

## ELECTRIC TRUCK AXLE LOAD MAXIMUM

Phone: (517) 373-8080  
<http://www.house.mi.gov/hfa>

**Senate Bill 501 (S-1) as reported from House committee**  
**Sponsor: Sen. Darrin Camilleri**  
**House Committee: Transportation, Mobility and Infrastructure**  
**Senate Committee: Transportation and Infrastructure**  
**Complete to 6-13-24**

Analysis available at  
<http://www.legislature.mi.gov>

### SUMMARY:

Senate Bill 501 would amend the Michigan Vehicle Code to allow a vehicle or combination of vehicles with a gross weight of up to 82,000 pounds that is powered in whole or part by electric batteries to exceed certain axle loading maximums and weight load maximums prescribed under section 722 of the code by a total of up to 2,000 pounds for all axles of the truck, truck tractor, or power unit.

In addition, the code now allows a vehicle with a gross weight of up to 80,000 pounds that is operated by an engine fueled by compressed or liquefied natural gas to exceed the same axle loading maximums and weight load maximums by up to 2,000 pounds. The bill would instead provide that a vehicle *or combination of vehicles* with a gross weight of up to 82,000 pounds that is operated as described above can exceed the applicable axle loading and weight load maximums by *a total of up to 2,000 pounds for all axles of the truck, truck tractor, or power unit*.

MCL 257.722

### FISCAL IMPACT:

Sections 716 through 726c of the Michigan Vehicle Code govern the size, weight, and load of vehicles and vehicle combinations operating on public highways. In general, these sections establish standard or “normal” size, weight, and load maximums, provide specific exceptions to the standard or normal maximums, and provide for the enforcement of the size, weight, and load maximums, including penalties for violations.

Section 722 establishes specific weight or load maximums. These weight or load maximums are generally designated for axles and determined based on the configuration and spacing of axles and generally not on gross vehicle weight.

As noted above, SB 501 establishes exceptions for certain loading maximums established in section 722 for certain vehicles and vehicle combinations. Note that the 80,000-pound gross vehicle weight reference in current law, and the 82,000-pound reference in SB 501, do not establish a vehicle weight limit. These weight references are one element in the definition of the kinds of vehicles the axle-based load limits—and related exceptions—apply to.

The bill has no apparent direct fiscal impact on state government or local units of government.

## POSITIONS:

Clean Fuels Michigan testified in support of the bill. (6-4-24)

The following entities indicated support for the bill:

- Department of Transportation (6-4-24)
- ACEEE (American Council for an Energy Efficient Economy) (6-4-24)
- Electrification Coalition (6-4-24)
- EMA Truck and Engine Manufacturers Association (6-4-24)
- FLO (6-11-24)
- Michigan Conservative Energy Forum (6-4-24)
- Michigan EIBC (Energy Innovation Business Council) (6-4-24)
- Michigan Environmental Council (6-4-24)
- Michigan League of Conservative Voters (6-4-24)
- Michigan Retailers Association (6-4-24)
- Michigan Teamsters Joint Council 43 (6-4-24)
- Michigan Trucking Association (6-4-24)
- Navistar, Inc. (6-4-24)
- Southeast Michigan Council of Governments (SEMCOG) (6-11-24)

Legislative Analyst: E. Best  
Fiscal Analyst: William E. Hamilton

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■ This analysis was prepared by nonpartisan House Fiscal Agency staff for use by House members in their deliberations, and does not constitute an official statement of legislative intent.