

SENATE BILL REPORT

SB 6205

AS PASSED SENATE, FEBRUARY 11, 1994

Brief Description: Regulating ready-mix mixer trucks.

SPONSORS: Senators Vognild and Prince

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Vognild, Chairman; Loveland, Vice Chairman; Skratek, Vice Chairman; Drew, Morton, Nelson, Oke, Prentice, Prince, M. Rasmussen, Schow, Sellar, Sheldon and Winsley.

Minority Report: Do not pass.

Signed by Senator Haugen.

Staff: Mary McLaughlin (786-7309)

Hearing Dates: February 3, 1994; February 4, 1994

HOUSE COMMITTEE ON TRANSPORTATION

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 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:

Cement truck operators may use the up/down switch located within the cab to raise or lower the retractable lift axle while the vehicle is in motion.

Appropriation: none

Revenue: none

Fiscal Note: none requested

TESTIMONY FOR:

It is in the interest of safety that the driver remain in the cab at the construction site. Several other states do not restrict the raising and lowering of the axle while the vehicle is in motion.

TESTIMONY AGAINST:

There is a strong potential for increased pavement damage caused by operators of ready-mix cement trucks with full pay loads raising the retractable axle while the vehicle is travelling on the highways.

TESTIFIED: Mark Triplett, WA Aggregate and Concrete (pro); Rick Lewis, Lewis Rock (pro); Mike Baker, McNeilus Trucks (pro); Mike Ryherd, Jt. Council of Teamsters (pro); Tim Erickson, WSP (con); Barry Diseth, DOT (con); Jodi Koehne, TRAC (con)

HOUSE AMENDMENT(S):

Technical changes are made to clarify original intent -- the provisions only apply to the retractable rear tag or booster axle. Some new cement trucks are designed with a retractable lift axle between the front and rear axles.