

## Comment from Jj H

On August 26, 2019 five semis and a passenger vehicle were involved in an accident on the Atchafalaya Basin Bridge. This bridge is 18.2 miles long with only a few exits. Due to the fire, the bridge was shut down until today. Around 2 a.m. Tuesday morning Louisiana State Patrol had to position their vehicles at the rear of each tractor trailer and use their headlights to illuminate the road so they could back up one by one for TWO MILES. Each truck backed up the great distance so it could turn around. Trucks pulling sets of doubles had an especially difficult time since the rear trailer is almost uncontrollable. This is a scenario where a skilled CMV operator is needed, and an ADS or a rookie without experience would not work.

A truck driver's day starts with a thorough inspection of the truck and trailer, over 100 various parts and systems that need to be inspected in good order to safely transport goods. From daily tire checks, brake condition and capability, reflective tape, lights, air leaks and cargo securement, safety is paramount. It is quite the opposite from the normal person who just cranks their car and drives to work. A breakdown in a commercial vehicle can leave you stranded for hours, and with ever-changing mechanical systems, it can put a truck in the shop for weeks at a time. Today's mechanics struggle with understanding the emissions systems, automated transmissions, etc.

Even with the most thorough inspections, mechanical failures still happen at 3 am in the middle of nowhere hours from a nearby town. There is little support, whether it be fire, police, or mechanics so the truck driver must try to navigate his way to safety. He must put out his triangles at 10, 100 and 200 feet (or his flares) to warn traffic that he is disabled. If he has lost power, whether it be the batteries are cooked, a faulty ECM or a bad fuse, he may have no lights and no ability to crank the truck to move it. If his blue return line has come loose, he loses most of his braking power. If his red service line comes off, the trailer brakes lock up immediately.

A brake chamber can start leaking and cause the brakes to heat up, which can easily lead to a fire. The driver can use the extinguisher to put out the flames if he gets there in time. A wheel bearing failure can cause a set of tires and rims to leave the vehicle still attached as a set and strike another vehicle as it travels at 60+mph and resulted in many deaths. (An autonomous truck would have no way of knowing that the wheels detached.) Ice can cause brakes to freeze and can even cause entire loads to shift and fall because it gets underneath the load and creates a slick surface for open deck freight.

Drivers get a feel for the vehicle and can tell when something isn't right. For instance, a U joint that starts vibrating and comes loose will drop the driveshaft. It can damage air bags and cause major air loss, along with rendering the truck completely disabled. Automated transmissions will sometimes fault out and keep the truck from moving. Several manufacturers have recalls for the transmission sticking in gear. Several fifth wheel manufacturers have recalls for their fifth wheels unlocking and causing trailers to detach, which I have seen firsthand. Freightliner has a recall for their steering shaft coming loose. All the things I mention I have personally witnessed or have been the driver taking the corrective action needed.

When you read the comments, there are several groups who are in favor of these ADS systems implementation. From analysts, engineers, directors, software developers they all tout the technology for mostly self-serving reasons. I would hazard a guess that none of them have ever had a motor shut down on them in a construction zone due to a bad sensor. They've never had a truck lose all power and go dead at 2 am and have to find the electrical issue, whether it be a ground issue, a blown fuse, or some ECM pins that need to be resoldered to get the engine to run again and move to safety. They've never heard air suddenly start leaking and the brakes start coming on where they needed to immediately cage the spring brake so the whole truck and trailer didn't go up in flames. They haven't seen a steer tire and rim cross the interstate and hit a vehicle and watch the

almost uncontrollable truck struggle to get to the shoulder. They havent run over something unavoidable in the road and had a motor shut off from coolant loss.

Pro ADS people will come up with all types of solutions for any issue, unmindful that they are neither practical or most times possible. They wont be the ones dealing with the breakdowns, navigating accidents on the highway, disabled cars you narrowly miss, securing cargo, making repairs, etc. Theyll expect someone else to take care of those issues. That someone is called a licensed CMV human driver. For these reasons, along with many others A CMV on public roads should always have a driver.