

# HOUSE BILL REPORT

## SB 6205

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As Passed House - Amended  
March 3, 1994

**Title:** An act relating to load regulations for ready-mix mixer trucks.

**Brief Description:** Regulating ready-mix mixer trucks.

**Sponsors:** Senators Vognild and Prince.

**Brief History:**

Reported by House Committee on:  
Transportation, February 28, 1994, DPA.  
Passed House - Amended, March 3, 1994, 98-0.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass as amended. Signed by 23 members: Representatives R. Fisher, Chair; Brown, Vice Chair; Jones, Vice Chair; Schmidt, Ranking Minority Member; Backlund; Brough; Brumsickle; Cothorn; Eide; Finkbeiner; Forner; Hansen; Heavey; Johanson; J. Kohl; Orr; Patterson; Quall; Romero; Sheldon; Shin; Wood and Zellinsky.

**Staff:** Mary McLaughlin (786-7309).

**Background:** Ready-mix cement trucks have two types of controls that operate the retractable or tag axle. These controls are used to distribute weight, thereby reducing pavement damage. The up/down switch, usually located in the cab, controls the lifting of the axle. The variable control, used to adjust axle loadings by regulating air pressure, is located outside the cab.

By Department of Transportation (DOT) administrative rule, the up/down switch for a retractable lift axle may not be located within the reach of the driver. However, if the lift axle cannot be raised or lowered while the vehicle is in motion, the up/down switch may be located in the cab. This means that the up/down switch must be modified so that the axle cannot be raised or lowered while the vehicle is in motion. The variable control is still required to be located outside the cab.

**Summary of Bill:** Cement truck operators may use the up/down switch located within the cab to raise or lower the

retractable rear tag or booster axle while the vehicle is in motion.

**Fiscal Note:** Available.

**Effective Date:** Ninety days after adjournment of session in which bill is passed.

**Testimony For:** It is in the interest of safety that the operator remain in the cab at the job site. The raising of the axle while operating on a highway can damage the vehicle.

**Testimony Against:** Some operators raise the axle in order to achieve fuel savings and lessen tire wear. Operating a loaded truck while the lift axle is up creates pavement damage.

**Witnesses:** Mark Triplett, Washington Aggregate & Concrete Association (pro); Mike Baker, McNiellis Truck & Manufacturing (pro); Rick Lewis, Lewis Ready Mix (pro); John Balcom, Department of Transportation (con); Richard Bruno, city of Seattle (con); Jodie Koehne, Washington State Transportation Center (con); Tim Erickson, Washington State Patrol (con); and Mike Ryherd, Teamsters Joint Council No. 28 (pro).