**DEFENSIVE DRIVING POLICY**

KLX LLC. is strongly committed to a sound and thorough defensive driving policy. While there are no regulatory requirements that mandate the existence of a defensive driving policy, it makes excellent business sense to have such a policy in place. Underlying the policy is our company’s strong commitment to safety on the highways.

While operating company vehicles, drivers should always drive in the safest and most professional manner possible. In doing so the likelihood of being involved in a collision will be minimized.

So, to that end, all KLX LLC drivers are to operate company equipment in accordance with all the provisions set forth in part 392 of the FMCSRs as well as the following company-based regulations.

There are many factors that impact the operation of vehicles on the roadways. They include:

* Light levels
* Weather
* Pavement condition
* Traffic conditions
* Mechanical condition
* Operator condition
* Alertness
* Sound judgment
* Quick reaction time

A successful defensive driver exhibits five main qualities:

* Extensive knowledge
* Alertness
* Good judgment
* Foresight
* And driving skills

The core concepts of defensive driving are:

* Being able to recognize potential hazards
* An understanding of evasive and corrective actions
* Reaction time

If these principles are carefully followed the result will be safety on the highways.

**DEFENSIVE DRIVING PROCEDURES**

**Intersection**

Skillful maneuvering through intersections without a collision is a mark of a good defensive driver. Besides the driver’s own skill level, intersections also demand anticipation of the actions of other drivers and taking appropriate evasive action. Above all that, maneuvering through an intersection should **NEVER** be attempted if it cannot be completed without impeding other vehicles on the roadway.

**Backing**

Backing a tractor-trailer combo has the potential to be a hazardous maneuver. If a driver cannot back a commercial vehicle properly, they will not be considered for employment with KLX LLC. Company policy promotes the **G.O.A.L**. technique when backing. The **G.O.A.L.** is simple: **G**et.**O**ut**.A**nd.**L**ook. There is no reason that a driver should ever have a collision while backing up if the driver stops the vehicle gets out and walks around the vehicle to be more aware of where the trailer/truck is being guided to. Be sure of whether or not there are obstacles impeding the progress. If need be, this process should be repeated as many times as is necessary to complete the maneuver.

**Rear Collisions**

The primary way to avoid rear-end collisions is by maintaining a safe and adequate following distance. Drivers must be prepared for possible obstructions on the roadway, either in plain sight or hidden by curves or the crests of hills. Special consideration must be given to night driving when speeds should be kept to a level that will allow the driver to stop within the distance illuminated by the headlights of the vehicle.

Drivers may risk being struck from behind if they do not maintain an adequate margin of safety in their own following distance. If enough space is not allowed in front of a vehicle, chances go up that someone can impact your vehicle from the rear.

**Passing**

**Do not ever** pass unless it is necessary. Failure to pass safely indicates faulty judgment on the driver’s part, and a failure to consider one or more of the following factors:

* Is there enough room ahead
* Is there adequate space to move back into your lane after passing
* Have you signaled your intentions

**Being Passed**

Drivers must be aware of the actions of other drivers, and yield the right of way if another driver begins to sideswipe you or cut you off. A good defensive driver will avoid problems with this kind of situation.

**Merging onto Traffic Lanes**

Observant defensive drivers will not usually get trapped when other drivers change lanes abruptly. In the same manner, entrapment in merging traffic can be successfully avoided by a good defensive driver with a little planning and willingness to yield. **Blind spots are not valid excuses for this kind of incident**- allowances must be made in areas of limited sight distance.

**Railroad Grade Crossings**

Driving across railroad crossings, or in areas where there are rail vehicles of some sort demands special care. Careful observance of the traffic situation is your best line of defense.

Never cross railroad tracks when the signal lights are flashing, or go around lowered gates.

Do not shift gears when crossing railroad tracks.

**Oncoming Traffic**

A defensive driver will avoid a collision with oncoming vehicles at all costs. Even if the vehicle enters your lane of traffic, evasive maneuvers should be made to avoid a collision.

**Turning**

Turning, like passing, can be a dangerous maneuver and demands special care as well as an observant eye from a defensive driver. Drivers should always be aware of other vehicles in their paths and of the configuration of the turn they are about to undertake. This is especially critical when making right-hand turns.

**Pedestrians**

A sensible defensive driver will always assume that if there is a pedestrian (or small vehicle of some sort) involved, slowing down is the best defense. Be sure to give people and small vehicles the benefit of the doubt and expect the unexpected. Be prepared for people, especially children, to suddenly reverse course and end up right back directly in your pathway.

**Extreme Weather and Road Conditions**

Bad weather and other road hazards place special demands upon any defensive driver. The best rule in any kind of bad weather or extreme road conditions is to get off the road safely and as soon as possible. If the driver must continue, slowing speed down and increasing following distances is the best defense, along with increased awareness. Leave early from your origin to compensate for bad weather thus eliminating any feelings of urgency.

A KLX LLC expectation that applies to all situations is that drivers will contact their immediate supervisors or dispatch dept. in the event of a delay caused by bad weather or other road conditions that would have the potential to affect the pick-up or delivery schedules.

**Fog**

Fog reduces a driver’s visibility and impairs their distance perception, making it perhaps the most dangerous type of extreme weather condition.

Due to the fact that KLX LLC’s California terminal is located in the Central Valley, where fog is a regular obstacle during the winter months. When it is necessary to be on the roadways during foggy winter seasons the following procedures must be followed:

* Drivers should never assume the depth or thickness of any fog. Fog can range from a momentary blurring of the windshield to being several miles thick.
* Drivers should slow the vehicle’s speed. Reduction in speed should be done gradually in order to avoid becoming a hazard for other motorists. Determining the correct and safe speed depends on the thickness of the fog and will be left to the individual driver’s best judgment.
* Drivers are to use low-beam headlights only when driving in fog. Low beams serve two purposes. They help our drivers see the immediate roadway and also allow motorists to see our drivers.
* Avoid using high-beam headlights. The water particles that makeup fog will reflect more light back at the driver than on the roadway and will further reduce visibility for the driver.
* Drivers should make use of windshield wipers and the defroster when driving in fog. Driving in foggy conditions will cause a constant fine mist of water on the vehicle’s windshield, reducing visibility in the process. Using the windshield wipers and the defroster will aid in alleviating this condition.
* Drivers are to avoid passing other vehicles while driving in fog.
* Drivers are to avoid stopping on any roadway while driving in foggy conditions unless absolutely necessary. If a driver must stop, use the emergency or breakdown lane, activate emergency flashers, turn off the headlights, and follow KLX LLC’s breakdown procedures.
* When it is necessary to cross roadways at intersections in fog, drivers should roll windows down and listen for any approaching traffic from both directions and use their best judgment as to the distance of approaching traffic prior to continuing through the intersection.

**Road Construction**

KLX LLC realizes that the chances are good that from time to time our drivers will be faced with having to drive on roadways that are being repaired or are under construction. Because of the hazards that this condition presents our drivers are expected to approach road construction work zones the same way they would any other adverse driving condition and follow these procedures:

* Reduce speed and maintain a safe following distance
* Drive at or under all special or reduced posted speed limits
* Drivers should be constantly aware of their immediate surroundings, anticipate the possible actions of other motorists, and expect sudden stops
* Watch for construction workers and vehicles crossing the roadways
* Use the lane furthest from the construction zone when possible
* Avoid sudden lane changes and use headlights and four-way flashers when traveling through construction zones

**Road Hazards**

All drivers should be aware of the potential danger of encountering various types of road hazards. These include but are not limited to the following:

* Soft shoulders or severe pavement drop-offs that can cause rollover-type incidents
* Road debris such as tire recaps, metal or lumber, rocks, and things that may have fallen from other vehicles and are lying on the roadway
* Animals that might suddenly attempt to run across the roadway
* Pedestrians, especially children that could suddenly attempt to enter the roadway

**Underpasses**

Hitting a bridge, underpass, or viaduct is a danger that our drivers need to be consistently aware of. This type of incident, often referred to as ‘topping’ a trailer, is always preventable.

All drivers should be aware of and make note of the posted height of an overpass. In addition, an empty trailer will ride higher than when it is loaded. If there is any doubt as to the clearance of your vehicle you must get out and make a visual inspection or find an alternate route.

**Right of Way**

A defensive driver should never attempt to exercise the right of way principle. Let the other driver go first. Keep to the right except to pass, or when getting into position for making a left-hand turn. In town, when you enter a main thoroughfare from an intersection, always make a full stop before moving through traffic.

There are some fundamentals that must be observed at all times regardless of the traffic conditions you might find yourself in:

* Always be patient
* Check mirrors constantly
* Always signal early
* Never be aggressive in any maneuvers you are undertaking
* Be vigilant in accessing the environment and stay prepared to change course if the need should arise

**U-Turns**

U-turns are **ALWAYS** discouraged. U-turns have consistently been shown to be a decision that causes drivers to be put in very dangerous situations which can easily be avoided by simply not doing this and instead circling around a block and attempting to get wherever it is you need to be. The amount of space needed to complete a U-turn is one of the most widely misjudged decisions a truck driver makes. KLX LLC policy is that U-turns should always be considered to be a very last resort decision and you should be able to fully justify this decision to KLX LLC should you find yourself in a bad circumstance as a result of attempting this maneuver.