

AMERICAN AUTOMOBILE ASSOCIATION,
Washington, D.C., June 21, 1968.

Hon. ROBERT C. McEWEN,
House of Representatives,
Washington, D.C.

MY DEAR MR. McEWEN: When I appeared before the Roads Subcommittee on June 12 on H.R. 14474, you questioned our testimony dealing with the proposed increase in truck widths from 96 inches to 102 inches. That statement reads:

"Using figures of the Industry Advisory Committee, composed of the American Trucking Associations, Incorporated and suppliers, the 102-inch width could mean an over-all width across the tires of 106 inches. This does not include tire chains or flexible fenders. When such items are added we are really talking about an over-all width of 108 inches—a full twelve inches above the present statutory limit."

Rechecking Section 127 of Title 23, I find our initial statement was correct. The present law does not permit any portion of the truck to exceed 96 inches, whether for the tire bulge or safety items or not.

The legislation before you, however, provides: "or with a width in excess of 102 inches *plus additional width necessary for safety devices and tire bulge due to loads*". (Emphasis added). The portion underlined is new; there is no comparable provision in existing law.

Thus, we would go from a 96-inch width to a 102-inch width, plus six inches for safety devices, making a total increase of twelve inches.

I would appreciate it if you would please include this letter in the hearing record at the appropriate spot. I understand the record will close today.

Sincerely,

GEORGE F. KACHLEIN, Jr.,
Executive Vice President.

Mr. McEWEN. Those same additions would apply?

Mr. KACHLEIN. Would apply; yes, sir.

Mr. McEWEN. I notice one thing, you did include in here, additional width, this matter of mirrors. I guess usually the passenger vehicle can pass under the mirror?

Mr. BRADY. We could probably put the extra 6 inches on for the mirror and still bring it up to 12.

Mr. McEWEN. Thank you.

Mr. KLUCZYNSKI. Mr. Schwengel, the gentleman from Iowa.

Mr. SCHWENGEL. Thank you, Mr. Chairman.

I am glad to see you fellows from AAA here. I know about your organization. I worked with your organization in Iowa when I was with the legislature. You have been before this committee a number of times and have been very helpful, and most of the time you have worked with trucks ultimately to bring into being a highway system to be most modern and efficient.

You are really a friend of the trucking business and have been through the years. I can testify to this from my experience in Iowa.

Mr. KACHLEIN. I agree with you, sir, and I do want to state this, that like any good family, there are always differences of opinion within the family.

Mr. SCHWENGEL. Right.

Mr. KACHLEIN. This happens to be the one we are at odds about, but that does not mean that we are not trying to all work together to get a good highway system.

Mr. SCHWENGEL. Your Iowa friends were involved—I worked with you and the truckers in trying to bring about the completion of a system in Iowa, including toll, many years ago.

Mr. KACHLEIN. Yes, sir.