Blind-Spot Sensor System Specification

Fleet Blind-Spot Risk Reduction Checklist — backwatch.co.uk

Use this checklist to audit blind-spot sensor coverage on fleet vehicles and verify the three-layer approach (sensor + camera + external warning) is correctly implemented.

1 — Blind Spot Zone Assessment

- ■ Nearside (left side) full body length identified as primary risk zone
- ■ Front nearside corner zone assessed (junction and slow urban traffic risk)
- ■ Rear zone during reversing assessed
- ■ Operating environment considered: urban delivery, construction site, yard, highway
- ■ Vehicle types in fleet mapped to risk profile (HGV, artic, rigid, LCV)

2 — Layer 1: Proximity Sensors

- ■ Nearside sensors: 4–6 units, front corner to rear corner, active below 20 mph
- ■ Front nearside corner sensor specified (often missed in standard configurations)
- ■ Rear sensors: 4 units across full vehicle width, 0.8–1.2m height (HGV); 0.7–0.9m (van)
- ■ Sensor type appropriate for environment (rubber for metal bumpers; IP67+ for wash-down)
- ■ Walk test completed: caution zone 1.5–3m, stop zone 0–1.5m
- ■ No nuisance alarms from vehicle's own structure (towbar, step, ground surface)

3 — Layer 2: Camera Monitoring

- ■ Nearside camera fitted with in-cab monitor display
- ■ Camera display shows driver what sensor detected (context layer)
- ■ Camera triggered by sensor alert (or MDVR sensor-triggered switching configured)
- ■ Sensor event clips automatically flagged for recording by MDVR
- ■ Camera field of view covers sensor detection zone without gaps

4 — Layer 3: External Warning

- Audible left-turn warning fitted and operational
- Voice message format: 'This vehicle is turning left' (not buzzer only)
- Warning triggers on left indicator engagement
- Manual mute switch fitted for night-time operation (23:30–07:00)
- External warning audible at typical urban ambient noise level

5 — Driver Training

- Driver briefed on what each alert means and expected response
- Driver shown cab display zones: which sensor area triggered
- Left-turn protocol briefed: check display, slow, confirm clear before completing turn
- Driver understands sensor covers blind spot — mirrors still checked independently
- Nuisance alarm reporting process explained (fault report, not mute/ignore)

6 — Compliance and Documentation

- DVS PSS compliance confirmed if vehicle >12t operating in Greater London
- FORS Silver sensor/camera requirement met if fleet holds Silver accreditation
- Walk test records maintained as FORS audit evidence
- Near-miss event log reviewed monthly — repeat locations flagged for action
- Insurance notified of sensor system fitment (premium implications confirmed)