

# MAINE STATE LEGISLATURE

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# 120th MAINE LEGISLATURE

## FIRST REGULAR SESSION-2001

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Legislative Document

No. 521

H.P. 400

House of Representatives, February 6, 2001

### **An Act to Adopt the Canadian Highway Weight Standards.**

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Reference to the Committee on Transportation suggested and ordered printed.

*Millicent M. MacFarland*

MILLICENT M. MacFARLAND, Clerk

Presented by Representative MORRISON of Baileyville.  
Cosponsored by Senator SHOREY of Washington and  
Representatives: BOWLES of Sanford, BUCK of Yarmouth, HALL of Bristol, HATCH of  
Skowhegan, SHERMAN of Hodgdon.

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

2  
4       **Sec. 1. 29-A MRSA §2354, sub-§2**, as amended by PL 1999, c. 580, §7 and affected by §14, is further amended to read:

6       **2. 100,000 pounds.** One hundred thousand pounds, as long as the vehicle meets these requirements:

8  
10       A. The distance between the extreme axles, excluding the steering axle, is not less than 36 feet as measured to the nearest foot. The maximum gross vehicle weight permitted is reduced by 2,000 pounds for each foot the distance is less than 36 feet between the extreme axles, excluding the steering axle, measured to the nearest foot; and

16       B. The minimum distance between the steering axle and the first axle of the tandem-axle group is at least 10 feet as measured to the nearest foot; and

20       C. The maximum weight on the:

22               (1) Tandem axle does not exceed 41,000 pounds; and

24               (2) Tri-axle does not exceed 50,000 pounds.

26       Nothing contained in this subsection applies to vehicles using the Interstate Highway System as defined in the Federal Aid Highway Act of 1956.

30       Except as provided in section 2354-A and section 2360, subsections 4 and 5, for vehicles operating under this subsection, gross vehicle weight violations are fined in accordance with the following schedule:

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36       Percent over 100,000 pounds	Fine for each percent
38       1-10%	\$100 + \$20 for each percent over 1%
40       11-20%	\$300 + \$25 for each percent over 10%
42       21-30%	\$550 + \$30 for each percent over 20%
44       31-40%	\$850 + \$35 for each percent over 30%
46       41% or more	\$1,200 + \$10 for each percent over 40%

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2 For all vehicles manufactured, modified or retrofitted with  
3 liftable or variable load suspension axles after October 30,  
4 1991, liftable or variable load suspension axles are permitted  
5 only under the following conditions: only one liftable or  
6 variable load axle may be present on the truck tractor and only  
7 one liftable or variable load axle may be present on the  
8 semitrailer; liftable or variable load axles must be located on  
9 the vehicle so that they are legally part of the tandem axle  
10 group or tri-axle group as appropriate; and the axle weight  
11 rating of liftable or variable load axles must conform to the  
12 expected loading of the suspension and must be 20,000 pounds or  
13 more.

14

**Sec. 2. 29-A MRSA §2354-A is enacted to read:**

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**§2354-A. Limited adoption of Canadian highway weight standards**

18

19 Notwithstanding section 2354, a combination vehicle  
20 consisting of a 3-axle truck tractor with a tri-axle semitrailer  
21 may be operated with a gross vehicle weight of 137,700 pounds on  
22 Route 1 from Calais to the junction of Route 1 and Route 9 in  
23 Baileyville.

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**SUMMARY**

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29 This bill adopts Canadian highway weight standards on a  
30 limited portion of Route 1 from Calais to the junction of Route 1  
31 and Route 9 in Baileyville. The bill allows a maximum gross  
32 vehicle weight of 137,700 pounds for a combination vehicle  
consisting of a 3-axle truck tractor with a tri-axle semitrailer.