

MAINE STATE LEGISLATURE

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114th MAINE LEGISLATURE

FIRST REGULAR SESSION - 1989

Legislative Document

No. 34

H.P. 34

House of Representatives, January 30, 1989

Reported by Representative MACOMBER from the Joint Standing Committee on Transportation pursuant to Public Law 1987, chapter 793.

Reference to the Joint Standing Committee on Transportation suggested and printing ordered under Joint Rule 18.

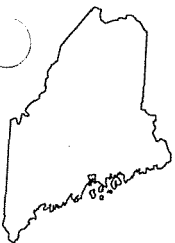
A handwritten signature in cursive script that reads "Ed Pert".

EDWIN H. PERT, Clerk

STATE OF MAINE

IN THE YEAR OF OUR LORD
NINETEEN HUNDRED AND EIGHTY-NINE

AN ACT to Remove Inequities in the Truck Weight Laws.



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

3 **Sec. 1. 29 MRSA §1652, sub-§2, ¶B,** as repealed and replaced by
5 PL 1983, c. 480, Pt. B, §29, is amended to read:

7 B. No Except as provided in paragraph D and in section
9 1655, no vehicle may be operated, or cause caused to be
11 operated, with a gross weight exceeding 22,400 pounds on a
13 single axle unit, 38,000 pounds on a tandem axle unit or
15 48,000 pounds on a tri-axle unit, specifically excepting the
17 Interstate Highway System as defined in the Federal Aid
19 Highway Act of 1956, where the gross weight on a single axle
21 unit shall not exceed 22,000 pounds when the gross weight of
23 the vehicle is 73,280 pounds or less nor 20,000 pounds when
25 the gross weight of the vehicle is in excess of 73,280
27 pounds, the gross weight on a tandem axle unit shall not
29 exceed 34,000 pounds and the gross weight on a tri-axle unit
31 shall not exceed the gross weight as determined by the
33 formula set out in subsection 1, paragraph A; and provided
35 that:

37 (1) Nothing contained in section 1655 may permit an
39 axle or tandem axle weight on the Interstate Highway
41 System as defined in the Federal Aid Highway Act of
43 1956 in excess of the limits established for the system
45 in this section;

47 (2) No single axle of a tandem axle unit may support
49 more than 60% of the total weight supported by that
51 tandem axle unit. It shall not be deemed a violation
of this subparagraph if neither axle of a tandem axle
unit exceeds the weight legally allowed on a single
axle unit of that vehicle;

(3) No single axle of a tri-axle unit may support more
than 40% of the total weight supported by that tri-axle
unit; and

(4) The gross weight of a vehicle shall not be
increased by the addition of a trailing axle, so
called, unless that axle supports at least 50% of the
added weight permitted by the addition of that trailing
axle.

45 **Sec. 2. 29 MRSA §1652, sub-§2, ¶D** is enacted to read:

47 D. Except for vehicles operating on the Interstate Highway
49 System, the axle weight limits of paragraph B and of section
51 1655 applicable to single axle units, tandem axle units and
tri-axle units shall not apply to any vehicle operating
within the applicable gross weight limit for that vehicle.

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STATEMENT OF FACT

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This bill is the minority report of the heavy truck study, authorized by Public Law 1987, chapter 793, Part A. For vehicles which are within their authorized gross weight, including any applicable permits, it repeals the axle limits. For vehicles which exceed their authorized gross weight, the axle limits would remain.

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