

## VEHICLE LENGTHS ON HIGHWAYS

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**Senate Bill 120 as passed the Senate**  
**Sponsor: Sen. Tom Casperson**  
**House Committee: Transportation and Infrastructure**  
**Senate Committee: Transportation**  
**Complete to 10-2-17**

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

### SUMMARY:

Senate Bill 120 would amend the Michigan Vehicle Code to increase the maximum length for certain truck/trailer combinations allowed to operate on highways.

Currently, the Code provides for a maximum length of 75 feet for a **stinger-steered combination**—defined as a truck tractor/semitrailer combination in which the fifth wheel is located on a drop frame located behind and below the rearmost axle of the power unit. The load on these combinations may extend an additional 3 feet beyond the front and 4 feet beyond the rear. A stinger-steered configuration is typically used to transport automobiles.

The bill would increase the maximum length for a stinger-steered combination to 80 feet and allow the load to extend an additional 4 feet beyond the front and 6 feet beyond the rear.

Additionally, the bill would establish a maximum length of 82 feet for a "**towaway trailer transporter combination**" and defines that term as it is defined under federal law, 49 USC 31111, meaning a combination of vehicles consisting of a trailer transporter towing unit—a power unit not used to carry property when part of such a combination—and 2 trailers or semitrailers that carry no property and constitute inventory of a manufacturer, distributor, or dealer of such trailers or semitrailers. These combinations are used for delivery of 1 or 2 new light-duty trailers.

MCL 257.719

### BACKGROUND:

Representatives of the Michigan Department of Transportation have indicated that the bill would bring provisions of Section 719 of the Michigan Vehicle Code regarding vehicle size limitations into conformance with federal law, specifically 23 USC 31111, as amended by the *FAST Act*. [The *FAST act* is the short title of the multi-year reauthorization of federal surface transportation programs. The act, which was signed into law December 4, 2015, by President Obama, amended various federal statutes dealing with transportation, including sections of 23 USC.].

### FISCAL IMPACT:

The bill would have no direct fiscal impact on state or local government.

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