

CARD 1

- A. Driver alertness monitoring system (*an alarm system that alerts you if you start to show signs of fatigue or inattention to your driving*)
- B. Forward collision warning system (*a system that monitors the roadway ahead of the truck and warns of a potential collision risk exists*)
- C. Lane departure warning system (*an alarm system that warns you when you veer out of your lane*)
- D. An EOBR (*a device that electronically records your service hours and duty status, automatically when the truck starts or stops, as well as when you manually start it logging*)

None of these

CARD 6/7

Miles per week

Loads per week

Shipments per week

Stop count (pickups and/or deliveries per week)

Meeting customer service schedules

Avoiding chargeable accidents

Fuel mileage

Avoiding freight damage claims

Avoiding workers compensation claims

Avoiding out-of-route miles

Avoiding hard braking events

Avoiding recorded hours of service violations

Some other way

CARD 9

Paper

Tachographs

Stand-alone EOBR

EOBR in a system with other functionality

CARD 10

A smartphone synched to the engine, and logging the hours

A laptop synched to the engine, and logging the hours

A console/display that is not a smartphone or computer,
branded with a manufacturer's name

Another device

CARD 14/15/16/17

Schedules:

- A. Ask you to meet a customer load schedule you viewed as unrealistic
- B. Ask a customer to adjust a load schedule so it was realistic for you

Fatigue:

- C. Ask you to operate when you judged you were fatigued
- D. Ask that you shut down if you felt fatigued

Logging and breaks:

- E. Ask you to log inaccurately to get more work time or delay a break
- F. Ask you to log accurately when you could have had more work time or delayed a break by being inaccurate
- G. Change your log record after it was made to give you more work time or delay a break
- H. Ask you to take sufficient time off duty to recover from fatigue

Communications:

- I. Interrupt your off-duty time with a message that woke you up
- J. Contact you promptly about a new job task so you didn't have to wait without pay

Paid and Unpaid Time:

- K. Pay you for customer delays in picking up or delivering freight
- L. Require you to wait for customer delays for more than two hours without pay
- M. Arrange your loads so you had little delay time between loads
- N. Require you to wait between loads for more than two hours without pay.

CARD 20/26

- (A) Fewer assignments
- (B) Lower raises than deserved
- (C) Considered looking for another job
- (D) More arguments at home
- (E) Didn't sleep as well
- (F) Felt ashamed
- (G) More isolated from co-workers
- (H) Began smoking/drinking, or did so more often
- (I) None of these

CARD 28

Agree completely

Agree somewhat

Disagree somewhat

Disagree completely

CARD 24

- 1 Requiring driver approval for all changes to electronic logs
- 2 Requiring driver approval before logs are formally filed
- 3 Blocking real-time communication of EOBR data, limiting its availability until end of trip
- 4 *Others as identified in qualitative survey*

CARD 33

Closer federal monitoring

Fines

Publication of carrier actions

Something else (Please specify)

CARD 34

HARASSMENT

Harassment is an act by a motor carrier, involving the use of information available through EOBR technology (either alone or in combination with other technology) to track a commercial motor vehicle driver's hours of service and requiring the driver to violate federal hours of service rules or fatigue or ill driving restrictions.

CARD 35

COERCION

Coercion is a threat by a motor carrier, shipper, receiver, or a transportation intermediary, to deny business or work based on a commercial motor vehicle driver's refusal to violate federal regulations governing operating a commercial motor vehicle based, at least in part, on information available through EOBR technology or a combination of technology that includes an EOBR feature.