

## Comment from Gregory Miech

### 1) Vehicle Software

Needs to have an updated software package to indicate the road condition, closures, changes and bridge heights.

Need separate firewalls with separate codes for each vehicle.

### 2) Maintenance Software

Software indicating all concerns with Safety and DOT regulations.

3) Trucks carrying loads or HAZMAT will have a driver in the truck. As loads have to be readjusted and tightened. In addition maintenance that can only be done by man (for now) and refueling, checking tire pressure.

4) Autonomous trucks will have an electronic email for sending the weight of the vehicle to the DOT to not come to weigh stations.

5) DOT can access and pull trucks over for inspection and search.

6) Box Trailers will be transparent

7) Autonomous trucks will not be utilized in extreme weather until tested and verified of current systems for 5 years.

8) Trucks will go to major transport hubs for drop off and taken to city or congested areas such as New York City and LA.

9) Wind indicator for cross winds that can flip the trailer.

10) Since the truck driving area will eventually not be needed what is keeping from the development of an engine and drive plant under the trailer? Did this in the 1970's. Yo will save materials, space, have a lower center of gravity for the trailer to reduce it from flipping. No backing in is required and can open from both ends for LTL freight.