



Hill International Trucks

Truckers remain opposed to Speed Limiter Mandate

It has been over 2 months since the announcement of the plan to equip trucks weighing over 26,000lbs with a speed limiting device. The National Highway Traffic Safety Administration (NHTSA) and Federal Motor Carrier Safety Administration (FMCSA) proposed mandating that heavy-duty vehicles be equipped with devices that limit their speeds on U.S. roadways, and require those devices be set to a maximum speed. Both the NHTSA and FMCSA believe that proposal could save lives and save more than \$1 billion in fuel costs each year. The proposal was written to request a rule that trucks would be limited to either 60, 65, or 68 mph. However, the specifics haven't been stated or set in stone at the present moment.

Truckers, operators, and fleet managers have all been challenged to submit their comments on the rule, where most have been in opposition of the new mandate. The American Trucking association has been an advocate of supporting past limiter rules, but will not except the rule as it is currently written.

A final rule could take months or even years to fully develop into something all parties are willing to except. The DOT is accepting comments until Nov. 7th, but the ATA and the Owner-Operator Independent Drivers Association have petitioned to extend the comment period to receive more feedback from owner-operators and fleet managers.



Comments Submitted:

"As a small trucking company owner, I can see nothing in this idea that is not fraught with danger. The amount of congestion that this will cause all due to inappropriate driving of four wheeled vehicles in and around our tractor-trailers will create a massive problem on every major road in the country. The problem cannot be fixed with variable speeds on the road. The problem has to be addressed with better infrastructure and segregated lanes. This will cause nothing but death and destruction if allowed to be put into law. Speed limiters are a terrible idea." – Chris Fann

"No on speed limiters. This would cause drivers to have to work longer hours. Takes control away from drivers. Trucks use more fuel being limited...Can you see the bottle neck problems there would be, this would affect scheduling of loads, cause drivers to drive longer, be tired and fatigued." – Bernard Ziegenhorn



www.HillIntlTrucks.com

