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**Testimony of**  
**Steve Boyd, Co- Founder & VP External Affairs**  
**On Behalf of**  
**Peloton Technology**  
**Before the Senate Transportation Committee**

June 13, 2018

Chairman Rafferty, Chairman Sabatina, and Members of the Senate Transportation Committee, thank you for the opportunity to testify regarding to S.B. 1096 and H.B. 1958. My name is Steve Boyd, and I am Co-founder and VP External Affairs for Peloton Technology, a connected vehicle technology company dedicated to improving the efficiency and safety of freight transportation. I am pleased to support SB 1096 and HB 1958.

At Peloton Technology, we are developing platooning technology, which can unlock efficiency and safety benefits in the freight trucking sector. Our “PlatoonPro” platooning system enables two human-operated trucks to follow one another at an aerodynamic following distance, creating fuel savings of approximately seven percent and enhancing driver teamwork. Both the lead and follow truck in a platoon benefit from this aerodynamic drafting. The PlatoonPro system links trucks’ active safety systems - including radar-based collision avoidance systems and automatic emergency braking - to enable the follow truck in a platoon to react to lead truck braking more than ten times faster than average trucks on the road today.

PlatoonPro leverages two layers of connectivity and vehicle control algorithms. A wireless Dedicated Short Range Communications (DSRC) link connects the trucks so that the trucks and their drivers can constantly share detailed information about each truck’s operation. A Network Operations Cloud (NOC) supervises and limits truck platoon operation to appropriate locations and conditions.

PlatoonPro is a Society of Automotive Engineers Level 1 system, which relies on drivers for critical tasks such as latitudinal control (steering), and observation of and intervention into the driving environment. The PlatoonPro system is not an “autonomous system” or “self-driving” truck technology; it automates only longitudinal control (brake and throttle) while platooning. PlatoonPro operates at the same level of automation as Adaptive Cruise Control (ACC), which is

widely available in passenger and commercial vehicles today. Moreover, the system enhances driver teamwork by facilitating driver-to-driver communications via a push-to-talk, foot-operated radio, allowing drivers to share information real-time about conditions on the roadway. Follow truck drivers also benefit from a look-ahead video, which shows the view ahead from the lead truck, and from the lead truck's active safety systems, which constantly scan the road ahead for possible hazards.

Multiple truck manufacturers and tier 1 suppliers are exploring platooning technology. In the United States, this includes Daimler, Kenworth, Mack, Navistar, Peterbilt, Volvo, Bendix, WABCO, Cummins, and Peloton Technology. In Europe, the six major truck manufacturers – DAF, Daimler, Iveco, MAN, Scania, and Volvo – have demonstrated truck platooning technology. Platooning is in active use by Scania in Sweden and Finland, and by MAN Trucks in Germany.

The Pennsylvania freight trucking sector can unleash these efficiency and safety benefits, if S.B. 1096 or H.B. 1958 passes. This legislation clarifies that the Commonwealth's following distance law (75 Pa. Const. Stat. § 3310) permits truck platoon operation. This statute requires drivers to follow one another at a "reasonable and prudent" following distance and contains no prohibition against truck platooning. However, S.B. 1096 and H.B. 1958 confirm that truck platooning can occur within the Pennsylvania Rules of the Road.

In considering this legislation, Pennsylvania joins a growing number of states which have explicitly authorized truck platooning. Two years ago no states had taken legislative or administrative action to clarify that platooning was lawful; today, seventeen states, including neighboring Ohio, Indiana, and Michigan, have explicitly opened their doors to platooning. We hope that Pennsylvania, after careful consideration, joins this important group of industrial states which explicitly permit truck platooning.

Peloton Technology appreciates this opportunity to engage with the Senate Transportation Committee, and all Members of the Pennsylvania General Assembly. We also commend Senator Brown and Representative Rothman for the leadership they have shown in authoring these two important bills, and we thank the Pennsylvania Turnpike Commission, Pennsylvania State Police, and Pennsylvania Department of Transportation for their work on this issue. Peloton Technology looks forward to working with you to bring increased efficiency and safety benefits to the Pennsylvania freight sector.