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state highways, it becomes complicated. This would solve the problem for our people. I think that they have a right to have as quiet a life as possible. And this would certainly help those who live along our state roads to have a much quieter life. So I would ask you to support the bill. Thank you.

SENATOR CUDABACK: Thank you, Senator Redfield. Senator Schrock, followed by Senator Vrtiska. Senator Schrock.

SENATOR SCHROCK: Senator Preister, if you would answer some questions for me.

SENATOR CUDABACK: Senator Preister, would you respond to a question?

SENATOR PREISTER: Yes, I will.

SENATOR SCHROCK: Just an observation, Senator Preister. I can tell you from experience that these engine retarders, brakes, are very beneficial in slowing trucks down that are heavily loaded. And it is very hard on brakes if you need to brake and can't use that. And I can tell you from experience that buying new brakes for trucks is not necessarily cheap. But is your objection to the fact they're using these brakes, or is your objection to the noise?

SENATOR PREISTER: The primary objection is to the noise, not to...and where they're being used, in areas of populations.

SENATOR SCHROCK: And I think your concern is legitimate, and I'm going to support you. But I can tell you that some of the new trucks, if muffled properly, they are not very noisy is they use the engine retarding brakes. And then I know people who run strait pipes on their trucks, and they use them, and you can hear them five miles away. So I think we should acknowledge that there's a lot of differences out there in the trucks and the amount of noise they make. Matter of fact, I would give you...would tell you that a lot of truckers downshift without using those brakes, and they can be noisy...just the downshifting can be noisy. And some of those that aren't properly muffled could be noisier than trucks that are using the engine retarder. So, we've got a little bit of everything out