed increases, increase the autopilot by 1 km/h while remaining in the green sector of the turbine.

Never **downshif**t before climbing a hill and do not try to tackle the hill with **quite high engine rpms**. This is very disadvantageous! Some tractor models have air turbine indicators (e.g., Volvo). Avoid maximum load on the turbine where possible, leave a small clearance to the maximum. Also avoid accelerating when driving uphill; it is more efficient to do so on a level road.



- **Engine braking.** In addition to the ‘*green*’ engine rpm range, tractors also have a ‘*yellow*’ engine rpm range. When we need more braking power, shifting the lever of the engine exhaust brake is often not enough (don’t shift the lever immediately to the 3rd position but do this gradually from A-auto to 1-2-3 positions), you should downshift by one or more gears so that the engine rpm indicator would appear in the ‘*yellow’* range. A driver often is afraid of this operation. However, this is a ‘*good’* exceeding of engine rpms, which is provided for in the engine design, nothing will happen to the engine, the fuel is NOT USED during braking! When braking in this way, not only do we save the braking system (brake discs and pads), but also save fuel and increase ECO scores. When the system is turned on, the fuel supply is cut off and the drive axle engine stops the entire train. The more often we replace service braking with engine braking, the more fuel we save. **Use the foot brake with caution under adverse traffic conditions.** The auxiliary braking units only affect the drive axle. The drive wheels can be blocked, and the vehicle may unintentionally swerve. Therefore, under adverse traffic conditions, use the foot brake mainly to distribute the braking force evenly over all wheels, this ensures better directional stability of the vehicle.



• **Using the autopilot.** The autopilot is a system designed to maintain a constant speed. It is recommended to use the autopilot on a flat road: Volvo E6 460 i-save from 80 km / h, Volvo E6 460 (2016) from 80 km / h. Volvo E6 500, Scania E6 F450 / R460, Mercedes Actros E6 450 from 80 km / h. If the car has intelligent systems that predict the road relief (PPC, I-See and others.), it can also be used on mountain roads. It is not recommended to maintain a constant speed with your foot for a long time, since unevenness in the road is felt, the seat is cushioned and maintaining speed becomes uneven - the accelerator pedal is pressed and released. As a result of proper use of the autopilot, fuel consumption becomes much less, not to mention the benefits of intelligent **systems.**



- **Engine idle running.** Contemporary manufacturers recommend not warming up the engine before starting to drive because in this way the engine cannot warm up to operating temperature, this is only done when the vehicle is in motion. It is therefore advisable to start the engine, make sure that the visibility is good and start driving immediately (after 5 minutes), gradually reach 80-82 km/h cruising speed, and in this way the engine will warm up efficiently. If you stop and wait longer than 2 minutes, it is still worth turning off the engine. In addition, drivers should start the engine to charge the batteries during standstill, at the same time they should connect auxiliary equipment, and the tyres can also be inspected/inflated to avoid having to restart the engine.



- **Tyre pressure.** According to statistics, if the tyre pressure of the entire train is half the bar lower than intended, fuel consumption can increase by 4%. For example: if the average fuel consumption of a tractor is 25–27 l/100 km, the lack of tyre pressure at half the bar can increase fuel consumption to 26–28 l/100 km. These figures are very big. Therefore, it is recommended that drivers would check tyre pressure every 2 weeks. The ideal conditions for checking and inflating tyres are when they are completely cool and the train is not loaded. Regular checking of the tyre pressure allows for maximum economy. **The pressure norm for trucks is 8.5–9.0 bar. By regularly monitoring the pressure in the tires, you can achieve maximum savings. The wheels will not overheat and explode!!!**
- **After wheel replacement at the base,** pay attention to the warning labels on the truck's windshield or the refrigerator unit display. **Be sure to retighten the wheel nuts of the replaced wheels — this must be done after 100 km of**

driving. The same rule applies when a spare wheel is installed on the road.





- **Portable heater**
- Do not heat the cab with the idle running engine.
- Turn off the engine while waiting in the Customs or at the rest area. A portable heater (webasto) is a cheaper and more efficient way of heating the passenger compartment than the idle running engine.

Rules for loading/unloading the refrigeration truck:

The use of refrigerated vehicles for transporting the products is aimed at preserving their marketable appearance and their taste qualities. Non-compliance with the rules of refrigerated transport can cause spoilage of the entire batch. Therefore, the carrier (drivers) must carefully comply with all the rules for transporting perishable cargo, including its loading and unloading, as well as the correct arrangement of the cargo in the reefer. Even the most powerful refrigeration unit will not be able to cool the cargo if it is loaded incorrectly in the reefer. Proper preparation of perishable cargo for loading is no less important for the preservation of perishable goods.

Rules to be complied with when preparing and loading cargo in a refrigerated truck:

1. Clean the inside of the reefer, remove the remains of packaging from previously transported cargo, sweep out the floor (wash it after transporting fish, remove the unpleasant odour), which may hinder air circulation inside the reefer.
2. Create the temperature regime required for transport in the reefer, program the thermostat to the desired temperature and switch on the refrigeration unit 1-1.5 hours before loading the goods. Start the reefer's engine, if the temperature inside the reefer is steady t+20C, set the temperature on the display to t+19C. Let the unit run at this temperature for 5 minutes. Then periodically (unit's engine rpm is steady) decrease, set temperature lower by 2–3C on the display (t +16C) and keep on decreasing temperature until the desired temperature (e.g., t+3C) is reached. **The doors of the van must be tightly closed**. Before starting loading operations, the cooling unit must be switched off.
3. The goods to be transported must also be prepared in a proper manner. The transport refrigeration units are not designed to provide the products with the required temperature, but only to maintain it. Therefore, before loading, the

products must be cooled to the specified (transport) temperature in the warehouse. In addition, cargo must be packed in packaging that would comply with the conditions of its carriage:

- When transporting fruit and other products that do not require pre-freezing, the packaging must be perforated in order to ensure effective convection of air flows;
- Pre-cooled or frozen products are to be transported in rigid packaging without perforations.

4. **Free air circulation** is particularly important for maintaining the set temperature in the vehicle body. The air circulation in the reefer is provided by the flow formed by the **fans** mounted on the **evaporator**. The air flows move in the upper part of the vehicle body, then, reflecting off **the rear door**, they rush to the floor, moving to the front wall towards **the cooling unit**, where they pass through **the heat exchanger** and **are cooled**. The process is then repeated.

To avoid disturbing the movement of the air flows, the following recommendations must be followed when loading the goods into the refrigerated vehicle:

- Cargo must not obstruct the upper part of the vehicle body so that the movement of air flows would not be prevented (at least 25 cm gap must be left between the cargo and the ceiling).
- To avoid blocking air circulation, free space should be left not only under the ceiling, above the floor and along the walls of the wagon, but also between the containers in which the goods are packaged. Otherwise, products will over-freeze close to the refrigeration unit and will overheat in remote areas.
- Obstruction of air ducts is only permitted in the case of transportation of goods over short distances where the transport time does not exceed 3 hours. In this case, cargo must be pre-cooled or frozen.
- The optimum solution for keeping air flows in the refrigerated vehicle is to load the refrigerated goods on pallets (special pallets with ventilated ducts), which must be positioned so that the clearances between the refrigerated goods and the walls of the vehicle would not be obstructed.

5. Once the driver prepares the reefer for loading, i.e. cools the walls inside the reefer to the desired set temperature, stops the engine of the refrigerator, opens the doors of the semi-trailer, and parks it at the ramp, he puts on a reflective waistcoat and takes with him a thermometer: a laser or a needle one. As soon as loading starts, the driver must correctly measure the temperature of the goods with a thermometer in each pallet, i.e. stick the needle of the thermometer into the fruit or vegetables. Alternatively, the temperature of the goods can be measured with a laser thermometer by directing the laser beam at the fruit or vegetables themselves, but under no circumstances at the box/package. If the temperature deviation is small (t +1/+2C), continue loading until the loading is finished. Check also that the packaging is intact and undamaged. If any damage to the packaging or damaged integrity of the goods is identified, this should be fixed on a photo, reported to the transport organization and ticked in box 18 of the CMR. Close the reefer's doors. Wait for 10 to 15 minutes. Look at the thermograph display to view

the temperature inside the reefer. Let's say it shows t +8C, then start the engine of the unit and set temperature t +7/8C. Blow through the reefer in this way for 10 to 15 minutes, then gradually lower the temperature by 2 degrees. In this way, the driver will correctly prepare the temperature inside the reefer for transport without damaging the units or the goods! Under no circumstances should the temperature be lowered abruptly, e.g., the products were loaded at t +10C/12C and the temperature is immediately set to +3C. There is the risk of damaging the unit/temperature sensors/freezing the goods, or being fined.

- **The temperature regime** for transporting perishable goods by road. Refrigerated semi-trailers are used for transporting temperature-sensitive goods. These refrigerated trucks are equipped with a refrigeration unit that regulates the temperature between t -27C and t +27C depending on the cargo we are going to transport: fresh goods: vegetables or fruit; or frozen goods: fish or meat – choose the right temperature regime.

- **Optiset Mode**
  All set temperatures from +3 °C to +12 °C only in Thermo King refrigeration units of *Lotos Baltica* will operate in the programmed "Optiset" mode.
  This means that the entire load, after being loaded, will gradually cool down to the set value only if the temperature is set between +3 °C and +12 °C.
- **Fresh Products – "Sensitive" Mode**
  Only in Schmitz Cargobull refrigeration units.
  This means that the entire load, after being loaded, will gradually cool down to the set value only if the Fresh Products – "Sensitive" mode is selected.
- **Carrier Vector 1550 and Carrier Vector HE19 MT refrigeration units do not have such functions, therefore after loading the temperature must be lowered to the required value gradually, manually!**
  - Unloading the goods and handing them over to the recipient should be carried out as quickly as possible after having considered the most expedient method beforehand. Before opening the reefer's doors, **the refrigeration unit must be switched off**.

How to secure cargo in a semi-trailer:

Proper securing of cargo for transportation is the best guarantee for its safety. Depending on the semi-trailer types, different fastening systems are used. Specific rules, which must be strictly adhered to by drivers, have been developed for the arrangement and securing of cargo. Particular attention is paid to protecting the goods against possible displacement during a sharp turn or braking of the vehicle. Fasteners to be used in reefers include:**8-10** longitudinal rods and **1 transverse rods**. To secure the goods, spacing strips are used, which are placed across the vehicle body and prevent the goods from displacement. It is much easier to secure cargo in a refrigerated semi-trailer than in a flatbed one. However, there are also a few important points that should not be forgotten. Here, the cargo has a smaller risk of simply falling out onto the road, as the interior space is restricted by the walls and the roof. However, if the goods are not securely fastened, they **may displace inside the semi-trailer itself** (pallets may tilt forwards, backwards when entering the ferry, boxes may subside), which along with road irregularities, sudden turning and braking poses the risk to their integrity. In addition, this poses the risk to the vehicle itself, because when the cargo is displaced, the centre of gravity is

displaced as well, and this can cause the truck to tip over. The basic requirements for securing cargo in a refrigerated vehicle include the following:

- Do not place goods close to the evaporator;
- Cargo must be placed on pallets which are fastened to the bottom;
- The truck must not be loaded to the very top, about 20 to 25 centimetres gap must be left between the cargo and the ceiling;
- Pallets must be (obligatory) secured to the walls of the vehicle with rods.



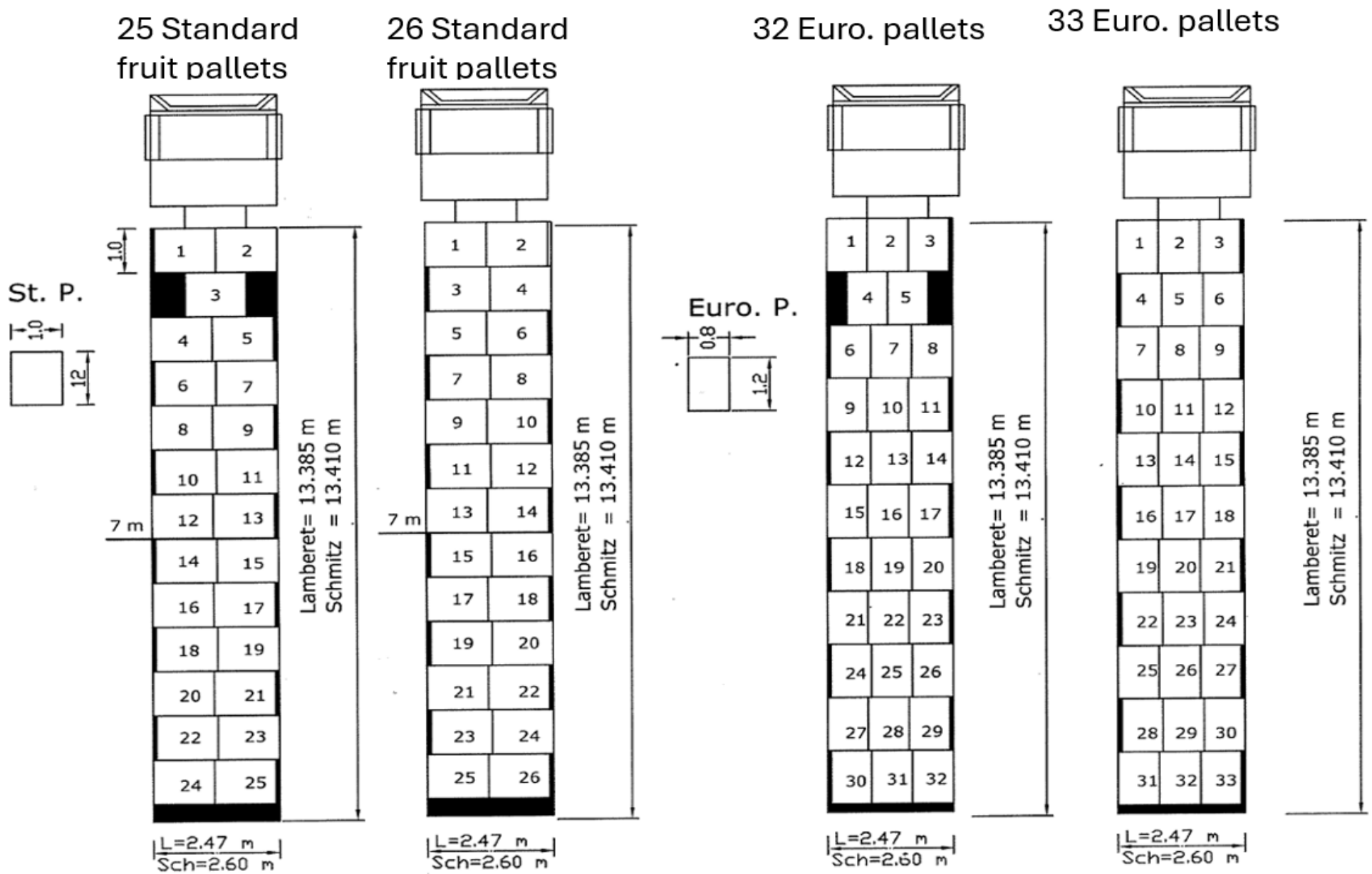


When transported over long distances, the safety of the goods must be checked periodically. However, when the goods are transported to Oslo (Norway) to BAMA company, you are not allowed to open the doors of the reefer to inspect the cargo unless your transport organization gives its consent there to.

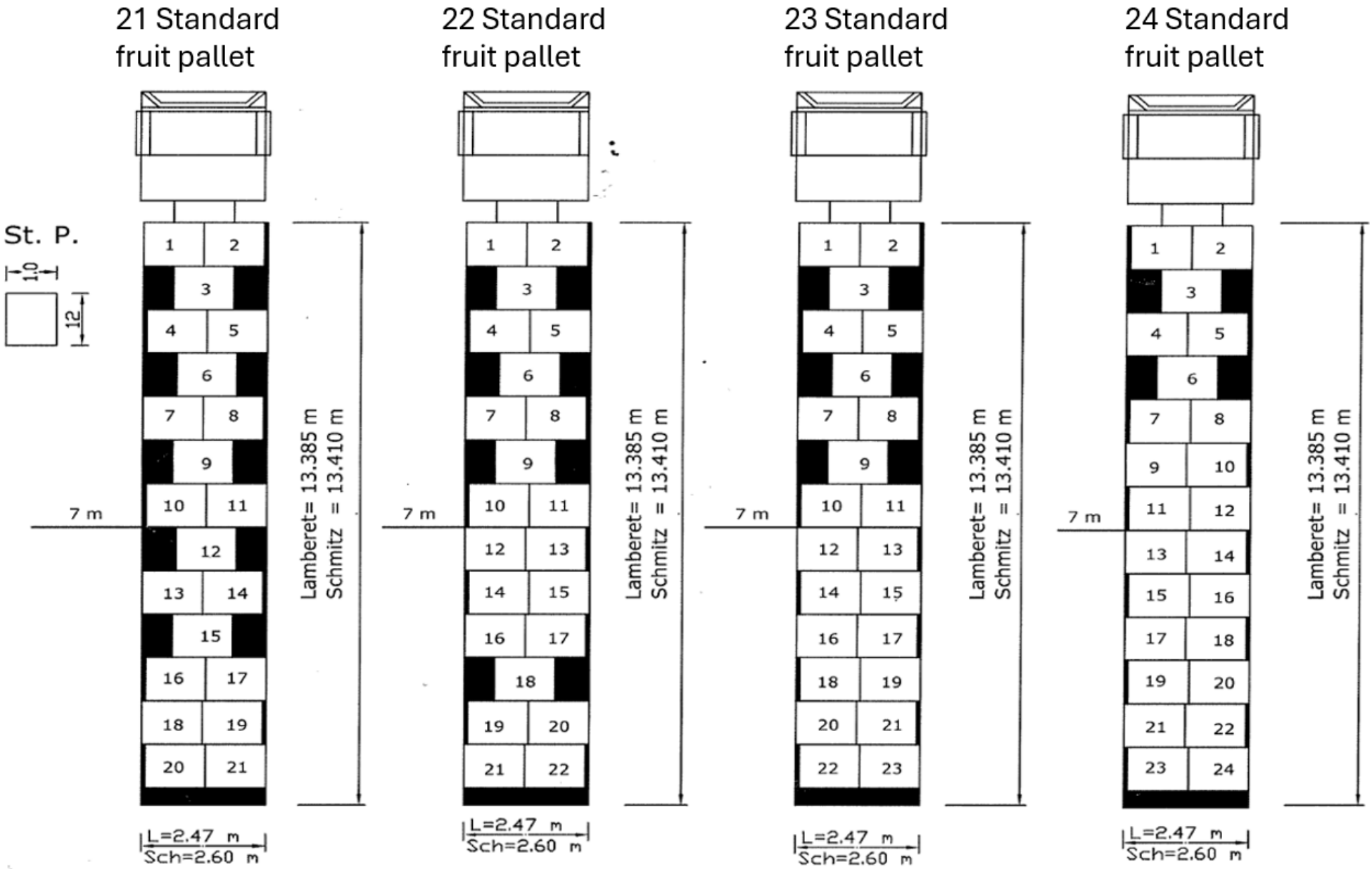
The concept of weight distribution:

1. An equally important factor in transporting objects by semi-trailers is the correct distribution of the weight of the goods being transported. Everything is simple here. The heaviest cargoes are placed at the bottom, closer to the rear axles of the truck. Learn the weight of the trailer and the tractor. This is indicated on the registration certificate.
2. Look at the waybill of the cargo to find out its weight.
3. Calculate. The weight of the trailer + the weight of cargo. Approximately 25% will fall on the tractor, the rest – on the trailer. So, calculate 75% of the sum of the trailer weight and the cargo weight and divide the number obtained by the number of axles.
4. Add the weight of the tractor to remaining 25%. Calculate 75% and divide by the number of rear axles. 25% will fall on the front axle.
5. Obtain load figures for trailer and tractor axles. The maximum value must be taken into account.

Standard fruit and Euro. Pallet allocation plans



Standard fruit pallet allocation plans



Technical support service SOS 24/7

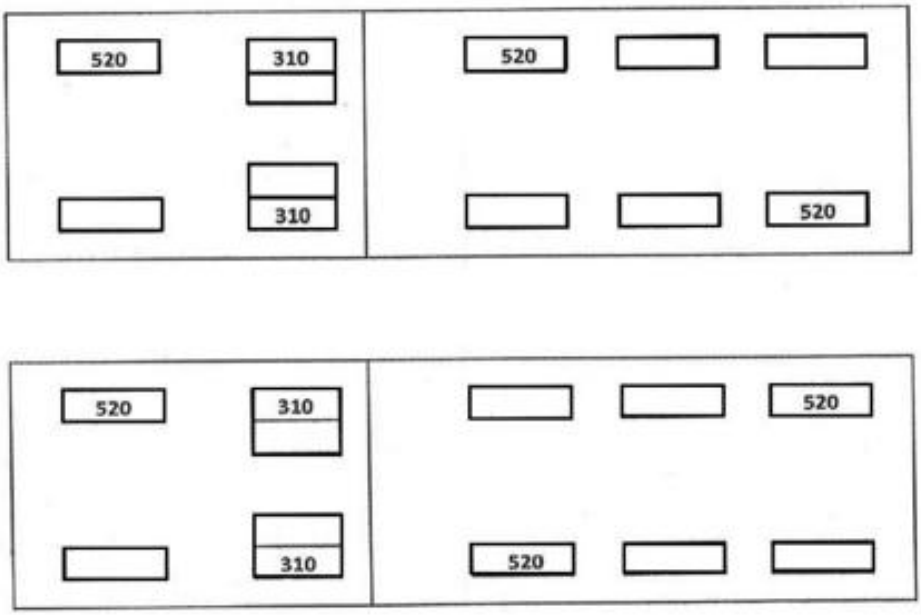
How to call the technical support service SOS 24/7 to the mechanic on duty at +370 688 19278

Call press 1. If during the trip there are problems with the car, refrigerator, wheels, first take a photo of the errors on the display where the speedometer is, if the tire is flat, a photo of the wheel and the long number on the tire, if an accident, then the place of the accident, send photos only to Viber! And only then call the phone, do not call Viber!!! Since call forwarding is often enabled. Each night shift is worked by a different mechanic, and not the one who was on call during the day. THANK YOU for understanding! Good luck to everyone on the road.

Instructions for Using Chains in Norway from November 10 to April 15

The set includes seven chains:

1. **Three chains** of type HNN 520 (the chain itself is marked with this number), for wheel size 385/65/22.5 (one chain goes on the right front wheel of the tractor, the second and third on the semi-trailer, such that they are not on the same axle — see diagram).
2. **Four pieces** of type HNN 310 (the chain itself is marked with this number), for wheel size 315/70/22.5 (two pieces go on the outer drive wheels of the tractor).
3. **Diagram of chain placement by axles:**



EXAMPLE

ESK 0001107

TARPTAUTINIS KROVINIŲ TRANSPORTAVIMO VAŽTARAŠTIS
INTERNATIONAL CONSIGNMENT NOTE

CMR

Šis pervežimas vykdomas, neatsižvelgiant į kitus susitarimus, pagal Tarptautinių krovinių pervežimo sutarčių konvenciją (CMR)

This carriage is subject, notwithstanding any clause to the contrary, to the Convention on the Contract for the International Carriage of goods by road (CMR)

* Vežant pavojingą krovinį nurodyti: JT numerį, pavadinimą, pavojaus ženklų numerius, pakavimo grupę, apribojimo judėti tuneliais kodą.
* For dangerous goods it should be indicated: the UN number, shipping name, the label model numbers, the packing group, the tunnel restriction code.

Rėmeliais išryškintas grafas pildo vežėjas
The spaces framed with heavy lines must be filled in by the carrier

21+22

1-15 imtinai including

Pildo ir atsako siuntėjas
To be completed on the sender's responsibility

1 Siuntėjas (pavadinimas, adresas, šalis)
Sender (name, address, country)

2 Gavėjas (pavadinimas, adresas, šalis)
Consignee (name, address, country)

3 Krovinio iškrovimo vieta
Place of delivery of the goods
Vieta/Place
Šalis/Country

4 Krovinio pakrovimo vieta ir data
Place and date of taking over the goods
Vieta/Place
Šalis/Country
Data/Date

5 Pridedami dokumentai
Annexed documents

16 Vežėjas (pavadinimas, adresas, šalis)
Carrier (name, address, country)

UAB „ESKADRA“
Pramonės g. 2F, LT-17102 Šalčininkai, Lietuva
Tel.: 8 380 51316, el. p.: info@eskadra.lt
Įm. k.: 302919998, PVM k.: LT100007534119
A/s LT46 7044 0600 0786 3157, AB SEB bankas, Banko k. 70440

17 Kitas vežėjas (pavadinimas, adresas, šalis)
Following carrier (name, address, country)

18 Vežėjo sąlygos ir pastabos
Carrier's reservations and observations

6 Ženklai ir numeriai Marks and Numbers	7 Vietų skaičius Number of packages	8 Įpakavimo būdas Method of packing	9 Krovinio pavadinimas* Nature of the goods*	10 Statistinis Nr. Statist. number	11 Svoris brutto, kg Gross weight in kg	12 Tūris, m^3 Volume in m^3

13 Siuntėjo nurodymai (muitinės ir kita informacija)
Sender's instructions (Customs and other formalities)

Pareikštoji krovinio vertė
Declared value of goods

19 Apmokėjimui: To be paid by:

	Siuntėjas Sender	Valiuta Currency	Gavėjas Consignee
Pervežimo kaina Carriage charges			
Nuolaida Reductions -			
Skirtumas Balance			
Priedas Supplem. charges			
Papildoma rinkliava Other charges			
Kiti Miscellaneous +			
Viso apmokėjimui Total to be paid			

14 Grąžinimas
Cash on delivery

15 Apmokėjimo sąlygos
Directions as to freight payment

20 Ypatingos suderintos sąlygos
Special agreements

21 Surašyta
Established
Data
Date

22
Atvykimas pakrovimui / Arrival for loading _____ val. _____ min.
Išvykimas / Departure _____ val. _____ min.
Siuntėjo parašas ir spaudas
Signature and stamp of the sender

23 Kelionės lapas _____ 20
Vairuotojų _____
Pavardės _____

UAB „ESKADRA“
Pramonės g. 2F, LT-17102 Šalčininkai, Lietuva
Tel.: 8 380 51316, el. p.: info@eskadra.lt
Įm. k.: 302919998, PVM k.: LT100007534119
A/s LT46 7044 0600 0786 3157, AB SEB bankas, Banko k. 70440

Vežėjo parašas ir spaudas
Signature and stamp of the carrier

24 Krovinys gautas
Goods received
Data
Date
on _____ 20 ____
Atvykimas iškrovimui / Arrival for unloading _____ val. _____ min.
Išvykimas / Departure _____ val. _____ min.
Gavėjo parašas ir spaudas
Signature and stamp of the consignee

25 Registracinis numeris/ Registration No Vilkikas/ Truck Puspriekabė / Trailer	26 Markė / Type Vilkikas/ Truck Puspriekabė / Trailer	27 Tarifas/ už 1 km	Tarifinis atstumas	vilkiku/puspriekabe % už naudojimąsi	Zonos koef.	Kiti mokėjimai	VISO

	Tarifinis atstumas, km	Schema	Tarifinis svoris, t	Tarifas už 1 t	Priedai	Nuolaidos	Kiti mokėjimai	Apmokėjimui
28 II Tarifas								
29 Tarifas III								

Atskaitymai
Apmokėta užsakovui
Apmokėjimui
Valiuta | Mokėtojo kodas

LANEDA Krovininių automobilių dalys www.laneda.lt

ACCIDENT STATEMENT

Sheet 1/2

1. Date of accident | Time

2. Locality : | Place: _____

Country: _____

3. Injury(ies) even if slight — no ☐ yes ☐

4. Material damage — other than to vehicles A and B: no ☐ yes ☐ | objects other than vehicles: no ☐ yes ☐

5. Witnesses : names, addresses, tel.: .....

VEHICLE A

6. Insured/ policyholder (see insurance certificate)

NAME .....

First name .....

Address .....

Postal code: ..... Country .....

Tel. or E-mail .....

7. Vehicle

MOTOR	TRAILER
Make, type	
Registration No	Registration No
Country of registration	Country of registration

8. Insurance company (see insurance certificate)

NAME .....

Policy No .....

Green Card No .....

Insurance Certificate

or Green Card valid from: to:

Agency (or bureau, or broker): .....

NAME .....

Address .....

..... Country: .....

Tel. or E-mail:

Does the policy cover material damage to the vehicle?

no ☐ *yes* ☐

9. Driver (see driving licence)

NAME .....

First Name .....

Date of Birth: .....

Address .....

..... Country: .....

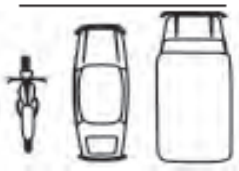
Tel. or E-mail:

Driving Licence No. .....

Category (A, B, ...): .....

Driving licence valid until: .....

10. Indicate the point of initial impact to vehicle A by an arrow →



11. Visible damage to vehicle A:

.....

.....

.....

14. My remarks

.....

.....

.....

12. CIRCUMSTANCES

Put a cross in each of the relevant boxes to help explain the drawing

**delete where appropriate*

A		B
☐ 1	*parked/stopped	1 ☐
☐ 2	*leaving a parking place/ opening the door	2 ☐
☐ 3	entering a parking place	3 ☐
☐ 4	emerging from a car park, from private ground, from track	4 ☐
☐ 5	entering a car park, private ground, a track	5 ☐
☐ 6	entering a roundabout	6 ☐
☐ 7	circulating a roundabout	7 ☐
☐ 8	striking the rear of the other vehicle while going in the same direction and in the same lane	8 ☐
☐ 9	going in the same direction but in a different lane	9 ☐
☐ 10	changing lanes	10 ☐
☐ 11	overtaking	11 ☐
☐ 12	turning to the right	12 ☐
☐ 13	turning to the left	13 ☐
☐ 14	reversing	14 ☐
☐ 15	encroaching on a lane reserved for circulation in the opposite direction	15 ☐
☐ 16	coming from the right (at road junctions)	16 ☐
☐ 17	had not observed a right of way sign or a red light	17 ☐
☐	← state number of boxes marked with a cross →	☐

Must be signed by both drivers

Does not constitute an admission of liability, but a summary of identities and the facts which will speed up the settlement of claims

13. Sketch of accident when impact occured **13.**

Indicate: 1. the layout of the road - 2. by arrows the direction of the vehicles A, B - 3. their position at the time of impact - 4. the road signs - 5. names of streets or roads

15. Signature of the drivers **15.**

VEHICLE B

6. Insured/policyholder (see insurance certificate)

NAME .....

First name .....

Address .....

Postal code: ..... Country .....

Tel. or E-mail .....

7. Vehicle

MOTOR	TRAILER
Make, type	
Registration No	Registration No
Country of registration	Country of registration

8. Insurance company (see insurance certificate)

NAME .....

Policy No .....

Green Card No .....

Insurance Certificate

or Green Card valid from: to:

Agency (or bureau, or broker): .....

NAME .....

Address .....

..... Country: .....

Tel. or E-mail:

Does the policy cover material damage to the vehicle?

no ☐ *yes* ☐

9. Driver (see driving licence)

NAME .....

First Name .....

Date of Birth: .....

Address .....

..... Country: .....

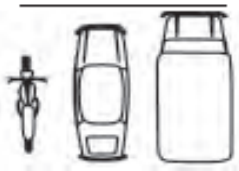
Tel. or E-mail:

Driving Licence No. .....

Category (A, B, ...): .....

Driving licence valid until: .....

10. Indicate the point of initial impact to vehicle B by an arrow →



11. Visible damage to vehicle B:

.....

.....

.....

14. My remarks

.....

.....

.....

A

B