

Leland Schmitt - Comments

question 2. yes all people involved should have cdl before they have any contact with ads. in my opinion they should have experience in driving a commercial vehicle . as far as how many ads they can oversee it should only be one..... and they also must follow same hos as the rest of us.

question 3. hos should not change for ads vehicle. hos can be monitored by eld and that is the way that they should run.They are not a proven concept and should not be treated as one.

question 4. No breaks on there physical means no making them and easier.

question 5. same rules apply as any driver.

question 6. the remote operators should also be required to do drug and alcohol test . Especially those people that do not have a clue what they are doing.

question 7. Some one should be required to do a pre/post inspection every day.

question 8.The roadside and scale inspections should be more strict then regular trucks.

In short the ads vehicle should be held to a higher caliber level of safety on the highway. There should be NO leniency or breaks or ways around the existing FMCSA regulations for ads operators. They do not have a proven record. This is all trial and error. I wish that you would see the bigger that this is about safety and NOT about how much freight we can get moved down the highway.

I have 30 years of driving experience, and I run into challenges every day out on the roads. What makes you think that ads vehicles are going to be flawless out on the roads, and never have a mistake. That is a big misunderstanding on the part of the government, to assume that these vehicles will not have breakdowns and be able to handle so many situations without a driver.

At this point in time, ads have NO history or safety record on the roads. They should be made to ESTABLISH their OWN safety data before being allowed to run any less strict than current safety requirements regulating current CMVs and drivers. In fact, with NO history or safety record the requirements for ads vehicles AND drivers should be MORE stringent than current CMVs and drivers. Perhaps in FIVE years you can revisit all of these same questions to see if the answers have changed. At THAT time, the rules can be adjusted accordingly.