

utilization where operations on Interstate Highways offer the greatest potential. Operating under restrictions now imposed on the industry has limited utilization of tires available and restricted the development of better tires. Operations under changes possible through S. 2658 will permit safer and more efficient utilization of present equipment. The changes in S. 2658 will also give truck operators good reason to ask tire manufacturers to further develop their tires to handle new operations the bill would permit.

*Question 12. What will be the anticipated savings if the increases proposed in S. 2658 are granted?*

Answer. It is not possible for us or anyone else to provide a definitive answer to this question. Some of the reasons are covered in our answer to question No. 6. In addition, there are many uncertainties. It will depend, for example, upon the extent to which individual states are willing to make adjustments; upon the nature and location of individual truck operations, and upon the ability of automotive engineers to design equipment to take advantage of whatever the states might allow. We can only say that enactment of the pending legislation would at least provide a necessary first step toward achieving savings which we cannot translate into specifics but which, we are confident, are potentially substantial.

*Question 13. Is it true as charged that if the width is established at 102" the overall width would be closer to 108"?*

Answer. The width limit of 102 inches is exclusive of safety devices, such as mirrors. However, this also applies to the width limit of 96 inches. Thus, if we are talking about an over-all width of 108 inches, with, supposedly, 6 inches for the mirror and not 102 inches, then the 108 inches must be compared with 96 inches plus 6 inches or 102 inches. Thus, it is a case of comparing 96 with 102 inches or 102 with 108 inches.

*Question 14. In areas where State Legislatures have approved increases in size and/or weight, has there been any reduction of shipping rates?*

Answer. The vast majority of the trucking industry's rates are determined on a regional basis and not by state.

There are some rates that are purely intrastate and controlled by state authorities, but we have no knowledge of any direct relationship between rate adjustment and vehicle gross weight changes.

We do know, however, that increased payload aids immeasurably in cost control and is a paramount factor in preventing the strong pressure of rising costs from resulting in increased rates.

*Question 15. Have there been any savings in the operation passed on down to the consumer? If so, what is the percentage of savings and the total savings?*

Answer. The transportation business is highly competitive, and truck operators constantly search for ways to reduce cost in order to stay in business. Such savings are passed on to consumers. In cases where rates have been reduced this is obvious. However, like most other American businessmen, truck operators have found that their best efforts to achieve greater efficiency and savings have not been able to keep up with increases in cost and inflation, the economizing accomplished by the industry benefits consumers primarily by forestalling the need for a rate increase, or by reducing the magnitude of such increases. Enactment of the pending weight bill would provide the potential for savings in a most critical area—payload—an area which now is foreclosed almost completely.

*Question 16. The proposed bill on increasing single and tandem axle weights pertaining to the interstate system AASHO conducted extensive road tests on pavement and bridges in Illinois to determine the effect of increased weights on pavements and structures. Do you know the results of the findings on the AASHO road test in relation to pavement damage caused by 20,000 lb. single axle as compared to 18,000 lb. single axle?*

*Question 17. In the same AASHO test a comparison was made between the damage caused by 32,000 lb. tandem axle and a 36,000 lb. tandem axle. Do you know the additional percentage of damage caused by the 36,000 lb. tandem over the 32,000 lb. tandem?*

Answer. The answers to questions 16 and 17 are the same, so this discussion is directed to both.

As a matter of record, it should be pointed out that there were no test axle loads at the AASHO Road Test of a 20,000 pound single axle weight or of a 36,000 pound tandem axle weight. Statements applying to these particular axle loads are thus interpolations from the road test, not a part of it.