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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 96 pages. Original publisher: Washington, DC: U. S. Dept. of Transportation, Federal Motor Carrier Safety Administration, 2009 OCLC Number: (OCoLC)474457907 Subject: Commercial vehicles -- Safety measures. Excerpt: . . . Assessment of Hours of Service (HOS) information in the POC presented some problems. Inaccuracies, albeit minor, in the generation of a HOS diagram were experienced. More critical, however, was the delay in relaying of the messages, which ranged from 5 to 20 minutes. Antenna when tripod-mounted received the SDMS more reliably than when the antenna was mounted on the MEV. In the bypass-lane tests, the body of the truck itself and objects near the roadway limited the time during which transmission could occur; in addition, several pit-scale weight information signs were present along the right side of the bypass lane. Results of the dynamic orientation tests indicated that a central placement of the dome antenna on the MEV roof was preferable to other potential placements. Both the static and dynamic tests showed that there are unresolved issues regarding file transfers when the MEV is directly in front of the truck. Use of the stick antenna is very inefficient at 2. 4 gigahertz (GHz). Use of the dome-type antenna at both 2. 4 GHz and 5. 9 GHz indicated much improved performance at 2. 4 GHz. The POC test demonstrated that the wireless inspection system tested was sufficiently robust to function as designed in real-world driving environments. The reliability of file transfer varied with antenna type, placement, and frequency. The POC test demonstrated that it is possible to reliably transfer an SDMS at highway speeds. CONCLUSION AND FUTURE DIRECTIONS The primary conclusion of the WRI POC testing was that the information contained in the...



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