# Large Truck Size & Weight: Fact Sheet

## STUDIES SHOW HEAVIER TRUCKS HAVE A

# 47%-400%

## INCREASE IN CRASH RATES[1]

## WHY?

- The severity of a crash is determined by the velocity and mass of a vehicle. **Increases in truck weight increase the likelihood of severe crash injuries and fatalities**.[2]

- Heavier trucks tend to have a higher center of gravity because the additional weight is oftentimes stacked vertically. Raising the center of gravity increases the risk of rollovers.[3]

- Heavier trucks have higher overall out-of-service (OOS) rates and **18% higher brake violation rates** compared to those at or below 80,000 pounds.[4] The Insurance Institute for Highway Safety found that trucks with any out-of-service violation are **362% more likely to be involved in a crash**.[5]

# Large Truck Size & Weight, Twin 33s: Fact Sheet

## The Problems with Multi-Trailer Trucks

**11%**
fatal crashes compared to single trailer trucks[6]

**+ 22 ft**
increase in stopping distance compared to single trailer trucks[7]

**+ Instability**
increase in swaying and difficultly executing crash avoidance maneuvers

**+ Blind Spots**
larger, longer blind spots = greater risk to passenger vehicles, bicyclists, & pedestrians


*Amazon, FedEx, UPS and other companies continue to lobby Congress to authorize deadly Twin 33s that help profitably and hurt everyone else's safety*[8]

## OPPOSE ALL INCREASES TO TRUCK SIZE AND WEIGHT, INCLUDING TWIN 33S

*In addition to severe safety risks, increases to trucks size and weight ALSO impose a severe a steep societal cost due to their disproportionate degradation of roads and bridges. Industry handouts allowing increases of 11,000-17,000 cost $1B-$2B worth of unpaid damages to roads and bridges.*[9] *Allowing size and weight increases would effectively flush away the historic funding investment made in rebuilding America's infrastructure by the Infrastructure Investement and Jobs Act.*

### References


1 USDOT Comprehensive Truck Size and Weight Limits Highway Safety and Truck Crash Comparative Analysis Technical Report, 2015 <https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/technical_rpts/ccanalysis.pdf>
2 USDOT; 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress <https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/ctsw/CTSLWS%20Report%20to%20Congress%20FINAL.pdf>
3. USDOT; Comprehensive Truck Size and Weight Study, 2000 <https://rosap.ntl.bts.gov/view/dot/4747>
4 USDOT; 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress <https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/ctsw/CTSLWS%20Report%20to%20Congress%20FINAL.pdf>
5 Insurance Institute for Highway Safety; 2016. Crash Risk Factors for Interstate Large Trucks in North Carolina
6 USDOT; Comprehensive Truck Size and Weight Study, 2000 <https://rosap.ntl.bts.gov/view/dot/4747>
7 June 2015 Highway Safety and Truck Crash Comparative Analysis Technical Report
8 https://landline.media/coalition-of-largest-shippers-retailers-urge-congress-to-allow-twin-33-trailers/
9 USDOT; 2016. Comprehensive Truck Size and Weight Limits Study, Final Report to Congress <https://ops.fhwa.dot.gov/freight/sw/map21tswstudy/ctsw/CTSLWS%20Report%20to%20Congress%20FINAL.pdf>