Trucking 101

Presented to the

Senate Transportation Committee
Senator Mike Petersen
Chairman

House Transportation Committee
Richard Proehl
Chairman

KMCA

Kansas Motor Carriers Association

January 23, 2013

By
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Attachment 1

Kansas Fast Facts

TRUCKING DRIVES THE ECONOMY

- **Employment:** In 2011, the trucking industry in Kansas provided 75,170 jobs, or one out of 15 in the state. Total trucking industry wages paid in Kansas in 2011 exceeded $3.3 billion, with an average annual trucking industry salary of $43,506. The U.S. Bureau of Labor Statistics reported in May 2011 that truck drivers, heavy, tractor-trailer and light, delivery drivers, held 28,250 jobs with a mean annual salary of $35,620.
- **Small Business Emphasis:** In 2012, there were over 7,630 trucking companies located in Kansas, most of them small, locally owned businesses. These companies are served by a wide range of supporting businesses both large and small.
- **Transportation of Essential Products:** Trucks transported 84 percent of total manufactured tonnage in the state in 2010 or 262,896 tons per day.* Over 49 percent of Kansas communities depend exclusively on trucks to move their goods.

TRUCKING PAYS THE FREIGHT

- **As an Industry:** In 2009, the trucking industry in Kansas paid approximately $435 million in federal and state roadway taxes and fees. The industry paid 45 percent of all taxes and fees owed by Kansas motorists, despite trucks representing only 12 percent of vehicle miles traveled in the state.
- **Individual Companies:** In 2012, a typical five-axle tractor-semitrailer combination paid $6,090 in state highway user fees and taxes in addition to $7,771 in federal user fees and taxes. These taxes were over and above the typical taxes paid by businesses in Kansas.
- **Roadway Use:** In 2008, Kansas had 140,611 miles of public roads over which all motorists traveled 30 billion miles. Trucking's use of the public roads was 3.6 billion miles.

SAFETY MATTERS

- **Continually Improving:** At the national level, the large truck fatal crash rate for 2009 was 1.04 fatal crashes per 100 million vehicle miles traveled (VMT). This rate is at its lowest point since the U.S. Department of Transportation (DOT) began keeping these records in 1975. Since that time, it has dropped 77 percent.
- **Sharing the Road:** The trucking industry is committed to sharing the road safely with all vehicles. The Share the Road program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks, all designed to reduce the number of car-truck accidents.
- **Safety First:** Kansas Motor Carriers Association members put safety first through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives at the local, state and national levels.

TRUCKS DELIVER A CLEANER TOMORROW

- **Fuel Consumption:** The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2009, combination trucks consumed over 57 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 17 percent of the total highway transportation fuel consumed.
- **Emissions:** Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98 percent fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97 percent since 1999.
- **Partnerships:** Through the U.S. EPA's SmartWay Transport Partnership, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.

KMCA
Trucking Solutions Since 1936

ATRI American Transportation Research Institute

** Manufactured tonnage data provided by IHS Global Insight.*
Updated June 2012 with most recent data available.

(Attachment 2)

KANSAS VEHICLE REGISTRATION FEES

GROSS WEIGHTS	REGULAR	LOCAL	6,000 –MILE	CUSTOM HARVESTER	FARM
0 – 12,000 lbs.	40.00	40.00	40.00	40.00	40.00
12,001 – 16,000 lbs.	152.00	112.00	112.00	112.00	47.00
16,001 – 20,000 lbs.	182.00	152.00	152.00	152.00	92.00
20,001 – 24,000 lbs.	247.00	182.00	182.00	182.00	102.00
24,001 – 26,000 lbs.	362.00	227.00	227.00	227.00	122.00
26,001 – 30,000 lbs.	362.00	227.00	227.00	227.00	122.00
30,001 – 36,000 lbs.	425.00	265.00	265.00	265.00	122.00
36,001 – 42,000 lbs.	525.00	295.00	295.00	295.00	125.00
42,001 – 48,000 lbs.	655.00	365.00	365.00	365.00	125.00
48,001 – 54,000 lbs.	855.00	465.00	465.00	465.00	125.00
54,001 – 60,000 lbs.	1,095.00	565.00	565.00	565.00	275.00
60,001 – 66,000 lbs.	1,295.00	665.00	665.00	665.00	455.00
66.001 – 74,000 lbs.	1,620.00	845.00	845.00	845.00	695.00
74,001 – 80,000 lbs.	1,820.00	975.00	975.00	975.00	695.00
80,001 – 85,500 lbs.	2.020.00	1,095.00	1,095.00	1,095.00	695.00

Prepared By:

Kansas Motor Carriers Association

January 2013

Attachment 3

• AXLE DEFINITIONS •

"Gross weight on any one axle" means the total load on all wheels whose centers are included within two parallel transverse planes not more than 40 inches apart.
"Tandem axle" means two or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced not less than 40 inches and not more than 96 inches apart.
"Triple axle" means three or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 96 inches and not more than 120 inches apart.
"Quad axle" means four or more consecutive axles, arranged in tandem and articulated from a common attachment to the vehicle or individually attached to the vehicle, with such axles spaced more than 120 inches and not more than 150 inches apart.

• WIDE-BASE SINGLE TIRES •

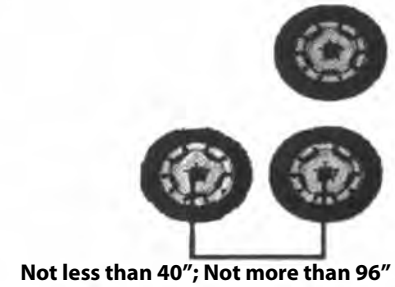
"Wide-Base Single Tires" means all tires having a section width, as specified by the manufacturer, of 14 inches or more.
WEIGHT LIMITATIONS: The maximum load for a wide-base single tire on a steering axle shall not exceed 600 pounds per inch of tire section width.
The maximum load for a wide-base single tire on any axle, other than the steering axle, shall not exceed 575 pounds per inch of tire section width.
RESTRICTIONS: No wide-base single tire shall exceed the load limit designated by the manufacturer.
No wide-base single tire shall exceed the maximum tire inflation pressure designated by the manufacturer.

• DUAL TIRES •

IT SHALL BE UNLAWFUL for any person to operate a vehicle with a single tire on any hubs configured for dual tires. There are four exceptions:

- -A truck registered for a gross weight of 20,000 pounds or less is exempt from this restriction.
- -A vehicle or combination of vehicles operating with wide-base single tires is exempt from this restriction.
- -A triple-axle combination can include a single-axle configured for a dual tire assembly so long as such single axle does not exceed 9,000 pounds.
- -In case of emergency.

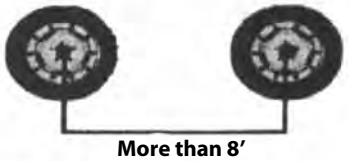
The gross weight on any one axle shall not exceed 20,000 pounds.



The gross weight on tandem axles shall not exceed 34,000 pounds.

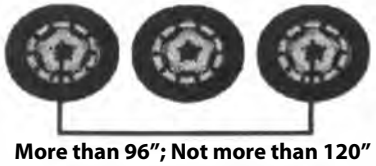
Not less than 40"; Not more than 96"

The bridge table controls the weight distribution on a "spread axle" configuration.



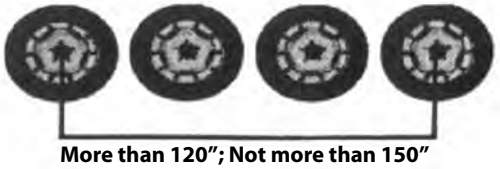
More than 8′

The gross weight on any triple axle combination will be allowed to carry up to 42,000 pounds if the triple axle configuration measures more than 8′ and less than 9′. The table applies for measurements 9′ and over.



More than 96"; Not more than 120"

The gross weight on any quad axle combination will be allowed to carry up to 50,000 pounds if the quad axle measures up to 12′. The table applies for measurements over 12′.



More than 120"; Not more than 150"

Attachment 4

8-1909. Gross weight limits for vehicles; exceptions; safety of certain vehicles for operation. (a) No vehicle or combination of vehicles shall be moved or operated on any highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed in the following table:

Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum load in pounds carried on any group of 2 or more consecutive axles						
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles	8 axles
4	34,000						
5	34,000						
6	34,000						
7	34,000						
8 and less	34,000	34,000					
More than 8	38,000	42,000					
9	39,000	42,500					
10	40,000	43,500					
11		44,000					
12		45,000	50,000				
13		45,500	50,500				
14		46,500	51,500				
15		47,000	52,000				
16		48,000	52,500	58,000			
17		48,500	53,500	58,500			
18		49,500	54,000	59,000			
19		50,000	54,500	60,000			
20		51,000	55,500	60,500	66,000		
21		51,500	56,000	61,000	66,500		
22		52,500	56,500	61,500	67,000		
23		53,000	57,500	62,500	68,000		
24		54,000	58,000	63,000	68,500	74,000	
25		54,500	58,500	63,500	69,000	74,500	
26		55,500	59,500	64,000	69,500	75,000	
27		56,000	60,000	65,000	70,000	75,500	
28		57,000	60,500	65,500	71,000	76,500	82,000
29		57,500	61,500	66,000	71,500	77,000	82,500
30		58,500	62,000	66,500	72,000	77,500	83,000
31		59,000	62,500	67,500	72,500	78,000	83,500
32		60,000	63,500	68,000	73,000	78,500	84,500
33			64,000	68,500	74,000	79,000	85,000
34			64,500	69,000	74,500	80,000	85,500
35			65,500	70,000	75,000	80,500	
36			66,000	70,500	75,500	81,000	
37			66,500	71,000	76,000	81,500	
38			67,500	72,000	77,000	82,000	
39			68,000	72,500	77,500	82,500	
40			68,500	73,000	78,000	83,500	
41			69,500	73,500	78,500	84,000	
42			70,000	74,000	79,000	84,500	
43			70,500	75,000	80,000	85,000	
44			71,500	75,500	80,500	85,500	
45			72,000	76,000	81,000		
46			72,500	76,500	81,500		
47			73,500	77,500	82,000		
48			74,000	78,000	83,000		
49			74,500	78,500	83,500		
50			75,500	79,000	84,000		
51			76,000	80,000	84,500		
52			76,500	80,500	85,000		
53			77,500	81,000	85,500		
54			78,000	81,500			
55			78,500	82,500			
56			79,500	83,000			
57			80,000	83,500			
58				84,000			
59				85,000			
60				85,500			

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axles is 36 feet or more.

(1) The gross weight on any one axle of a vehicle shall not exceed the limits prescribed in K.S.A. 8-1908, and amendments thereto.

(2) For vehicles and combinations of vehicles on the interstate system the table in this section shall not authorize maximum gross weight of more than 80,000 pounds.

(3) The table in this section shall not apply to truck tractor and dump semitrailer or truck trailer combination when such are used as a combination unit exclusively for the transportation of sand, salt for highway maintenance operations, gravel, slag stone, limestone, crushed stone, cinders, coal, blacktop, dirt or fill material, when such vehicles are used for transportation to a construction site, highway maintenance or construction project or other storage facility, except that such vehicles shall not be exempted from any application of the table as may be required to determine applicable axle weights for triple and quad axles as defined in K.S.A. 8-1908, and amendments thereto. As used in this subpart (3), the term "dump semitrailer" means any semitrailer designed in such a way as to divest itself of the load carried thereon.

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Attachment 5

Tandem Axle Straight Truck

20,000 lbs.

34,000 lbs

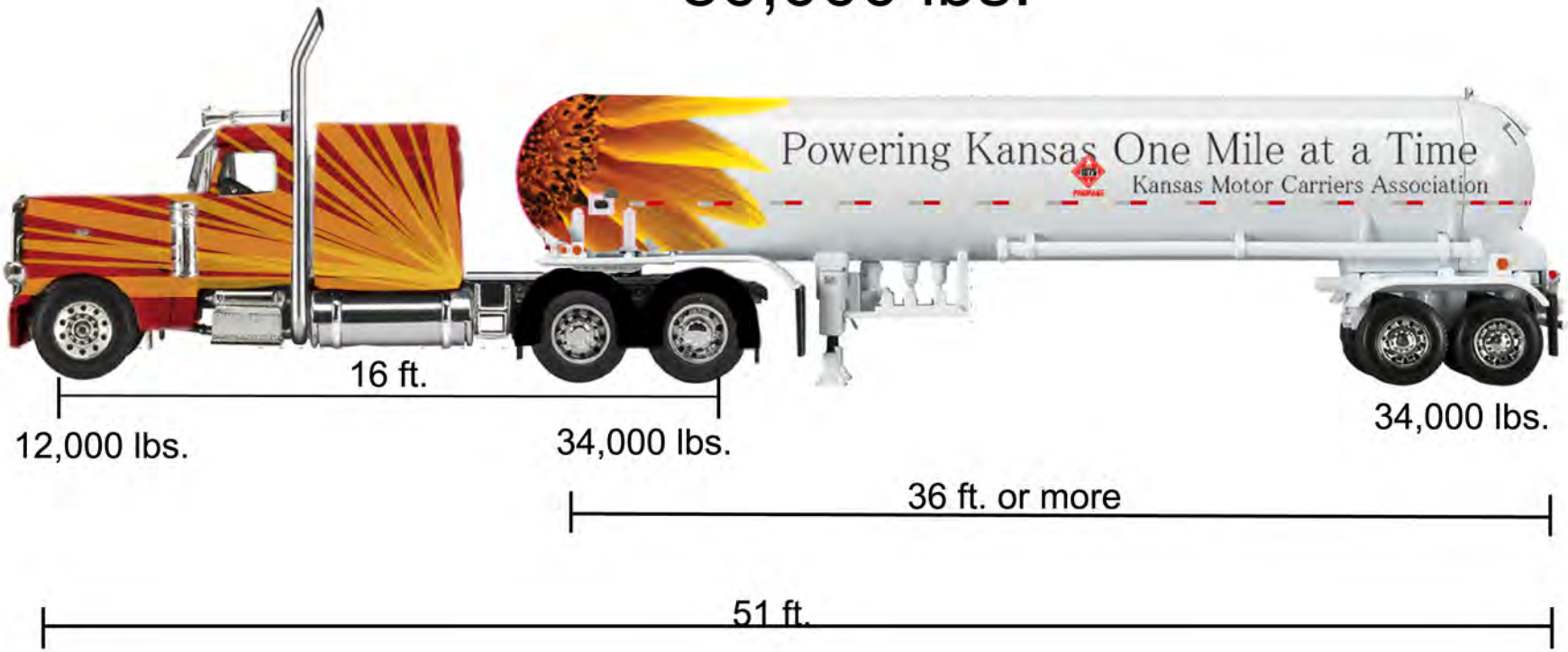
= 54,000 lbs. GVW

24 ft.

Attachment 6

Tandem Axle Tractor Trailer

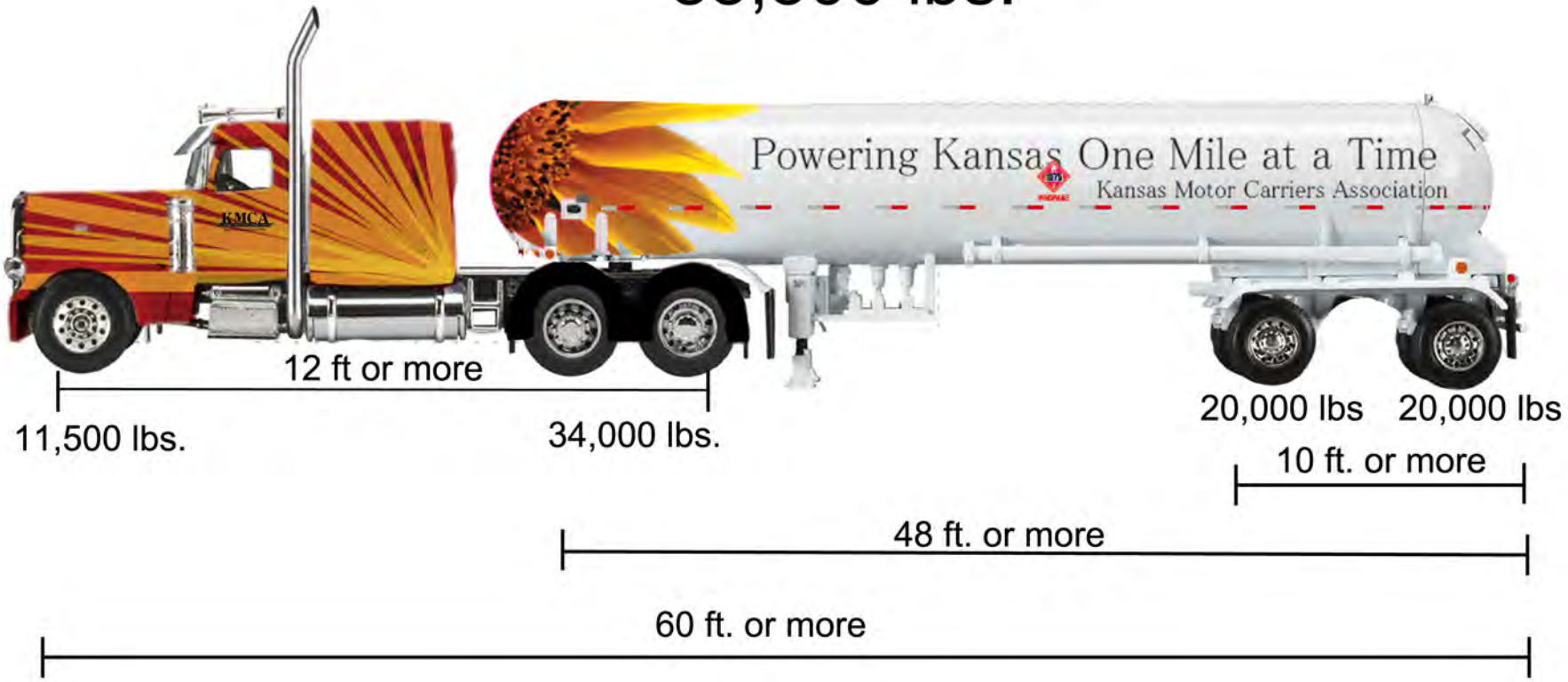
80,000 lbs.



Attachment 7

Spread Axle Tractor Trailer Combination

85,500 lbs.



Attachment 8

Triple Axle Tractor Trailer Combination

85,500 lbs.