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Congratulations

You have received information on the most technologically advanced mirror in the world.

When properly adjusted, our Driver's Dream Convex Mirror can do several things better than any other mirror.

Our mirror will eliminate the driver's BLIND SPOTS on any vehicle.

Our mirror will, at a minimum, double the driver's viewing area.

Our mirror will make the driver more aware of their surroundings.

Our mirror does not block the bottom of the west coast mirrors on trucks.

Our mirror stops the elements being forced up onto the west coast mirrors.

Our mirror keeps the trailer in view up to 90 degrees during a blind side jack knife.

Installation

Our mirrors can be mounted in either a vertical or horizontal position. Due to the many vehicle types and specifications, configuration and mirror applications, we leave the installation of the mirror to the individual requirement of the purchaser.

Adjustment

The operator of the vehicle should be in the driver's seat.

The three set screws on the back of the mirror should be loosened to allow adjusting.

On the driver's side of the vehicle, the right edge of the mirror should be adjusted to just barely show the side of the vehicle.

On the blind side of the vehicle, the left edge of the mirror should be adjusted to just barely show the side of the vehicle.

The upper edge of the mirror should just catch the horizon. You should not be able to see the tree tops down the road.

AFTER THE MIRRORS ARE PROPERLY ADJUSTED IT IS VERY IMPORTANT TO FIRMLY TIGHTEN THE THREE SCREWS ON THE BACK OF THE MIRROR.

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Stop Blind Spots Install BDS Driver's Dream Convex Mirrors

BLIND SPOTS

Almost every large vehicle has blind spots in the rear view mirror systems. The current factory installed mirror designs require the operator to turn their head sideways during maneuvers or lane changing. This in itself creates a blind spot as their eyes are not on the road and they miss seeing obstacles, vehicles or the changing patterns ahead.

The average convex mirror that is added does not provide a large enough field of view. To cure this problem, some companies manufactured a larger size convex mirror, which in turn created a blind spot by the mirror itself. These same larger convex mirrors produce a great deal of distortion and it is difficult for the operator to get a true picture.

Our *Driver's Dream* convex mirror is made of wide angle glass that is cut to create a larger field of vision and eliminate distortion. The picture you see is actual and not smaller as in some mirrors. They are excellent for any requirements including inside or outside any model of bus or highway coach.

We believe our mirrors are perfect wherever a mirror is required.

DRIVER’S DREAM

Our *Driver’s Dream* convex mirror replaces the current round convex mirror with the limited viewing angle. Our mirror is approximately 9 inches by 6 inches, is manufactured from stainless steel and the glass is coated on the back to stop fragmentation if broken. The complete assembly weighs approximately 1.5 lbs. The full threaded mounting bolt, nut and swivel is off centre one direction and centred the other direction to allow for multiple adjustments. The mirror can be installed on any existing tripod or support arm and can give the operator a wide angle view of over 70 degrees or more than two lanes of traffic with no distortion. Our mirror is especially important when changing lanes or reversing.

When mounted at the extreme front of the vehicle, it is possible for the operator to see the bumper, the front fender, tire and all the way back to the rear of the vehicle. The view in the mirror allows the operator to see somebody standing in front and at the side of the vehicle. On tractor trailers, the operator never loses the trailer in a blind side reverse and jack knife. The results are the same regardless of what side the mirror is mounted on or what type of vehicle, however it is recommended that they be installed in sets for best results.

The application of this mirror is for any vehicle or equipment where the operator absolutely must see the complete picture and what is happening around the unit at all times. Because of the overall viewing angle they are excellent for inside buses and building use as well.

The pictures were taken under simulated conditions for safety reasons and not on highways or streets.

TEST RESULTS

- 1) Our mirror allows the operator to see an obstacle/person in front of the vehicle on the blind side.**
- 2) Our mirror allows the operator to see an obstacle/person near the front wheel on the blind side.**
- 3) Our mirror allows the operator to see the curb which stops tire and rim damage on the blind side.**
- 4) Our mirror allows the operator to see all the way back the vehicle and into the third lane of traffic which stops side impact accidents.**
- 5) Our mirror allows the operator to continuously see the rear of the trailer on a reverse up to 90 degrees in either direction.**
- 6) Our mirror is below the west coast allowing the operator to use the entire west coast mirror surface.**
- 7) Our mirror creates a space for air flow which stops the elements from being forced up onto the west coast.**
- 8) Our mirror gives the same great results from both sides however we recommend they be installed in sets.**

We have just been advised by, some of our customers that driver trainers can now see what is happening around the vehicle while they are sitting in the passenger seat.

TRACTOR INSTALLATION

This picture shows the type of view that comes from our *Driver's Dream* mirror when it is mounted on a highway tractor trailer. The vehicles shown in the mirror were almost five trailer lengths back from the test tractor and could easily be seen from the operators seat. This represents a viewing area of over 70 degrees or more than two lanes of traffic out from the side of any vehicle with no distortion. If the *Driver's Dream* mirror is installed on a fender or hood mount, the operator can see an obstacle directly in front of and immediately beside the vehicle.



QUAD AXLE DUMP INSTALLATION

The vehicle was equipped with a west coast flat mirror and an 8 inch normal convex mirror mounted on the bottom of the flat mirror. The field of vision from the centre of the rear drive axle was-

2 feet with the flat west coast mirror. See first tape.

18 feet with the normal convex mirror. See second tape.

70 feet plus with the *Driver,s Dream* mirror with no blind spots along the entire side of the vehicle. See third tape. This picture shows the viewing angle when our *Driver's Dream*mirror is installed and the tape lines indicate the range that the operator can see.



SNOW PLOW INSTALLATION

The vehicle was equipped with a west coast flat mirror and an 8 inch normal convex mirror mounted on the bottom of the flat mirror. The field of vision from the centre of the rear drive axle was-

2 feet with the flat west coast mirror. See first tape.

18 feet with the normal convex mirror. See second tape.

70 feet plus with the *Driver,s Dream* mirror with no blind spots along the entire side of the vehicle including the scrape blade. See tape three. For the first time, to the best of our knowledge, the operator can see the extreme right side of the plow blade and the scraper blade while performing the operation. See tape four.



TRANSIT BUS INSTALLATION (A)

The vehicle was equipped with a 9 X 10 inch flat mirror and a 4 X 7 inch convex mirror. The field of vision from the centre of the rear axle was-

5 feet with the flat mirror. See tape one

13 feet with the normal convex mirror. See tape two

70 feet plus with the *Driver,s Dream* mirror. See tape three

This is a picture of a transit bus that had a garbage container placed outside and close to the front entrance doors. The operator could not see any of the garbage container in the factory installed mirrors. A safety cone was added to the top of the container and the operator saw only the top of the cone in the same factory mirrors. When we installed the *Driver's Dream* mirror, the operator could see the complete container and cone as well as the ground in front of the container. Because of the wide angle of view they are excellent for internal use especially on low floor models.



TRANSIT BUS INSTALLATION (B)

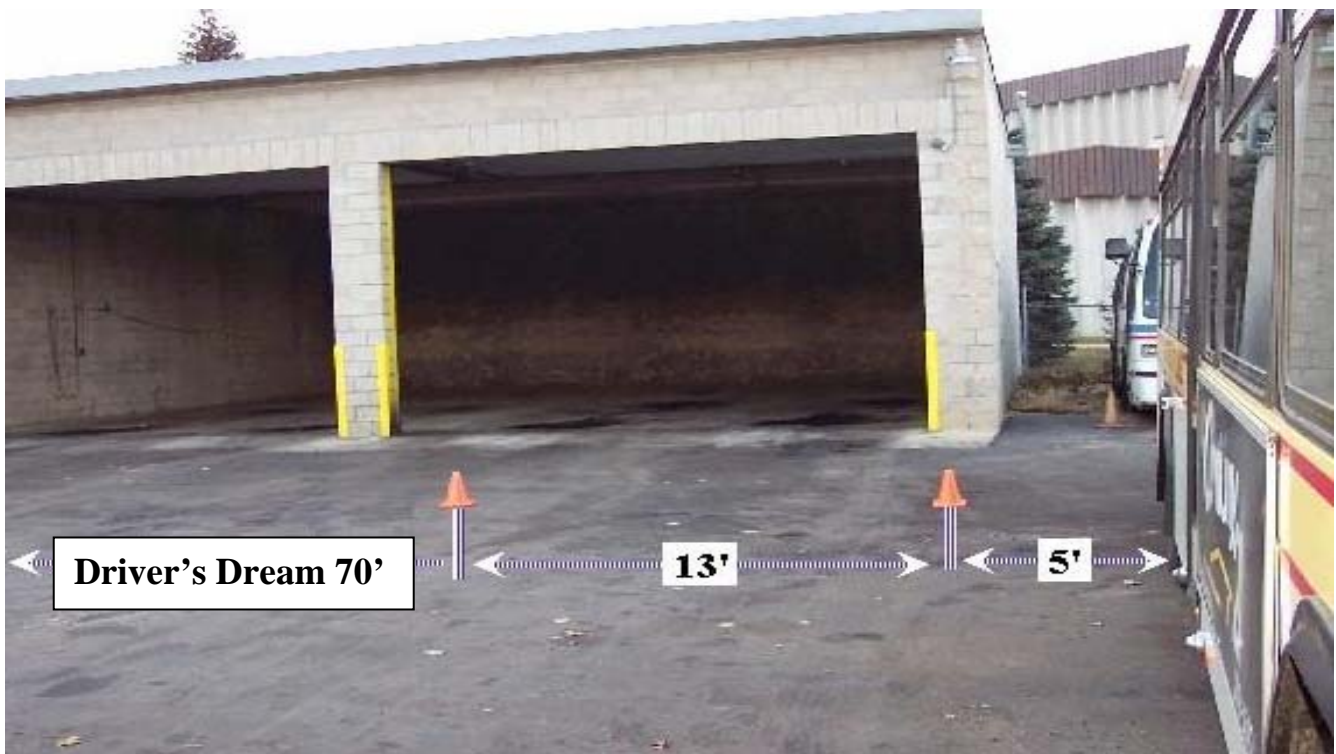
The vehicle was equipped with a 9 X 10 inch flat mirror and a 4 X 7 inch convex mirror. The field of vision from the centre of the rear axle was-

5 feet with the flat mirror. See first cone.

13 feet with the normal convex mirror. See second cone

70 feet plus with the Driver,s Dream mirror. See third cone.

This picture shows the same transit vehicle and the great viewing angle when our *Driver's Dream* mirror is installed. You can see from these pictures that the viewing area with our mirror installed is into the third lane of traffic. The driver can see the front step and the entry and exit doors area where passengers stand to board or leave the vehicle. Because of the wide angle of view they are excellent for internal use especially on the new low floor models.



MINI BUS INSTALLATION

This vehicle was equipped with a 7 X 10 inch flat mirror and a 6 X 5 ½ convex mirror mounted on the top of the flat mirror. The field of vision from the centre of the rear axle was-

2 feet with the flat mirror. See tape one

7 feet with the normal convex mirror. See tape two

70 feet plus with the Driver,s Dream mirror. See tape three

This picture shows the great viewing angle when our *Driver's Dream* mirror is installed on a mini bus used in airport transfer, small routes and wheel chair operations. The tape lines indicate the range that the operator can see. Because of the wide angle of view they are excellent for internal use especially on the new low floor models.



HIGHWAY COACH INSTALLATION

The vehicle was equipped with a 8 X 12 inch flat mirror and a 4 X 6 inch convex mirror mounted on the top of the flat mirror. The field of vision was-

Passenger Side

From the centre of the front axle.

14 inches in the flat mirror.

5 feet in the normal convex mirror.

18 feet in the *Driver,s Dream* (BDS) mirror.

From the centre of the rear drive axle.

4 feet out in the flat mirror.

26 feet out in the normal convex mirror.

70 feet in the *Driver,s Dream* (BDS) mirror.

Drivers Side

From the centre of the front axle.

22 inches in the flat mirror.

43 inches in the normal convex mirror

29 feet in the *Driver,s Dream* (BDS) mirror

From the centrte of the rear drive axle.

9.3 feet in the flat mirror.

22 feet in the normal convex mirror.

70 feet in the *Driver,s Dream* (BDS) mirror

This picture shows the great viewing angle when our *Driver's Dream* mirror is installed on a J4500 highway Coach which many fleet operators have in service. The tape lines indicate the range that the operator can see. Because of the wide angle of view they are excellent for internal use especially on the new low floor models.

