

1. INTRODUCTION

20% of all road traffic accidents and 40% of all single-vehicle accidents are caused by driver fatigue. Driving while tired results in impaired alertness and slower reaction times. Driver fatigue may be caused by lack of sleep, but it may also result from factors such as the mere monotony of driving.

The right break can save your life

The only well-documented solution to tiredness when driving is to take a break before you reach a critical driver fatigue level. Research shows that taking a break of only 10-20 minutes at the right time increases your alertness behind the wheel, thereby helping to reduce the risk of accidents caused by driver fatigue. The problem is that people cannot assess for themselves when they are so tired that it compromises not only their safety, but also the safety of others.

Your Anti Sleep Pilot® (ASP) works by:

- Continuously calculating your driver fatigue level
- Maintaining your alertness through simple tasks
- Recommending a preventative break before your tiredness becomes critical

Carefully read this user manual in order to achieve the most safety.

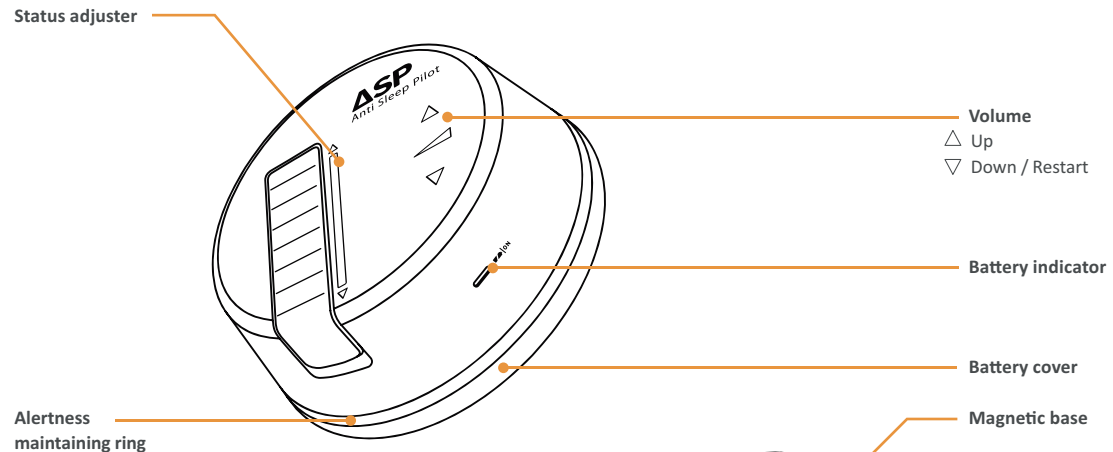
You can find more information on www.antisleepilot.com

HOW ASP CALCULATES YOUR DRIVER FATIGUE LEVEL

The ASP continuously calculates your driver fatigue level using 26 scientifically verified factors. These factors can be divided into three categories:

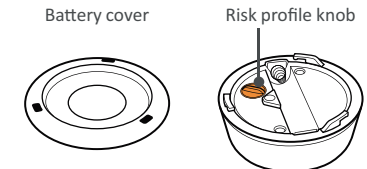
1. Your risk profile, which is calculated once and stored before you use your ASP for the first time
2. Your status, which describes how tired you are before you start driving
3. Your driving data, which the ASP automatically records using sensors and a high-precision clock

2. ANTI SLEEP PILOT® – AN OVERVIEW

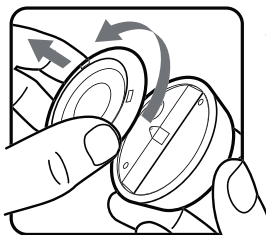


IMPORTANT

- The ASP must be used as described in this manual at all times
- When properly used, the ASP can help reduce the risk of fatigue-related traffic accidents
- The ASP is not a guarantee you will avoid all traffic accidents. As a motorist you are always fully responsible for your driving
- If you feel too tired to drive, you should stop – regardless of any instruction given by the ASP. If you need a break before the ASP recommends it, you should always take one
- You should only respond to alertness maintaining tests if the driving situation permits it
- You should not adjust your ASP settings while driving. Pull over and stop before you change any settings
- The ASP is muted at the lowest sound level

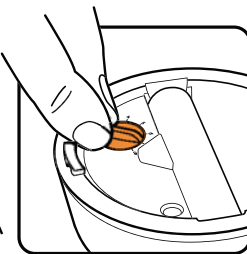


3. QUICK GUIDE



Insert AAA-battery

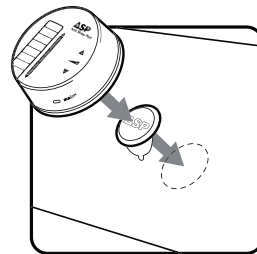
Remove the battery cover and insert a AAA-battery.



Setting your risk profile

Before using the ASP for the first time you must set your risk profile with the orange knob in the bottom of the ASP.

Determine your risk profile by using the test in section 4 or take the test on www.antisleepilot.com



Installing the ASP

Place the ASP in your car so it is easy to see the entire display and operate the ASP without having to take your eyes off the road.

Ensure that the dashboard is clean and dry and that the ASP is not placed over an airbag.

Remove the film and secure the magnetic base on its desired location in your car.



Automatic start

The magnetic base functions as an on/off switch.

When you place the ASP on its base, both audio and visual signals indicate that the ASP is active.

The battery indicator will flash a green light when the ASP is active.

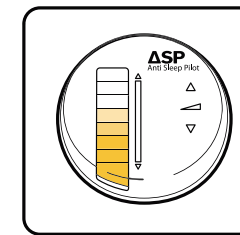


Set your status

Before every drive evaluate your status using the status form in section 5.

If you have had an especially long day at work, a recent night out or if you simply feel tired, this crucial information affects your status, which must be set via the status adjuster.

If you are wide awake and well rested, all you have to do is touch the top of the ASP to confirm this.



Keeps you informed of your driver fatigue level

The ASP automatically calculates your driver fatigue when placed on its magnetic base.

Your status is continuously shown in the display. The more yellow bars that are lit, the higher your driver fatigue level is. When all the bars are yellow a break will be recommended.

You can always see your fatigue level by touching the top of the ASP.

MAXIMIZE YOUR BATTERY TIME

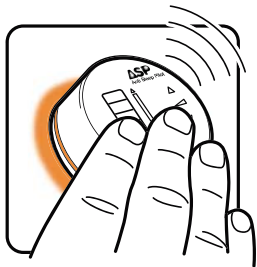
The magnetic base functions as an on/off switch. Remove the ASP from the magnetic base when the ASP is not in use in order to save the battery. A quality battery should give approximately 100 hours of driving time. Replace the battery when the indicator light is orange, or if the ASP stops working as laid out in this manual.

MULTIPLE DRIVERS

At a driver change the ASP must be restarted by pressing the 'volume down' button for 10 seconds. The new driver must set his/her personal risk profile and status.

Optimal placement



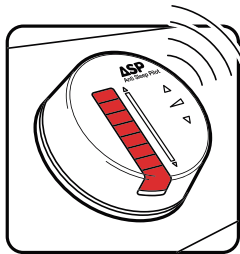


Maintains your alertness

When the ASP shows an orange light and you hear a sound, you should touch the top of the ASP as quickly as your driving situation allows. If you do not react, or react too slow, a second alertness maintaining test will be carried out within a short period of time.

HOW THE ASP USES YOUR REACTION TIME

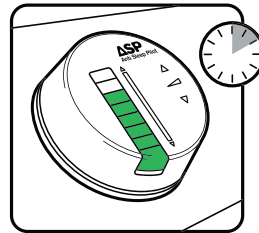
Your reaction time is one of the 26 factors in the calculation of your fatigue level. Should you repeatedly react too slow to an alertness maintaining test the ASP will, in some cases, recommend you take a break even after only a short drive.



Let's you know when it is time to take a break

The entire display lights up in red when your fatigue level reaches a critical point. It is time for a break – find somewhere suitable to rest for at least 10 minutes.

The ASP will continue to give you alertness maintaining tests and break recommendations until you stop for a break.



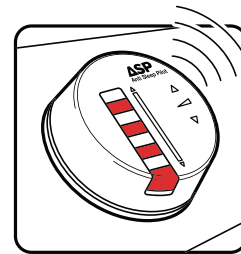
Tracks your break

You must have a break of at least 10 minutes.

The ASP will help you keep track of time by lighting up green bars in the display. When the display is fully lit the 10 minutes have passed and you can resume your journey.

The ASP will use the status you indicated at the beginning of your journey. Evaluate if you need to adjust this.

For recommendations on how to heighten alertness during breaks, please see section 6.



Ensures you do not drive more than the daily limit

Depending on your settings you should not drive for more than between 6,5 and 10 hours in a day.

When you have reached your daily limit, the display will flash red for three seconds. At this point, you should refrain from driving for at least eight hours.

If you want to continue driving despite this warning, you must restart the ASP.

HOW TO RESET YOUR ASP

Press the 'volume down button' for 10 seconds until all the bars in the display are lit up in yellow and a sound is played.

ASP
Anti Sleep Pilot

Anti Sleep Pilot
Amaliegade 14A
1256 Copenhagen K
Denmark
www.antisleepilot.com



Support: www.antisleepilot.com/product/support
Pho: +45 70 26 90 93 | Mail: support@antisleepilot.com

4. SETTING YOUR RISK PROFILE – BEFORE FIRST DRIVE

Drivers can be categorized into eight different risk profiles.

The ASP device must have your risk profile in order to function. This is done by filling out the risk profile form on the following pages or online at www.antisleppilot.com

What should you do?

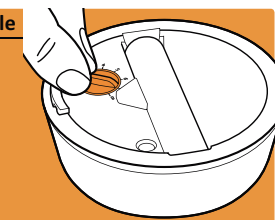
1. Complete the risk profile form
2. Add the values for your personal risk profile score
3. Set your risk profile using the orange knob at the bottom of the ASP, under the battery cover

| Risk profile form | Value |
|---|-------|
| Age | |
| 26 years or younger | 6 |
| 27-64 years | 0 |
| 65 years or above | 1 |
| BMI* | |
| Higher than 30 | 4 |
| Lower than 30 | 0 |
| Gender | |
| Male | 1 |
| Female | 0 |
| What kind of driving do you do, for the most part? | |
| Private driving | 0 |
| Business driving | 1 |
| In a typical working week, how many hours do you work? | |
| Less than 60 hours / don't work | 0 |
| More than 60 hours | 1 |
| On average, how many hours a night do you sleep? | |
| 7 hours or more | 0 |
| 6-7 hours | 1 |
| 5-6 hours | 4 |
| Less than 5 hours | 6 |
| What is the likelihood that you might doze off while travelling as a passenger in a car, watching TV, just eaten lunch or a similar situation? | |
| Never doze off | 0 |
| Little likelihood of dozing off | 2 |
| Moderate likelihood of dozing off | 4 |
| Significant likelihood of dozing off | 6 |

*BMI = $\frac{\text{(bodyweight in kilos)}}{\text{(height in meters)}^2}$ *BMI = $703 \times \frac{\text{(body weight in pounds)}}{\text{(height in inches)}^2}$ >>

| Risk profile form | Value |
|---|-------|
| How many road traffic accidents have you had over the last five years in which your own driver fatigue was a crucial factor? | |
| None | 0 |
| 1-2 accidents | 2 |
| 3 or more accidents | 6 |
| At what time of day do you usually work? | |
| Day or evening / don't work | 0 |
| Night | 6 |
| Do you suffer from untreated sleep problems (such as poor/interrupted sleep)? | |
| Yes | 4 |
| Are you taking any medicine on a daily basis that lists drowsiness as a possible effect? | |
| Yes | 2 |
| Have you given birth in the last six months? | |
| Yes | 6 |
| Over the last year, have you driven while feeling tired? | |
| Yes | 6 |
| Total score | |

| Total score | Risk profile |
|-------------|--------------|
| 0-3 | 1 |
| 4-7 | 2 |
| 8-11 | 3 |
| 12-15 | 4 |
| 16-19 | 5 |
| 20-24 | 6 |
| 25-29 | 7 |
| 30- | 8 |



5. SETTING YOUR STATUS – BEFORE EVERY DRIVE

Your status – how tired you are – can vary on a day-to-day basis and over the course of a single day.

What should you do?

1. Before each drive assess your status
2. You can determine your status based on a subjective evaluation of how tired you feel or you can use the form to the right for a more precise evaluation
3. If you are wide awake and well rested, touch the top of the ASP to confirm this. Otherwise use the status adjuster to input your score

You can increase/decrease your status. However, this is not possible if the ASP has administered its first break recommendation.

| Status form | Value |
|--|-------|
| Compared with your normal sleep schedule, how many hours of sleep did you get last night? | |
| Same as usual | 0 |
| About 1 hour less | 1 |
| About 2 hours less | 4 |
| About 3 hours less | 12 |

| | |
|--|---|
| Over the last two to three days, have you had less than five hours of sleep during any one night? | |
| Yes | 2 |

| | |
|--|----|
| How many hours have you been awake before this journey? | |
| Less than 15 hours | 0 |
| 15-20 hours | 6 |
| 20 hours or more | 12 |

| | |
|---|---|
| Are you currently taking any medicines that list drowsiness as a possible side effect? | |
| Yes | 2 |

| | |
|---|---|
| Have you had a high alcohol intake 24 to 72 hours ago? | |
| Yes | 4 |

| | |
|-------------------------------|---|
| Are you driving alone? | |
| Yes | 4 |

| | |
|--|----|
| Are you driving home after a night shift? | |
| Yes | 12 |

>>

| Status form | Value |
|---|--------------|
| How rested do you feel right at this minute? | |
| Wide awake and well rested | 0 |
| Neither completely wide awake nor sleepy | 6 |
| Sleepy, but staying awake is not difficult | 12 |
| Very sleepy, and staying awake is difficult | Don't drive! |
| Total score | |

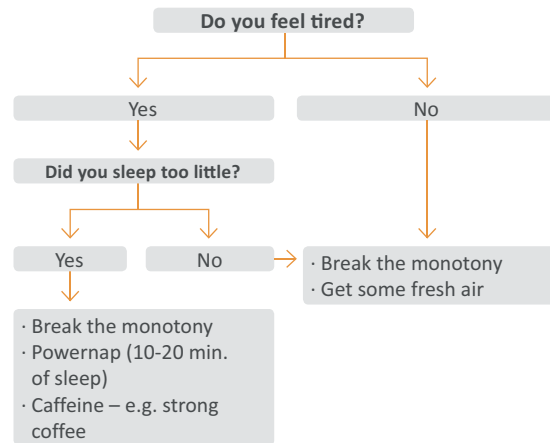
The diagram shows a hand interacting with the ASP Anti Sleep Pilot interface. An orange arrow labeled 'Status adjuster' points to a vertical slider. Below it is a 'DO YOU FEEL TIRED?' scale with five levels, each represented by an eye icon and a corresponding value and adjustment. The scale is currently set to 'Moderately tired' (9-16, +2).

| Status | Value | Adjustment |
|------------------|-------|--------------|
| Too tired | 37- | Don't drive! |
| Very tired | 27-36 | +4 |
| Quite tired | 17-26 | +3 |
| Moderately tired | 9-16 | +2 |
| Little tired | 1-8 | +1 |
| Not tired | 0 | 0 |

6. THE RIGHT BREAK

Taking a break at the right time reduces the risk of accidents caused by driver fatigue. Break until you feel ready to drive again – a minimum of 10 minutes.

It is important to break the monotony of driving and get some fresh air, but caffeine – e.g. coffee – and a powernap for up to 20 minutes can also help if you are sleep deprived.



TIME ZONE ADJUSTMENT

The ASP has been set for the time zone in the country, where you purchased the product. In the event that you move permanently to another time zone send the ASP to Anti Sleep Pilot® (see address on the back of the manual). The ASP will be adjusted and returned to you free of charge.

INFORMATION ON DISPOSAL AND RECYCLING

The electrical and electronic equipment and batteries supplied contain materials, components and substances that may be harmful to humans and the environment unless handled properly.

The electrical and electronic equipment and batteries are labelled with a crossed-out waste bin, as shown below. This indicates that electrical and electronic equipment and batteries must not be disposed of in unsorted household waste, but are to be disposed of in special containers.

Some batteries are also labelled with the chemical designation Hg (mercury), Cd (cadmium) or Pb (lead). These substances are particularly harmful, and so it is particularly important that these batteries are disposed of correctly.

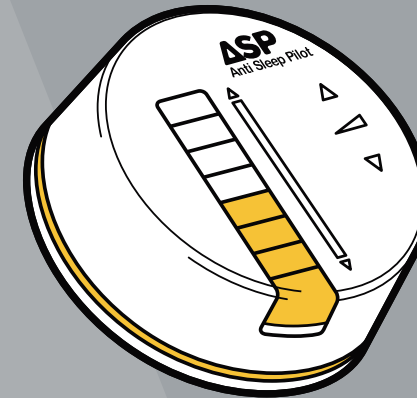
As the end user, it is important for you to drop off your flat batteries at the facilities set up to take them. In this way, you are helping to ensure that your batteries are recycled in accordance with the law and not causing environmental problems unnecessarily.

All municipalities have set up collection facilities where discarded electrical and electronic equipment and portable batteries can be left free of charge by residents at recycling stations and other collection facilities, or can be picked up directly from people's homes. For more detailed information, contact your municipality's technical administration department.



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ENGLISH



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