


“Fight for your lives before it’s someone else’s job.” from the mouth of a child

FMCSA just painted a bullseye on the back of every truck driver in America with the ELD rule. It forces this hijackable device into our vehicles. Making us work with defective equipment is shameful! If even one truck gets hijacked thru the ELD, one or more of you is going down with us. You can take that to the bank.....because Omnitracs has already taken theirs to the bank. Drivers who work overtime would stop if only paid for all their work. Simple? But no one could make obscene profits on that. SHAME ON FMCSA. We call on you, Sec Chao, to rescind this rule. Then sit, with only drivers, and ask how you can make us safer.



“IT ONLY TAKES ONE LITTLE THREAD TO UNRAVEL A TAPESTRY OF LIES” Estes “TO BE SILENT IN THE FACE OF SUCH VILLAINY IS TO BE COMPLICIT” de Niro

The USDOT has ruled that truckers install a hackable, internet-connected cyber device to our vehicles. This site explains how this rule is based on a lie, and how dangerous this device is to every American. And concludes with a call to repeal this rule, and a simple solution for Safer Highways.

Contact us with ideas or how you can help repeal the ELD Rule: american.hero@usa.com

The NHTSA KNEW that vehicles connected to the internet, like ELDs, were Dangerous back in 2016
Isn't it THEIR job to protect us from defective vehicle equipment?
https://www.nhtsa.gov/staticfiles/.../pdf/812333_CybersecurityForModernVehicles.pdf

THIS IS A SERIOUS, SCHOLARLY SITE, SO WE NEED TO START OFF WITH A BIT OF HUMOR
<https://gypsyrollers.wordpress.com/2018/03/25/gypsy-rollers-the-lure-of-the-trucking-life/> A peek into the life thru poetry

HOW THE POPE HELPED RUBE GOLDBERG FIX THE ELD'S (below)

Mitch McConnell's wife needs to do some housecleanin'.

Hey, y'all, Betsy Mae here, thinkin' about them e-Ldees that's got all my CB buddies all so hoppin' mad. Seems that Mitch McConnell has hisself a wife who's got herself a new sekritary's job in the dot up there in that Washington DC. But she ain't awrittin' nothin' yet, which is kinda puzzlin' 'cause that's what my first job was, way back when, before the chitlens and all.

Anyway, that there Mitch McConnell's wife, she needs to do some house cleanin' before she can get down to business, dontcha know. There seems to be a fox in her henhouse and her boss, the Emporer, ain't got no new clothes even tho his kissy uppers keep tellin' him he do. Can ya tell I'm kinda partial to them Aysupps Fables and all. They is a lot to learn from them funny stories. They kinda get ya to laughin' and learnin' at the same time. Kinda easier to swaller' bad news if you can't help a laughin'

Anyway, that there Mitch McConnell's wife, she is gonna need a pretty doggone big broom to skoot them money grubbers outa her baileywick. S'pose I oughter start at the front part of all of this here story.

Seems them money grubbers started in on my CB buddies years and years ago. 'Bout the 1980's, the gov'ment decided to bop the trucker unions up side the head 'cause they was gettin' too uppity and holdin' folks for ransom and all. They also had ever'thing all their own ways, bein' the gov'ment had to ask the union folks, kinda pretty please, if another truckin' company could do some truckin' in their neck of the woods, and a'course, the union folks said uh uh, and that was that. So some a these wanna be truckers got real cozy with the gov'ment and got a law made that let just anybody with a big ole truck to get in the truckin' business. Oh, how they crowed that the truck drivers was gonna get real rich what with all the trucks that were gonna be needin' drivers, dontcha know. But, and this here is a real big but, these new truckin' companies got the gov'ment to let them give the drivers pay only for steerin' even tho someone had gotta get the loads onto the trucks and then get them self same loads offin' the trucks. Oh, boy was them new truckin' companies rollin' in clover. Free labor and all, shucks they hada go to the Farm & Fleet store ever' week, just to keep gettin' new wheel barrows to cart all their new found wealth to the credit union vault. Them was high flyin' times alrighty, for the companies, that is.

Now what's sauce for the goose turns out to be used motor oil for the gander. The more drivers worked, the less greenbacks they got. It all got pretty tough, so the truckers figured out that as long as no one was a lookin' over their shoulders, they could do some fancy arithmetic and etch a sketch line drawin' and get themselves more earnin' time. Trouble is, a bunch of them new drivers started gettin' mighty tired and runnin' into things like other truckers and summa them 4 wheeler, from bein' up too long some days.

The gov'ment started to catch on, and kinda invented a electric time clock the could be run sorta like a two way radio. Now don't ask me how that could work, 'cause I don't know. I just know 10-4 and that kinda talk. Anyhow, that there electric time clock was workin' overtime keepin' track of some of the truckin' companies drivers, so the driver's couldn't get creative anymore. Oh boy, now comes the good part.

Since ever'body didn't have to have one of these electric clock radio's, the rest of the truckers just kept creatin' their drive time like before. Now that kinda ticked the big companies off, losin' money and all, so they came up with their own Aysupps Fables. They called it a Safety Mandate. Suddenly, them there radio clocks was the next best thing to sliced bread, dontcha know. Kinda like the Emporers New Clothes. They figured since they used the magic word safety, they could put one over on the gov'ment, and they were right. The gov'ment, dontcha know is not made up of smart folks. But they sure like to look like they know what they is a doin', primping and preening and sending out new releases, shaking hands and looking like the cat that swallowed the pigeon.

With all their struttin' and with their fingers crossed behind their backs, these here rich truckin' companies started usin' big technical words, talkin' like a cross between the preacher and that there cure all salesman that shows up once a year at the county fair. They impressed the dickens out of them permanently grinnin' baby kissin' politicians, you know the ones who accept flattery by the gallon, who invited them into the henhouse, oops I mean onto the committee that makes truckin' rules. Oh, by the way, said the politicians, you all know anyone who can make us up some of those electric clock radios? Now these here truckin' company guys on the committee were related to some old guy named Rube Goldberg. That old Rube made summa the funnest puzzle machines ya ever saw. A whole lotta rigamarole for doin' the simplest things.

So the truckin' companies on the committee invited Rubes third cousin twice removed to the committee room to show them politicians his stuff. Hey, said a little professor who happened to be passin' by on the way to the little boys room. That's kinda overkill. I betcha I could make a little bitty doo-hicky that would plug into a thingy and it wouldn't hardly cost nothin'. Well, that didn't go over well, so the third cousin twice removed gave the professor a boot in the behinder and said mind your own business 4 eyes, or somethin' like that.

Then all the politicians and the truckin' committee and the third cousin twice removed all agreed they really had somethin' now, and boy would it make ever' trucker safer than a OSHA poster. And they figured out a price and made it a law and called it an ELD Mandate. Just about got themselves a national holiday like Easter outa that, but thought it would be a bit over the top. Some of them their politicians was so proud of themselves, a bunch of them had to be taken over to the clinic to have their arms fixed, since they strained them, pattin' theyselves on the back so much.

Funny thing, though, and it ain't really ha ha funny, the truck driver kinda missed all the fun of goin' to the bank with his own wheelbarrow, 'cause that there mandate put the kabosh to his creatin' drivin' time. Another funny thing, no one on the committee even thought of changing the rules so the drivers would get paid for all their time. The only reason the truckin' companies got theselves to Washington DC was to make ever'one else suffer like they did.

And the biggest funny of all? The third cousin twice removed and the truckin' companies could make that there electric clock radio show any time they wanted, so if a driver was up before the chickens and they wanted him to keep drivin' after the owls went to bed, they could sneak into the back of that clock and move the hands so ever'one thought the sun kept shining longer than it really was, and the driver still ended up runnin' into things and them little cars and not havin' anymore fun than a scalded cat, dontcha know.

Remember that little professor? Well he got to thinkin' about all this and he got to studyin' on all the troubles his own cousin 4th removed was havin' in makin' a livin' for his family as a trucker, so he started composing a Ex-posy, and no one wanted to read it 'cause they was bedazzeled by the smilin' politicians and the dancing girls with the letter signs readin' safety, on the tv and all. Now, I gotta admit, some o those dancin' girls was right glittery and their singin' wasn't too bad either, but the professor knew there was a skunk in the wood pile. So, he went to one of them there Ex-posy newspaper reporters and told him every'thing. And the reporter gasped and cried, forsooth, methinks we have been bamboozled, which is Ex-posy reporter talk meaning, yup, that there Emporer done got fooled and is standin' in front of Kmart with only his skivies on his ownself. (didn't think I could unnerstand that now, didja?)

The funny thing is, and a'course it tain't funny t'all, is that none of them newspaper readers gave a hoot. They just shrugged they shoulders sayin' what's new anyhoo?

Now this here Ex-posy reporter and the professor started gettin' a might riled theyselves that they couldn't any of them readers to get excited, so they sat down in the professor's basement man cave and watched some tv cookin' shows and such to calm theyselves. Suddenly, that there Pope Francis was a talkin' Eyetalian on the telly and all the trans-latins floatin' down below his picture. I don't know how they do that either, but he said this "How wonderful would it be if the growth of scientific and technological innovation would come along with more equality and social inclusion?" and the professor and the Ex-posy reported jumped up onto the couch and danced a jig. That's it, they hollered, that's it.

So, they invited that there Pope Francis to our U. S of A and got him a taxi to Washington DC. There was another electric clock radio committee meeting agoin' on that afternoon, and they kinda snuck into the room afore anyone noticed. Then, that there Pope Francis started strollin' up to the committee table and shook hands with the baby kissin' politicians and the third cousin twice removed, who for probably the first time in their whole lives, opened their pie holes and nothin' came out. They just stared. That there Pope Francis tole them boys which way the punkin' patch lay, and even without the tv trans-latin floatin' around, they got religion. They nodded and smiled and nodded somemore and said you betcha, 14 times at least.

paid for everythin' they did, and the committee would even throw in a new wheelbarrow for each driver.

Now, Mitch McConnell's wife, she's a singin' in the shower. Tomorrow, the gov'ment is gonna put her name on the door of her new office too. Oh, by the way, Mitch McConnell's wife is called Secretary Chao, and she is the boss lady, just like I was. But, then again, we all knowed it's the sekritary that is the real boss, anyhow, right?. And they lived happ'ly ever after. And that's the end of MY Aysopps fable. It's a good 'un, ain't it? Whoee, I can't hardly wait to check in with my CB buddies tomorrow night. They's gonna be so happy. Might even get me a date with that one that sounds like Elvis, don'tcha know. Whoee!!

OK, now for the serious stuff. Oh, don't worry, the magnitude of this problem is so interesting, it will keep you reading past your bedtime!

Numbers in parenthesis refer to links at the bottom of this site, for easy reference. TS refers to the description of treason set out by law.

THE MOST EGREGIOUS ACT OF ALL, AND ALL YOU REALLY NEED TO KNOW TO REALIZE THIS ELD AS A SCAM, IS THE PARAGRAPH BELOW where the major manufacturer, Omnitracs, admits that **telematic** gps tracking creates a safety and security threat to our trucks.

BUT, WATCH THIS FIRST: <https://www.facebook.com/ijrredpresents/videos/148105425889515/> and watch hackers take over a car's steering thru **telematics !!!!**

And READ this first:

www.trucks.com/2017/12/06/real-injustice-trucking-eld-mandate

Written by Steve Viscelli, "In a nutshell, pay for all hours worked would eliminate 99% of the logging problems in trucking."

August 2016 - Omnitracs, the major manufacturer of ELDs, admitted their design defect when their Product Manager was asked by <http://www.fleetequipmentmag.com/hack-heavy-duty-truck/> if a truck could be hacked. "Clearly that depends on what type of equipment is installed in the truck," Omnitracs Senior Director of Product Management, Jeff Champa, slyly replied, explaining that the issue is one of security and sub-system access. "The sub systems on a vehicle may take action based on inputs from another subsystem on the vehicle. For example, a collision avoidance system may have the need to engage the braking system. Once the braking system is designed to take electronic input from another subsystem on the vehicle that exposes an attack point. Now consider the complexities of a vehicle network and telematics devices that essentially connect the vehicle to the Internet and you start to see the potential safety and security threats to a vehicle."

Omnitracs admits this is a safety & security threat.....um, class dismissed, call the cops.

This just in: **HOMELAND SECURITY AND THE FBI HAVE KNOWN ABOUT CYBER ATTACKS ON OUR NUCLEAR POWER PLANTS SINCE 2015**
<https://www.nytimes.com/2018/03/15/us/politics/russia-cyberattacks.html> "

"They said the strikes accelerated in late 2015, at the same time the Russian interference in the American election was underway. The attackers had compromised some operators in North America and Europe by spring 2017. We now have evidence they're sitting on the machines, connected to industrial control infrastructure, that allow them to effectively turn the power off or effect sabotage. From what we can see, they were there. They have the ability to shut the power off. All that's missing is some political motivation," Mr. Chien said. American intelligence agencies were aware of the attacks for the past year and a half, and the Department of Homeland Security and the F.B.I. **first issued urgent warnings to utility companies** in June OF 2017."

The warnings regarding the dangers of telematic devices came as early as 1999 and continue thru to the present. We list links to 25 of these warnings of the dangers to the safety systems of our trucks at the bottom of this site. The biggest warning....is a silent alarm....which we have discovered has been clanging all along, but because the majority of the public and bureaucrats do not concern themselves with trucking, and the lobbyists for ELDs have gotten their money's worth, the warnings have had no more effect than the notorious dog whistle. So listen up, all, we just hooked up the boom box, the loud speaker and the air raid sirens. **WE HAVE A PROBLEM!**

You may not know this bit of history, but the electronic logging device was ordered by FMCSA as a *punishment* for carriers who got caught violating HOS as early as 1998. Now it has magically transmogrified into a safety device?

The final justification offered for this punishment/safety enhancing device is that FMCSA guesses it may save 26 lives.

If saving lives is the stated goal, then the eld seems to be misguided, punishing the good drivers just for the errors of the few. This is kindergarden logic.

According to this accident law website, <https://www.frg-law.com/carriers/>, revoking the operating authority for just 4 of the largest carriers, Swift, J.B. Hunt, FedEx and Warner would save 168 lives, which would be 142 more lives saved, than FMCSA's estimate. Revoking their operating authority would put the onus on them and be a clear and visible warning, a loud example to the rest of the industry that good drivers are commendable and bad ones will be put on notice. FMCSA's focus needs to be proactive prevention, instead of painting us all with the same stain of irresponsibility. This'll have a strongest impact, yet won't cost the rest of us. But the problem that is the most important is still not addressed.

A new assault, this February, 2018, on truckers has been demands by Congress for override panels to be attached to all trailer sides, back and front. This is because of cars crushing their passengers in accidents with trucks. As to override guards, the latest craze by congress, it is, in truth, the auto makers, who build cars that fail to protect their occupants because of their defective design, that need to be called on the carpet. Pointing to trucks as the culprit is using us as strawmen, where the real problem is the auto maker's faulty design. As Ralph Nader said back in 1985, the auto makers focus is on style and instead of building a stronger vehicle, they offer electric gadgets as paen's to safety. News Flash!!! I have yet to see a smart phone yell duck, not to mention a smart phone jumping on the dash like superman to grab an object that is aiming for its owner.

Just as higher mpg was mandated by Congress how long ago, but not enforced, so too, safety criteria have been neglected by congress complicit with the lobbyists with the deep pockets from Detroit. A good friend said with all sincerity that we truckers need to buy our own congressman. Negatory! We need to insist that our democracy work for the people.....and the only way to do this is to speak up and vote so it is by us, the people. Otherwise the other, the rich and amoral, who have found all too willing hands being held out in congress, will continue to win.

FMCSA operates from a punitive paradigm, created by an adversarial advisory committee and fear mongering by manufacturers that stand to make billions of dollars from the turmoil and confusion they create. I will show how a law, made by Congress and the FMCSA in 2015, called 49 U.S. Code 31137, the Electronic Logging Device mandate, which forces installation of and allows the sale of, telematic data tracking devices on all commercial vehicles, has left us to the mercy of a defective machine that can shut a semi's motor off from a simple malfunction, like the Landstar driver who's device shut his truck off and on in OH, going over 60 mph on a two lane road (10), exposes us to cyber crime (19 20 21 22) by both national and international criminal organizations, including terrorists; has exposed (13 16) us to violent crime including hijacking and ransomware; how this mandate is based on corruption (23) at the highest levels in the military/industrial complex and how the selling of these defective devices, per this mandate, falls within the parameters of treason (8 TS,) high tech crimes (23) and corruption from collusion and kickbacks (11).

***What prompted me to research deeper into this threat is when I read the article in the Guardian (7) regarding telematics and its 'back door', the Trojan Horse access point, that was built-in to all chips in telematic devices, (Trojan horse is any designed computer program which can be used to remotely hack into a computer by organized crime or hostile state agents, irregardless of the marketer's spin of its neutral intent.) To support my claims here, I have simply mined the wealth of publicly available data collected on the internet. (1 26) This secret access point could also be called a Judas Gate, "that it was a means for someone inside to betray the occupant by admitting a besieging army" (26) From ignorance or arrogance, the courts will not look benignly on Omnitracs, because they have already ruled on this, and I quote: "Chief Justice Shaw, in the famous Webster murder case, states in a most lucid manner: "This rule is founded on the plain and obvious principle, that a person must be presumed to intend to do that which he voluntarily and willfully does in fact do, and that he must intend all the natural, probable, and usual consequences of his own act." Article 3 again!

Telematic devices for commercial vehicles have been disputed as far back as 1999, (25) because of this Trojan Horse defect. This was kept a secret from the public, (7) however, because Trojan Horses provide direct remote access to vehicles' operating systems for the 'black hats' as well as the 'white hats'. Which means Trojan Horses allow hostile takeover of any vehicle that these devices are installed in, making cargo theft or terrorist attacks easy as pie to accomplish (2). FMCSA and the makers know of this, (3 - 26) but, because they also know no one would ever agree to allow these in their vehicles if the risks were revealed, they have spun them as vehicle safety and control upgrades, thus guaranteeing their \$2 Billion payday was protected, even if we weren't.

The beginning of the big push for telematics in trucks began around 2007 (9), when 465 out of 700,000 trucking companies were forced by FMCSA to install telematic data trackers on all their vehicles, because their drivers were discovered working past the daily hours allowed by law. But, that's only 00065%. That's pathetic kindergarden logic (5) to justify a \$2 Billion dollar "punishment" for the rest of us who operate professionally.

Common sense tells us that the last thing a commercial carrier wants is another law that restricts the number of loads it can accept and haul, and oh how they started to feel the pinch in their pocketbooks. So by 2011, through the ATA, they campaigned Congress and the FMCSA to insist that all other carriers be mandated to adopt these trackers, now called electronic logs, to 'level the playing field'. Suddenly, these law breakers moved to the side of the angels and when they declared that these defective telematic data trackers, their punishment, had segued into a safety device, the 'black hats' cheered. (13 14 17) They should have sent a cake and flowers to FMCSA for this windfall opportunity. But they didn't, because they were too busy. Since money talks, FMCSA put the ATA (4) and Omnitracs (23) on their advisory committees, allowing them to advise, design and sell these defective devices with impunity.

We are clearly at war with ISIS, (they are the 'black hats'), and it is common news that they are very computer savvy. Designing and selling these vulnerable devices meets the charge of aiding and abetting our cyber enemies, by Omnitracs, ATA and FMCSA. That is clearly against Article 3. (8 TS) Although online articles wax poetic on telematics for tracking, the 'black hats' love them too, and by the time the cavalry arrives, it is all over but the shouting. The FBI estimates reported cargo theft in the U.S. costs businesses \$30 billion a year, so "it's not far-fetched to imagine cyber criminals taking

In spite of these well documented defects, (2-6) telematics are touted by the makers, and most of the media who interview and quote them, as mega-control devices that somehow magically segue into safety. Perhaps it's because the makers of telematics data tracking devices and the publishers have dollar signs in their eyes, and you know, the ad income from those quarter page ads, which is a drop in the mega-makers budget, is hard to turn down. It seems fairly obvious that the entire system is a travesty and ripe for abuse. Just ask the FBI. (19)

Omnitracs, the largest maker of telematic data trackers, who have admitted their devices are unsafe, (above) (23) now stands to make over \$3Million per year in airtime charges, forever, from just one trucking company, Landstar, who has over 8,800 trucks under lease. Plus they will profit another \$9Million from the initial sales of these 8,800 devices at an average cost of \$1,000. You think these charges would go over well with the stock holders? There must be kickbacks for at least half these air charges or a new board of directors would be seated pretty quickly. A court case, where Omnitracs hides its fees, implies this pretty strongly. (11) And there are over 3 million trucks that will end up paying them these fees, for a cool \$2Billion per year profit. Rocket Science or Pretty Good Lobbying? (PGL)

This potential for mega profits should immediately raise the alarm about profiteering, collusion and payoffs. Money talks and transparency is on the back burner, neglected by the mad scramble for unchallenged profits and the lure of control of the majority of us who have been at the forefront of safety on our nation's highways. For sure we know that the makers are keeping the spin of safety and control going because of the lifetime profit that will accrue to them. And by Omnitracs calling the shots, FMCSA can just sit back and bask in glory, while their budget grows every year to....fight.... for.... safety? Yah, right! Arizona beach front property anyone? Or PGL?

From the above examples, and two online articles in August of 2016 where Omnitracs sorta, kinda, admitted the danger (16) of their telematics and another, where Assistant U.S. Attorney General John Carlin told Trucks.com he was worried (18) "that an increasing array of autonomous driving features could turn trucks into terrorist weapons", it seems a well established fact that telematics are dangerous to the drivers forced to work under them and the commuters beside them. It is also very clear that their vulnerability to hacking needs to be kept from drivers, (7) because, once the danger was known, it would put Omnitracs out of business. Yet FMCSA allows them to be sold and installed on over three million 80,000# mobile platforms, that, as the FBI and NTSB admit, (2) will soon be turned into terrorist weapons. Have I mentioned Article 3? (TS)

At this point, we are faced with the dilemma of the Emperor's new clothes: the media, the carriers and makers have clothed this lie with threads spun as safety. The media just to get the advertising revenue; the carriers because of kickbacks (11) that partially replace the lost income; and the makers because of the obscene profits. The bank statements have blinded them to the truth. Oh, hello little boy, what's that you're saying, you see no safety garments here? By golly, you're right!

Besides this issue, which is closest to my heart, the fallout from the dark side of elds is that the makers have been supplying our military (7) with the same defective computer chips for many years. The Navy has already been hacked, as has NSA, the IRS and the State Department. So what's a poor American Citizen to do? We think the first contact is the University of Michigan Transportation Research Department (3). They did extensive research on remote control of a truck's operating system. They did the proving. The rest of the links (2 – 25) are independent discovery and confirmation of the dangers we have been exposed to, from these telematics. Combined with the contacts via these links, this overwhelming proof should determine your direction.

To sum it all up, so far, the telematic data tracker has been a solution looking for a problem. The **problem** is the problem. Because the FMCSA has defined the problem wrongly, saying it is rogue drivers intent on breaking the law, the only solution they see has to be punitive.

No one has thought to ask why.

Why do drivers push their limits every day? And why would they ask why, because as you can see from this link (4), FMCSA's advisory committee is made up of 18 members, 16 of whom are hostile to truckers ie: vengeance groups, police and mega carriers. They exemplify the saying, "if you have a hammer, every problem is a nail." Therefore, these 16 members, who already have an agenda against drivers, will only look at problems presented to them as criminal matters needing punitive solutions, thus the continual issuance of punishments and restraints disguised as safety advisories. What one must wonder, though, is if we are such despicable lawbreakers, why use the spin of safety?

After you satisfy yourself that FMCSA is on the wrong track with their punitive elds, then the next logical step is to actually ask a driver, any driver, why they push themselves against the clock every day and sometimes even go overtime, and you will get such a simple answer, "to make a living", that you will wonder why no one has asked them this question before. Well, if you have a hammer.....you don't need to.

And, as is usually the case with the hammer paradigm, no one thinks to ask why there are only nail problems. And why is the hackable telematics in trucks a solution for drivers just trying to make a living? Hostile paradigms like FMCSA's, that also generate obscene profits for lobbyists' masters, will continue to generate the wrong solutions; the more restrictions that are placed on drivers, the more they will need to push, going faster, missing sit down meals, driving recklessly, all to make the miles which is all they have by which to make a living.

The dark side of the pay per mile system is that drivers must sit payless while shippers and receivers do their work, which can take from 1 – 14 hours to accomplish. As with most problems, defining the problem creates the solution: with drivers, they are restricted by the clock, but paid by the mile, so the obvious solution to the continual push to make miles with its dangers from speeding and recklessness, is to pay drivers by the hour. The computation of this pay is ridiculously simple. Take the current pay per mile, multiply by a 50 mph average and you have the hourly pay. Continue to pay by the mile, but convert to hourly for loading and unloading. Since drivers are like most of us, if they are paid fairly, they will not feel compelled to push their limits, which will immediately result in more relaxed drivers, confident in their ability to earn a decent living for their families, which will result in less speeding and other poor driving habits.

The dangers of telematics were anticipated nearly 20 years ago. It defies logic then, that in spite of Omnitracs admission of creating safety threats to trucks with their eld; in spite of all these 26 links to warnings of danger; FMCSA has issued their Electronic Logging mandate, which allows the making and selling of these admittedly defective telematic devices with impunity. It also defies logic that FMCSA would force these cyber weapons on innocent drivers, who are the ones whose lives would be at risk.

Telematics plays a role in self driving cars too. This warning regarding hijacking through telematics comes from www.slate.com/articles/technology/future_tense/2015/09/toyota_intelligent_cars_the_automaker_thinks_it_can_fix_the_major_problem.html There are, however, at least two big problems with computers driving our cars. One is that, while they may drive flawlessly on well-marked and well-mapped roads in fair weather, they lag behind humans in their ability to interpret and respond to novel situations. They might balk at a stalled car in the road ahead, or a police officer directing traffic at a malfunctioning stoplight. Or they might be taught to handle those encounters deftly, only to be flummoxed by something as mundane as a change in lane striping on a familiar thoroughfare. **Or—who knows?—they might get hacked en masse, causing deadlier pileups than humans would ever blunder into on our own.**

Karma would dictate that when, not if, the first cyber attack turns a semi into a suicide bomber, FMCSA or one of its minions will be the ones traveling alongside it, rather than one of our own loved ones.

Since we all know that most people only act after a tragedy, this is why we write you today, because knowing now what is broken, we can act proactively to fix it before even one person dies.(13) Of immediate issue at hand, therefore, is for the FBI, the Attorney's Generals, the mass media to expose the telematic mandate and the device it has spawned as a clear and present danger to our drivers, citizens and to our beloved America.(TS)

WE HAVE ANOTHER PROBLEM!

FACT – 1800 hours of training mandated to operate a comb and scissors in a hair salon in Wisconsin
FACT – 120 hours of training allowed to operate 80,000# at 75 mph next to you on the highway.

DO THE MATH

FMCSA RESPONSE – close eyes, ignore training mandate, mandate remote control
Liberty Mutual Insurance did an indepth survey on the transportation industry. They concluded, in published findings, that the number one safety program that a trucking company can institute to guarantee the safest drivers is to hire good professional drivers and pay them what they are worth. Instead the trucking companies have successfully petitioned FMCSA for waivers to hire foreign drivers at less pay, because paying domestic drivers a decent living will cut into corporate's profits. And now they have successfully influenced FMCSA to mandate installation of remote control devices called ELDs, electronic logging devices, in commercial vehicles, under the mantra of safety, when their only avowed purpose is to provide remote control of a vehicle and by default, a driver.
Due to the admitted design defect by Omnitracs and other manufacturer's of ELD devices, that exposes these devices to the risk of remote control by parties hostile to the United States and its Citizens, Congress and the FMCSA should hereby be ordered and directed to immediately cease and desist from mandating these devices in commercial vehicles within these United States.

ARE CARRIERS, ELD MAKERS AND FMCSA THAT NAIVE?

The allusion to ulterior motives is strengthened by the widely known fact that GPS jammers like this model (designed to fit a car cigarette lighter) are cheap and readily available online. www.foxnews.com/tech/2010/03/17/gps-jammers-easily-accessible-potentially-dangerous-risk.html
With car thieves in the United Kingdom using GPS jammers to aid their getaways, *experts say it's only a matter of time until crooks -- and, ominously, terrorists -- in the United States catch on.*
Jammers transmit a low-power signal that creates signal noise and fools a GPS receiver into thinking the satellites are not available. They can be used to confuse police and avoid toll charges, and some pranksters use them to nettle unsuspecting iPhone users.
But the real threat is the unknown. Criminals could use them to hide their whereabouts from law enforcement -- and some experts fear terrorists could use high-powered jammers to disrupt GPS reception on an airplane, in military operations or in commercial cargo carrying vehicles.

GOOD NEWS

https://www.law.cornell.edu/wex/criminal_law

It is also important to note that a law cannot punish a person simply for their status. As the Supreme Court explained in [Robinson v. California](https://www.supremecourt.gov/opinions/14pdf/13-0011_5z5z.pdf), 370 U.S.

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a. warrants are needed because of criminal activity

1a. Eld presumes we need to be punished with unwarranted gps tracking because of our status as truckers, and Robinson v California declares it cruel and unusual punishment.

Carriers, FMCSA and Eld makers would argue that GPS tracking of equipment is their right. Perhaps, but since it is well known that GPS worked just fine before the government wanted it connected to the engine of a vehicle, then carriers, FMCSA and Eld makers appear to either being totally naive or they have ulterior motives. Since the Eld makers can only profit if their telematic GPS is connected to the engine, this is the ulterior motive, sanctioned by FMCSA which is allowing this illegal and defective equipment to be sold and installed with impunity!

If AZ law forbids warrantless GPS tracking, then all commercial vehicles with telematic gps trackers, Elds, are forbidden to operate within the state of AZ. <https://azcapitoltimes.com/news/2018/01/03/state-supreme-court-requires-warrant-to-track-cars-with-gps/>

This backs up our contention that Elds, which are based on telematic gps tracking, should be illegal. The first step to de-legalize them was taken in AZ. Add to this declaration the well known technique of GPS jamming helps build our case that safety and necessity are smoke and mirrors for mandating a dangerous and potentially useless device just to profit Omnitracs and its accomplices with billions of dollars.

Isn't it time we took the gloves and rose colored glasses off and called a spade a spade? The Eld has been incubating in the hearts of those who have been removed from heaven since the turn of the century. Carriers have been stymied at every turn to squeeze more, more and more out of their drivers. Now, in a fit worthy of any fox who can't gorge itself on the fruit that is just out of its grasp, the carriers are crying foul, disparaging the professional independent driver as unfit to be allowed to operate, unless it is to the more restricted standards that have been imposed on themselves due to their insatiable greed that was always their driving (no pun intended) force.

There is the faint aroma of treason in the air, here, too, supported by this report detailing the foreknowledge by Omnitracs, FMCSA and any reader with awareness of the hacking perils inherent in connecting ourselves indiscriminately to the internet. In spite of every one of these entities being aware of this built in back door that allows remote hijacking of all the safety systems of 80,000# mobile platforms, because of the unquestioning reliance of government agencies on the lobbying agents of mega corporations, 3 million terrorist weapons have been unleashed on America's drivers. I thought you had to sign up to be a suicide bomber, but FMCSA has decided for you; thus the Eld.

The warnings began over 2000 years ago. "A nation can survive its fools, and even the ambitious. But it cannot survive treason from within. An enemy at the gates is less formidable, for he is known and carries his banner openly. But the traitor moves amongst those within the gate freely, his sly whispers rustling through all the alleys, heard in the very halls of government itself. For the traitor appears not a traitor; he speaks in accents familiar to his victims, and he wears their face and their arguments, he appeals to the baseness that lies deep in the hearts of all men. He rots the soul of a nation, he works secretly and unknown in the night to undermine the pillars of the city, he infects the body politic so that it can no longer resist. A murderer is less to fear." Cicero

"Experience should teach us to be most on our guard to protect liberty when the Government's purposes are beneficent. Men born to freedom are naturally alert to repel invasion of their liberty by evil-minded rulers. The greatest dangers to liberty lurk in the insidious encroachment by men of zeal... but without understanding." Justice Louis Brandeis.

Ever wonder why more of us don't stand up and be counted? Harriet Tubman once said: "I have freed many slaves, and could have freed thousands more if they only knew they were slaves." We have become too complacent, so engrossed in our phones, our large screen tv's and our Fox News saviors, that we have lost our wariness, content to put off changing the dead batteries of our red flag meters, while another mindless commercial rolls across the screen.

October 2017: For those of you that haven't heard, Landstar has been hacked again. DO NOT OPEN THE ATTACHMENT IN THIS EMAIL, IT IS ANOTHER VIRUS.

Martin Luther King also knew why evil flourishes: History will have to record that the greatest tragedy of this period of social transition was not the strident clamor of the bad people, but the appalling silence of the good people.

Peter, Paul and Mary had it right: " how many times can a man turn his head and pretend that he just doesn't see?"

LINKS

26 -<https://english.stackexchange.com/questions/336310/what-is-the-origin-of-judas-gate>

25 - www.researchgate.net/publication/220615090_Computer_hacking_and_cyber_terrorism_The_real_threats_in_the_new_millennium Furnelb & Warren , 1999 - A book published in 1999, which posits: Cyber terrorists operate with a political agenda which means that these types of attacks, using telematics, will be more specifically targeted and aimed at more critical systems.

24 – 2008 - www.truckinfo.net/trucking/stats.htm#Accident Stats It is an estimated over 3.5 million truck drivers in the U.S. Of that one in nine are independent, a majority of which are owner operators. Class 8 trucks accounted for 139.3 billion miles. Commercial trucks are involved in 2.4% of all car accidents. Trucks are 3 times less likely to be in an accident than a regular motor vehicle. over 500,000 truck accidents occur every year. More than 75% of truck driving accidents are due to the driver of the passenger vehicle. Only 16% of all truck driving accidents are due to the truck driver's fault. Commercial trucks represent 3.9% of all vehicles registered in Manitoba and are involved in only 2.4% of all accidents. Tractor-trailers are involved less than 3% of all accidents. Truck-drivers were driving properly in over 70% of accidents involving trucks. Vehicle defects are a contributing factor in less than 1% of all truck accidents. Trucks are 3 times less likely to be involved in an accident than a car. The number of trucks involved in accidents in Manitoba is 20% fewer today than 10 years ago. Nationally the accident rate for tractor-trailers has declined over the past 20 years. (By way of comparison, between 1990-96 railway accidents in Canada increased 42%). 95% of the goods moved within Manitoba depend on trucks.

23 - June 2011 - Omnitracs first proposes using internet vs a USB connection.

On FMCSA's own website, an independent testing lab wrote that "ELDs are too expensive and too open to takeover via the two way signal they use to operate. The lab recommended the flash drive/ USB device and the DOT enforcement community concurred.

22 - April 3, 2014 - <https://www.roanoketrade.com/cyber-liability-risks-transportation-logistics-companies/> In a recent report by PricewaterhouseCoopers, "Transportation & Logistics 2030, Volume 4: Securing the Supply Chain," Data via web-based applications, are vulnerable to hackers and CAN ALSO ATTRACT CARGO THIEVES.

21 - Aug 11, 2015 - <https://arstechnica.com/cars/.../hack-of-telematics-device-lets-attackers-mess-with-cars-...> It's fast becoming apparent that the CAN bus network—used by cars and trucks for the last two decades—can become a real liability once it's connected to the Internet.

20 - March 6, 2016 – jcarlosnorte.com/security/2016/03/06/hacking-tachographs-from-the-internets.html You can even hack into the can bus of the vehicle remotely.

19 - March 18, 2016 - [The FBI says car hacking is a real risk - Help Net Security](http://www.helpnetsecurity.com/2016/03/18/fbi-says-car-hacking-is-a-real-risk/). The FBI has announced that it considers ... hacking a real and present danger, and so should the general public and vehicle manufacturers. ... with the Telematics Gateway Unit (TGU). This device can leak sensitive data, and the FBI has posited that the VEHICLES THEMSELVES PERHAPS CAN BE MANIPULATED VIA THE DEVICE.

18 - July, 14, 2016 - , a 19 tonne cargo truck was deliberately driven into crowds of people celebrating [Bastille Day](http://www.bastilleday.com/) on the [Promenade des Anglais](http://www.promenade-des-anglais.com/) in [Nice](http://www.nice.com/), France, resulting in the deaths of 86 people[2] and the injury of 458 others.[4] The driver was [Mohamed Lahouaiej-Bouhlel](http://www.tunisianresident.com/), a [Tunisian](http://www.tunisianresident.com/) resident of France.[5][6]

1. Omnitracs, who is not an independent lab, but sits on the FMCSA advisory committee rebutted: "Given availability of more secure transmission mechanisms such as transmitting electronic driving records via a central server we see no practical reasons why FMCSA should allow transmitting electronic driving records via wired USB connections." And it came to pass the Eld maker won, even though all these independent researchers and government agencies rebutted the safety of telematics.

17 - August 2016 - "Following the use of a heavy-duty truck in a terrorist attack in Nice, France, last month. Assistant U.S. Attorney General John Carlin told Trucks.com that the federal government was worried that an increasing array of autonomous driving features, which is the installation of telematics, in trucks ... could turn them into terrorist weapons."

16 - August 2016 - Omnitracs admitted the design defect when their Product Manager was asked by <http://www.fleetequipmentmag.com/hack-heavy-duty-truck/> if a truck could be hacked, when he slyly replied: "Clearly that depends on what type of equipment is installed in the truck," began Omnitracs Senior Director of Product Management, Jeff Champa, who explained that the issue is one of security and sub-system access. "The sub systems on a vehicle may take action based on inputs from another subsystem on the vehicle. For example, a collision avoidance system may have the need to engage the braking system. Once the braking system is designed to take electronic input from another subsystem on the vehicle that exposes an attack point. Now consider the complexities of a vehicle network and telematics devices that essentially connect the vehicle to the Internet and you start to see the potential safety and security threats to a vehicle."

15 - August 2016 - www.wired.com/2016/.../researchers-hack-big-rig-truck-hijack-accelerator-brakes. [Remote telematics hacking studied at University of Michigan](http://www.remote-telematics-hacking-studied-at-university-of-michigan.com/) where the U of M researchers were keen to delve into the likelihood of carrying out the same type of hack, remotely via the telematics links

14 - Dec 12, 2016 - NHTSA warns of this: www.encompassrisk.com/2016/12/27/nhtsa-updated-cyber-security-guidelines-are-you-protected Cyber-attacks pose significant risks for both employers and employees. For example, successful cyber-attacks can TAKE COMMAND OF VEHICLE CONTROLS.

13 - Sept 2017 - <http://tanktransport.com/2017/09/cyber-attacks-threaten-trucking/> As connectivity and all its benefits continue to pervade the trucking industry, truck fleets, operators and their customers are becoming increasingly susceptible to cyber attacks. It's not far-fetched to imagine cyber terrorists causing a driver to lose control of the safety-critical functions of his 80,000-pound truck as the result of a cyber attack. Such a scenario could potentially have devastating results. Attacks on a truck's physical systems pose a costly threat to the transportation industry not only in terms of physical equipment and goods, but more importantly...

12 - <https://www.cnn.com/id/47700647> Hackers Could Access US Weapons Systems

11 - Sept 03, 2008 - <http://caselaw.findlaw.com/us-11th-circuit/1472639.html> United States Court of Appeals, Eleventh Circuit. No. 07-11866 Landstar Inway, Inc., Qualcomm Incorporated, Defendant-Intervenor-Appellee.

Before EDMONDSON, Chief Judge, and KRAVITCH and ALARCÓN,* Circuit Judges.

*** We vacate the judgment because we conclude that the District Court erred in finding that Landstar was not required to disclose banking fee charges and document charge-back items. We also hold that the District Court erred in granting an injunction sealing the pricing information Omnitracs provided to Landstar.

10 – Sept 7, 2017 - www.overdriveonline.com/hacking-trucks-cybersecurity-and-the-eld-mandate/ S

Owner-operator Chris Guenther knows what it feels like to lose some control over a truck's electronics. Last summer, his Omnitracs telematics began switching log statuses flickering on and off. "My dashboard started popping all kinds of engine and re-gen codes," Guenther says. "The truck then de-rated" slightly, but he was many miles away from a good place to get service or even pull off. Guenther called the shop that had just worked on the truck and was referred to Omnitracs, where a tech-support representative recommended a forced reboot. "He told me, 'It's going to shut down and reboot five times in a row,' " with about 10 seconds between each reboot, he says. "I'm still going 60 mph trying to keep it going. So he does that, and when the MCP50 shut down, so did my engine – 5 times.

9 – 2007 www.gpo.gov/fdsys/pkg/CHRG110shrg79551/html/CHRG-110shrg79551.htm "Federal Motor Carrier Safety Administration proposed in January to require recorders on as few as 465 of the more than 700,000 trucking companies in this country."

8- Jan, 2018 The Yale Law Journal, Vol. 27, No. 3 (Jan., 1918), pp. 331-347 , www.jstor.org/stable/787437

Treason is the only crime specifically described in the Constitution. Article III, Section 3, provides:

As the Supreme Court said, as we have seen, in *Sprott v. United States*: "The case is not relieved of its harsh features by the finding of the court that the claimant did not intend to aid the rebellion, but only to make money. It might as well be said that the man who would sell to a lunatic, a weapon with which he knew the latter would kill himself, only intended to make money and did not intend to aid the lunatic in his fatal purpose."⁴⁵ (p15)

7- May, 2012 - www.theguardian.com/technology/2012/may/29/cyber-attack-concerns-boeing-chip Researchers claim chip used in military systems and civilian aircraft has built-in function that could let in hackers. "The real issue is the level of security that can be compromised through any back door, and how easy they are to find and exploit," Woods said, "a back door is an additional undocumented feature deliberately inserted into a device for extra functionality" – in effect, a secret way to get into the chip and control it."

6- www.fleetowner.com/blog/data-breaches-it-s-4-million-incident-problem-now-0 The study also found that the average time it takes to identify a breach is about 201 days, with the average time needed to contain a breach at around 70 days. If you haven't heard the terms "jamming" and "spoofing" in relation to trucking telematics before, you are not alone, Yet Guy Buesnel, product manager for the positioning & navigation business unit at Spirent Communications, warns that such activity has occurred in overseas freight markets and could eventually make their way here to the U.S. "GPS jamming is very prevalent right now, and the jamming equipment is easily procured and very inexpensive," he told Fleet Owner. "We know that criminals are starting to use jammers to carry out crimes. For example, in Italy gangs have been targeting shipments of scrap metal. They hijack a truck, force the driver to pull over, hold the driver captive and then use a GPS jammer so the cargo can't be tracked as they drive off with it." In fact, industrial vehicles that often include telematics systems for fleet management may be easier to hack remotely than consumer vehicles.

5- <https://thecornerstoneforteachers.com/should-teachers-use-collective-punishment/> Alright, that's it. You guys can't handle this activity, we're shutting it down right now. Everybody, clean up. It's over."

4- www.fmcsa.dot.gov/advisory-committees/mcsac/welcome-fmcsa-mcsac MCSAC membership is balanced & composed of 18 experts from motor carrier safety advocacy, safety enforcement, industry, and labor sectors.

V = 5 vengence; P = 4 police; B = 3 bus; I = 1 insurance; MC = 3 mega carriers; L = 2 labor/drivers

16 out of 18 members are non drivers; 13 are hostile to drivers; ATA Vice President of Advocacy Bill Sullivan explained that ATA members are vehemently opposed to attempts, like the one by the House committee last week to delay the ELD

V (5) John Lannen, Chairman, directs the Coalition, CRASH and Parents Against Tired Truckers (PATT) , Norman Henry Jasny, Highway and Auto Safety

.Mr. Jasny has served as General Counsel Jane Mathis, Parents Against Tired Truckers Jennifer Tierney, Alternate Voting Member, Citizens for Reliable and Safe Highways Stephen C. Owings, Road Safe America P (4) Bill Dofflemeyer, Maryland Department of State Police , Colonel Scott Hernandez, Colorado State Patrol Robert Mills, Fort Worth, TX, Police Department Holly Skaar, Idaho State Police B (3) Bruce Hamilton, Amalgamated Transit Union, Peter Pantuso, American Bus Association Calvin Studivant, Community Coach I (1) David R. Parker, Great West Casualty Company MC (3) Jennifer Hall, American Trucking Associations Danny Schnautz, Clark Freight Lines, operations manager, Greer Woodruff, J.B. Hunt Transport L (2) J. Todd Spencer, Owner Operators Independent Drivers Association LaMont Byrd, Vice Chairman, L International Brotherhood of Teamsters (Labor).

3 – Aug 11, 2016 - www.umtri.umich.edu/ 2901 Baxter Road, Ann Arbor, MI, 48109 (734) 764-6504 <http://www.umtri.umich.edu/our-results/publications/truck-hacking-experimental-analysis-sae-j1939-standard> IN: Usenix WOOT, August 11-12, 2016, Austin, TX, USA. <https://www.usenix.org/system/files/conference/woot16/woot16-paper-burakova.pdf>

AUTHORS: Yelizaveta Burakova, Bill Hass, Leif Millar, [André Weimerskirch](http://www.andreweimerskirch.com) Consumer vehicles have been proven to be insecure; the addition of electronics to monitor and control vehicles functions have added complexity resulting in safety critical vulnerabilities. Heavy commercial vehicles have also begun adding electronic control systems. We show how this.....openness gives easy access for safety-critical attacks. And though these experiments were done with a direct computer connection, we envision that soon remote attacks will be possible.

2 – www.cyberwar.news/2016-03-22-fbi-ntsb-warn-that-our-vehicles-are-increasingly-vulnerable-to-hacking.html www.fullyloaded.com.au/industry-news/1608/truck-hacking-experiment-proves-pathway-exists-say-researchers 2013 study by the Defense Advanced Research Projects Agency found researchers could make vehicles " suddenly accelerate, turn and kill the brakes" www.kodsieengineering.com/commercial-vehicle-hacking-the-new-frontier www.youtube.com/watch DEF CON 24-Cheap Tools fro Hacking Heavy Trucks www.forbes.com/sites/2016/08/windows-pc-truck-telematics-hack-def-con www.fleetowner.com/blog/how-exposed-trucking-data-theft That's especially true for many areas in trucking, where cargo theft remains a major problem – while data breaches only amplify the issue.

<https://www.fbi.gov/news/stories/international-conference-on-cyber-security-2018>

TS - Definition of Treason by The Supreme Court

The Supreme Court has said that "any person owing allegiance to an organized government, who makes a contract, by which, for the sake of gain, he contributes most substantially and knowingly to the vital necessities of a treasonable conspiracy against its existence, has committed treason to his government".

As the Supreme Court said, in *Sprott v. United States*: "The case is not relieved of its harsh features by the finding of the court that the claimant did not intend to aid the rebellion, but only to make money. It might as well be said that the man who would sell to a lunatic, a weapon with which he knew the latter would kill himself, only intended to make money and did not intend to aid the lunatic in his fatal purpose."³

And again, in *Hanauer v. Doane*: "No crime is greater than treason. He who, being bound by his allegiance to a government, sells goods or makes goods available to the agent of an armed combination to overthrow that government, knowing that these agents will be able to use them for that treasonable purpose, is himself guilty of treason. He voluntarily aids the treason. Chief Justice Shaw, in the famous Webster murder case, states in a most lucid manner: "This rule is founded on the plain and obvious principle, that a person must be presumed to intend to do that which he voluntarily and wilfully does in fact do, and that he must intend all the natural, probable, and usual consequences of his own act."

