The twenty-second meeting of the Committee on Transportation was called to order by Chairman Henry J. Kalis on Friday, October 16, 1987, at 11:37 a.m. in 10 State Office Building.

Members present:  
Brown  
Carlson, D.  
Dauner  
Dempsey  
Frerichs  
Huukoos  
Jensen  
Johnson, A.  
Johnson, R.  
Johnson, V.  
Lasley  
Liede  
Olson, K.  
Richter  
Seaberg  
Steensma  
Tunheim  
Valento  
Waltman  
Welle  
Kalis, Chair

Members absent:  
Begich, excused  
DeBlieck  
Lieder  
Olson, E., excused  
McEachern, excused  
McDonald, excused  
Segal

A quorum was present.

The Chair requested that all members call the office to be excused if they are not going to be in attendance at a committee meeting. The Chair excused all those not in attendance at the Cambridge meeting on October 15, 1987.

The minutes of September 10, 1987, were approved as prepared.


Rep. A. Johnson moved to amend H.F. 1526 by deleting everything after the enacting clause as per attached. (HAB8-772) Motion prevailed.

Testifying and expressing concerns about H.F. 1526, as amended, were:

Major Ralph Church, Minnesota State Patrol, raising questions about the farm tractor  
Mike McGuire, Minnesota Trucking Association, supporting the amended bill  
Gary Botzek, Aggregate Readi-Mix of Minnesota; Lobbyist for MN Concrete Products Assn.; in support of the bill  
Abe Rosenthal, President, MN Transport Services Assn.; would have problems with the bill; language doesn't deal with truck cranes and joe-dogs  
Tony Philipp, 275 Colorado Ave., S., Golden Valley; Philipp/Kirsher Transport Truck Crane Service  
Gordy Boldt, MN/DOT; support the braking requirement which brings it into compliance with the federal government  
Ken Paulson, Asphalt Pavement Assn.; supported the amended bill

Providing braking statistics was Corp. Robert Scott McAllen, MN State Patrol.

The Chair announced that no action will be taken on H.F. 1526, as amended, at this meeting. Questions regarding "implements of husbandry" and large construction equipment should be settled. Whether or not this bill would go to subcommittee will be determined later.

Meeting adjourned 12:42 p.m.
A. Johnson

moves to amend H.F. No. 1526, as follows:

Delete everything after the enacting clause and insert:

"Section 1. Minnesota Statutes 1986, section 169.67,
subdivision 3, is amended to read:

Subd. 3. [TRAILERS-SEMITRAILERS-TANK-TRAILERS TOWED
VEHICLES.] Every (a) a trailer, semitrailer, or other vehicle of
a-gross-weight-of-1,750-pounds-or-more, when-drawn-or-pulled
up on towed on a highway, shall must be equipped with brakes
adequate to control the movement of the vehicle and to stop and
to hold such the vehicle—and-so. The brakes must be designed
as to be applied by the driver of a towing motor vehicle from
its cab except (b) trailers-owned-by-farmers-when-transporting
agricultural-products-produced-on-the-owner's-farm-or-supplies
back-to-the-farm-of-the-owner-of-the-trailer, (b) custom-service
vehicles-drawn-by-motor-vehicles-equipped-with-brakes-capable-of
stopping both vehicles-within-the-distance-required-by-law-for
vehicles-with-four-wheel-brakes-(c) trailers-or-semitrailers
when used by retail-dealers-delivering-implements-of-husbandry,
(t) motor vehicles-drawn-by-motor-vehicles-equipped-with-brakes
(capable-of-stopping-the-combination-of-vehicles-within-the
performance-requirements-of-this-section, (c) tank trailers not
exceeding 8,500-pounds-gross-weight-used-solely-for-transporting
liquid-fertilizer-or-gaseous-fertilizer-under-pressure, or
distributor-trailers-not-exceeding-8,500-pounds-gross-weight
used solely for transporting and distributing dry fertilizer
when hauled by a truck capable of stopping with loaded trailer
attached in the distance specified by subdivision 5 for vehicles
equipped with four-wheel brakes, providing the gross weight of
such trailer or semitrailer other than those described in clause
7 when drawn by a pleasure vehicle shall not exceed 3,000
pounds or when drawn by a truck or tractor shall not exceed
6,000 pounds and except disabled vehicles towed to a place of
repair. The brake requirement applies:

1. to a towed vehicle with a gross weight that exceeds
3,000 pounds; and

2. to a towed vehicle with a gross weight that exceeds 40
percent of the gross weight of the towing vehicle.

(b) The following towed vehicles, when towed by a truck or
truck tractor, are not subject to the brake requirement in
paragraph (a) if the towing vehicle is equipped with brakes that
meet the performance standards of subdivision 5:

1. a towed vehicle not exceeding 6,000 pounds and owned by
a farmer, when it is used to transport agricultural products
produced on the farm or to transport supplies to the farm of the
owner of the towed vehicle;

2. a custom service vehicle;

3. a conveyor belt, rock crusher, or construction
equipment not exceeding 30,000 pounds gross weight, when towed
by a truck as defined in section 168.011, subdivision 7;

4. a towed vehicle not exceeding 6,000 pounds, when used
by a retail dealer to deliver implements of husbandry;

5. an implement of husbandry temporarily moved upon a
highway;

6. a tank trailer used to transport liquid fertilizer or
gaseous fertilizer under pressure and a distributor trailer used
to transport and distribute dry fertilizer on fields, if the
gross weight of the tank trailer or distributor trailer does not
exceed 8,500 pounds;

7. a disabled vehicle being towed to a place of repair;
Sec. 2. Minnesota Statutes 1986, section 169.67, subdivision 4, is amended to read:

Subd. 4. [SERVICE BRAKES ON ALL WHEELS; EXCEPTIONS.] Every new (a) Except as provided in paragraph (b), a motor vehicle, trailer, or semitrailer—sold in this state manufactured after June 30, 1988, and operated upon the highways of this state on a highway must be equipped with service brakes upon all wheels of every such vehicle—except that any motorcycle, any semitrailer,

(b) The requirement of paragraph (a) does not apply to:

(1) a towed vehicle with a gross weight of less than 3,000 pounds gross weight, unless the towed vehicle’s gross weight exceeds 40 percent of the gross weight of the towing vehicle;

(2) a third wheel, of a swivel type, on a house trailer;

(3) a temporary auxiliary axle attached to a motor vehicle during the period of seasonal road restrictions for the purpose of relieving weight of another axle, when the temporary auxiliary axle and the axle to be relieved do not exceed the combined gross weight of 20,000 pounds, and the vehicle to which such the temporary axle is attached meets the brake requirements of this section—need not be equipped with brakes; and except further, that brakes are not required on the front wheels of vehicles having three or more axles or upon more than one wheel of a motorcycle provided the brakes on the other wheels are adequate to stop the vehicle in accordance with the braking-performance-requirements-of-subdivision 5; and

(4) more than one wheel of a motorcycle, if the brakes meet the braking performance requirements of subdivision 5.

Sec. 3. [EFFECTIVE DATE.]

Sections 1 and 2 are effective July 1, 1988.