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## Uber driver and car owner agreement template

Ride-sharing giant Uber Technologies has agreed to a \$20 million settlement with the Federal Trade Commission to settle claims it misled prospective drivers by making bloated claims about earning potential and ran a deceptive vehicle lending and leasing program. The \$20 million settlement will go toward refunding affected drivers, the FTC said in a statement on January 19. Uber’s mobile-app-based ride-hailing service basically turns anyone who can pass a basic background test into a smartphone-summoned cabdriver. Uber drivers use their own vehicles, however, and those cars and trucks are required to meet certain standards. Own or Lease on the Cheap Of course, not everyone owns his or her own ride, let alone one that is clean and in decent working order, so Uber hatched the idea of working with subprime auto lenders and dealers for what it calls a Vehicle Solutions Program. The FTC’s complaint said the Uber program promised to connect car buyers or lessees with cheap loans or leases, and some 5000 drivers signed up for the program from November 2013 to April 2015. With the program, Uber said, its drivers could own a car for as little as \$20 a day or about \$140 per week or lease a car for as low as \$17 a day or \$119 per week. The FTC said the median weekly payment wound up being more than \$160 a week for loans and more than \$200 per week for leases. Uber also promised “unlimited mileage” on the vehicles, but the FTC said there was no basis for such a claim and the leases actually carried annual mileage limits of 37,500 and 40,000 miles. In addition, participants in many instances paid interest rates above industry averages, the FTC said. A spokesperson for Uber told Car and Driver that the company advertised the loans and leases based on what the third-party companies had said would be the terms. Uber ended its relationship with those third-party companies after discrepancies became apparent, the spokesperson said. Uber has since taken the program in-house and currently advertises lease plans for up to 36 months with security deposits “as low as \$250” along with unlimited mileage and free basic maintenance. Inflated Earnings Claims, FTC Said The FTC’s complaint also says Uber exaggerated how much money people would earn by signing up to be drivers. It says a post on the company’s website, which has since been changed, claimed that uberX drivers earned a median income of more than \$90,000 per year in New York and more than \$74,000 in San Francisco. The FTC said the actual median income for uberX drivers had in fact been \$29,000 lower than claimed in New York and \$21,000 less in San Francisco, when hours were standardized to a 40-hour work week. What’s more, fewer than 10 percent of all drivers in New York and San Francisco made the incomes Uber cited. The FTC also said Uber inflated its drivers’ hourly earnings in job listings on Craigslist and elsewhere. It is not immediately clear how many drivers in total have been affected or how and when they will receive payments from the settlement. There are currently about 1.5 million Uber drivers globally, including some 600,000 in the United States. Uber’s settlement with the FTC does not mean that the company admits any wrongdoing. “We’re pleased to have reached an agreement with the FTC,” the company said in a statement. “We’ve made many improvements to the driver experience over the last year and will continue to focus on ensuring that Uber is the best option for anyone looking to earn money on their own schedule.” This settlement follows an Uber outlay in April of \$100 million to resolve employment status issues with drivers in some states. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano.io Jeff Singer/Getty Images With each passing year, Uber becomes less of an anti-establishment protest against traditional taxi services and more of an established corporation. Well, if one judges by the size of the lawsuits, anyway. The latest involves an \$84-million settlement reached with 385,000 Uber drivers alleging they should be compensated as full-time employees rather than 1099-filing freelancers. Another \$16 million will be levied if Uber goes public and its average valuation increases by one and a half times since it last raised funds (Uber is valued at more than \$62 billion). Drivers have been upset at being banned without explanation, docked for not accepting ride requests, and other myriad details that Uber attempts to strong-arm on a network of for-hire drivers, most of which aren’t licensed or policed by any city government. The settlement only pays drivers in California, Uber’s startup home, and Massachusetts. These drivers, as well as all Uber drivers worldwide, will still be classified as contractors, which exempts Uber from paying benefits, taxes, minimum wage, unemployment, and all the other associated costs of normal payroll. “That said, as Uber has grown—over 450,000 drivers use the app each month here in the U.S.—we haven’t always done a good job working with drivers,” wrote CEO Travis Kalanick on Uber’s website. “For example, we don’t have a policy explaining when and how we bar drivers from using the app, or a process to appeal these decisions. At our size that’s not good enough. It’s time to change.” Uber will now enforce a “driver deactivation policy” that explains when and why Uber will either lock them out of the app temporarily or ban them entirely. The company will create an appeals process for deactivated drivers in California and Massachusetts, and in all cities it will average the number of cancellations and warn drivers first who are exceeding the average, among other improvements. Similar workers’-rights lawsuits are pending in Arizona, Pennsylvania, and Florida, according to The New York Times. Earlier this month, Uber agreed to pay up to \$25 million to the cities of San Francisco and Los Angeles for not providing proper background checks. A total of 25 drivers in these cities had criminal records that Uber didn’t notice, according to The Times. Then there’s the burgeoning problem of “app-based driver associations” pushing for unionization (they’re now allowed to organize in Seattle). And that pesky issue of personal car insurance refusing to cover what is, ultimately, a commercial activity? Insurance companies are explicitly putting drivers on the hook for any claims while they’re Ubering, despite Uber’s insistence of providing coverage each time they’ve accepted a ride. Turns out the Bay Area, at least when it comes to successful, disruptive startups like Uber, is quite the gray area these days. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano.io Justin Sullivan/Getty Images The Pittsburgh Business Times has exclusive photos of an Uber test vehicle that’s roaming the Pittsburgh streets, gathering data as part of the ride-sharing startup’s efforts into autonomous vehicles. While the car itself, a Ford Fusion with “Uber Advanced Technologies Center” written on the side and a roof loaded with test equipment, is not autonomous, it’s gathering data that Uber hopes to use in future forays into self-driving cars. “This vehicle is part of our early research efforts regarding mapping, safety and autonomy systems,” an Uber spokesperson told The Pittsburg Business Times. Uber announced its Pittsburgh-based Advanced Technologies Center in February, and has staffed it with dozens of researchers from Carnegie Mellon University’s National Robotics Engineering Center, an authority on autonomous driving. The test vehicle, which you can see here, has equipment mounted to its roof that looks very similar to the rooftop setups seen on Google-owned vehicles recently. The Verge theorizes that the Uber vehicle’s equipment includes a rotating LIDAR sensor used to map the car’s immediate surroundings. Uber’s foray into self-driving cars puts it somewhat in competition with Google, one of the biggest investors in the ride-sharing startup. Google announced last week that its own autonomous cars would begin testing on public roads this summer. But Uber has a strong incentive to go autonomous: CEO Travis Kalanick points out how much cheaper Uber rides would be without pesky human drivers. “The reason Uber could be expensive is because you’re not just paying for the car—you’re paying for the other dude in the car.” Kalanick said at a tech conference last year. “When there’s no other dude in the car, the cost of taking an Uber anywhere becomes cheaper than owning a vehicle.” This story originally appeared on roadandtrack.com via The Verge. This content is created and maintained by a third party, and imported onto this page to help users provide their email addresses. You may be able to find more information about this and similar content at piano.io With over two million drivers worldwide, and 750,000 in the US alone, Uber has flourished in recent years to become one of the most successful taxi companies. Their unique approach, which allows drivers to choose their own working hours, has proven popular across the country and the globe. Drivers’ earning potential has been another draw for those getting involved - in the first six months of 2017 alone, Uber reported that their drivers had earned over \$20 million in tips! With results like these, it’s unsurprising that many drivers are keen to get started. Although Uber try to make this process as straight-forward as possible, certain criteria do need to be met to ensure their drivers can work as safely and effectively as possible. So, what kind of car do you need for Uber? The company specifies that your car must be under 10 years old, and in excellent working order. Practically speaking, this means the answer to the question “what year car for Uber do I need?” is 2009 and onwards at the time of writing. Starting to work with Uber is a great opportunity to invest in a new car, and to help you make this decision, we’ve compiled a list of the top ten best cars for uber driving on the market right now. 2018 Toyota Camry Hybrid Toyota are known for their affordable, reliable vehicles, and the Camry Hybrid sedan is no exception. Redesigned for 2018, the model has better fuel economy (up to 53 mpg), better styling, and a smoother ride than ever before, while its excellent safety features have earned it a five star rating from the NHTSA. Toyota have carefully designed the Camry so that its batteries do not interfere with its cabin space, too - in fact, the Camry hybrid offers drivers and passengers exactly the same amount of space as its gas-only counterpart: 15.1 cubic feet of cargo room. With 206 horsepower at its disposal, the Camry is also intuitive and responsive to drive. Overall, Toyota have managed to produce a roomy sedan that’s affordable, comfortable, and easy on the gas. [pros\_cons id=“8928” item=“3”] 2019 Honda CR-V Drivers who are looking for the best SUV for Uber, need look no further than the Honda CR-V. Honda claim that their innovative hybrid engine can fuel efficiency that is just as impressive as the CR-V’s diesel predecessor, by switching between power sources strategically depending upon driving conditions. Honda’s implementation of regenerative braking technology also captures energy released when you brake, and uses it to charge the battery. This improves fuel efficiency significantly - particularly in stop-start traffic - allowing the CR-V to achieve up to 53 mpg, which is very impressive for an SUV. As well as its impressive efficiency credentials, the Honda makes it into the running for best car for Lyft or Uber thanks to its spacious capacity in the front, back, and trunk, coupled with a smooth, comfortable ride. Overall, the Honda is definitely one to add to your Uber SUV car list. [pros\_cons id=“8928” item=“4”] 2019 Lexus ES A list of good cars for Uber would be incomplete without mentioning the Lexus ES. With 305 horsepower, it packs more of a punch than your average Uber vehicle, making it easy and fun to cruise down the highway. Since its last iteration, Lexus has fully redesigned the ES, and equipped it with improved safety features, as well as introducing a sport version. Inside, the car is about as luxurious as you would expect from Lexus. The cabin is constructed from high-quality materials, giving it a refined finish, while the comfortable ride and ample room will make passengers feel totally at ease. The driver will also benefit from its smooth, well-controlled handling, and surprisingly good fuel economy that delivers up to 21 mpg in the city, and 30 mpg on the highway. This, coupled with its sleek design, make the Lexus ES one of the coolest Uber cars around. [pros\_cons id=“8928” item=“5”] 2019 Mazda CX-5 Crossover SUV The latest iteration of this practical family car is equally comfortable dropping the kids off at school, and taking Uber passengers around town. Mazda have developed a new engine for their 2019 model, which offers drivers improved power and performance with its turbocharger and 250 horsepower. Like all crossovers, the CX-5 was built with the goal of combining the ruggedness of an SUV with the comfort and practicality of a standard passenger car, and based on the overwhelmingly positive reviews, Mazda have managed to strike the balance just right. The 2019 iteration of the CX-5 manages to achieve up to 31 mpg on the highway, and its relatively firm suspension makes for intuitive and smooth handling. Although this firmness means that you won’t get the smoothest ride around, road noise is nonetheless kept to a minimum. [pros\_cons id=“8928” item=“6”] 2018 Hyundai Ioniq Hyundai’s second generation Ioniq hybrid hatchback offers up some very impressive mpg statistics (up to 58 mpg), along with a comfortable ride and plenty of safety features. The Ioniq’s petrol engine and electric motor work together in harmony, and actually add up to a car that’s quicker than its main rival, the Prius. At lower speeds, the electric engine does all the work, but the transition to its petrol engine is easy and smooth. The Ioniq’s light steering makes it a breeze to negotiate both in town, and on B roads. Although the ride it offers is a little firmer than that of a Prius, it’s not less comfortable overall, since it sits more comfortably at higher speeds. The ample leg room for passengers in front and back also adds to the comfort, but, because of its sweeping roofline, backseat passengers may find limited headroom if they happen to be above average height. Overall, though, because of its impressively low fuel use, power, and comfort, the Ioniq is certainly a contender for the best car to Uber with. [pros\_cons id=“8928” item=“7”] 2019 Subaru Impreza Subaru’s latest iteration of the Impreza offers passengers plenty of head and leg room and a comfortable ride, while drivers will benefit from excellent handling, quality materials, and great visibility. Available as either a compact sedan or a hatchback, the Impreza offers a 153 horsepower engine and all-wheel drive as standard, combining the compactness of a smaller car with all-weather traction of an SUV. Although its gas engine is not the most efficient on our list, it can nonetheless achieve a respectable 25 - 32 mpg. Most trim options also come with an impressive array of safety features, combined into a suite called EyeSight. The suite provides drivers with adaptive cruise control, automatic pre-collision braking, lane departure warning, and lane-keeping assist. Another useful feature, which comes as standard, is Apple CarPlay and Android Auto connectivity. All this, combined with its affordable price point, have helped the Impreza into the running for best car for Uber. [pros\_cons id=“8928” item=“8”] 2018 Chrysler Pacifica And the final vehicle in the running for best car to use for Uber is Chrysler’s Pacifica. The only minivan on our list, the Pacifica is an ideal option for catering to larger parties. The Pacifica can be had with either seven or eight seats, each of which offers passengers the ample leg and head room which only a minivan can provide. The Pacifica also provides a very quiet ride, great manoeuvrability, and surprisingly sleek styling. It runs with respectable fuel efficiency too, achieving around 22 mpg. Another great feature the Pacifica has to offer is its entertainment system. As well as being able to hook up with Android and Apple devices, the rear seats are integrated with the Uconnect Theatre app - great for occupying kids during a long journey. [pros\_cons id=“8928” item=“9”] Things to Consider When Choosing What Kind of Car for Uber As our list goes to show, there isn’t just one best vehicle for Uber - which option is best for you will very much depend on your unique circumstances. Below we outline a few key factors to bear in mind: If you plan on conducting the majority of your work in and around a town or city, a compact hybrid vehicle is probably your best option. Conversely, for drivers who regularly undertake longer journeys on the highway, something a little larger may be preferable. Terrain will also make a difference - if challenging weather conditions are the norm where you live, you might consider an all-wheel drive vehicle. When your income depends upon your car, running costs are crucially important! That’s why we’ve suggested vehicles which are very fuel efficient, and included so many hybrid options. Safety should always be top of the list when selecting a car, but especially so when you’ll be using it so much and driving so many passengers. We’ve deliberately populated this list with cars which have high safety ratings, for your peace of mind. The more time you spend in your car, the more important comfort becomes. When selecting a car for Uber, it’s important to bear this in mind - your passengers will thank you too! Sources: Driving Jobs - Uber Vehicle Requirements - Uber Help



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