

Chapter 18

(Senate Bill 73)

AN ACT concerning

Vehicle Laws – Piling, Poles, Mill Logs, and Similar Cargo – Length, Overhang, and Fastening Standards

FOR the purpose of altering the exemptions from length and overhang limits for vehicles carrying piling, poles, or mill logs; establishing length and overhang limits at which a hauling permit from the State Highway Administration would be required for vehicles carrying piling, poles, or mill logs; repealing the requirement that piling, poles, mill logs, and other similar cargo be transported while enclosed within the sides or ends of the body of the vehicle; altering the fastening standards for transporting piling, poles, mill logs, and other similar cargo; making this Act an emergency measure; and generally relating to the transportation of piling, poles, mill logs, and other similar cargo.

BY repealing and reenacting, without amendments,

Article – Transportation
Section 24–101
Annotated Code of Maryland
(2012 Replacement Volume)

BY repealing and reenacting, with amendments,

Article – Transportation
Section 24–104.1, 24–105, and 24–106.2
Annotated Code of Maryland
(2012 Replacement Volume)

SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND, That the Laws of Maryland read as follows:

Article – Transportation

24–101.

(a) The provisions of this subtitle governing size, weight, and load do not apply to:

- (1) Emergency vehicles;
- (2) Farm equipment temporarily moved on a highway; or

(3) A vehicle driven under the terms of a special permit issued under this subtitle.

(b) A person may not drive on any publicly maintained highway any vehicle or combination of vehicles with a gross weight that exceeds:

(1) The maximum registered weight limit for which the vehicle or combination is registered under § 24–110 of this subtitle; or

(2) Any other weight limit established under the Maryland Vehicle Law.

(c) A person may not permit to be driven on any publicly maintained highway any vehicle or combination of vehicles with a gross weight that exceeds:

(1) The maximum registered weight limit for which the vehicle or combination is registered under § 24–110 of this subtitle; or

(2) Any other weight limit established under the Maryland Vehicle Law.

(d) A violation of the maximum weight provisions of this subtitle is not a moving violation for purposes of Title 16, Subtitle 4 of this article.

24–104.1.

(a) (1) In this section the following words have the meanings indicated.

(2) “Automobiles” means all assembled motor vehicles:

(i) Capable of being operated on a highway; and

(ii) Authorized under this article to be operated on a highway.

(3) “Maxi–cube vehicle” means a nonarticulating straight truck:

(i) In combination with a semitrailer which does not exceed 34 feet, and is designed to be loaded and unloaded through the semitrailer; or

(ii) In combination with a trailer that does not exceed 28 feet.

(4) “Saddle–mount and full–mount combinations” means a truck tractor or unloaded truck towing one or more other truck tractors or unloaded trucks in combination.

(5) “Stinger–steered automobile transporter” means a truck tractor and semitrailer combination:

(i) Designed for and engaged exclusively in the transportation of automobiles or boats; and

(ii) In which the fifth wheel is located on a drop frame behind and below the rear axle of the power unit.

(b) (1) For purposes of this section, the length of a vehicle includes its front and rear bumpers and any part of its load that extends beyond the vehicle, but is exclusive of nonload bearing safety and energy conservation devices, such as marker lamps, steps and handholds for entry and egress, front–mounted refrigeration units, and front–mounted air compressors.

(2) The measurement of a combination of vehicles engaged in the transportation of automobiles or boats shall not include the overhang of the transported vehicles or boats or any retractable device on the rear of the combination when in use to support a transported vehicle.

(c) (1) This section does not apply to any vehicle or combination of vehicles carrying:

(i) Piling, poles, or mill logs **THAT DO NOT EXCEED 75 FEET IN LENGTH**; or

(ii) Crew or racing shells.

(2) This section does not prohibit the use of a combination of vehicles to carry an indivisible load if the load is not over 70 feet long.

(d) Except as otherwise provided in this section:

(1) A bus, single unit truck, or Class M motor home may not be over 40 feet long; and

(2) A publicly owned rigid bus may not be over 41 feet long.

(e) (1) This subsection does not apply to a publicly owned rigid bus.

(2) A bus or a Class M motor home may be over 40 feet long but may not be over 45 feet long:

(i) When operated on an interstate highway or any part of the State highway system designated by the Secretary in conjunction with the United States Department of Transportation; or

(ii) When operated on a highway that is not specified in item (i) of this paragraph if the bus or motor home is using the highway to travel the shortest practical route between a highway specified in item (i) of this paragraph and:

1. The point of origin or destination of the bus or motor home on a particular day;
2. A bus terminal; or
3. For a distance not to exceed 1 mile, facilities for food, fuel, repairs, or rest.

(f) Except as otherwise provided in this section, a publicly owned articulated three-axle bus may not be over 60 feet long.

(g) Any other vehicle may not exceed a length of 35 feet.

(h) When a semitrailer and a trailer (double) are being operated in combination with a truck tractor, the combination of vehicles shall not be subject to an overall length limitation. This combination may only be operated on any part of the interstate system or other State system highways that are designated by the Secretary in conjunction with the U.S. Department of Transportation, or on a highway that is the shortest practical route between a designated highway and a truck terminal, or point of origin/destination for cargo, or for a distance not to exceed 1 mile, facilities for food, fuel, repairs, or rest. A semitrailer or trailer being operated in this combination may not exceed 28 feet in length for each unit.

(i) When a semitrailer (single) is being operated in combination with a truck tractor, the combination of vehicles shall not be subject to an overall length limit, however, the semitrailer may not exceed 48 feet in length.

(j) Except as otherwise provided in this section:

(1) In a combination of vehicles with a power unit that is a cargo-carrying vehicle, the overall length of the combination may not exceed 62 feet;

(2) Any other combination of vehicles may not exceed 55 feet; and

(3) (i) 1. A truck or truck tractor and semitrailer combination designed for and engaged exclusively in the transportation of automobiles or boats may not exceed 65 feet in length;

2. A stinger-steered automobile transporter may not exceed 75 feet in length;

3. A. A maxi-cube vehicle described in subsection (a)(4)(i) of this section may not exceed 65 feet in length; and

B. A maxi-cube vehicle described in subsection (a)(4)(ii) of this section may not exceed 60 feet in length; and

4. Saddle-mount and full-mount combinations may not exceed 97 feet in length;

(ii) No other length requirements may be applied to the combinations of vehicles described in item (i) of this item; and

(iii) The combinations of vehicles described in item (i) of this item may only be operated on any part of the interstate system or other State system highways that are designated by the Secretary in conjunction with the U.S. Department of Transportation, or on a highway that is the shortest practical route between a designated highway and:

1. A truck terminal;
2. A point of origin/destination for cargo; or
3. For a distance not to exceed 1 mile, facilities for food, fuel, repairs, or rest.

(j-1) Notwithstanding the provisions of subsection (j) of this section, when a semitrailer is being operated in combination with a power unit that is equipped with a dromedary box being used to transport explosives and munitions classified under 49 C.F.R. Part 173.50 that are intended for use by the United States Department of Defense, the combination of vehicles is not subject to an overall length limit, but the semitrailer may not exceed 48 feet in length.

(k) (1) Notwithstanding the provisions of subsection (h) of this section, nothing shall prevent the operation of a combination of vehicles in which the semitrailer (single) does not exceed 48 1/2 feet in length or a combination of vehicles in which the semitrailer or trailer (double) does not exceed 28 1/2 feet in length for each unit; provided, the combination has been lawfully operated on the highways of this State prior to December 1, 1982.

(2) Notwithstanding the provisions of subsection (j)(1) of this section, nothing shall prevent a power unit, which was equipped with a dromedary box, deck, or plate and was legally operated in Maryland prior to December 1, 1982, in combination with a semitrailer or trailer from exceeding the overall length limit of 55 feet.

(l) (1) In this subsection, "vehicle" means:

- (i) A semitrailer as defined in § 11–158 of this article; or
- (ii) A trailer as defined in § 11–169 of this article.

(2) Notwithstanding the overall length of the combination, a truck tractor may not be operated on a highway in the State in combination with more than 2 vehicles.

(m) (1) Subject to paragraph (2) of this subsection, a combination of noncommercial vehicles consisting of a power unit and a travel trailer may not exceed 65 feet in length.

(2) The combination of vehicles exceeding 55 feet but authorized under this subsection may only be operated on:

(i) Any part of the interstate system or other State system highways that are designated by the Secretary in conjunction with the U.S. Department of Transportation; or

(ii) A highway that is the shortest practical route between a designated highway and:

- 1. A point of origin or destination on a particular day; or
- 2. For a distance not to exceed 1 mile, facilities for food, fuel, repairs, or rest.

24–105.

(a) This section does not apply to:

(1) Any vehicle carrying wooden prefabricated roof trusses in an inverted position, if the trusses do not extend more than 10 feet beyond the rear of the bed or body of the vehicle;

(2) A combination of vehicles carrying an indivisible load if the load is not over 70 feet long, and the load is being transported during daylight hours; **[or]**

(3) Any vehicle **[or combination of vehicles]** carrying:

- (i) Piling, poles, or mill logs;
- (ii) Nursery stock; or
- (iii) Crew or racing shells; **OR**

(4) ANY COMBINATION OF VEHICLES CARRYING:

(I) PILING, POLES, OR MILL LOGS THAT DO NOT EXCEED 75 FEET IN LENGTH;

(II) NURSERY STOCK; OR

(III) CREW OR RACING SHELLS.

(b) Subject to the maximum length limits of § 24–104.1 of this subtitle, the load on any vehicle operated alone or the load on the front vehicle of a combination of vehicles:

(1) Except as provided in item (2) of this subsection, may not extend more than 3 feet beyond the foremost part of the vehicle; and

(2) May extend more than 3 feet beyond the foremost part of a vehicle equipped with front–end loading attachments and containers used in collecting garbage, rubbish, refuse, or recyclable materials when the vehicle is actively engaged in collecting garbage, rubbish, refuse, or recyclable materials.

(c) (1) Except as provided in paragraph (2) of this subsection, and subject to the maximum length limits of § 24–104.1 of this subtitle, the load on any vehicle operated alone or the load on the rear vehicle of a combination of vehicles may not extend more than 6 feet beyond the rear of the bed or body of the vehicle.

(2) (i) The load on the rear of an automobile or boat transporter, including any retractable device on the rear of a combination of vehicles engaged in the transportation of automobiles in use to support a transported vehicle, may not extend more than 4 feet beyond the rear of the permanent bed or body of the automobile; and

(ii) A white, red, or orange fluorescent warning flag made of a reflective material at least 18 inches square shall be displayed on the rearmost portion of the overhanging transported vehicle.

24–106.2.

(a) [A vehicle used to carry logs, poles, unfinished or unfabricated lumber, pipe, steel, or other materials of a similar kind, size, shape, or characteristic may not be driven on any highway unless its load is enclosed entirely within the sides and ends of the body of the vehicle.

(b) A vehicle **OR COMBINATION OF VEHICLES** used to carry [logs,] **PILING, poles, MILL LOGS,** unfinished or unfabricated lumber, pipe, steel, or other materials of

a similar kind, size, shape, or characteristic may not be driven on any highway unless its load is fastened securely to both the front and rear of the vehicle at both the front and rear of the load, as provided in this section.

[(c)] (B) The fastening of a load to a vehicle shall be:

(1) By two separate common coil B.B. chains, the links of which may not be less than:

(i) 3/8 of an inch in diameter for loads of 3 tons or less; or

(ii) 1/2 of an inch in diameter for loads over 3 tons;

(2) If they have at least as much tensile strength as the chains, by:

(i) Wire rope not less than 5/16 of an inch in diameter;

(ii) Steel strapping; **OR**

(iii) Logistic webbing of synthetic fibers; or

[(iv)] (3) [Any fastening device specified in regulations] **AS SPECIFIED IN PART 393 OF THE FEDERAL MOTOR CARRIER SAFETY REGULATIONS** AND adopted jointly by the Administration and the Department of State Police[; or

(3) As specified in Part 393.102(b) (securement systems) of the federal Motor Carrier Safety Regulations.

(d) The fastening devices specified in this section shall be fastened with an adequate load binder of standard make or other appropriate fastening device.

(e) The fastening devices specified in this section may not be repaired or replaced by any material other than of the size, strength, and material specified in this section].

SECTION 2. AND BE IT FURTHER ENACTED, ~~That this Act shall take effect October 1, 2013~~ That this Act is an emergency measure, is necessary for the immediate preservation of the public health or safety, has been passed by a ye and nay vote supported by three-fifths of all the members elected to each of the two Houses of the General Assembly, and shall take effect from the date it is enacted.

Approved by the Governor, April 9, 2013.