



## IF WE CAN GET PAST ELECTRONIC LOGGING DEVICES

There is a tremendous opportunity to see great changes in the motor carrier industry in the next decade if we can only get past the squables that are at hand like Electronic Logging Devices.



It is called the spectacular Mercedes-Benz Future Truck. In less than ten years' time, Self-Driving Trucks could be driving down the highway. A prototype demonstrated the exciting capabilities of the Future Truck 2025 at speeds of up to 80 km/h in realistic traffic situations on a section of the A14 motorway in Magdeburg, Germany. To do this Mercedes Self-Driving Truck connects existing assistance systems with enhanced sensors to the "Highway Pilot" system.

A radar sensor in the lower area of the front end scans the road ahead at long and short range. The front radar sensor has a range of 250 m and scans an 18-degree segment. The short-range sensor has a range of 70 m and scans a 130-degree segment. The radar sensor is the basis for the proximity control and emergency braking safety systems are already available today. A stereo camera installed above the instrument support behind the windscreen keeps the area ahead of the vehicle in view. This is currently the location of a mono-camera if optional Lane

Keeping Assist is ordered. The range of the stereo camera is 100 m, and it scans an area of 45 degrees horizontally and 27 degrees vertically.

Based on the recent data from the Department of Transportation, there were an estimated 10.7 million trucks operating in the US in 2013. A great number of these vehicles belong to 33,000 commercial fleets. Truck fleet owners could replace potentially dozens of vehicles in a single stroke, particularly considering the potential of economic incentives and regulatory mandates.

DHL is one of the many carriers that are looking to adopt the technology faster than other industries, as moving cargo in non-public areas like storage facilities and warehouses offers a way to test such devices with less risk to human life, according to a study published by DHL, the freight and express arm of Deutsche Post AG. According to DHL, "The question is no longer 'if' but rather 'when' self-driving vehicles will drive onto our streets and highways".

Transportation efficiency will increase, traffic will be safer for all drivers and fuel consumption and CO2 emissions will be further reduced. Self-driving truck systems in commercial vehicles could "free up" drivers to perform other tasks, such as freight invoicing, or even allow them to take rest breaks with the vehicle in motion.

Normal driving requires an operator to make 10 million decisions a year, but for a motor carrier driver, that rises to 100 million decisions per year. Susan Alt, senior VP for public affairs with Volvo Group North America, detailed the legal and regulatory hurdles facing self-driving trucks stating that "significant" legal hurdles remain, especially regarding protection of autonomous vehicle technology against cyber-attacks and who/what will be held liable in the case of a crash: the driver, the software programmer, the vehicle OEM or the communication channel provider?

Well, until this technology becomes a day to day reality remember that driver shortages still exist and carriers currently have the edge in today's market place. Our Professional Services Team stands ready to support you in controlling your transportation expenses and freight cost analysis.

*Please contact Bob Newcom, Executive Director of Professional Services at bob.newcom@data2logistics.com or +1 239 425 8065.*