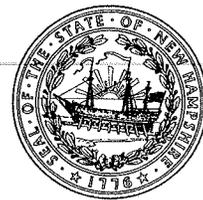




The State of New Hampshire  
DEPARTMENT OF ENVIRONMENTAL SERVICES



Thomas S. Burack, Commissioner

March 10, 2011

The Honorable Jim B. Rausch, Chairman  
Senate Transportation Committee  
Legislative Office Building  
Concord, NH 03301

RE: HB 117 – An act allowing additional weight for vehicles using idle reduction technology in order to promote reduction of fuel use and emissions

Dear Chairman Rousch and Members of the Committee:

The Department of Environmental Services (DES) is pleased to testify in support of House Bill 117, relative to allowing additional weight for vehicles using idle reduction technology in order to promote reduction of fuel use and emissions.

Heavy duty trucks, and in particular long haul trucks, tend to idle for long periods of time for a number of reasons. Some drivers are subject to mandatory rest periods and engines are idled to maintain cabin comfort. Others have refrigeration units that operate off the main engine, requiring it to run even when the truck is stationary. Idling trucks burn fuel at approximately one gallon per hour and emit high levels of particulate and smog forming emissions that impact the health of our citizens and our environment.

The advent of idle reduction technology in recent years has made much of this idling avoidable. However, idle reduction units typically add several hundred pounds to the weight of a vehicle. Under current New Hampshire law, this additional weight is included in the weight limit of the vehicle, thus reducing the load weight that can be legally carried. This creates a significant barrier to the use of a technology that can save companies money and prevent air pollution.

In New Hampshire, heavy duty trucks account for a disproportionate percentage of the state's particulate and smog forming pollutants. Because New Hampshire is a relatively rural state, a stationary infrastructure that would allow long haul truckers to turn off their vehicles during their mandatory rest stops, such as electrified truck stops, has not offered a good economic return for facility owners and, therefore, has not been developed. Additionally, many truckers take their rest periods at locations other than commercial truck stops. On-board idle reduction technology allows truckers operating anywhere in the state to reduce idling, thereby saving fuel and reducing air pollution.

Currently, the New England states of Maine and Connecticut allow additional weight for idle reduction technology, and Massachusetts has legislation pending.

Vermont allows the additional weight through enforcement discretion, rather than by state statute. In order to have this technology widely adopted it is necessary for truckers to have the same allowances in all states in which they operate. The Code of Federal Regulations, Title 23, Part 658.17 (attached) allows the weight of idle reduction units to be exempted from the vehicle weight on the National System of Interstate and Defense Highways. Reducing fuel use nationally helps the energy security of the country and reduces air pollutants that impact the health of our citizens and our environment. The federal rule supports uniform adoption of weight exemptions nationally. The language proposed in this bill mirrors the federal language, thus ensuring consistency and certainty for drivers who bring goods to, from, and through New Hampshire.

We urge you to pass this legislation because it will help create certainty for the trucking industry and encourage investment in idle reduction technology, thereby reducing diesel engine emissions, conserving fuel, and saving money that can be reinvested in the economy. Should you have further questions or need additional information please feel free to contact Robert R. Scott, Director, Air Resources Division (271-1088, [robert.scott@des.nh.gov](mailto:robert.scott@des.nh.gov)) or Rebecca Ohler (271-6749, [rebecca.ohler@des.nh.gov](mailto:rebecca.ohler@des.nh.gov)) of his staff.

Sincerely,



Thomas S. Burack  
Commissioner

cc: Sponsors  
Commissioner John Barthelmes, DOS

§ 658.19

23 CFR Ch. I (4-1-10 Edition)

paragraphs (c) through (e) of this section until October 1, 2009. Any State that has enforced, in the period beginning October 6, 1992, and ending November 30, 2005, a single axle weight limitation of 20,000 pounds or greater but less than 24,000 pounds may not enforce a single axle weight limit on these vehicles of less than 24,000 lbs.

(m) The provisions of paragraphs (b) through (e) of this section shall not apply to the operation, on I-99 between Bedford and Bald Eagle, Pennsylvania, of any vehicle that could legally operate on this highway section before December 29, 1995.

(n) Any vehicle subject to this subpart that utilizes an auxiliary power or idle reduction technology unit in order to promote reduction of fuel use and emissions because of engine idling, may be allowed up to an additional 400 lbs. total in gross, axle, tandem, or bridge formula weight limits.

(1) To be eligible for this exception, the operator of the vehicle must be able to prove:

(i) By written certification, the weight of the APU; and

(ii) By demonstration or certification, that the idle reduction technology is fully functional at all times.

(2) Certification of the weight of the APU must be available to law enforcement officers if the vehicle is found in violation of applicable weight laws. The additional weight allowed cannot exceed 400 lbs. or the weight certified, whichever is less.

[49 FR 23315, June 5, 1984, as amended at 59 FR 30420, June 13, 1994; 60 FR 15214, Mar. 22, 1995; 62 FR 10181, Mar. 5, 1997; 63 FR 70653, Dec. 22, 1998; 72 FR 7748, Feb. 20, 2007]

§ 658.19 Reasonable access.

(a) No State may enact or enforce any law denying reasonable access to vehicles with dimensions authorized by the STAA between the NN and terminals and facilities for food, fuel, repairs, and rest. In addition, no State may enact or enforce any law denying reasonable access between the NN and points of loading and unloading to household goods carriers, motor carriers of passengers, and any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28 feet (28.5 feet where allowed

pursuant to §658.13(b)(5) of this part) and which generally operates as part of a vehicle combination described in §§658.13(b)(5) and 658.15(a) of this part.

(b) All States shall make available to commercial motor vehicle operators information regarding their reasonable access provisions to and from the National Network.

(c) Nothing in this section shall be construed as preventing any State or local government from imposing any reasonable restriction, based on safety considerations, on access to points of loading and unloading by any truck tractor-semitrailer combination in which the semitrailer has a length not to exceed 28½ feet and which generally operates as part of a vehicle combination described in §§658.13(b)(5) and 658.15(a).

(d) No State may enact or enforce any law denying access within 1 road-mile from the National Network using the most reasonable and practicable route available except for specific safety reasons on individual routes.

(e) Approval of access for specific vehicles on any individual route applies to all vehicles of the same type regardless of ownership. Distinctions between vehicle types shall be based only on significant, substantial differences in their operating characteristics.

(f) Blanket restrictions on 102-inch wide vehicles may not be imposed.

(g) Vehicle dimension limits shall not be more restrictive than Federal requirements.

(h) States shall ensure compliance with the requirements of this section for roads under the jurisdiction of local units of government.

(i)(1) Except in those States in which State law authorizes the operation of STAA-dimensioned vehicles on all public roads and highways, all States shall have an access review process that provides for the review of requests for access from the National Network.

(2) State access review processes shall provide for:

(i) One or more of the following:

(A) An analysis of the proposed access routes using observations or other data obtained from the operation of test vehicles over the routes;

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equipment modification, a receipt for purchase and installation of the piece, or any similar type of documentation. However, after April 29, 2005, the step shall no longer be excluded from a vehicle's length.

(c) Each exclusion allowance is specific and may not be combined with other excluded devices.

(d) Measurements are to be made from a point on one side or end of a commercial motor vehicle to the same point on the opposite side or end of the vehicle.

[67 FR 15110, Mar. 29, 2002]

§ 658.17 Weight.

(a) The provisions of the section are applicable to the National System of Interstate and Defense Highways and reasonable access thereto.

(b) The maximum gross vehicle weight shall be 80,000 pounds except where lower gross vehicle weight is dictated by the bridge formula.

(c) The maximum gross weight upon any one axle, including any one axle of a group of axles, or a vehicle is 20,000 pounds.

(d) The maximum gross weight on tandem axles is 34,000 pounds.

(e) No vehicle or combination of vehicles shall be moved or operated on any Interstate highway when the gross weight on two or more consecutive axles exceeds the limitations prescribed by the following formula, referred to as the Bridge Gross Weight Formula:

$$W = 500 \left( \frac{LN}{N-1} + 12N + 36 \right)$$

except that two consecutive sets of tandem axles may carry a gross load of 34,000 pounds each if the overall distance between the first and last axle is 36 feet or more. In no case shall the total gross weight of a vehicle exceed 80,000 pounds.

(f) Except as provided herein, States may not enforce on the Interstate System vehicle weight limits of less than 20,000 pounds on a single axle, 34,000 pounds on a tandem axle, or the weights derived from the Bridge Formula, up to a maximum of 80,000 pounds, including all enforcement tol-

erances. States may not limit tire loads to less than 500 pounds per inch of tire or tread width, except that such limits may not be applied to tires on the steering axle. States may not limit steering axle weights to less than 20,000 pounds or the axle rating established by the manufacturer, whichever is lower.

(g) The weights in paragraphs (b), (c), (d), and (e) of this section shall be inclusive of all tolerances, enforcement or otherwise, with the exception of a scale allowance factor when using portable scales (wheel-load weighers). The current accuracy of such scales is generally within 2 or 3 percent of actual weight, but in no case shall an allowance in excess of 5 percent be applied. Penalty or fine schedules which impose no fine up to a specified threshold, *i.e.*, 1,000 pounds, will be considered as tolerance provisions not authorized by 23 U.S.C. 127.

(h) States may issue special permits without regard to the axle, gross, or Federal Bridge Formula requirements for nondivisible vehicles or loads.

(i) The provisions of paragraphs (b), (c), and (d) of this section shall not apply to single-, or tandem-axle weights, or gross weights legally authorized under State law on July 1, 1956. The group of axles requirement established in this section shall not apply to vehicles legally grandfathered under State groups of axles tables or formulas on January 4, 1975. Grandfathered weight limits are vested on the date specified by Congress and remain available to a State even if it chooses to adopt a lower weight limit for a time.

(j) The provisions of paragraphs (c) through (e) of this section shall not apply to the operation on Interstate Route 68 in Allegany and Garrett Counties, Maryland, of any specialized vehicle equipped with a steering axle and a tridem axle and used for hauling coal, logs, and pulpwood if such vehicle is of a type of vehicle as was operating in such counties on U.S. Routes 40 or 48 for such purposes on August 1, 1991.

(k) Any over-the-road bus, or any vehicle which is regularly and exclusively used as an intrastate public agency transit passenger bus, is excluded from the axle weight limits in