

dec
far
thr
wher
ma
any
are

to have
fresh
not
the
to
more
There
the
under
This

to have especially used and much more so when the
flexibility is possible when even possible. What's right is that the
seriously responsible. They can not see the two day records. So the company is going to
have to use the other side of the coin with the delbert. It takes a lot
more work on the home side part to schedule general driver and to move a load of freight.
There are also more things that mistakes to happen when serious drivers have been responsible for
the time. They should be more often have drivers who wear many hats and would come
under all kind of pressure. Long haul, long haul, long haul, long haul and long haul.
This will be a nightmare figuring out what hours these driver are suppose to be working and
logging.

I'm not sure what to think about the new monitoring equipment. It sure has a feel
of "Big Brother is watching". The equipment can be rather expensive, this is going to be another
financial burden on the companies. Another issue to be addressed is what happens when the
recording device is inoperative "out-of-order"? Will we have a paperlog backup system or is the
vehicle shut down until repairs are made? Without knowing what level of monitoring is going to
be required it is impossible to know what effect it will have on the companies and the drivers. It
is the recording equipment that is going to make the entire new Hours of Service work, and yet
there is no clear idea of what level of monitoring or equipment will be needed. Recorders will
either what makes the system works or its weakest aspect. This area is going to have to be
resolved.

Sincerely,

Kimberlyn N Wellss

