

Automobile Transporters Request for Weight Variance

Frequently Asked Questions (FAQs)

- 1) Why is it necessary to increase stinger steered trailer weights by 10%?
 - A) In 2007, with the increase in emissions standards for large trucks, heavier emissions equipment was added to the tractor. Additionally, with the inception of much heavier hybrid and electric vehicle, the carrier meets the 80k pound weight threshold prior to fully loading the trailer in some cases having to leave up to 2 spots open. The impact of this has increased the amount of trucks on the road, in turn increasing the amount of emissions produced.
- 2) What is the difference between stinger-steered equipment and other auto carrier equipment?
 - A) Stinger-steered automobile transporter means any vehicle combination designed and used specifically for the transport of vehicles in which the fifth wheel is located on a drop frame located below and behind the rearmost axle of the power unit.
- 3) How does this impact the overall climate emissions reduction plan of the current Administration?
 - A) Estimates show that a 10% weight variance would result in the reduction of approximately 16 million miles traveled, eliminating the consumption of 3.1 million gallons of diesel fuel, annually. According to the U.S. Energy Information Agency, this equates to the elimination of approximately 32 metric tons of emissions that otherwise would be released into the atmosphere.
- 4) How can we be certain that a 10% weight tolerance will not have an adverse impact on highway safety?
 - A) Contrary, the tolerance would have a positive impact on highway safety. An increase in weight would lead to more efficient transportation of autos leading to less trucks on the road and less miles driven.
- 5) Will a 10% weight tolerance influence the time it takes for a driver to arrive at a complete stop?
 - A) A study conducted in 2014 by Link Commercial Vehicle Testing, Inc. showed braking at the increase in weight to the requested tolerance (297-302ft) was well within the Federal Motor Vehicle Safety Standards (310ft) set by NHTSA.
- 6) Will a 10% weight tolerance contribute to faster deterioration of our nation's roads and bridges?
 - A) A report from FHWA showed wear and tear on the road system was negligible over that of an 80k pound CMV. However, they did find both VMT and logistics costs decreased.
- 7) What is lost load factor (LLF)?
 - A) LLF takes place when changes in policy or product reduce the original capacity. In this example, auto haulers have experienced a LLF of 1-2 vehicles due to the evolution of the industry and the increase in vehicle weights. The effort to increase the weight tolerance is not asking for anything additional, but to recoup what has been lost over the past 15 years.
- 8) How many carriers will be impacted by this language?
 - A) It is estimated that approximately 10k carriers will be impacted.
- 9) Why is it important now to increase the weight tolerance?
 - A) In addition to recouping LLF, the auto transport industry sees this as an opportunity to grow the industry's effort on environmental stewardship. These carriers are charged with delivering climate friendly automobiles to consumers around the nation, and want to further grow by minimizing trucks on the road while reducing emissions from the industry.