

SENATE BILL REPORT

HB 1344

AS REPORTED BY COMMITTEE ON TRANSPORTATION, MARCH 29, 1993

**Brief Description:** Altering vehicle axle restrictions.

**SPONSORS:** Representative Jones

**HOUSE COMMITTEE ON TRANSPORTATION**

**SENATE COMMITTEE ON TRANSPORTATION**

**Majority Report:** Do pass.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Barr, Drew, Haugen, Nelson, Prentice, Prince, M. Rasmussen, Sheldon, von Reichbauer, and Winsley.

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

**Hearing Dates:** March 29, 1993

**BACKGROUND:**

The legal load limit for a single axle is 20,000 pounds and 34,000 pounds for a tandem axle. The two axles in tandem must be less than seven feet apart, and the weight differential between the two axles cannot exceed 3,000 pounds. Example: In a tandem grouping, the weight may be 18,500 pounds on one axle and 15,500 on the other axle for a total of 34,000 pounds. A variable lift axle is exempt from the spacing and variance requirement as it is usually a two-tired axle with a tire capacity of only 10,000 to 12,000 pounds.

The reason for the 3,000 pound variance is to distribute the weight more evenly among the axles. If the 3,000 pound weight differential were removed, the maximum gross weight of the tandem would remain at 34,000 pounds.

**SUMMARY:**

The 3,000 pound variance on a tandem axle is removed. In a tandem combination, the maximum weight remains 20,000 pounds on a single axle, and 34,000 pounds on a tandem.

**Appropriation:** none

**Revenue:** none

**Fiscal Note:** none requested

**TESTIMONY FOR:** None

**TESTIMONY AGAINST:** None

**TESTIFIED (signed up for):** Tim Erickson, WSP; Barry Diseth, WSDOT;  
Larry Pursley, WTA