

TRUCK WEIGHT DEMONSTRATION PROJECT

California's Food Processors



**Make Trucks Happy...
Let'Em Carry A Full Load**

IMAGINE...

- 370,000 fewer loads
- 115,000,000 less miles
- 23,000,000 gallons fuel saved
- 230,000 tons of CO₂ removed
- 2,800 tons of NO_x removed

For CLFP members alone, not counting millions of other loads, all kinds.



Clean California's Air

The California League of Food Processors is interested in demonstrating the fuel savings, emissions reductions, safety performance and other related efficiencies gained by allowing trucks hauling food products for processing to carry a full load. Why?

California's food processing industry is generally wholly dependent upon commercial trucking for delivery of raw products. Trucks also deliver supplies, ingredients, packaging and a host of other materials needed for processing. Trucks are also important in the distribution of finished goods. Initial estimates suggest California's food processors account for 1.5 million truck loads of these three types of cargo. The gross vehicle weight for trucks in California has been limited to 80,000 pounds. While most truck and trailer combinations can safely carry more, this limit restricts the truck load potential. For example, a typical 5-axle truck - two trailer combination, used extensively to haul raw product for the industry, is allowed 20,000 pounds for each non-steering axle and the physical capacity limit for the steering axle, which may be in the range of 12-14,000 pounds. This potential total of 92-94,000 pounds is presently capped at 80,000. Lifting the cap would allow an increase in payload, "carry a full load", with essentially no modification to existing equipment. Three trucks could carry the load of four. This means six trips instead of eight - eliminates one loaded and one empty trip. It's a win for everyone, we believe.

This demonstration project would provide, as an initial step, the overall feasibility and performance of trucks loaded to their full potential. This first step would be limited in scope to a statistically significant number of loads for one food, peaches for example. It would be designed to produce factual information for use in assessing whether full loads are in the best interests of the public.

The CLFP urges anyone interested in cleaner air, energy/fuel efficiency and overall productivity to support exploring greater utilization of existing transportation resources.



For additional information or more details, contact:
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