

L.D. 2156

### (Filing No. H-952)

## STATE OF MAINE HOUSE OF REPRESENTATIVES 115TH LEGISLATURE SECOND REGULAR SESSION

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COMMITTEE AMENDMENT "H" to H.P. 1527, L.D. 2156, Bill, "An Act to Clarify Permit Provisions for General Commodity Vehicles with a Maximum Gross Weight of 100,000 Pounds"

Amend the bill by striking out the first 2 lines after the enacting clause (page 1, lines 3 and 4 in L.D.) and inserting in their place the following:

'Sec. 1. 29 MRSA 1652, sub- 1, A, as amended by PL 1991, c. 307, and c. 410, Pt. A, 1, is repealed and the following enacted in its place:

A vehicle or combination of vehicles may not be Α. operated, or caused to be operated, on or over any way or bridge when the gross weight, actual weight of vehicle and load, exceeds 90,000 pounds. Vehicles having 2 axles may not be operated, or caused to be operated, when the gross weight exceeds 34,000 pounds. A vehicle or combination of vehicles having 3 axles may not be operated, or caused to be operated, when the gross weight exceeds 54,000 pounds. A vehicle or combination of vehicles having 4 axles or, except as provided in paragraph G, any single unit vehicle having 5 or more axles, may not be operated, or caused to be operated, when the gross weight exceeds 69,000 pounds. Except as provided in paragraphs E, F and H, a vehicle or combination of vehicles having 5 or more axles may not be operated, or caused to be operated, when the gross weight exceeds 80,000 pounds. Notwithstanding any other provision of this paragraph, a vehicle may be operated, or caused to be operated on the Interstate Highway System, as defined in the Federal Aid Highway Act of 1956, with a gross weight that does not exceed the following formula, or 80,000 pounds, whichever is less:

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# COMMITTEE AMENDMENT

COMMITTEE AMENDMENT "A" to H.P. 1527, L.D. 2156

2       LN         4       N = 1         6       N = overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds         8       L = overall distance in feet between the extreme of any group of 2 or more consecutive axles         10       Scc. 2. 29 MRSA §1652, sub-§1, ¶F, as amended by FL 1991, c. 307, §6 and c. 411, is repealed and the following enacted in its place:         18       Further amend the bill in paragraph F in subparagraph (4) by striking out all of division (c).         20       Further amend the bill by inserting at the end before the statement of fact the following:         26       Scc. 3. 29 MRSA §1652, sub-§1, ¶H is enacted to read:         27       Further amend the bill by inserting at the end before the statement of fact the following:         28       H. The axle and gross weight limits enumerated in this paragraph supersede those enumerated in a decombination which a 2-axle trailer may be operating in combination with a 2-axle trailer may be operated, or caused to be operated, with a maximum gross weight of 94.000 pounds gross weight and the combined registered weight of the truck and trailer unit is at least 85,000 pounds gross weight.         40       (1) The trailer unit is cordance with section 1655 and carried in the vehicle at all times.         41       (2) A special commodity permit is obtained from the Secretary of State in accordance with section 1655 and carried in the vehicle at all times.         42       (2) A special commodity permit is obtained from the Secretary of State in accordance w		
M = 500( + 12N + 36)         N = 0         M = overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds         L = overall distance in feet between the extreme of any group of 2 or more consecutive axles         N = number of axles in group under consideration.         Sec. 2. 29 MRSA §1652, sub-§1, ¶F, as amended by FL 1991, c. 307, §6 and c. 411, is repealed and the following enacted in its place:'         Further amend the bill in paragraph F in subparagraph (4) by striking out all of division (c).         Further amend the bill by inserting at the end before the statement of fact the following:         Sec. 3. 29 MRSA §1652, sub-§1, ¶H is enacted to read:         Further amend the bill by inserting at the end before the statement of fact the following:         Sec. 3. 29 MRSA §1652, sub-§1, ¶H is enacted to read:         H. The axle and gross weight limits enumerated in this paragraph supersede those enumerated in section 1655. A combination with a 2-axle single unit truck operating in combination with a 2-axle trailer may be operated, or caused to be operated, with a maximum gross weight of 94.000 pounds if the following conditions are met.         In the trailer unit is registered for a minimum of 28.000 pounds gross weight.         In the trailer unit is at least 85.000 pounds gross weight.         In the vehicle at all times.         In the vehicle a	2	ĹŊ
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(4) The following single axle weights may not be

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exceeded. 4 (a) For a steering axle, the limit is the lesser of 14,000 pounds or the weight limit provided by 6 subsection 2, paragraph C. 8 (b) For 2 to 4 truck axles, the limit is 20,000 10 pounds for each axle. 12 (c) For trailer axles, the limit is 18,000 pounds for each axle. 14 (5) The gross weight of the triaxle, which is the sum 16 of the weight of the 2nd, 3rd and 4th axles of the truck, may not exceed 50,000 pounds. 18 (6) When operating at a gross vehicle weight exceeding 20 88,000 pounds, all liftable axles of the vehicle must be in full contact with the ground at all times. 22 (7) The "percent over basic weight" used to calculate fines for weight violations by the vehicle under 24 sections 1654 and 1654-A must be based upon a gross vehicle weight limit of 85,000 pounds or upon the axle 26 weight limits enumerated in subparagraphs (4) and (5), 28 as appropriate; 30 (8) The following vehicle dimensions must be met. 32 At Least Not to Exceed 34 Overall Vehicle Length 65 ft. 0 in. <u>Axle 1 to Axle 6</u> 56 ft. 10 in. 58 ft. 10 in. 36 <u>Axle 1 to Axle 2</u> <u>13 ft. 6 in.</u> <u>18 ft. 4 in.</u> <u>Axle 2 to Axle 3</u> <u>3 ft. 8 in.</u> 5 ft. 0 in. 38 <u>5 ft. 0 in.</u> Axle 3 to Axle 4 <u>3 ft. 8 in.</u> <u>12 ft. 11 in.</u> 17 ft. 6 in. 40 Axle 4 to Axle 5 <u>Axle 5 to Axle 6</u> 15 ft. 2 in. 20 ft. 7 in. 42 Axle distances are measured from axle center to axle 44 center. 46 (9) All brakes, axles and suspensions of both the truck and trailer units must be certified with respect 48 to weight capacity by a final stage manufacturer.

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COMMITTEE AMENDMENT

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Separate certifications for the truck and trailer units must be filed with the Secretary of State on forms prescribed by the Secretary of State. A copy of the certification for each unit must be carried in the vehicle at all times.

Nothing contained in this paragraph is applicable to vehicles operating on the Interstate Highway System, as defined in the Federal Aid Highway Act of 1956.

Sec. 4. 29 MRSA §1656, first ¶, as repealed and replaced by PL 12 1983, c. 94, Pt. B, §18, is amended to read:

14 Except as provided in section sections 1652 and 1655, no person may operate, or cause to be operated, any vehicle with a 16 gross weight that is more than 2 1/2% or 500 pounds, whichever is the greater, above the gross weight specified in the registration 18 certificate for these vehicles, provided that no vehicle or combination of vehicles may be operated on the highway with a 20 gross weight that exceeds those limits established by this Title.

#### FISCAL NOTE

The additional permit fees from allowing certain 4-axle 26 trucks with 2-axle trailers with a maximum gross weight of 94,000 pounds to obtain a special commodity permit will increase Highway 28 Fund revenues by a minor amount.'

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### STATEMENT OF FACT

34 This amendment deletes from the bill the requirement that the controls for raising or lowering liftable axles on a truck 36 operating under a general commodity permit with a maximum gross weight of 100,000 pounds be inaccessible from the cab. The amendment authorizes the operation of a 4-axle single unit truck 38 in combination with a 2-axle trailer with a gross vehicle weight limit of 94,000 pounds under a special commodity permit. This 40 authorizing legislation for the 4-axle truck with 2-axle trailer results from the successful testing of such a truck in the 42 Department of Transportation's Experimental Vehicle Program.

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Reported by the Committee on Transportation Reproduced and distributed under the direction of the Clerk of the House 2/19/92 (Filing No. H-952)

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