

# **New Trucks for Greater Productivity and Less Road Wear**

**An Evaluation of the  
Turner Proposal**

**TRANSPORTATION RESEARCH BOARD  
NATIONAL RESEARCH COUNCIL**

# New Trucks For Greater Productivity And Less Road Wear An Evaluation Of The

**Michael Hoelscher**



## **New Trucks For Greater Productivity And Less Road Wear An Evaluation Of The:**

New Trucks for Greater Productivity and Less Road Wear ,1990 TRB Special Report 227 New Trucks for Greater Productivity and Less Road Wear An Evaluation of the Turner Proposal evaluates the approach to regulation of the size and weight of trucks using U S roads known as the Turner Proposal This approach had its origin in a proposal put forth in a 1984 address to AASHTO by former Federal Highway Administrator Francis C Turner The approach evaluated by the committee differs in an important respect from Turner s original concept in the committee s approach use of the new trucks would be voluntary that is truck operators would be offered the choice of continuing with existing equipment and weight rules or adopting the new trucks with the new weight regulations The committee designed a package of changes in size and weight limits safety restrictions and procedures regarding bridge deficiencies routing and enforcement that would be a practical regulatory scheme for implementing the Turner concept The committee recommends that every state with careful assessment of the risks and uncertainties consider this proposal as a supplement to current size and weight regulations If Turner trucks were adopted in all states according to the recommended rules they would reduce the cost of shipping freight and would not degrade safety The total cost of maintaining the road system would be reduced although pavement wear savings would be partially offset by higher bridge costs The committee that carried out this study identified two truck configurations outside the weight and length limits established by federal law that would offer greater productivity without increasing infrastructure or safety costs These vehicles formed the basis for the configurations recommended in a later 2002 TRB report Special Report 267 Regulation of Weights lengths and Widths of Commercial Motor Vehicles 107-2 Hearings: Reauthorization Of TEA-21, S. Hrg. 107-668, Part 1, January 24, 2002, Etc., \* ,2004 **International Symposium on Motor Carrier Transportation, Williamsburg, Virginia, May 31-June 4, 1993** National Research Council (U.S.). Transportation Research Board,1994 The purpose of the Transportation Research Board TRB Symposium on Motor Carrier Transportation was to provide a forum for an international audience on motor carrier transportation issues involving government policy makers and regulators researchers academia and representatives of the large truck goods industry including suppliers manufacturers and motor carriers The symposium focused on a wide range of technical economic safety and environmental issues as well as on the opportunities for greater efficiency and productivity for the motor carrier transportation community into the 21st century The symposium was intended to foster productive communication among groups representing various disciplines in the private and public sectors whose problems and issues related to the motor carrier industry often conflict or coincide Reauthorization of TEA-21 United States. Congress. Senate. Committee on Environment and Public Works. Subcommittee on Transportation, Infrastructure, and Nuclear Safety,2003 TEA-21 Reauthorization United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Surface Transportation and Merchant Marine,2003 **The U.S. Department of Transportation's Comprehensive Truck**

**Size and Weight Study. Volume II: Issues and Background ,2000      A Synthesis of Safety Implications of Oversize/overweight Commercial Vehicles ,2009** The objective of this report is to identify known relationships between commercial vehicle safety and crash causation factors and to prepare a synthesis of safety implications of oversize overweight OS OW commercial vehicles This information can be used to support commercial vehicle enforcement and permitting practices and justify expenditures and investments on size and weight enforcement to enhance safety In producing this report insight was gained into the impacts of truck size and weight TSW regulations through three case studies The state of practice in estimating large truck crash rates is complicated because of the many configurations and the wide range of possible weights for any particular configuration This report highlights four primary findings regarding the contributions of OS OW to commercial vehicle crashes found by its researchers      Regulation of Weights, Lengths, and Widths of Commercial Motor Vehicles Transportation Research Board,2005-07-14 TRB Special Report 267 Regulation of Weights Lengths and Widths of Commercial Motor Vehicles recommends the creation of an independent public organization to evaluate the effects of truck traffic pilot studies of new truck designs and a change in federal law authorizing states to issue permits for operation of larger trucks on the Interstates In 1991 Congress placed a freeze on maximum truck weights and dimensions Some safety groups were protesting against the safety implications of increased truck size and weight and the railroads were objecting to the introduction of vehicles they deemed to have an unfair advantage Railroads unlike trucking firms must pay for the capital costs of their infrastructure The railroads contend that large trucks do not pay sufficient taxes to compensate for the highway damage they cause and the environmental costs they generate Although Congress apparently hoped it had placed a cap on maximum truck dimensions in 1991 such has not proven to be the case Carriers operating under specific conditions have been able to seek and obtain special exceptions from the federal freeze by appealing directly to Congress without any formal review of the possible consequences thereby encouraging additional firms to seek similar exceptions In the Transportation Equity Act for the 21st Century Congress requested a TRB study to review federal policies on commercial vehicle dimensions The committee that undertook the study that resulted in Special Report 267 found that regulatory analyses of the benefits and costs of changes in truck dimensions are hampered by a lack of information Regulatory decisions on such matters will always entail a degree of risk and uncertainty but the degree of uncertainty surrounding truck issues is unusually high and unnecessary The committee concluded that the uncertainty could be alleviated if procedures were established for carrying out a program of basic and applied research and if evaluation and monitoring were permanent components of the administration of trucking regulations The committee recommended immediate changes in federal regulations that would allow for a federally supervised permit program The program would permit the operation of vehicles heavier than would normally be allowed provided that the changes applied only to vehicles with a maximum weight of 90 000 pounds double trailer configurations with each trailer up to 33 feet and an

overall weight limit governed by the federal bridge formula Moreover enforcement of trucks operating under such a program should be strengthened and the permits should require that users pay the costs they occasion States should be free to choose whether to participate in the permit program Those that elected to do so would be required to have in place a program of bridge management safety monitoring enforcement and cost recovery overseen by the federal government The fundamental problem involved in evaluating proposals for changes in truck dimensions is that their effects can often only be estimated or modeled The data available for estimating safety consequences in particular are inadequate and probably always will be Thus the committee that conducted this study concluded that the resulting analyses usually involve a high degree of uncertainty What is needed is some way to evaluate potential changes through limited and carefully controlled trials much as proposed new drugs are tested before being allowed in widespread use The committee recommended that a new independent entity be created to work with private industry in evaluating new concepts and recommending changes to regulatory agencies Limited pilot tests would be required which would need to be carefully designed to avoid undue risks and ensure proper evaluation Special vehicles could be allowed to operate under carefully controlled circumstances just as oversize and overweight vehicles are allowed to operate under special permits in many states Changes in federal laws and regulations would be required to allow states to issue such permits on an expanded network of highways under the condition that a rigorous program of monitoring and evaluation be instituted

Special Report 269 Summary      **The U.S. Department of Transportation's Comprehensive Truck Size and Weight Study. Volume III: Scenario Analysis** ,2000      **Bridge Safety** United States. Congress. House. Committee on Public Works and Transportation. Subcommittee on Investigations and Oversight,1991      **The U.S. Department of Transportation's Comprehensive Truck Size and Weight Study. Volume IV: Guide to Documentation** ,2000      *Federal Register* ,2012-08      **Technologies and Approaches to Reducing the Fuel Consumption of Medium- and Heavy-Duty Vehicles** National Research Council,Transportation Research Board,Division on Engineering and Physical Sciences,Board on Energy and Environmental Systems,Committee to Assess Fuel Economy Technologies for Medium- and Heavy-Duty Vehicles,2010-07-30

Technologies and Approaches to Reducing the Fuel Consumption of Medium and Heavy Duty Vehicles evaluates various technologies and methods that could improve the fuel economy of medium and heavy duty vehicles such as tractor trailers transit buses and work trucks The book also recommends approaches that federal agencies could use to regulate these vehicles fuel consumption Currently there are no fuel consumption standards for such vehicles which account for about 26 percent of the transportation fuel used in the U S The miles per gallon measure used to regulate the fuel economy of passenger cars is not appropriate for medium and heavy duty vehicles which are designed above all to carry loads efficiently Instead any regulation of medium and heavy duty vehicles should use a metric that reflects the efficiency with which a vehicle moves goods or passengers such as gallons per ton mile a unit that reflects the amount of fuel a vehicle would use to carry a ton of goods one mile This is called load specific

fuel consumption LSFC The book estimates the improvements that various technologies could achieve over the next decade in seven vehicle types For example using advanced diesel engines in tractor trailers could lower their fuel consumption by up to 20 percent by 2020 and improved aerodynamics could yield an 11 percent reduction Hybrid powertrains could lower the fuel consumption of vehicles that stop frequently such as garbage trucks and transit buses by as much 35 percent in the same time frame

**Road Transport and Intermodal Linkages Research Programme Performance-based Standards for the Road Sector** European Conference of Ministers of Transport,2005-10-27 This OECD report on the road sector examines existing regulatory approaches and then explores how performance standards might be used to improve regulatory outcomes

*Review of Canadian Experience with the Regulation of Large Commercial Motor Vehicles* John H. F. Woodrooffe,2010 TRB s National Cooperative Highway Research Program NCHRP Report 671 Review of Canadian Experience with the Regulation of Large Commercial Motor Vehicles examines the process used in Canada to harmonize heavy truck size and weight regulations across the country The report provides insights on how lessons learned from the Canadian experience might be applied in the United States

*Publications - Transportation Research Board* National Research Council (U.S.). Transportation Research Board,1993

**Effect of Truck Weight on Bridge Network Costs** Gongkang Fu,National Cooperative Highway Research Program,2003

Truck Weights and Lengths United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Highways and Transit,2008

**Truck Safety and Freight Mobility** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Highways, Transit, and Pipelines,2003

108-1 Hearing: Truck Safety and Freight Mobility, (108-15).  
March 24, 2003, \* ,2004

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