

MAINE STATE LEGISLATURE

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ONE HUNDRED AND FIFTH LEGISLATURE

Legislative Document

No. 1740

S. P. 588

In Senate, May 14, 1971

Reported by Senator Greeley of Waldo from Committee on Transportation and printed under Joint Rules No. 18.

HARRY N. STARBRANCH, Secretary

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-ONE

AN ACT Relating to Operation of Pulpwood Trucks on Maine Highways.

Be it enacted by the People of the State of Maine, as follows:

R. S., T. 29, § 1652, repealed and replaced. Section 1652 of Title 29 of the Revised Statutes, as last amended by section 1 of chapter 331 of the public laws of 1967, is repealed and the following enacted in place thereof:

§ 1652. Weight of commercial vehicles limited

1. Weight limits.

A. No motor truck, trailer, tractor, combination of truck tractor and semi-trailer, or other commercial vehicle shall be operated, or caused to be operated, on or over any way or bridge when the gross weight, actual weight of vehicle and load, exceeds 73,280 pounds. No vehicle having 2 axles shall be so operated, or caused to be operated, when the gross weight exceeds 32,000 pounds, no vehicle having 3 axles shall be so operated, or caused to be operated, when the gross weight exceeds 51,800 pounds and no vehicle having 4 axles shall be so operated, or caused to be operated, when the gross weight exceeds 66,300 pounds, and no vehicle having 5 axles shall be so operated, or caused to be operated, when the gross weight exceeds 73,280 pounds. The operation of the vehicle shall be prima facie evidence that said operation was caused by the person, firm or corporation holding the permit or certificate for said vehicle from the Public Utilities Commission.

B. Two or more axles less than 4 feet apart shall be considered as one axle and no group of axles shall carry a load in pounds in excess of the value given in the following table corresponding to the distance in feet between the extreme axles of the group, measured longitudinally to the nearest foot:

Distance in feet between the extremes of any group of axles	Maximum load in pounds carried on any group of axles		
	3 axle vehicles	4 axle vehicles	5 axle vehicles
4 to 7	32,000		
8	32,610		
9	33,580		
10	34,550		
11	35,510		
12	36,470		
13	37,420		
14	38,360	45,900	
15	39,300	46,750	
16	40,230	47,600	
17	41,160	48,450	
18	42,080	49,300	51,100
19	42,990	50,150	52,050
20	43,900	51,000	53,000
21	44,800	51,850	53,950
22	45,700	52,700	54,900
23	46,590	53,550	55,850
24	47,470	54,400	56,800
25	48,350	55,250	57,750
26	49,220	56,100	58,700
27	50,090	56,950	59,650
28	50,950	57,800	60,600
29	51,800	58,650	61,550
30		59,500	62,500
31		60,350	63,450
32		61,200	64,400
33		62,050	65,350
34		62,900	66,300
35		63,750	67,250
36		64,600	68,200
37		65,450	69,150
38		66,300	70,100
39			70,550
40			73,280

provided, that no vehicle shall have a gross weight imparted to any road surface of more than 22,000 pounds on any one axle.

C. No vehicle having 2 or more axles less than 8 feet apart shall be operated, or caused to be operated, with more than 18,000 pounds imparted to the road surface from either axle or 36,000 pounds for both axles, specifically excepting the Interstate Highway System as defined in the Federal Highway Act of 1956, and vehicles operating on said Interstate Highway System shall not exceed 32,000 pounds imparted from both axles.

D. No vehicle shall be operated or caused to be operated when the load

imparted to the road surface is greater than 600 pounds per inch width tire, manufacturer's rating.

E. All 3-axle trucks with brakes on the wheels of all axles may be operated for a gross weight of 46,000 pounds with a distance between the extreme axles of not less than 16 feet.

F. All 3-axle trucks with brakes on the wheels of all axles, hauling forest products or raw ore from mine or quarry to place of processing, may be operated with a gross weight of 48,000 pounds with a distance between extreme axles of not less than 18 feet.

G. All 3-axle trucks with the 2 rear axles driven and with brakes on the wheels of all axles, hauling forest products or raw ore from mine or quarry to place of processing, may be operated for a gross weight of 50,000 pounds with a distance between extreme axles of not less than 18 feet.

H. All 3-axle trucks with the 2 rear axles driven and with brakes on the wheels of all axles, 4-axle trucks with 2 axles driven with a distance between extreme axles of not less than 24 feet and truck tractor, semi-trailer combinations, hauling forest products or raw ore from mine or quarry to place of processing, may be operated at 15% in excess of the maximum gross and axle weights permitted upon payment of an additional license fee of \$25 per calendar month or fraction thereof for any of the months of December, January or February.

I. All 3-axle trucks with brakes on the wheels of all axles, hauling construction materials, may be operated for a gross weight of 48,000 pounds with a distance between extreme axles of not less than 16 feet.

J. All trucks and combinations of truck tractor and semi-trailer with 4 or more axles shall have adequate brakes on the wheels of all axles or shall be in compliance with Interstate Commerce Commission safety regulations.

K. Additional weight limits provided for in paragraphs E, G and H of this section are not allowable on the Interstate Highway System.

L. Vehicles described in paragraphs F and I of this section are permitted on the Interstate Highway System.

M. Trucks equipped with axles that are not driven, but are part of a tandem axle, tri-axle or quad-axle, must have such axles so arranged when in use on the highway that the weight which they are supporting is shared by each of the axles of such a tandem axle, tri-axle or quad-axle, however:

(1) No single axle of a tandem axle shall support more than 60% of the total weight supported by such tandem axle.

(2) No single axle of a tri-axle shall support more than 40% of the total weight supported by such tri-axle.

(3) No single axle of a quad-axle shall support more than 30% of the total weight supported by such quad-axle.

N. The gross weight of a vehicle shall not be increased by the addition of a trailing axle, so-called, unless such axle supports at least 50% of the added weight permitted by such trailing axle.