

Chapter 170: PERMITTING COMMERCIAL VEHICLES AT CANADIAN WEIGHT LIMITS TO TRAVEL FROM DESIGNATED POINTS AT THE CANADIAN BORDER TO BAILEYVILLE, MADAWASKA, AND VAN BUREN

SUMMARY: This rule implements the Canadian Weight Limits (CWL) program authorized by Title 29-A M.R.S.A. § 2354-C which provides for the operation of two vehicle configurations at certain Canadian weight limits between the Canadian border at Calais to a mill in Baileyville; from the Canadian border at Madawaska to a paper mill in Madawaska; and from the Canadian border at Van Buren to a rail yard in Van Buren.

SECTION 1. DEFINITIONS

Generally, unless the context clearly indicates otherwise, undefined terms used in this rule have the same meaning as in Title 29-A M.R.S.A.

1. **APPLICATION:** means the original or renewal application for the privilege of moving permitted vehicles on the public highways.
2. **APPORTIONED OR PRORATED FOR THE STATE OF MAINE:** means registration based on a proportional payment of registration fees determined through the IRP which includes a fair allotment for Maine.
3. **B-TRAIN DOUBLE:** means a truck tractor semitrailer-semitrailer combination vehicle in which the two trailing units are connected with a B-train assembly. The B-train assembly is a rigid frame extension attached to the rear frame of a first semitrailer that allows for a 5th wheel connection point for a second semitrailer. The configuration has eight total axles arranged as follows: steering axle; tandem axle; tri-axle; tandem.
4. **BEHAVIOR ANALYSIS AND SAFETY IMPROVEMENT CATEGORIES (BASICS):** means the seven carrier and driver behavior categories used by the Federal Motor Carrier Safety Administration's Safety Measurement System (SMS) to quantify the on-road safety performance of carriers and drivers to identify candidates for interventions, discover and target specific safety problems unique to a carrier or driver, and monitor safety problems throughout the intervention process. The seven BASICS are as follows:
 - A. **Unsafe Driving -** operation of commercial motor vehicles by drivers in a dangerous or careless manner.
 - B. **Fatigued Driving -** operation of commercial motor vehicles by drivers who are ill, fatigued, or in non-compliance with the Hours of Service regulations.

- C. Driver Fitness - operation of commercial motor vehicles by drivers who are unfit to operate a commercial motor vehicle due to lack of training, experience, or medical qualifications.
 - D. Controlled Substances/Alcohol - operation of commercial motor vehicles by drivers who are impaired due to alcohol, illegal drugs, and misuse of prescription or over-the-counter medications.
 - E. Vehicle Maintenance - failure to properly maintain a commercial motor vehicle.
 - F. Cargo-Related - failure to properly prevent shifting loads, spilled or dropped cargo, overloading, and unsafe handling of hazardous materials on a commercial motor vehicle.
 - G. Crash Indicator – commercial motor vehicle operation with a history or pattern of high crash involvement, including frequency and severity.
5. BUREAU: means the Maine Bureau of Motor Vehicles.
 6. CARRIER: See MOTOR CARRIER.
 7. COMBINATION (OF) VEHICLE(S): means a truck or truck tractor used in combination with a trailer(s) and/or a semitrailer(s).
 8. COMMISSIONER: means the Commissioner of the Maine Department of Transportation, or any Deputy Commissioner of the Maine Department of Transportation.
 9. COMPLIANCE, SAFETY, ACCOUNTABILITY (CSA): means the Federal Motor Carrier Safety Administration (FMCSA) initiative to improve large truck and bus safety in order to reduce crashes, injuries, and fatalities that are related to commercial motor vehicles. CSA uses inspection and crash results to measure safety performance and identify carriers whose behaviors could reasonably lead to crashes. The Safety Measurement System (SMS) quantifies the on-road safety performance of carriers and drivers and allows FMCSA to more effectively evaluate safety performance and address high-risk behavior with interventions specifically tailored to a carrier's safety problems.
 10. FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA): means the Federal Agency responsible for developing, compiling, and enforcing interstate motor carrier safety regulations. FMCSA establishes each motor carrier's safety rating, and advises each state of those carriers with unsatisfactory safety ratings.
 11. FIFTH WHEEL: means the device mounted on a truck tractor or similar towing vehicle that interfaces with and couples to the upper coupler assembly of a semitrailer.
 12. GROSS WEIGHT (GW): means the weight in pounds of an empty vehicle or axle plus the weight of the maximum load to be carried by the vehicle or axle.
 13. GROSS VEHICLE WEIGHT (GVW): means the actual total weight of the vehicle and load.

14. GROSS VEHICLE WEIGHT RATING (GVWR): means the weight rating of the vehicle and maximum load as determined by the final stage manufacturer.
15. INTERNATIONAL FUEL TAX AGREEMENT (IFTA): means the base state fuel tax compact headquartered in the State of Arizona. See Chapter 165, Rules of the Secretary of State.
16. INTERNATIONAL REGISTRATION PLAN (IRP): means the uniform reciprocal agreement for the registration of commercial motor vehicles used in interstate commerce. The IRP provides for the proportional collection and distribution of jurisdictional registration fees based on the percentage of miles traveled in each member jurisdiction. See Chapter 162, Rules of the Secretary of State.
17. INTERSTATE COMMERCE: means trade, traffic, or transportation in the United States between:
 - A. a place in a State and a place outside of such State (including a place outside of the United States); or
 - B. places in a State through another State or a place outside of the United States.
18. MOTOR CARRIER SAFETY IMPROVEMENT PROCESS (MCSIP): means the data-driven process that uses current safety event information such as crashes, inspections, driver violations, compliance review data and other data to assess and monitor motor carrier safety performance. Safety events are assigned to the motor carrier responsible for the safety of the motor vehicle and are weighed according to severity, frequency and time since the occurrence. This FMCSA program is designed to improve the safety performance of carriers with demonstrated poor safety performance through accurate identification, performance monitoring and treatment.
19. MOTOR CARRIER: means a person (an individual, partnership, association, corporation, business trust, or any other organized group of individuals) who is responsible for the safety fitness of a commercial motor vehicle engaged in commerce on roads and highways.
20. MOTOR CARRIER MANAGEMENT INFORMATION SYSTEM (MCMIS): means the Federal Motor Carrier Safety Administration's (FMCSA) computerized systems whereby the FMCSA maintains a comprehensive record of the safety performance of the motor carriers and hazardous materials shippers who are subject to the Federal Motor Carrier Safety Regulations or Hazardous Materials Regulations.
21. MOTOR VEHICLE LAWS: means those laws concerning motor vehicles as found in Title 29-A M.R.S.A. and related rules.
22. OVERLIMIT PERMIT UNIT: means the unit within the Bureau of Motor Vehicles, Office of Motor Carrier Services with the authority and responsibility to routinely process CWL permits.
23. OWNER: means a person, firm, corporation, or other legal entity, other than a lien holder, holding legal title or legal possession to a vehicle.

24. OWNER/OPERATOR: means someone who owns a truck or truck tractor, but who leases the motor vehicle with driver to a motor carrier.
25. PERMIT OR CANADIAN WEIGHT LIMITS (CWL) PERMIT: means a credential authorizing travel at the approved weights and configurations for either Baileyville, Madawaska, or Van Buren. Each route requires a separate permit.
26. PERMIT VIOLATION: means any performance of an act outside the scope of the permit that is prohibited by federal or state statute, rule, regulation, or ordinance; or the failure to perform an act required by statute, rule, regulation, or ordinance, including traffic infractions.
27. PERMITTEE: means the entity to which a permit has been granted in accordance with this rule.
28. POWER UNIT: means the control and pulling vehicle for trailers and/or semitrailers.
29. REGISTERED WEIGHT (RW): means the weight for which a vehicle is licensed or registered within a particular jurisdiction.
30. REGISTRANT: means a person, firm, or corporation in whose name a vehicle is properly registered in compliance with all laws, rules, and policies relating to vehicle registration.
31. REGISTRATION: means the granting by a jurisdiction of the privilege to operate a vehicle on the public highways. Registration identifies a specific vehicle, and determines operational control of the vehicle.
32. REVOCATION: means the permanent termination of permit privileges for cause.
33. SAFETY MEASUREMENT SYSTEM (SMS): means the automated, data driven analytical system designed to quantify a motor carrier's relative performance in any of seven Behavior Analysis and Safety Improvement Categories (BASICS) using data from roadside inspections, including all safety-based violations, State-reported crashes, and the Federal motor carrier census. A carrier's measurement for each BASIC depends on the number of adverse safety events, the severity of violations or crashes, and when the adverse safety event occurred. More recent events are weighted more heavily. After a measurement is determined the carrier is placed in a peer group consisting of carriers with a similar number of safety events. The SMS computes a percentile ranking based on a 0-100 scale for each BASIC by comparing the carrier's measurement to the measurements of all other carriers in the peer group. A percentile rank of 100 indicates the worst performance. Carriers with percentiles above a certain threshold and meeting minimum data sufficiency requirements in a BASIC are targeted for specific safety interventions designed to reduce the at-risk behavior(s) that are frequently associated with commercial motor vehicle crashes.
34. SECRETARY: means the Maine Secretary of State, or any designee duly authorized to act on behalf of the Secretary of State to administer this rule.
35. SEMITRAILER: means a vehicle without motive power, designed to be drawn by a motor vehicle, and constructed so that some part of its weight and its load rests upon or is carried by the motor vehicle.

36. **SERIOUS VIOLATION:** means a violation where non-compliance is so severe that it requires immediate corrective action by a motor carrier (e.g., failing to implement an alcohol and/or controlled substance testing program) or a violation which relates directly to the carrier's management and/or operational controls and is indicative of breakdowns in a carrier's management controls (e.g., false report of records of duty status).
37. **THREE AXLE SEMITRAILER:** means a semitrailer with a rear tri-axle unit.
38. **TITLE 29-A:** any reference to Title 29-A means Title 29-A of the Maine Revised Statutes Annotated (M.R.S.A.).
39. **TRAILER:** means a vehicle without motive power, designed to carry persons or property and to be drawn by a motor vehicle, not operated on tracks, and so constructed that no part of its weight and its load rests upon the towing vehicle.
40. **TRUCK:** means a motor vehicle designed and used primarily to carry property. A truck may be used to tow trailers and/or semitrailers.
41. **TRUCK TRACTOR:** means a motor vehicle designed and used exclusively to draw other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and the load drawn.
42. **UNIFIED CARRIER REGISTRATION AGREEMENT (UCR AGREEMENT OR UCRA):** means the interstate agreement developed under the UCR Plan governing the collection and distribution of registration information and UCR fees paid by motor carriers, motor private carriers, brokers, freight forwarders, and leasing companies pursuant to 49 U.S.C. Section 14504a.
43. **USDOT NUMBER:** also known as a census number, means a motor carrier identification number issued by FMCSA, provided for under 49 CFR §390.19(h)(1). Safety events are accumulated under the carrier's or registrant's USDOT Number.
44. **VEHICLE:** means a device for conveyance of persons or property on a public or private way, excepting devices moved by human power or used exclusively upon rails or tracks.
45. **VEHICLE IDENTIFICATION NUMBER (VIN):** means the unique set of numbers and letters assigned to a vehicle by the manufacturer.

SECTION 2. SYNOPSIS

1. This rule establishes and defines Maine's regulation of the Canadian Weight Limits (CWL) Program. The purpose of this program is to allow motor carriers with specific vehicle configurations to cross at certain United States-Canada borders, over pre-determined routes, to specified destinations within Maine.

SECTION 3. COMMUNICATIONS

1. All written communications and documents should be addressed to the "Bureau of Motor Vehicles, Motor Carrier Services – Overlimit Permit Unit, 29 State House Station, Augusta, Maine, 04333-0029."

2. All communications and documents are deemed to be officially received when delivered to the Overlimit Permit Unit at the Bureau of Motor Vehicles' Main Office, 101 Hospital St, Augusta, Maine.
3. The contact information for the Overlimit Permit Unit is as follows:
 - A. Telephone: (207) 624-9000 ext. 52134 or TTY: 877-456-8195
 - B. Fax: (207) 622-5332
 - C. Email: overpermits@maine.gov
 - D. Online information: <http://www.maine.gov/sos/bmv/commercial/>

SECTION 4. PAYMENTS AND REMITTANCES

1. Remittances must be in the form of a money order, bank draft, or credit card authorization (please see restrictions below). Money orders and checks should be made payable to the Maine Secretary of State.
2. Personal checks will be accepted subject to collection.
3. The Bureau will accept a VISA or MasterCard payment. Credit cards issued by other vendors can only be accepted if processed through a third party vendor (ComChek). Transactions processed through the third party vendor will incur a processing fee.
4. All remittances must be in U.S. currency.
5. Cash payments will be accepted from walk-in customers. Remittances in currency are wholly at the risk of the remitter. The Bureau assumes no responsibility for any loss of currency sent by mail.
6. In the event that a check is returned for insufficient funds, or for any reason, the registrant's right to operate commercial vehicles in the State of Maine will be suspended. The Overlimit Permit Unit will not accept any additional applications until the permittee has completely satisfied the delinquency and associated reinstatement fees.
7. A permittee who has had a check returned for any reason will be required to pay all subsequent fees with certified funds.

SECTION 5. LEGAL NAME AND ADDRESS

1. The legal name listed on the application must be consistent with the legal name provided on other applications for motor carrier credentials as well as with any applicable state and federal filings (for example: a state corporate filing). The applicant may be required to rectify any legal name discrepancies before a CWL permit will be processed.
2. Applicants must provide a contact name, phone number, and business address. If the address is a rural route, the applicant must include a box number.

3. An application for a permit without sufficient name, address, or contact information may be returned to the applicant for completion prior to processing the application.

SECTION 6. NAME AND ADDRESS CHANGES

1. Name Change
 - A. Any change in name will require written notification of the change within 30 days of the change.
 - B. Notification must be made in writing or by other means approved by the Secretary of State, to the Overlimit Permit Unit.
 - C. A permittee may change their name from an individual to a newly formed corporation provided there is no change in ownership or control of the company.
 - D. When a permittee is a motor carrier required to file census information with the FMCSA, the name change notification must be submitted in conjunction with an updated Form MCS-150 reporting the name change.
2. Address Change
 - A. A carrier must report any changes to its principal place of business or mailing address within 30 days of the change.
 - B. Notification must be made in writing or by other means approved by the Secretary of State, to the Overlimit Permit Unit.
 - C. When a permittee is a motor carrier required to file census information with the FMCSA, the address change notification must be submitted in conjunction with an updated Form MCS-150 reporting the address change.

SECTION 7. LIMITATIONS AND RESTRICTIONS

1. Violation of any statute, ordinance, rule, or regulation of the State, any State agency or political subdivision of the State, or operation beyond the scope of the permit is unlawful. The motor carrier must comply with all statutory provisions and regulations as to permits, vehicle registrations, fuel tax, vehicle equipment, and operation. Failure to comply with all motor vehicle-related laws and rules may result in the denial of future permit requests.
2. A permit is invalidated by the violation of any condition specified by the terms of the permit or by false information given on the application. On evidence of such violation or falsification, the motor carrier may be denied additional permits.
3. A permit will be denied to a motor carrier with an unsatisfactory safety rating, as determined by the FMCSA.
4. An applicant may be denied the issuance of permits based on their failure to appear in court to answer any motor vehicle summons or failure to pay a fine, or for any other motor vehicle-related infractions.

SECTION 8. CANADIAN WEIGHT LIMITS (CWL) PERMIT APPLICATION

1. The applicant shall make a vehicle-specific and route-specific application consisting of five parts: permit information; motor carrier information; vehicle information; fee calculation; and the applicant's name and signature. The Secretary may accept applications by mail, fax, e-mail, or in person at the BMV Main Office, 101 Hospital St, Augusta, Maine.
 - A. Permit Information:
 - (1) Permit type (new, renewal, or transfer).
 - (2) Location (Baileyville, Madawaska, or Van Buren).
 - (3) Permit Effective Date.
 - (4) Permit Expiration Date. (See Section 13)
 - B. Motor Carrier Information:
 - (1) Legal name.
 - (a) The applicant must be a motor carrier.
 - (2) Principal street and mailing addresses.
 - (3) USDOT Number.
 - (a) The applicant must provide the USDOT Number issued by FMCSA to the legal name on the application. The USDOT Number must be an active, interstate number in good standing with FMCSA as reported on MCMIS.
 - (4) IRP Account Number.
 - (5) IFTA Account Number.
 - (6) Contact name of an officer, owner, or person duly authorized to conduct business on behalf of the applicant.
 - (7) Principal telephone number where the applicant can be reached.
 - (8) Fax number to receive a permit if paying a fax fee.
 - C. Vehicle Information:
 - (1) Registrant's name, if different from the applicant.
 - (2) Estimated number of trips. The applicant must estimate the anticipated number of trips by vehicle over the permit's term. This estimate will be used for statistical purposes only.

(3) Power unit registration plate number and jurisdiction; make; year; and VIN.

(a) Maine registered weight or Maine apportioned weight must be 100,000 pounds.

(4) Vehicle configuration. (See Sections 10 and 13; Appendix A)

D. Fee Calculation:

(1) The applicant must indicate the total fee they are intending to pay based on permit type, vehicle configuration, and permit term. (See Section 13)

(2) If paying with a credit card, this section must include a credit card number; credit card expiration date; card holders printed name; and card holders signature.

E. Signature:

(1) Except as otherwise provided, all permit applications must be signed.

(2) Anyone signing an application must also disclose their position title in which is vested the authority to sign the application.

(3) If the motor carrier is an individual, the application must be signed by that individual.

(4) If the motor carrier is a corporation, the application must be signed by a corporate officer or an employee duly authorized to act in an administration capacity on behalf of the corporation.

(5) Notwithstanding the above, an authorized agent exercising power of attorney may sign on behalf of the motor carrier. A copy of the document authorizing the power of attorney must be on file with the Overlimit Permit Unit.

SECTION 9. AUTHORIZED ROUTES

1. The only allowable routes of travel are:

A. Baileyville: from the United States-Canada border in Calais north on U.S. Route 1 to Access Road in Baileyville, east on Access Road to Domtar Woodland Mill or its successor on Main Street and north on Main Street to the Louisiana-Pacific Oriented Strand Board mill or its successor in Baileyville.

B. Madawaska: from the United States-Canada border in Madawaska then directly north or south into the Fraser Papers facility or its successor in Madawaska or up Bridge Street to Mill Street in Madawaska in order to reverse direction.

- C. Van Buren: from the United States-Canada border in Van Buren on Bridge Street, west to Main Street, also designated as Route 1, then north on Main Street approximately 1 1/2 miles from the border.

SECTION 10. AUTHORIZED CONFIGURATIONS

1. Allowable vehicle configurations are limited to:
 - A. a three axle truck tractor with a tri-axle semitrailer at a gross vehicle weight of 108,900 pounds; or
 - B. a three axle truck tractor with a semitrailer-semitrailer combination, configured as a B-train double with eight axles total, at a gross vehicle weight of 137,700 pounds. The weight of the second semitrailer may not exceed the weight of the first semitrailer. (See Appendix A)

SECTION 11. SAFETY

1. Maine axle weight limits, axle group limits, commodity allowances, maximum dimensions and all other commercial vehicle limits and requirements established in Title 29-A M.R.S.A. apply, except that the B-train double overall length limit may not exceed 82.02 feet (25 meters). The gross weight limits established in Section 10 are the absolute limits, and may not be exceeded.
2. The manufacturer's ratings for gross vehicle weight, axle capacity, brake systems and other components for which a manufacturer's rating is available may not be exceeded.
3. In order to be eligible for permits, the motor carrier must not be prioritized for an FMCSA safety intervention or have an unsatisfactory FMCSA safety rating, in that they must not have:
 - A. a CSA Behavior Analysis and Safety Improvement Category (BASIC) that exceeds the FMCSA intervention threshold based upon roadside data; or
 - B. one or more citations for a serious violation within the past 12 months during an investigation; or
 - C. a "Marginal" or "Unfit" Safety Fitness Determination.

SECTION 12. CREDENTIALS

1. The Secretary shall issue a vehicle-specific and route-specific credential that must be carried in the power unit during the move.
2. State of Maine Standard Permit Form for Intra/Interstate Travel for Non-Divisible Oversize and/or Overage Loads (MV225)
 - A. This is the official credential issued for all approved CWL permit requests.

SECTION 13. FEES

1. 6-axle combination: \$10/month up to a maximum of twelve months. The annual fee is \$120.
2. 8-axle, B-train double: \$40/month up to a maximum of twelve months. The annual fee is \$480.
3. Dual permit: \$40/month up to a maximum of twelve months. The annual fee is \$480.
4. Fees are calculated from the permit effective date to the last day of the expiration month. A partial month is treated as a full month.
5. Miscellaneous fees:
 - A. Transfer fee - a permit may be transferred from a vehicle being disposed of to another vehicle controlled by the motor carrier for a fee of \$10.
 - B. Fax fee - the fee to fax a permit is \$3.
 - C. Reinstatement fee - the fee to reinstate a revoked permit is \$50.
6. An applicant requesting a permit for multiple locations and/or multiple vehicles must submit separate applications for each location and/or vehicle and pay the fee for each permit.

SECTION 14. REFUNDS

1. No portion of the permit fee is refundable.

SECTION 15. REVOCATION

1. A motor carrier with three or more permit violations in a 12 month period shall have their permit(s) revoked.
2. The violation date shall be used to determine if the motor carrier committed three or more violations in a 12 month period.
3. Revocation voids all permits issued to the motor carrier.
4. The motor carrier may petition the Commissioner to have their privilege to obtain permits restored.
5. The Commissioner may accept a recommendation from the Secretary regarding whether to restore a carrier's privilege to obtain permits. The Secretary may hold an administrative hearing to determine if a permittee's privilege to obtain permits should be restored.
 - A. Motor Carrier hearing requests should be submitted in writing and sent to the "Bureau of Motor Vehicles, Motor Carrier Services, 29 State House Station, Augusta, ME 04333-0029." Request should include name, date of birth, daytime telephone number, current mailing address, USDOT Number, and a brief statement regarding the basis for the hearing request.

SECTION 16. MUNICIPAL FISCAL IMPACT

1. This rule will have no fiscal impact on Municipalities.

SECTION 17. EFFECTIVE DATE

1. The effective date for this rule will be September 28, 2011.
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Appendix A

Approved configurations

6 AXLE TRACTOR-SEMITRAILER VEHICLE AT 108,900 LBS. GVW

DIMENSION LIMITS

Overall Vehicle Length:

If the semitrailer is less than 48 feet long – maximum 69 feet

If the semitrailer is 48 feet or longer – maximum 74 feet

Vehicle Width: 8 feet 6 inches maximum

Vehicle Height: 13 feet 6 inches maximum

(load may extend an additional 6 inches)

Tandem Axle Spread: 4 feet minimum to 8 feet maximum between axle centers

Triaxle Spread: More than 8 feet but less than 12 feet between centers of the extreme axles in the triaxle group

Semitrailer Length Limits:

Overall Length Including Load – 53 feet maximum

Wheelbase (Kingpin to center of rearmost axle)* – 43 feet maximum

Kingpin Setback* - 3 feet 6 inches maximum

Rear Overhang (Center of 5th axle to rear of semitrailer)* - maximum of 35% of wheelbase length

Center of rearmost axle of tandem to center of rearmost axle of triaxle** - 38 feet maximum

* Applies if semitrailer length exceeds 48 feet

** Applies if semitrailer length is 48 feet or less

WEIGHT LIMITS

Gross Vehicle Weight: 108,900 pounds

Steering Axle: 600 lbs. per tire inch

Single Axle in Tandem: Maximum of 60% of tandem weight

Single Axle in Triaxle: Maximum of 40% of triaxle weight

Axle Group Limits: (Special Commodity limits in parentheses)

Tandem – 41,000 lbs. (44,000 lbs.)

Triaxle – 50,000 lbs. (54,000 lbs.)

*Note: The vehicle must be loaded **entirely** with “special commodities”, as defined in Maine law, in order to qualify for the higher axle group limits. These axle group limits may be higher than those allowed for this vehicle type in Canada.*

8 AXLE B-TRAIN DOUBLE VEHICLE AT 137,700 LBS. GVW

DIMENSION LIMITS (Canadian limits in italics – not defined in ME law.)
(All axle spacing dimensions are axle center to axle center unless otherwise indicated.)

Overall Vehicle Length: 82.02 feet

Vehicle Width: 8 feet 6 inches maximum

Vehicle Height: 13 feet 6 inches maximum (load may extend an additional 6 inches)

Box Length: 65 feet 7 inches maximum

Tandem Axle Spread: 4 feet minimum to 8 feet maximum between axle centers

Triaxle Spread: More than 8 feet but less than 12 feet between centers of the extreme axles in the triaxle group

Lead Semitrailer Length Limits:

Wheelbase (Kingpin to center of triaxle group) – 20 feet 6 inches minimum

Kingpin Setback – 6 feet 7 inches maximum

Fifth Wheel Position – No more than 1 foot behind the center of the rearmost axle on the semitrailer.

Second Semitrailer Length Limits:

Wheelbase (center of rear axle of triaxle to center of rear tandem) – 20 feet 6 inches minimum

Interaxle Spacings Between Axle Centers:

Steering Axle to First Axle Front Tandem: 20 feet 4 inches minimum

Rear Axle of Front Tandem to Front Axle of Triaxle and Rear Axle of Triaxle to Front Axle of Rear Tandem: 18 feet minimum

WEIGHT LIMITS

Gross Vehicle Weight: 137,700 pounds

Semitrailer Weight: The weight of the second semitrailer may not exceed the weight of the lead semitrailer.

Steering Axle: 600 lbs. per tire inch

Single Axle in Tandem: Maximum of 60% of tandem weight

Single Axle in Triaxle: Maximum of 40% of triaxle weight

Axle Group Limits: (Special Commodity limits in parentheses)

Tandem Axle – 41,000 lbs. (44,000 lbs.)

Triaxle – 50,000 lbs. (54,000 lbs.)

*Note: The vehicle must be loaded **entirely** with “special commodities”, as defined in Maine law, in order to qualify for the higher axle group limits. These axle group limits may be higher than those allowed for this vehicle type in Canada.*

STATUTORY AUTHORITY: 29-A M.R.S.A. §2354-C

EFFECTIVE DATE:

October 9, 2005 – filing 2005-400

AMENDED:

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October 26, 2009 – filing 2009-552

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