

Michael Patrick Murphy - Comments

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This is a Comment on the **Federal Motor Carrier Safety Administration (FMCSA) Notice: [Agency Information Collection Activities; Proposals, Submissions, and Approvals Driver and Carrier Surveys Related to Electronic Onboard Recorders and Potential Harassment Deriving From Use](#)**

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As a small fleet owner and a driver of 26 years I can explain the down fall of on-board records very simply. The truck will controll the driver. Anyonr that has spent anytime as a driver, owner of a trucking company can understand that a driver needs to stop when they are not at 100%. Because of a shipper or receiver holding the driver up. That driver may have been sitting all day at a dock or parking lot. They hang out. Take a few naps and finally are ready to roll. But now its 4 pm. andthe trucks says their out of hours. So they cannot move but they must get out of the shippers lot. 1st problem ie:uncontrolable. So the driver now after sitting all day has to take 10 hours off. But they have not done much all day and are not ready to sleep. Sooo the driver sits and maybe by 11 or 12 pm they fall asleep only to have the TRUCK tell them to get rolling at 2am because thats what the on board recorder says is legal and the dispatch office says they can still make the delivery on time Legally. Sooo with 2 hours of somewhat sleep at 2 am the driver starts driving because its legal. At 5 am the driver falls back to sleep at 65 mph.

In short. The driver rested for most of the day but could not take a Sleeper burth because of his on- board recorder. and could not driver from 4pm till say 9 or 10 pm and then take 10 hours off and sleep for 8 hours and be at 100% the next day. Instead the driver has had a reck, is dead or has killed others.

PLEASE start asking the people that have driven trucks for years their opinion. Not drivers out of school for a few months or a company vice-president that has never spent anytime on the road. This is not rocket science but the FMCA is not getting the correct feed back. Safety needs to rest on the driver not the TRUCK>