HM-213D WETLINES

- PHMSA had proposed a ban on them.
- Congress put a halt on the rule and demanded a GAO report.
- GAO report issued in 2013 was very critical of the proposal.
- Despite this, PHMSA had kept the rule on its “Significant Rulemakings” report as active.

...until now:

In the DOT’s October Significant Rulemaking Report, they report that based on the GAO’s findings, the rule will be withdrawn.
According to reports issued to the ASME Section XII Code Development Committee:

PHMSA’s rulemaking on this continues.

- The process was longer than some because of other priorities and personnel changes.
- Insiders at PHMSA have seen a new draft of the proposal and expect to see publication by the end of the year.

We expect that this will come out as a supplementary notice of proposed rulemaking to allow compliance with the 2015 ASME Sec XII and NBIC codes as a voluntary alternative to using the CFR construction rules.
91,000 POUNDS ON 6 AXLES

Congress appears to be poised to adopt the first long term highway bill in over a decade.

Unfortunately, it appears this will not include the option for states to increase their maximum weights.

Representative Reid Ribble (R-Wis.) along with Representatives Kurt Schrader (D-Ore.), David Rouzer (R-N.C.) and Collin Peterson (D-Minn.) had put forward the amendment which would have increased both efficiency and safety, but angered the rail interests who are currently reeling from the collapse of the coal industry.
EPA GREENHOUSE GAS-2
EPA WANTS TO REGULATE TRAILERS

EPA & NHTSA Have Heavy Duty Vehicles in their crosshairs. Phase 1 was aimed at tractors.

Phase 2 is a 629 page shotgun aimed at tractors, trailers, vocational vehicles, heavy duty pick up trucks and vans.

TTMA has expressed problems with EPA & NHTSA’s regulatory authority on trailers, and noted that the proposal has significant safety impacts and is overly broad and complex.

For tank trailers, the proposal sticks mostly to requirements for Low Rolling Resistance Tires and Automatic Tire Inflation Systems. Fleets would be required to maintain and replace these systems or face a $3,750 fine per device.

Phase 3...?
THANK YOU!
ANY QUESTIONS?

JOHN FREILER
CONTACT: JOHN@TTMANET.ORG
(703)549-3010