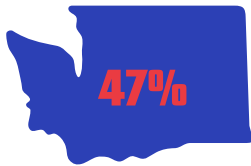


88,000+ Pounds: A Size Too Big

Congress has consistently opposed raising national truck weight limits due to worries about public safety and potential damage to infrastructure. In 2015, the House of Representatives voted on a bipartisan basis to maintain the current federal limits.

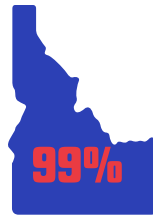
A USDOT study found that heavier trucks with six axles—specifically those weighing 91,000 pounds and 97,000 pounds—had higher crash rates in these three states:

Washington



higher crash rates for six-axle trucks up to 91,000 pounds.

Idaho

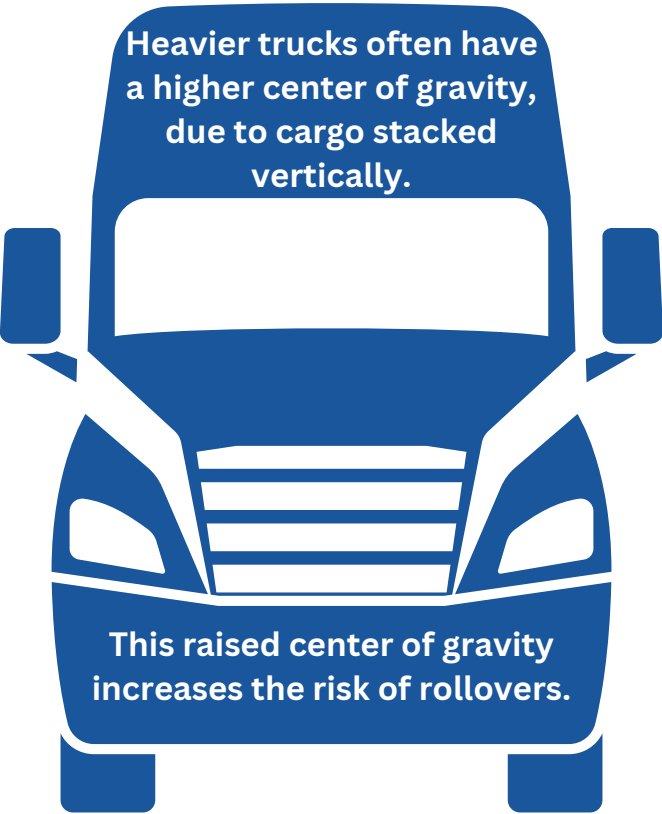


higher crash rates for six-axle trucks up to 97,000 pounds.

Michigan



higher crash rates for six-axle trucks up to 97,000 pounds.



Heavier trucks often have a higher center of gravity, due to cargo stacked vertically.

This raised center of gravity increases the risk of rollovers.

TCA opposes H.R. 3372 which establishes a ten-year pilot program for states to increase truck weights up to 91,000 pounds on federal interstates.



The USDOT found that the 88,000-pound, five-axle configuration would negatively affect more than **3,600 bridges** with replacement costing **\$400 million**.



A 2016 USDOT study found that trucks weighing over 80,000 pounds had higher overall, out-of-service (OOS) rates. Trucks weighing over 80,000 pounds have a **18%** higher brake violation rates compared to those at or below 80,000 pounds.