

MAINE STATE LEGISLATURE

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N I N E T Y - E I G H T H L E G I S L A T U R E

Legislative Document

No. 1559

House of Representatives, May 2, 1957.
Filed for Reproduction or Printing by Mr. Quinn of Bangor.
HARVEY R. PEASE, Clerk.

STATE OF MAINE

IN THE YEAR OF OUR LORD NINETEEN HUNDRED
FIFTY-SEVEN

HOUSE AMENDMENT "A" to S. P. 352, L. D. 930, Bill, "An Act Relating to Weight of Commercial Vehicles."

Amend said Bill by inserting after the words "Weight of" in the Title the words 'and Adequate Brakes for'

Amend said Bill in the 2nd paragraph of that part designated "**Sec. 109**" by striking out the underlined words "**with adequate brakes on the wheels of all axles**" which appear in the 2nd, 3rd and 4th lines under the caption "Maximum load in pounds carried on any group of axles".

Further amend said Bill in that part designated "**Sec. 109**" by indicating the striking out of the words "with brakes on the wheels of all axles" in the 11th line from the end by drawing a line through said words as follows: '~~with brakes on the wheels of all axles.~~'

Further amend said Bill in that part designated "**Sec. 109**" by indicating the striking out of the words "with brakes on the wheels of all axles" in the 8th line from the end by drawing a line through said words as follows: '~~with brakes on the wheels of all axles.~~'

Further amend said Bill in that part designated "**Sec. 109**" by striking out all of the last underlined sentence.

Further amend said Bill by adding at the end thereof the following section :

"**Sec. 3. R. S., c. 22, §§ 41-A - 41-G, additional.** Chapter 22 of the Revised Statutes is hereby amended by adding thereto 7 new sections to be numbered 41-A to 41-G, inclusive, to read as follows :

'**Sec. 41-A. Adequacy of brakes of commercial vehicles.** Every bus, truck, tractor, trailer, combination of truck tractor and semi-trailer or other commercial vehicle, referred to as commercial vehicle in sections 41-A to 41-G, inclusive,

shall be equipped with brakes acting on each and every wheel adequate to control the movement of, and to stop and to hold, such vehicle or combination of vehicles, including 2 separate means of applying the brakes. At least one such braking means shall be a mechanical parking brake which shall employ a ratchet and pawl or other suitable locking and releasing mechanism to insure the setting and holding of at least one set of brakes. If these 2 separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the vehicle without brakes adequate to stop and to hold such vehicle.

Sec. 41-B. Brake performance. Every commercial vehicle or combination of commercial vehicles, according to its type, shall be capable at all times and under all conditions of loading, of stopping on a dry, smooth, level road free from loose material, upon application of the service (foot) brake, within the distances specified below, or shall be capable of decelerating at a sustained rate corresponding to these distances:

Feet to stop
from 20 miles
per hour

Commercial vehicles or combinations of
commercial vehicles having brakes on
all wheels

30

The braking distance shall be measured by means of an instrument or machine of the decelerometer type capable of being read in feet to stop from 20 miles per hour.

Sec. 41-C. Application of brakes on combinations of commercial vehicles. In any combination of commercial vehicles, means shall be provided for applying the rearmost trailer brakes, of any trailer equipped with brakes, in approximate synchronism with the brakes on the towing vehicle and developing the required braking effort on the rearmost wheels at the fastest rate; or means shall be provided for applying braking effort first on the rearmost trailer equipped with brakes; or both of the above means capable of being used alternately or conjunctively may be employed.

Sec. 41-D. Independence of parking brake controls. Means of parking braking, the operating controls of which shall be independent of the operating controls of the service (foot) brake, shall be provided to hold any commercial vehicle or combination of commercial vehicles stationary on a 10% grade.

Sec. 41-E. Adequacy of brake tubing, hose and brake lining. All brake tubing and brake hose shall be adequate in material and construction to insure proper continued functioning; sufficiently long and flexible to accommodate without damage all normal motions of the parts to which they are attached; and suitably secured and protected against chafing or other mechanical injury. The brake lining on every commercial vehicle shall be so constructed and installed as not to be subject to excessive fading and grabbing and shall be adequate in thickness, means of attachment and physical characteristics to provide for safe and reliable stopping of the vehicle.

Sec. 41-F. Brake tubing and hose connections. All connections for compressed air, vacuum or hydraulic braking systems shall be adequate in material and construction to insure proper continued functioning; and shall be so designed, constructed, installed and maintained as to insure, when properly connected, an attachment free of leaks, constrictions or other defects. Suitable provision shall be made in every detachable connection to afford reasonable assurance against accidental disconnection.

Sec. 41-G. Brakes to be operative at all times. All brakes with which commercial vehicles are equipped shall be operative at all times. Means may be used for reducing the braking effort on the front wheels of said commercial vehicle, provided no such means shall be capable of making the front wheel brakes entirely inoperative.’”