



**American
Iron and Steel
Institute**

Steelgram

Immediate Attention Requested

November 3, 2015

**To: Members of the U.S. House of Representatives
House staff assigned to steel and/or transportation issues**

Want SAFE Trucks on our Highways? Support the Ribble-Schrader-Rouzer-Peterson Amendment

Background: The U.S. Department of Transportation (DOT) recently concluded that the Safe, Flexible and Efficient Truck (SAFE) configuration, six-axle trucks carrying up to 91,000 pounds, offer comparable handling and improved braking, stopping one foot faster when compared to the 80,000 pound, five-axle truck traveling highways today. The DOT also found that SAFE trucks would yield significant pavement cost savings by decreasing the per-axle and per-tire weight, and reduce logistical operating costs, carbon dioxide emissions, and vehicles miles traveled. The current federal truck weight limit is 80,000 pounds, a restriction that has been in place for more than thirty years, when electronic logging, stability control and other safety measures were not in practice.

Situation: This afternoon, the House will consider the bipartisan Ribble-Schrader-Rouzer-Peterson amendment to H.R. 22 that would give states the option of permitting six-axle trucks to carry up to 91,000 pounds on federal interstates, which the DOT asserts is bridge formula compliant. This amendment could help address the existing demands and capacity constraints in both truck and rail shipments, and give US shippers a more competitive advantage as many of our global trading partners already employ higher vehicle weight limits.

Request: Please support the Ribble-Schrader-Rouzer-Peterson amendment that would make our roads safer, reduce infrastructure maintenance costs, provide for a stronger economy, and for a cleaner environment.

Sincerely,

A handwritten signature in black ink that reads "Thomas J. Gibson".

Thomas J. Gibson
President and CEO