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## AMERICANS FOR MODERN TRANSPORTATION

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### Separating Fact from Fiction

The Americans for Modern Transportation coalition (AMT) supports modernizing trucking equipment standards and increasing the national twin trailer standard from 28 feet to 33 feet. As the Administration and Congress move forward with an infrastructure bill, the debate over freight transportation efficiencies has given rise to misleading information and inaccurate claims. AMT believes it is important to separate fact from myth.

**Myth:** *Larger trucks, like Twin 33s, are more likely to be in accidents, threatening the safety of our roads.*

**Fact:** Nationally, twin-trailer trucks have crash rates that are among the lowest in trucking, and among all types of motor vehicles. In 2014, large trucks traveled 9.2 percent of all U.S. vehicle miles, while only accounting for 2.9 percent of accidents involving injury and 4.5 percent involving property damage. For fatal crashes, larger trucks account for 8.3 percent, once again below the percent miles driven by large trucks. ([Source](#))

For Twin 33s specifically, since 2010 FedEx has logged over 1.5 million miles on the Florida Turnpike – one of the nation’s busiest highways – with ZERO accidents.

**Myth:** *Increasing the length of truck trailers also increases the likelihood of truck accidents.*

**Fact:** Research has shown that truck length and crash rate actually have an inverse relationship. In a university analysis in Sweden, long units (double or triple trailers) had the lowest crash rates among all those examined, followed by medium, and then short-length trucks. Thus, rather than vehicle size, the findings point to driver performance, vehicle condition and equipment, and traffic conditions as the true factors contributing to truck crash rate. ([Source](#))

Moreover, increasing productivity results in fewer trucks on the roadways, thereby reducing accident frequency potential.

**Myth:** *Allowing Twin 33s will increase the odds of a failure to pass.*

**Fact:** This is a red herring and not based in reality. Increased passing time would be insignificant. For a car traveling at 65 MPH, it takes 0.68 seconds longer to pass a Twin 33 that is travelling at 55 mph compared to the time required to pass a Twin 28 travelling at the same speed.



**Myth:** *Twin 33s require an additional 22 feet to brake.*

**Fact:** This fallacy is based on a flawed and politically motivated DOT report from 2015 that raises more questions about the study's methodology than the subsequent findings. When evaluated under the same conditions, braking distances of Twin 28s and Twin 33s are essentially the same.

**Myth:** *Truckload Carriers will be forced to replace existing trailers with Twin 33s.*

**Fact:** It should be clear that Twin 33s are not a realistic option for single-customer-per-trailer truckload operations. Less-than-truckload and parcel operators – carriers that combine the shipments of between 10 and 200 customers – are the only carriers that can efficiently utilize twin trailers. Only 13 percent of truckloads cube-out (space capacity) before they gross-out (weight limit), meaning truckload carriers do not need the additional capacity Twin 33s provide. Furthermore, loading twin trailers is inherently complex and the tradeoff is not conducive to truckload operations. As such, the expansion of twin trailer use among truckload carriers would be very limited. Even generous estimates put convertible loads – switching from 53 foot trailers to twin trailers – in only the 1-2 percent range. ([Source](#))

**Myth:** *Longer trucks would exacerbate wear and tear on roads.*

**Fact:** Because the proposal to modestly extend the length of twin trailers would maintain the existing federal cap on weight at 80,000 pounds, there would not be an increase in the wear and tear on infrastructure. In fact, it would result in 3.1 billion fewer truck miles traveled each year, substantially reducing the impact on roads and bridges.

**Myth:** *Permitting double 33s would incur a one-time cost of \$1.1 billion to strengthen and replace more than 2,000 bridges.*

**Fact:** There is no new spending associated with the policy change allowing for the use of twin 33' trailers. Even more impressive is the fact that the use of twin 33' trailers would produce savings since the longer wheelbase – with no change in weight limits – decreases the stress on bridges and increased productivity reduces the number of trucks that are sent out onto the roadways. Both effects improve the longevity of our infrastructure.

*Americans for Modern Transportation represents the nation's largest shippers, deliverers, and retailers who are committed to improving the safety and efficiency of America's transportation system and modernizing the delivery of products across the country. The coalition's founding members include Amazon, American Highway Users Alliance, Carbon War Room, Estes, FedEx, Information Technology & Innovation Foundation, International Foodservice Distributors Association, International Warehouse Logistics Association, National Association of Manufacturers, National Restaurant Association, National Retail Federation, National Shippers Strategic Transportation Council, National Wooden Pallet & Container Association, North American Council For Freight Efficiency, Retail Industry Leaders Association, Securing America's Future Energy, Sysco, The National Industrial Transportation League, ULINE, UPS, U.S. Chamber Of Commerce, XPO Logistics, and YRCW.*

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