

MAINE STATE LEGISLATURE

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FIRST REGULAR SESSION

ONE HUNDRED AND NINTH LEGISLATURE

Legislative Document

No. 383

H. P. 328

House of Representatives, February 7, 1979

On motion of Mr. Carroll of Limerick referred to the Committee on Transportation. Sent up for concurrence and 1,800 ordered printed.

EDWIN H. PERT, Clerk

Presented by Mr. Strout of Corinth.

Cosponsor: Mr. Carroll of Limerick.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
SEVENTY-NINE

AN ACT to Increase the Legally Authorized Length of a Combination Tractor-trailer Operating Upon the Roadways of the State of Maine.

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

29 MRSA § 244, sub-§ 2, as repealed and replaced by PL 1975, c. 451, is amended to read:

2. Combination tractor-trailer; exceptions. A combination of truck tractor and full trailer or truck tractor and semitrailer shall not exceed ~~56½~~ **60** feet in length, including all structural parts thereof, permanent or temporary, except:

~~A. That the load on such vehicle combinations may extend beyond the 56½ feet by the usual bumper overhang of the transported vehicle in the case of a combination of motor vehicle and semitrailer exclusively engaged in the transportation of motor vehicles;~~

B. That the loan on such vehicle combinations utilized exclusively for the transportation of tree length logs may extend beyond ~~56½~~ **60** feet by **8½** feet, provided that not more than **25%** of the length of such logs shall extend beyond the body of such vehicle combination.

STATEMENT OF FACT

The purpose of this legislation is to authorize the use and operation of standardized conventional twin axle tractors with the legally authorized 45 foot trailers and provide the industry with the competitive marketplace already available in some of the other sister New England states.

Additionally, this extra length will provide for greater stability and roadability in the handling of the unit in that it will permit the driver to move the 5th wheel back further and allow for better load distribution over the drive axles. This will allow for better weight displacement upon the tractor-trailer in that it will relieve the operational loading from the steering axle and better distribute the weight of the unit over the entire load.