

**Statement of Michael J. Riley
President
Motor Transport Association of Connecticut
Before
The Joint Committee on Transportation
February 23, 2015**

**Re: Proposed House Bill No. 5940 AN ACT CONCERNING
SIGNS PROHIBITING “JAKE BRAKING”**

And

**Proposed House Bill No. 5948 AN ACT CONCERNING JAKE
BRAKES**

I am Michael J. Riley, President of Motor Transport Association of Connecticut (MTAC), a statewide trade association, which represents around 800 companies that operate commercial motor vehicles in and through the state of Connecticut. Our membership includes freight haulers, movers of household goods, construction companies, distributors, tank truck operators and hundreds of companies that use trucks in their business and firms that provide goods and services to truck owners.

MTAC OPPOSES BOTH OF THESE BILLS

The Worldwide Headquarters of Jacobs Vehicle Systems is in Bloomfield, Connecticut. It has offices in Europe, Japan, Korea, China and India. It is the leader in engine retarding and valve actuation technology. With research, engineering and development efforts rivaled only by the aerospace industry, Jacobs is committed to proving the highest quality, highest performance, most reliable engine retarders on the market, and to be the industry leader in new engine retarding and engine valve actuation development. Jacobs Vehicle Systems is a good corporate citizen of this state. It employs skilled workers, pays taxes, and manufactures quality products.

Both of the subject bills use the term “Jake Brake”. This is a copyrighted trade name and should never be identified in legislation such as these bills.



Jacobs makes engine retarding braking systems, important adjunct and back up brakes which make larger vehicles safer. We should never ban these products because they help to stop heavy vehicles on slopes where standard foot brakes may overheat and lose effectiveness.

The problem which undoubtedly precipitated the introduction of these bills is the noise that is made when people tamper with the muffling systems which are designed to significantly diminish the sound made when the engine retarder kicks in. Properly installed and maintained engine retarders do not make anywhere near the sound which emanate from vehicles which have been altered for the purpose of making loud noise. It is not the intent of the makers of engine retarding braking systems to make them obnoxiously loud. Quite the contrary, a great deal of time, money and engineering and design expertise has been applied to making sure that these products are as quiet as possible.

When trucks make the loud noise identified as “Jake Brakes” it is because somebody has tampered with the muffling components with the objective of making more noise. This is wrong. This is already illegal in Connecticut. And, this is in no way the intention of the Jacobs Vehicle Systems.

In 2005, the Connecticut General Assembly addressed the problem of loud noises from trucks by passing, with the help of my Association, P.A. 05-218, which established a \$500 fine for anyone who altered the muffler on an engine compression brake device. The statute now reads.

CGS Sec. 14-80h

(i) Each truck, tractor or truck tractor that is equipped with an engine compression **brake** device shall be equipped with a muffler, in good working condition, for such device. In addition to any penalty for violating the decibel level provisions of section 14-80a, any person who operates such a truck, tractor or truck tractor in violation of this subsection shall be fined not more than five hundred dollars. The Department of Motor Vehicles may adopt regulations, in accordance with the provisions of chapter 54, to implement this subsection.

Therefore, there is no need for either of these bills. The law has passed and it should be enforced. Thank you.

