

Twin 33s: A Size Too Big

The Truckload Carriers Association (TCA) opposes the use of Twin 33ft trailers, as they would raise delivery costs, require additional expenses for driver training or retraining, heighten the risk of driver injuries during trailer coupling and decoupling, and worsen truck parking issues.

Double-trailer trucks have a

11%

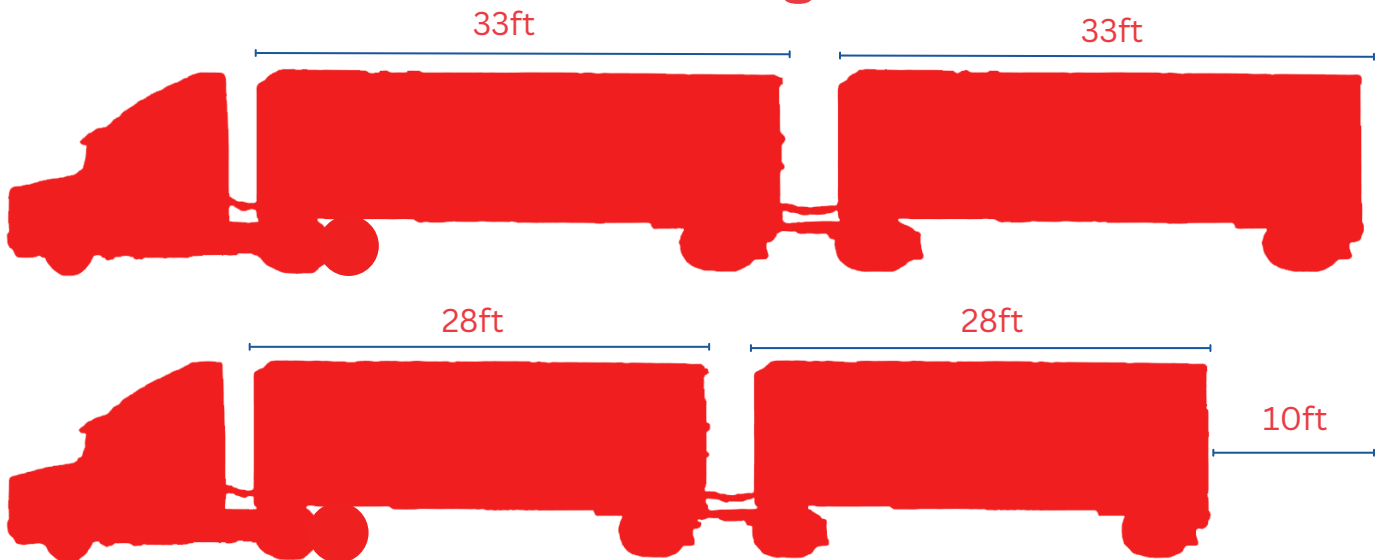
higher fatality rate.

Twin 33s would increase pavement damage

1.8 % to 2.7 % which translates to **\$1.2 to \$1.8 billion** in pavement damage every year.



Twin 33s take **252ft** to stop—which is a **17ft** longer stopping distance than today's single-trailer trucks and **22 ft longer** than today's twin-trailer trucks.



Double-tailer configurations have a **58%** higher out-of-service rates than single-trailer trucks. The Insurance Institute for Highway Safety (IIHS) found that trucks with any out-of-service violations are **362%** more likely to be involved in a crash.

