
29 DEPARTMENT OF THE SECRETARY OF STATE**250 BUREAU OF MOTOR VEHICLES****Chapter 157: THE ADMINISTRATION OF OVER DIMENSION AND OVERWEIGHT PERMITS**

SUMMARY: This rule establishes requirements and standards for the permitting of non-divisible overdimensional and overweight vehicles and loads (collectively overlimit loads) which are loads exceeding the size and weight limits established in Title 29-A. The Secretary of State is authorized to issue overlimit permits pursuant to Title 29-A M.R.S.A. §2382. This rule also establishes requirements and standards for Pilot and Police Escort vehicles.

SECTION 1. DEFINITIONS

Generally, unless the context clearly indicates otherwise, undefined terms used in this rule have the same meaning as in Title 29-A.

1. **APPLICATION:** means the original or renewal application for the privilege of moving overlimit loads or overlimit vehicles on the public highways.
2. **APPORTIONED OR PRORATED FOR THE STATE OF MAINE:** means registration based on a proportional payment of registration fees determined through the IRP which includes a fair allotment for Maine.
3. **BUREAU:** any reference to Bureau in this rule means the Maine Bureau of Motor Vehicles.
4. **CLEARANCE:** refers to the vertical distance between the highest point of the vehicle or load, and an overhead structure. The distance from the chassis to the ground is referred to as underclearance.
5. **COMBINATION (OF) VEHICLE(S):** means a truck or truck tractor used in combination with a trailer(s) and/or a semitrailer(s).
- 5A. **CRANE:** "Crane" means a type of special mobile equipment designed primarily to lift heavy objects, and which does not carry any property except for necessary tools and equipment.
6. **COMMISSIONER:** means the Commissioner of the Maine Department of Transportation, or any Deputy Commissioner of the Maine Department of Transportation.
7. **DAYLIGHT TRAVEL:** means travel one-half hour before sunrise to one-half hour after sunset.

8. **DESTINATION:** means the point where the overlimit load will be required by the applicable overlimit permit to cease movement upon open sections of the public highways within the context of the vehicle's current single move.
9. **DIVIDED HIGHWAY:** means a highway with a physical barrier or a clearly indicated dividing space dividing opposing traffic, and constructed to impede vehicular traffic over the barrier.
10. **DIVISIBLE:** means a load which can be reduced to legal limits without destroying its value (See NON-DIVISIBLE LOAD).
11. **EMERGENCY OFF-HOUR MOVES:** means those moves of overlimit vehicles and/or loads that are made in order to create a degree of remedy to, or contribute to a degree of remedy to a sudden and immediate condition that threatens the health and safety of the public during hours in which the Overlimit Permit Unit is not staffed, or is otherwise unable to process permit applications.
12. **ENGINEERING REVIEW/SPECIAL AND DETAILED REVIEW/DETAILED ENGINEERING REVIEW:** means the detailed review of an overlimit permit application by an engineer under the Maine Department of Transportation's direction. An engineering review may be required on extreme loads, or when the Issuing Authority deems it necessary.
13. **ENVELOPE VEHICLE:** means a vehicle and load of a weight and dimensions pre-approved for expedited permitting.
14. **EXTREME (WHEN IN REFERENCE TO WEIGHT, HEIGHT, LENGTH, WIDTH):** means dimensions or weight deemed to be in excess of the legal limits to such a degree that additional measures are determined to be necessary in order to ensure public safety, to minimize disruption to the public, or to protect highway and bridge infrastructure. The determination of an "extreme" load will depend on various conditions taken together such as the requested route, pavement and shoulder widths, highway geometrics, expected traffic volume, the presence of public utilities or railroad crossings, and the weight and dimensions of the object to be moved. A vehicle or load that is 125 feet or more in length, or exceeds 16 feet in height, or 16 feet in width, or 160,000 pounds generally will be presumed to be an extreme load and may be required to comply with additional safety measures. Every 5-axle crane exceeding 121,000 pounds is presumed to be non-routine, extreme vehicle. Vehicles or loads of lesser dimensions or weight may be determined to be extreme loads based on local conditions.
15. **FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION (FMCSA):** means an agency of the United States Department of Transportation whose primary mission is to reduce crashes, injuries, and fatalities involving large trucks and buses.
16. **GENERAL LAW HIGHWAYS:** means all non-Interstate highways in Maine and Interstate 95 from the New Hampshire State line to Exit 113 (Augusta Cushnoc Bridge) which includes the Maine Turnpike.

17. **GROSS VEHICLE WEIGHT RATING (GVWR):** means the weight rating of the vehicle and maximum load as determined by the final stage manufacturer.
18. **HIGHWAY:** means all public ways and roads, including the Maine Turnpike, streets, avenues, alleys, boulevards, parks, squares, ferries, bridges and approaches there to within the State.
19. **INSTANT OVERLIMIT PERMIT:¹** means a serialized document approved by the Overlimit Permit Unit via telephone that authorizes a single trip to legally transport an overlimit vehicle, or vehicle combination, and/or load upon public highways within seven days, along certain approved routes, and from a single origin to a single destination within the state of Maine. Instant permits typically are for a single move, but may be issued for one round trip.
20. **INTERNATIONAL REGISTRATION PLAN (IRP):** means the uniform reciprocal agreement for the registration of commercial motor vehicles used in interstate commerce. The IRP provides for the proportional collection and distribution of jurisdictional registration fees based on the percentage of miles traveled in each member jurisdiction.
21. **INTERSTATE SYSTEM:** means “The Interstate Highway System” as defined in the United States Highway Act of 1956, with the exception that it does not include the portions of the Interstate System subject to Maine’s General Law gross weight limits (See GENERAL LAW HIGHWAYS).
22. **ISSUING AUTHORITY:** means the Department of the Secretary of State, Office of Motor Carrier Services, Overlimit Permit Unit acting under the guidelines and advice of the Maine Department of Transportation, pursuant to Title 29-A M.R.S.A. §2382, or any entity authorized to issue an overlimit permit pursuant to Title 29-A.
23. **LEGAL (AS IN LEGAL HEIGHT, LEGAL LIMITS, AND NORMAL LEGAL LIMIT):** means a dimension or weight that does not require an overlimit permit.
24. **LOAD:** means any object(s) that may be carried by a vehicle or combination of vehicles.
25. **LONG TERM (MONTHLY) PERMIT:** means a document that allows a single vehicle to move for up to 12 consecutive months when that vehicle, in combination with its load exceeds normal legal limits, but also meets certain other conditions.
26. **MOBILE HOME:** means a structure, transportable in one or more sections, built on a permanent chassis, and designed to be used as a dwelling, with or without a foundation, when connected to the required utilities including the plumbing, heating, and electrical systems within the unit. The term

¹ Effective January 1, 2018, Instant Permit books are being phased out in favor of an online process.

mobile home includes office trailers, display or sales models, portable classrooms, and similar structures.

27. **MODULAR HOME:** means a structure, transportable in one or more sections, not built on a permanent chassis and moved on a semitrailer, and designed to be used as a dwelling, with or without a foundation, when connected to the required utilities including the plumbing, heating, and electrical systems within the unit.
28. **MOTOR VEHICLE LAWS:** means those laws concerning motor vehicles as found in Title 29A and related rules.
29. **MULTI-STATE PERMITS:** means those overlimit permits that specify an origin and/or destination located outside the State of Maine. [See NEW ENGLAND TRANSPORTATION CONSORTIUM (NETC) and NASTO OVERSIZE AND OVERWEIGHT PERMIT AGREEMENT (NOOPA)].
30. **NASTO OVERSIZE AND OVERWEIGHT PERMIT AGREEMENT (NOOPA):** means a multi-state agreement among the jurisdictions belonging to the Northeast Association of State Transportation Officials (NASTO) to issue expedited overlimit permits to move loads meeting certain criteria. The permittee is issued a single permit via a permit service.
31. **NEW ENGLAND TRANSPORTATION CONSORTIUM (NETC):**² means an agreement among the states of Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont to issue multi-state overlimit permits to vehicles meeting certain conditions and traveling on a designated highway network. The issuing state issues a single permit on behalf of all affected states.
32. **NIGHT MOVES:** means those moves that will take place between one-half hour after sunset, and one-half hour before sunrise as defined in Title 29-A M.R.S.A. §101(78).
33. **NON-CONFORMING SEMITRAILER:** means a semitrailer whose total structural length exceeds 48 feet but does not exceed 53 feet and the semitrailer does not meet the conditions defined in Title 29-A M.R.S.A. §2390(J).
34. **NON-DIVISIBLE LOAD:** means a load which, if separated into smaller loads or vehicles, would:
- A. make it unable to perform the function for which it was intended; or
 - B. destroy its value; or
 - C. require more than eight work hours to dismantle using appropriate equipment.

² The NETC multistate permit process currently is suspended.

Sealed oceangoing containers, spent nuclear materials in casks, and government controlled military vehicles and their loads will be considered non-divisible.

35. OFFICIAL HOLIDAYS, HOLIDAYS, LEGAL HOLIDAYS: means the official list of state holidays published by the Department of Administrative & Financial Services, Bureau of Human Resources. The Overlimit Permit Unit generally will be closed on these days. The list will be further divided into major holidays when the movement of overlimit loads is prohibited and minor holidays when the movement of overlimit loads is allowed. Please note that NETC states each have their own designated holidays, which may affect multi-state travel.
- A. A list of holidays can be found at:
<http://www.maine.gov/sos/bmv/commercial/2017%20Holiday%20Letter.pdf> .
36. ORIGIN, STARTING POINT: means the point where the overlimit load will be allowed by the applicable overlimit permit to begin movement upon open sections of the public highways within the context of the vehicle's current single move, and along those routes specified by the applicable overlimit permit.
37. OVER HEIGHT/OVERHEIGHT: means height that exceeds the legal limit as established in Title 29-A M.R.S.A. §2380.
38. OVER LENGTH/OVERLENGTH: means length that exceeds the legal limit as established in Title 29-A M.R.S.A. §2390.
39. OVERLIMIT: means height, length, width, or weight that exceeds the legal limit.
40. OVERLIMIT PERMIT UNIT: means the unit within the Bureau's Office of Motor Carrier Services with the authority and responsibility to routinely process overlimit permits.
41. OVERSIZE/OVERDIMENSIONAL: means height, length, or width that exceeds the legal limit.
42. OVERWEIGHT: means weight that exceeds the legal limit as established in Title 29-A, Chapter 21.
43. OVERWEIGHT-ONLY: means weight that exceeds the legal weight limit, but also of legal height, width, and length.
44. OVER WIDTH/OVERWIDTH: means width that exceeds the legal limit as established in Title 29-A M.R.S.A. §2380.

45. PERMIT/OVERLIMIT PERMIT: means a document approved by the Overlimit Permit Unit allowing the legal transport of overlimit loads and/or vehicles upon public highways within a certain time frame, and under certain conditions.
46. PERMIT BUNDLING: means the consolidation of an applicant's similar permit requests into a single application and permit.
47. PERMIT NUMBER: means the computer-assigned number used to validate, activate, and track permits. The permit number will be communicated to the instant permit user in order to activate an instant permit.
48. PERMIT OFFICE: means the same as the Overlimit Permit Unit.
49. PERMITTEE: means the entity to whom a permit has been granted in accordance with this rule.
50. POLICE ESCORT: means a uniformed police officer(s) with a police vehicle(s) assigned to escort an overlimit load(s), to control traffic, and to protect public safety. A police escort must have jurisdiction over the entire route to be traveled. That is, a move within one county may use an escort from the county sheriff's office. A move across county lines must use a state police escort.
51. POSTED ROAD/BRIDGE: means a road or bridge that has been restricted as to weight or dimensions in order to preserve the life of the infrastructure, to protect public safety, or due to physical limitations.
52. PROPER AUTHORITY: means the same as "Issuing Authority".
53. RETURN: means completing a single move, and returning to the point of origin by the same route. This constitutes two moves.
54. ROUTE: means part or all of a set of highways linking the intended origin to the intended destination of an overlimit move creating a single path.
55. ROUTING: means the designation of routes for the movement of overlimit loads. The objective in permit routing is to designate the most direct, practical route available that ensures public safety, minimizes disruption to the public, and avoids highway restrictions such as construction projects, posted roads, and height and weight restricted bridges, etc. Financial impact is not a consideration when evaluating the safest, most direct and practical route. A permittee may not deviate from assigned routing without permission unless directed by a police officer; except that a permittee may follow a signed detour. The Issuing Authority has the right to modify requested routes when issuing an overlimit permit.

56. SECRETARY: means the Maine Secretary of State, or any designee duly authorized to act on behalf of the Secretary of State to administer this rule.
57. SEMITRAILER: means a vehicle without motive power, designed to be drawn by a motor vehicle, and constructed so that some part of its weight and its load rests upon or is carried by the motor vehicle.
58. STATE POLICE-ONLY MOVES: means those moves, authorized by a Maine State Police Troop Commander, that do not require notification to the Bureau's Motor Carrier Services Overlimit Permit Unit.
59. STRUCTURAL PARTS: means any object or protrusion that is part of, connected to, joined, fastened or otherwise attached to a motor vehicle with the exception of an antenna.
60. SUPER LOAD: means the same as "Extreme".
61. TITLE 29-A: any reference to Title 29-A means Title 29-A of the Maine Revised Statutes Annotated (M.R.S.A.).
62. TRAILER: means a vehicle without motive power, designed to carry persons or property and to be drawn by a motor vehicle, not operated on tracks, and so constructed that no part of its weight and its load rests upon or is carried by the towing vehicle.
63. TRUCK: means a motor vehicle designed and used primarily to carry property. A truck may be used to tow trailers and semitrailers.
64. TRUCK TRACTOR: means a motor vehicle designed and used exclusively to draw other vehicles and not constructed to carry a load other than a part of the weight of the vehicle and the load drawn.
65. TREE LENGTH LOGS: means a load of logs with an overall length over 74 feet but not more than 80 feet. The weight, width, and height must be within legal limits.
66. TRIP PERMIT: means permission to move a load from a predetermined origin to a predetermined destination in a single direction over the course of a single trip along designated, pre-approved routes, within a designated period of time.
67. UNDERCLEARANCE: means the vertical distance between the ground and the lowest point of the vehicle or load.

68. USDOT NUMBER: also known as a census number, means a motor carrier identification number issued by FMCSA, provided for under 49 C.F.R. §390.19(h)(1).

SECTION 2. SYNOPSIS

The Secretary, acting under guidelines and advice of the Commissioner, may issue permits to move non-divisible vehicles and/or loads which exceed the legal length, width, height, or weight limits established in Title 29-A, Chapter 21, over roads, highways and bridges maintained by the Maine Department of Transportation.

The Secretary, through joint action with the New England Transportation Consortium, may also issue permits to move non-divisible overlimit vehicles and/or loads which fall within length, height, width, and weight limits as outlined in this rule over specific, designated routes within the five consortium states.

An overlimit permit is required to transport a non-divisible overdimensional and/or overweight vehicle and/or load upon public highways, using certain routes, from a single origin to a single destination. This rule establishes the requirements, standards, and administrative procedures for issuing overlimit permits as well as the requirements and standards for pilot and police escorts.

SECTION 3. COMMUNICATION AND CONTACT INFORMATION**1. Overlimit Permit Unit**

A. All written communication should be addressed to:

Bureau of Motor Vehicles
Motor Carrier Services – Overlimit Permit Unit
29 State House Station
Augusta, ME 04333-0029

B. All communications and documents are deemed to be officially received when delivered to the Overlimit Permit Unit at the Bureau's Main Office in Augusta, Maine.

C. The contact information for the Overlimit Permit Unit is as follows:

- (1) Telephone: (207) 624-9000 ext. 52134
- (2) Fax: (207) 622-5332
- (3) Email: overpermits@maine.gov
- (4) Online information: <http://www.maine.gov/sos/bmv/commercial/olpermits.html> .

D. **Walk in location**

Bureau of Motor Vehicles
Motor Carrier Services
101 Hospital Street
Augusta, Maine

2. Bureau of Motor Vehicles Accounting Section

- A. All payments for invoiced amounts should be sent to:

Bureau of Motor Vehicles
Accounting - Overlimit Accounts Receivable
29 State House Station
Augusta, ME 04333-0029

3. Road and Traffic Conditions

- A. Internet: www.newengland511.org .
B. Crane router: <http://mdotapps.maine.gov/cranerouter/>

4. Maine Turnpike Authority

- A. Mailing Address:

Maine Turnpike Authority
2360 Congress Street
Portland, ME 04102
- B. Telephone: (207) 871-7771 or (800) 698-7747
- C. Internet: www.maineturnpike.com/ .

5. Maine Department of Transportation

- A. Maintenance Regions: <http://www.maine.gov/mdot/about/regions/> .

6. Maine State Police

- A. Field Troops: http://www.maine.gov/dps/msp/field_troops/ .

7. Information Resource of Maine (InforME)

- A. General Information: www.maine.gov/informe/ .
B. Online Overlimit Permit Processing: www.maine.gov/overlimit .
C. Telephone: (207) 621-2600; (207) 512-5605; (877) 212-6500
D. Email: info@informe.org .

SECTION 4. PAYMENTS AND REMITTANCES**1. General Information**

- A. Overlimit permits are issued either upon payment or on a credit basis for existing overlimit permit account holders.
- B. Remittances must be in the form of a money order, bank draft, or credit card authorization (See restrictions below). Money orders and checks should be made payable to the Maine Secretary of State.
- C. Personal checks will be accepted subject to collection.
- D. Cash payments will be accepted from walk-in customers. Remittances in currency are wholly at the risk of the remitter. The Bureau assumes no responsibility for any loss of currency sent by mail.
- E. The Bureau accepts major credit cards.
- F. All payments must be in U.S. currency.
- G. All permit applications with check or money order payments must be mailed or hand delivered to the Overlimit Permit Unit. Only applications with credit card payments can be processed by fax. (See Section 3 – Communication and Contact Information).

2. Permits Issued on a Credit Basis

- A. All account applications or credit requests should be mailed or faxed to the Overlimit Permit Unit. (See Section 3 – Communication and Contact Information).
- B. When permits are issued on a credit basis, all account charges for a month will be invoiced on the first business day of the following month. Payment for any invoiced amount is due in full on or before the last day of the month in which the charges were billed.
- C. Remittances for invoiced amounts must include the account number and be sent to the Bureau's Accounting Office. (See Section 3 – Communication and Contact Information).
- D. If payment for any invoiced amount is not received in full by the payment due date, the Overlimit Permit Unit will not process any additional permit applications for the account holder until the account balance is paid in full.

- E. When a permit fee required to be collected by the Secretary is not paid when due, the Secretary may, after complying with the notice requirements of Title 29-A §154-A, suspend all licenses, permits, certificates and registrations of any persons liable for the permit fee.
- F. The Office of Motor Carrier Services will not issue any credentials to an account holder whose account is delinquent.

3. Non-Sufficient Funds (Returned Checks)

- A. In the event a permittee's check is returned for insufficient funds, or for any other reason, the Secretary may, after complying with statutory requirements for a notice of dishonor, suspend the permittee's license and registration. The Overlimit Permit Unit will not process any additional permit applications or requests until the permittee has completely satisfied the delinquency and associated reinstatement fee.
- B. A permittee who has had a check returned for any reason will be required to pay for subsequent permits with certified funds.

4. Refunds

- A. A refund will be issued only if it can be determined by the Issuing Authority that the permitted move has not been made.

SECTION 5. LEGAL NAME AND ADDRESS

1. The legal name recorded on an account or permit application must be consistent with the legal name on other applications for motor carrier credentials as well as with any applicable state and federal filings (for example: a state corporate filing or FMCSA census information). The applicant may be required to rectify any legal name discrepancies before an overlimit permit will be processed or an overlimit permit account will be opened.
2. Applicants must provide a contact name, phone number and business address. If the address is a rural route, the applicant must include a box number.
3. An application for an account or permit without sufficient name, address, or contact information may be returned to the applicant for completion prior to processing the application.

SECTION 6. NAME AND ADDRESS CHANGES

1. **Name Change**

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- A. Any change in name will require written notification of the change within 30 days of the change.
 - B. An account holder or applicant may report a name change by submitting a Motor Carrier Services Account Change Form or written notice to the Overlimit Permit Unit.
 - C. An account holder or applicant may change their name from an individual to a newly formed corporation provided there is no change in ownership or control of the company.
 - D. When an account holder or applicant is a motor carrier required to file census information with the FMCSA or the State of Maine, the name change notification must be submitted in conjunction with an updated Form MCS-150 (interstate carriers) or Form MCS-253 (intrastate carriers) reporting the name change.

2. Address Change

- A. A carrier must report any changes to its principal place of business or mailing address within 30 days of the change.
- B. A carrier may report an address change by submitting a Motor Carrier Services Account Change Form or written notice to the Overlimit Permit Unit.
- C. When an account holder or applicant is a motor carrier required to file census information with the FMCSA or the State of Maine, the address change notification must be submitted in conjunction with an updated Form MCS-150 (interstate carriers) or Form MCS-253 (intrastate carriers) reporting the address change.

SECTION 7. SIGNATURES

1. Except as otherwise provided, all overlimit permit and account applications must be signed.
2. Anyone signing an overlimit permit or account application must also disclose their position title in which is vested the authority to sign the application.
3. If an applicant is an individual, the application must be signed by the applicant.
4. If the applicant is a corporation, the application must be signed by a corporate officer or an employee duly authorized to act in an administrative capacity on behalf of the corporation.
5. Notwithstanding the above, an authorized agent exercising power of attorney may sign on behalf of an applicant. The copy of the document authorizing the power of attorney must be on file with the Overlimit Permit Unit.

SECTION 8. LIMITATIONS AND RESTRICTIONS

1. Permits are not issued for divisible loads. All requests to move divisible loads will be denied as such loads can be reduced to legal dimensions and/or weight.

2. Permits are granted only for roads and bridges maintained by the Maine Department of Transportation and the NETC network. Municipalities may have their own restrictions and permitting systems in place and would have to be checked individually. The Maine Turnpike Authority also issues permits at the toll booth upon entry for movement over their road. (See Section 19 - Maine Turnpike Authority).
3. A permit request may be denied or modified if the Issuing Authority, acting with the advice of the Commissioner or the Chief of the Maine State Police, determines that the move cannot be completed safely, or imposes an unacceptable impact on traffic or highway and bridge infrastructure.
4. The permittee is responsible for adequately planning the move in order to minimize impacts on public safety and traffic, and to protect the public infrastructure. The Issuing Authority may require the applicant to notify state and local law enforcement, municipal officials, Maine Department of Transportation Traffic Engineering and/or Bridge Maintenance, railroad companies, or public utilities. For extreme loads, the Issuing Authority may require the applicant to make public notification adequate to forewarn the public.
5. Violation of any statute, ordinance, rule, or regulation of the State, any State agency or political subdivision of the State, or operation beyond the scope of the permit is unlawful. The permittee must comply with all statutory provisions and regulations as to permits, vehicle registrations, fuel tax, vehicle equipment, and operation. Failure to comply with all motor vehicle related laws and rules may result in the denial of future permit requests.
6. A permit is invalidated by the violation of any condition specified by the terms of the permit or by false information given on the application. On evidence of such violation or falsification, the permittee may be denied additional permits.
7. A permit may be denied to a motor carrier with an unsatisfactory safety rating, as determined by the Federal Motor Carrier Safety Administration's motor carrier rating system.
8. Whenever possible, vehicles exceeding legal limits should be moved during periods when traffic is lightest. Section 21 lists days-of-travel restrictions for mobile and modular homes. Overdimensional permits requested for travel on weekends during July and August, and on holidays throughout the year require pre-clearance by the Maine Department of Transportation's Traffic Engineering Division.³ Travel in areas when fairs and festivals are occurring may preclude the issuance of overdimensional permits. An applicant requesting such permits must allow at least two working days notice to obtain necessary clearances.
9. Permit processing time will be impacted if an engineering review is needed, and adequate time should be allowed for the completion of any review. An applicant should allow a minimum of two business days for the Maine Department of Transportation to complete any required engineering review.
10. A list of official holidays is published annually and available from the Overlimit Permit Unit or on the Internet at: <http://www.maine.gov/sos/bmv/commercial/2017%20Holiday%20Letter.pdf> .
11. The Issuing Authority, with the advice and under the guidelines of the Commissioner, may allow moves at additional times and days when deemed necessary, and when it is determined that public safety will not be adversely impacted.

³ The Maine Department of Transportation has granted a blanket exemption for oversized equipment (such as logging, construction, or agricultural machinery) being moved on Saturdays and Sundays in July and August for Aroostook, Franklin, Oxford, Penobscot, Piscataquis, Somerset, and Washington counties. Moves must be completed by 9 o'clock a.m., and should avoid congested areas.

12. Permits do not exempt vehicles from posted road or bridge restrictions. The permittee is responsible for complying with road and bridge postings regardless of routing.
13. More than one object may be transported in a single move as long as the object configuration does not create a divisible load that exceeds legal size and/or weight limits. If the object configuration cannot be reduced to legal limits then a permit is required to cover any dimension(s) and/or weight that exceed such limits.
14. A permittee is restricted to a single trip, unless authorized for a return trip or multiple trips, in one direction from the permitted origin to the permitted destination traveling only on the designated highways recorded on the permit. The authorized movement must be made within the allotted time as stated on the permit, unless extended by the Issuing Authority.
15. Except as otherwise provided in this rule, a permittee is limited to daylight travel only, unless the move is an emergency off-hour move or an overweight-only move.
16. An applicant may be denied the issuance of permits based on their failure to appear in court to answer any motor vehicle summons, or for any other motor vehicle related infractions.
17. **Permit bundling**
 - A. When similar multiple moves occur within a specific geographic area for a set time period, the Issuing Authority may, at its discretion, issue a permit listing a variety of vehicles capable of performing multiple trips.
18. Vehicles or combination of vehicles 20 feet and wider and/or 150 feet and longer require:
 - A. utility and town department notifications, and
 - B. movement only during clear visibility, and
 - C. movement during hours other than commuter or school bus hours.
19. Permits will not be issued to move a vehicle combination consisting of a truck tractor and a non-conforming semitrailer unless:
 - A. the load carried by the vehicle combination causes the move to exceed legal limits; or
 - B. the vehicle combination is returning empty after transporting a nondivisible load under the provisions of an overlimit permit which authorizes a return trip. All safety provisions shall apply to the return trip including the display of signs.

SECTION 9. DOCUMENTATION AND REGISTRATION

1. The permit must accompany the described move and must be in the legal name of the permittee. Alterations may be made only with express permission of the Issuing Authority. Unauthorized alteration of a permit will invalidate the permit, and subject the permittee to legal action under the statutes governing fraud or falsification on applications and documents.

2. Permits may be verified by law enforcement personnel at any time.
3. An overlimit permit does not relieve a vehicle registrant from their obligation to properly register in accordance with Motor Vehicle Laws. The registration plate number(s) must be provided to obtain a permit.
4. An applicant may be required to show proof of liability insurance at time of permit issuance.
5. An applicant must provide their USDOT number, if required to have one.
6. Previously used mobile homes require a current tax release (MV-47 or MV-47E) from the town of origin prior to being issued an overlimit permit. (See Section 21 – Mobile and Modular Home Movement Special Requirements)

SECTION 10. METHODS OF OBTAINING OVERLIMIT PERMITS

1. **In Person (Walk-in)**
 - A. An applicant may apply in person to the Bureau's Main Office or any Motor Vehicle Branch Office to request a permit by completing and then submitting the appropriate permit application.
 - B. All forms of payment described in Section 4 are acceptable.
2. **By Mail**
 - A. An applicant may mail a completed permit application directly to the Overlimit Permit Unit.
 - B. All forms of payment described in Section 4 with the exception of cash are acceptable.
3. **By Phone**
 - A. An applicant with an established overlimit permit account and in possession of an Instant Permit Form issued to the same account may request an instant permit over the phone.
 - B. The fee for an instant permit is always charged to the applicant's overlimit permit account.
4. **By Fax**
 - A. An applicant may fax a completed permit application directly to the Overlimit Permit Unit. Upon approval of the application the Overlimit Permit Unit will issue and then fax the permit back to the applicant.
 - B. The fee for a permit issued by fax must be either charged to the applicant's existing overlimit permit account or paid by credit card.
 - C. Instant Permits will not be processed by fax.

5. Through a Permit Service

- A. Permit (wire) services are available to all applicants.
- B. Payment must be made directly to the permit service in the form required by the permit service.

6. Online

- A. Single trip permits within Maine only, return trip permits within Maine only, and multi-state permits within the NETC states are available online.
- B. The online applicant must either have an established subscriber account with InforME or pay online using a credit card.

SECTION 11. FORMS**1. State of Maine Standard Permit Application For Intra/Interstate Travel for Non-Divisible Oversize and/or Overweight Loads (MV-226)**

- A. This application must be used when requesting a permit directly from the Overlimit Permit Unit by fax, mail, or in person at the Bureau's Main Office in Augusta.

2. Overlimit Permit Account Application (BMVOLP-APP2)

- A. This application must be submitted directly to the Overlimit Permit Unit to request a credit account with the Bureau.

3. Instant Permit Form (MV-250)

- A. The Instant Permit Form must be completed by the applicant prior to calling the Overlimit Permit Unit to request an instant permit.

4. State of Maine Standard Permit Application For Intra/Interstate Travel for Non-Divisible Oversize and/or Overweight Loads (MV-226-B)

- A. This application is used only to request a permit at a Motor Vehicle Branch Office.

5. State of Maine Certificate of Taxes/Sewer Fees Paid On Mobile Home Form (MV47)/Electronic State of Maine Certificate of Taxes/Sewer Fees Paid On Mobile Home Form (MV-47E)

- A. A Tax Release Form, issued by the municipality in which the move is to originate, must be submitted to the Overlimit Permit Unit before a permit request to move a mobile home from a private lot will be approved. A municipality may elect to send an Electronic Tax Release Form

(MV-47E) directly to the Overlimit Permit Unit in lieu of the carrier submitting an MV-47 form. The Tax Release Form (MV-47) must be endorsed with the signature of the municipal tax collector and validated with the official municipal stamp.

6. **State of Maine Standard Permit Form For Intra/Interstate Travel for Non-Divisible Oversize and/or Overweight Loads (MV-225)**
 - A. This is the official permit form issued for all approved permit requests with the exception of instant permits. The form must be carried in the vehicle during the move unless an instant permit has been issued for the move.
7. When additional credit card information is needed, the applicant must complete an official Bureau, Operating Authority/Overlimit Permits Section, Credit Card Facsimile Cover Sheet provided by the Overlimit Permit Unit.
8. All information requested and gathered on these forms is required by the Bureau to obtain the applicable credential.
9. All forms are occasionally updated when necessary by the Bureau.

SECTION 12. TYPES OF PERMITS

1. Instant Overlimit Permits (Instant Permits)

- A. **Prerequisites to an instant permit request**
 - (1) The applicant must have an established overlimit permit credit account with the Bureau.
 - (2) The applicant must purchase an instant permit book (fee listed in Rule Chapter 156) prior to requesting an instant permit. Each instant permit book contains 25 blank Instant Permit Forms.
- B. The Instant Permit Form (MV-250) is a triplicate form consisting of:
 - (1) the White Original which must be retained by the permittee and carried in the vehicle during the overlimit move;
 - (2) the Yellow Copy which must be returned to the Overlimit Permit Unit (voided copies must also be returned) for administrative and audit purposes after the instant permit is issued. The Yellow Copy must be returned to the Overlimit Permit Unit by the end of the month following the month of usage. The Secretary may refuse to honor requests for instant permits when an account holder has failed to return the Yellow Copy in a timely manner; and
 - (3) the Green Copy which should be retained by the permittee.
- C. Instant Permits are processed only at the Main Office via telephone. (See Section 3 – Communication and Contact Information)

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- (1) The permit information must be entered in ink on the instant permit form prior to calling the Overlimit Permit Unit to request a permit.
 - (2) The applicant must call the Overlimit Permit Unit and communicate the permit information for the requested move.
 - (3) The permit information and requested routing will be reviewed by the Overlimit Permit Unit and the permit request will be approved, modified, or denied accordingly.
 - (4) The permit number and any permit modifications will be communicated to the applicant over the phone.
 - (5) The applicant must enter the permit number and any permit modifications onto the instant permit before making the move.
 - (6) The Secretary may refuse to honor requests for instant permits when an applicant has been negligent in completing or amending the instant permit with the required permit information or modifications as evidenced by the Yellow Copy submitted to the Overlimit Permit Unit.
- D. Instant permits may be used for all moves except when:
- (1) the Issuing Authority determines that special routing is required, or
 - (2) any portion of the requested move is outside the State of Maine, or
 - (3) the move is considered extreme due to size and/or weight and requires a Maine Department of Transportation engineering review, or
 - (4) the Issuing Authority makes a determination that an instant permit is not appropriate due to the special conditions of the move.
- E. Instant permits are valid for seven days from the effective date and are used for a single trip, unless authorized for a return trip.
- F. **Instant permits for emergency off-hour moves**
- (1) Emergency off-hour moves may be made only when public health and/or safety is threatened.
 - (2) Pre-approval of routes from the Maine Department of Transportation must be obtained for those movements requiring overweight permits.
 - (3) A facsimile transmission must be made to the Overlimit Permit Unit of the completed instant permit form.
 - (4) The permit will be processed in the permit system on the next business day after the move and billed accordingly.
 - (5) The carrier must call the Overlimit Permit Unit the next business day to obtain the system issued permit number.

- G. All charges for instant permits will be billed at the beginning of the month following the month in which the permit was approved.
- H. The privilege to purchase instant permit books or obtain instant permits may be suspended or revoked for cause by the Issuing Authority.

2. Long Term (Monthly) Permits

A. General Conditions

- (1) Long term permits are issued on a monthly basis for a period not to exceed 12 months.
- (2) The fee schedule for long term permits can be found in the Department of the Secretary of State Rule Chapter 156.
- (3) Long term permits may be obtained using the methods described in Section 10 with the exception of phone or online.
- (4) The permit may be issued for a single unit vehicle, or on either the power unit or trailer of a combination of vehicles.
- (5) The towing vehicle used must be registered, apportioned, or prorated for the State of Maine.

B. Dimension Restrictions

- (1) Height must be legal. No structural part of the vehicle shall exceed a height of 13 feet 6 inches. The load may extend 6 inches beyond the maximum vehicle structural height, making the legal height with load 14 feet on all highways except for the Maine Turnpike (*There is no additional 6 inch load provision for any part of the Maine Turnpike*).
- (2) Width must not exceed 11 feet 6 inches.
- (3) Length must not exceed 45 feet for a single unit vehicle, or 75 feet for a combination of vehicles, with the exception of a vehicle combination hauling tree length logs which have a maximum length limit of 80 feet under the following conditions:
 - (3.a) the logs are transported by a truck tractor/semitrailer combination, and
 - (3.b) the rear overhang may not exceed 40% of the length of the logs, and
 - (3.c) the width, height, and weight of the vehicle combination and load must be legal.

C. Weight Restrictions

(1.a.1) All long term permit limits are subject to 600 pounds per inch of tire width.

(1.a.2) Class A Special Mobile Equipment

(1.a.2.a) The width, height, and length must be legal.

(1.a.2.b) The vehicle must be registered for the actual gross weight in accordance with Title 29-A §513.

Configuration	(1.a.2.c) Total Gross Weight Limit Maximum Total Gross Weight
2-Axles	39,100 lbs.
3-Axles	62,100 lbs.
4-Axles	79,350 lbs.
5 or more Axles	92,000 lbs.

(1.a.2.d) Individual axle unit limits:

Single Steering Axle	18,900 lbs.
Single Axle	25,410 lbs.
Tandem Axles	48,300 lbs.
Tri-Axle	56,700 lbs.

(1.a.3) Load Carrying Vehicles

- (a) Must be a combination vehicle consisting of a tri-axle semitrailer, and a tandem-drive, or tridem-drive truck tractor.
- (b) The maximum total gross weight limit is 120,000 lbs.
- (c) **Individual axle unit limits**

Steering Axle	12,000 lbs. max. (6,000 lbs. min.)
Tandem Axles	50,000 lbs. max.
Tridem Axles	60,000 lbs. max.
- (d) The power unit must be registered or apportioned for the maximum weight as provided for by law.

(1.a.4) Special Conditions

- (a) A long term permit does not constitute permission to travel on city or town roads.
- (b) All bridge postings must be observed. *Note - some bridges are posted at 90,000 lbs.*

(1.a.5) **5-Axle Cranes.** A 5 -axle crane, weighing between 121,000 to 130,000 pounds, and crossing bridges with a 5 M.P.H. travel restriction requires:

(1.a.5.a) a pilot vehicle traveling at the rear of the permitted crane; or

(1.a.5.b) the crane or follow-vehicle must be equipped with an impact attenuator;
or

(1.a.5.c) a sign with the text “VEHICLE STOPS WHEN FLASHING” shall be mounted to the rear of the permitted crane. The sign, with minimum dimensions of 2 feet in height by 5 feet in width, shall have a minimum of 8 flashing yellow LED lights around the border. The sign sheeting shall be yellow prismatic or greater. The sign text shall be 6 inch letters. The sign shall be wired into the vehicle’s brake system and flash when the brake pedal is depressed.

3. Overweight Permits

A. A permit is required when the gross vehicle weight of a single vehicle or a combination of vehicles exceeds the following legal weight limit established for the vehicle type and axle configuration:

Configuration	Legal Weight Limit
2-Axle Vehicle	34,000 lbs.
3-Axle Vehicle	54,000 lbs.
4-Axle Vehicle	69,000 lbs.
5 or More Axle Vehicle	69,000 lbs. ⁴
3-Axle Combination of Vehicles	54,000 lbs.
4-Axle Combination of Vehicles	69,000 lbs.
5-Axle Combination of Vehicles	80,000 lbs.
6-Axle Combination of Vehicles	100,000 lbs. ⁵

(1) The permitted vehicle must be registered for a gross vehicle weight equal to the maximum operational gross weight limit for its configuration as described in Title 29-A Chapter 21. Notwithstanding, Class A Special Mobile Equipment must be registered for its actual weight.

(2) Permits are not granted for posted roads.

B. Permits are not issued generally for loads that exceed the legal allowable axle weight when the gross weight does not exceed the legal limits. Class A Special Mobile Equipment may exceed axle weight limits even if the gross weight is within legal limits. When operational needs dictate, overweight permits may be issued if a vehicle exceeds axle weight limits, but is within gross weight limits. The Issuing Authority will issue these permits only after obtaining advice from the Maine Department of Transportation. “Operational need” means that a larger vehicle could not be practically or safely operated due to tight geometrics, rough terrain, or other

⁴ Except as provided by Title 29-A M.R.S.A. §2364.

⁵ 100,000 lbs. is legal on 6 or more axles consisting of a minimum of a 3-axle truck tractor in combination with a tri-axle semitrailer on General Law Highways. The Maine Interstate System is restricted to 80,000 lbs. except that a combination vehicle consisting of a 3-axle truck tractor and a tri-axle semitrailer may operate up to 100,000 lbs. for as long as a federal law exempting Maine from the 80,000 lbs. interstate limit is in effect.

operational characteristics that necessitate the use of a smaller vehicle. The financial impact of obtaining an adequate vehicle will not be considered an operational need.

- C. A permit will be denied if the Issuing Authority determines that the vehicle to be used is not adequate to complete the move safely. In cases where a larger vehicle could be used to make the move within legal limits, the applicant may be required to use a larger vehicle.
- D. The maximum weights for which a permit may be granted, without a special and detailed review by the Maine Department of Transportation, are as follows:

CONFIGURATION	LEGAL WEIGHT LIMIT
2-Axle Vehicle	39,100 lbs.
3-Axle Vehicle	62,100 lbs.
4-Axle Truck	73,000 lbs.
4-Axle or more Special Mobile Equipment	110,000 lbs.
4-Axle Truck Tractor-Semitrailer	120,000 lbs.
5-Axle Truck Tractor-Semitrailer	130,000 lbs.
6-Axle Truck Tractor-Semitrailer	140,000 lbs.
7-Axle Truck Tractor-Semitrailer	159,000 lbs. to 167,000 lbs. **
8-Axle Truck Tractor-Semitrailer	177,000 lbs.

**** Axle Group Limits**

1 st Axle	12,000 lbs. (20,000 lbs. for 167,000 lbs.)
2 nd , 3 rd , and 4 th Axles	26,000 lbs. (Combined Weight Max. 72,000 lbs.)
5 th , 6 th , and 7 th Axles	27,000 lbs. (Combined Weight Max. 75,000 lbs.)

- (1) There is an additional 3% tolerance on any axle or group of axles.
- (2) Weights in excess of the above are considered extreme loads and may require detailed engineering reviews. An applicant should allow a minimum of two business days for the Maine Department of Transportation to complete a required review. The applicant may be required to supply additional information not on the application (such as an axle weight and spacing diagram).
- E. Vehicles permitted for overweight-only that are capable of moving with the flow of traffic may move at any time of day.
- F. Pilot vehicles or police escorts may be required when the Issuing Authority deems it necessary on extreme weights.

4. Over Width Permits

- A. A permit is required when the overall width of the vehicle or load, including all structural parts, exceeds eight feet six inches.
- B. Permits will not be granted for over width when the load can be reduced to the legal limit. For example, if two tanks are being moved side by side and exceed the legal width, one tank must be removed.

-
- C. Vehicles 14 feet or more in width operating on highways with four or more traffic lanes must maintain a minimum following distance of five seconds with respect to those vehicles in front of them which are large enough to block the driver's view of the road ahead.
 - D. Pilot vehicles are required for a vehicle or combination of vehicles exceeding certain widths (See Section 16 – Pilot Vehicles).
 - E. Police escorts are required for permits issued for widths of 16 feet or more.
 - F. Additional pilot or police escorts may be required when the Issuing Authority deems it necessary on extreme widths.

5. Over Length Permits

- A. A permit is required when the overall length, including all structural parts and the load exceeds the limits established in Title 29-A §2390. Generally, the maximum length is 45 feet for a single unit vehicle and 65 feet for a combination of vehicles. There are exceptions in §2390 for longer combinations vehicles (LCV's) to allow an overall length in excess of 65 feet under some conditions.
- B. Over length permits are not required for:
 - (1) fire department vehicles,
 - (2) utility companies or their contractors transporting utility poles from a staging area to the final point of installation, or
 - (3) disabled vehicles being towed to a repair facility.
- C. **Tree Length Logs**
 - (1) Pursuant to Title 29-A §2390(D), a combination vehicle consisting of a truck tractor and a semitrailer may carry tree length logs without a permit provided the overall length of the truck tractor, semitrailer, and load does not exceed 74 feet. Logs may extend rearward beyond the body of the vehicle by up to 8 ½ feet, provided not more than 25% of the length of the logs extends beyond the body of the vehicles.
 - (2) A combination consisting of a truck tractor and a semitrailer transporting tree length logs may be operated with an overlimit permit provided that the total length of the vehicle and load does not exceed 80 feet, and not more than 40 percent of the length of the logs extends beyond the body of the vehicle.
 - (3) The following conditions apply to all vehicles carrying tree length logs when the load extends beyond the body:
 - (a) Any overhang beyond 4 feet of the body must be flagged by a clean 12 inch by 12 inch fluorescent cloth, and during nighttime display a red light.
 - (b) When lights are required, a red reflector or reflectorized paint must be displayed on the end on the log projecting farthest to the rear. The reflector or reflectorized

paint must be able to reflect, at night on an unlighted highway, the undimmed lights of a vehicle approaching from the rear for at least 200 feet.

- D. Permitted over length vehicles may not follow nearer than 200 feet to another vehicle except when passing.
- E. Pilot vehicles are required for a vehicle or combination of vehicles exceeding certain lengths. (See Section 16 – Pilot Vehicles).
- F. Police escorts are required for permits issued for lengths of 125 feet or more.
- G. Additional pilot vehicles or police escorts may be required when the Issuing Authority deems it necessary on extreme lengths.

6. Over Height Permits

- A. A permit is required when any structural part of the vehicle exceeds 13 feet 6 inches; however, the load may extend 6 inches beyond this, making the legal height with load 14 feet. The height limit on the Maine Turnpike is 13 feet 6 inches.
- B. A permit will not be granted for over height when the load can be reduced to the legal limit (for example, a load of lumber).
- C. The permit applicant is responsible for contacting the appropriate public utility companies for any movement or alteration of overhead wires.
- D. Bridge and overpass clearances are posted when clearances are less than 14 feet 6 inches in height. *Note: many bridges on the Maine Turnpike are at 13 feet 6 inches.*
- E. A pole car is required when overall height exceeds 16 feet.
- F. A pilot vehicle(s) or police escort(s) may be required when the Issuing Authority deems it necessary on extreme heights.

SECTION 13. PERMIT CORRECTIONS AND TRANSFERS

1. Permit Corrections and/or Changes

- A. A permittee may request a permit correction and/or change to a previously issued permit by calling the Overlimit Permit Unit directly.
- B. Once a permit change is approved the permittee will be instructed to amend the permit to reflect the change. The permit must also be notated with the date, time, and initials of the Bureau of Motor Vehicles issuing official approving the change. Corrected permit information is available to law enforcement at roadside.
- C. No changes will be allowed after a move has taken place.

2. Transfer Policy

A. Trip permits

- (1) A vehicle may be substituted for another with proper notice to the Overlimit Permit Unit at no extra charge.
- (2) Once the vehicle substitution is approved, the permit should be modified as described in sub-paragraph 1.B. above.

B. Long term permits

- (1) If a permittee removes a vehicle from service, it is permissible to amend the permit after proper notice to and approval by the Overlimit Permit Unit to reflect a new vehicle for the remainder of the term of the permit.

SECTION 14. SAFETY STANDARDS

1. Traffic and vehicle movement control is a police function. A State Police officer may order an overlimit permitted vehicle off the highway when, in the officer's judgment, the continued movement poses an unacceptable risk to public safety, or an unacceptable impact on traffic or highway and bridge infrastructure. The Issuing Authority may place additional conditions on a permit in order to protect public safety, public infrastructure, or to mitigate the impact on traffic.

- A. While in transit, the driver of a slowly-moving, permitted vehicle shall, at the first suitable opportunity, pull off the highway or as far to the right as is reasonably safe if more than seven vehicles are following.
- B. Except for emergency off-hour moves, no movement shall be made when visibility is poor or the highway is considered dangerous due to rain, snow, slush, ice, or any other condition deemed unsafe by the Issuing Authority or a State Police officer.
 - (1) Adverse weather or road conditions posted to the Maine Department of Transportation's 511ME system (www.newengland511.org) or telephone number 511) shall constitute one form of notice of dangerous road conditions.
 - (2) If the speed on the Interstate Highway System is reduced to 45 miles per hour, the movement of a permitted vehicle must, at the first opportunity (ramp, rest area, weigh station, etc.), proceed to safely exit the traveled way, including shoulders.
 - (3) Permits will not be issued when permit routing falls within geographic locations where "difficult driving conditions" are in effect on the 511ME system or the Interstate Highway System is reduced to 45 miles per hour.
- C. If movement has started and such conditions develop, movement must be stopped at the first suitable opportunity.

2. Load Vehicle Safety Equipment**A. Signs**

-
- (1) The sign shall read: "OVERSIZE LOAD" or "OVERWIDTH LOAD" (*if applicable*)
 - (2) **Sign Requirements**
 - (a) Size: not less than 7 feet wide by 18 inches high;
 - (b) Lettering: 10 inches high with a 1.4 inch brush stroke;
 - (c) Color: black letters on a yellow background;
 - (d) Location: front bumper, at rear (unless tree length logs which shall be marked as provided for in Section 12, paragraph 5C(3) of this rule).
 - (3) Movement when not oversize requires that load signs be removed or covered and that amber beacon lights be extinguished.

B. Flags

- (1) Color: red or fluorescent orange
- (2) Size: 18 inches by 18 inches
- (3) **Location**
 - (a) on the extreme ends of the front bumper; and
 - (b) on the extreme ends of the load.

C. Headlights

- (1) Headlights shall be on low beams at all times unless weight is the only overlimit condition of the permit.

D. Amber Lighting

- (1) **Design**
 - (a) a single six inch diameter amber intermittent flashing light; or
 - (b) a single four inch diameter amber rotary type light; or
 - (c) a light bar with four amber flashing or strobe lights or combination thereof.

(2) **Position**

- (a) The amber lighting shall be centered on top of the cab unless the load protrudes out over the cab.
 - (b) If the load protrudes out over the cab then the amber lighting shall be placed at the highest forward point of the load.
- (3) Overdimensional vehicles within the New England Transportation Consortium (NETC) or the Northeast Overlimit Operating Permit Agreement (NOOPA) envelope operating on either highway system or access highway system would be subject to the same lighting requirements for overdimensional vehicles as found in Chapter 155 The Rules Governing Permits for Non-divisible, Oversized, and Overweight Vehicles Engaged in Interstate Commerce Section 11.

E. **Mobile Communication**

- (1) Two-way mobile communication which has a minimum of one-half mile transmitting radius is required if a pilot or police escort is required.
- (2) Communication must be maintained between the overlimit vehicle(s) and the pilot(s) and/or police escort vehicle(s) at all times during the move.

3. Railroad Crossings

- A. If a permitted vehicle is to cross a railroad at-grade crossing, the permittee may be required to contact the appropriate railroad(s) in order to coordinate the move. The permittee must contact the affected railroad(s) if:
- (A.1) the vehicle or load underclearance is 10 inches or less; or
 - (A.2) a police escort is required; or
 - (A.3) the permitted vehicle is unable to maintain a steady speed of at least 10 miles per hour through any crossing.

4. The permittee may be required to conduct a route review prior to making the move.

SECTION 15. EMERGENCY OFF-HOUR MOVES SAFETY STANDARDS

- 1. Emergency off-hour moves require pre-move authorization from a Maine State Police Troop Commander or the Maine Emergency Management Agency (MEMA) duty officer during times of a declared statewide emergency.
- 2. Flashing amber lighting which is visible from all directions is required on the oversize combined unit (See Section 14, paragraph 2.D for the specifications).

3. Signage is required at the same specifications as detailed in Section 14, paragraph 2.A with the additional requirement of reflectorization.
4. The maximum permissible dimensions for the oversize vehicle(s) and load are as follows:
 - A. a length of no more than 75 feet;
 - B. a width of no more than 12 feet; and
 - C. height that is legal.
5. One pilot vehicle is required for emergency off-hour moves. (See Section 16 - Pilot Vehicles)
 - A. Utility bucket trucks up to 50 feet in length are exempt from pilot vehicles as long as the bucket is reflectorized or lighted.
6. A police escort may be required for non-daylight moves at the discretion of the Maine State Police Troop Commander.

(See Section 10 for specific instructions on how to obtain permits)

SECTION 16. PILOT VEHICLES

1. Pilot Vehicle Thresholds

- A. TABLE 1 details the pilot vehicle and police escort requirements for a single vehicle and load or a vehicle combination and load where the object moved is not a mobile or modular home:

Number of Pilots/Escorts	Permit Type	Width	Length	Height
1 Pilot Vehicle	Maine Only	Greater than 12 feet and less than 16 feet	Greater than 80 feet and less than 125 feet	
	Multi-State	Greater than or equal to 12 feet	Greater than or equal to 80 feet	
2 Pilot Vehicles	Maine Only	Night time moves of timber harvesting equipment not exceeding 11 feet 6 inches (See Section 18)	Night time moves of timber harvesting equipment not exceeding 75 feet (See Section 18)	
1 Pilot Vehicle + 1 Police Escort	Maine Only	Greater than or equal to 16 feet and less than 20 feet	Greater than or equal to 125 feet and less than 150 feet	
2 Police Escorts	Maine Only	Greater than or equal to 20 feet	Greater than or equal to 150 feet	
1 Pole Car	Maine Only			Greater than 16 feet

B. TABLE 2 details the pilot vehicle and police escort requirements for a vehicle combination and load where the object moved is a manufactured, modular, mobile or pre-fabricated home:

TABLE 2				
Number of Pilots/Escorts	Permit Type	Width (At the Base)	Length	Height
1 Pilot Vehicle	Maine Only	Greater than 12 feet and less than or equal to 14 feet 6 inches	Greater than 80 feet and less than 125 feet	
	Multi-State	Greater than or equal to 12 feet	Greater than or equal to 80 feet	
2 Pilot Vehicles	Maine Only	Greater than 14 feet 6 inches and less than 16 feet		
1 Pilot Vehicle + 1 Police Escort	Maine Only	(1) Base greater than or equal to 16 feet and less than 20 feet, or (2) Eaves greater than or equal to 16 feet 9 inches	Greater than or equal to 125 feet and less than 150 feet	
2 Police Escorts	Maine Only	Greater than or equal to 20 feet	Greater than or equal to 150 feet	
1 Pole Car	Maine Only			Greater than 16 feet
(See Section 21 for special conditions for mobile and modular homes)				

C. The Secretary, acting upon the advice of the Commissioner, may require pilot vehicles for lesser dimensions as well as require additional pilots, or may waive or modify the necessity of requiring pilot vehicles.

D. The Chief of the Maine State Police, a member of the department holding the rank of Lieutenant or higher or their designee, may at their discretion, waive the requirement for a second police escort or require additional police escorts to safely complete the move. The Maine State Police may not reduce the police escort requirements below what is listed in Title 29-A section 2382 subsection 9-A.

2. **Operation**

A. Pilot vehicles must travel in front of the overdimensional vehicle(s), unless traveling on a divided highway in which case, the pilot vehicle must follow the overdimensional vehicle. If two pilot vehicles are required, one will precede the overdimensional vehicle(s) and one will follow.

B. Movement must be made in such a way that other vehicles will not come between the pilot vehicle and the overdimensional vehicle(s).

C. The pilot vehicle must direct, by a predetermined signal, the overdimensional vehicle(s) off the highway at the first suitable opportunity, when:

(C.1) a properly signaling emergency vehicle is approaching from the rear; or

(C.2) seven or more vehicles are following as the result of slow movement.

3.

Pilot Vehicle Specifications and Requirements

A. The pilot vehicle must be an automobile or light truck equipped with:

- (1) a conventional interior rear view mirror;
- (2) right and left exterior side view mirrors; and
- (3) amber lighting to include:
 - (a) two intermittent flashing amber lights at least 6 inches in diameter; or
 - (b) two rotary type amber lights at least 4 inches in diameter; or
 - (c) a light bar of sufficient length and width to accommodate a minimum of four amber flashing or strobe lights or combination thereof; and
 - (d) the lights under option (a) and (b) must be attached to the roof of the pilot vehicle, one on the extreme left and the other on the extreme right, or the light bar under option (c) must be located horizontally on the roof perpendicular to the length of the pilot vehicle.

B. Headlights shall be on low beam at all times during the move.

C. **Special Signage**

- (1) The sign shall read: "OVERSIZE LOAD".
- (2) **Sign Requirements**
 - (a) Size: not less than 5 feet wide by 12 inches high;
 - (b) Lettering: not less than 8 inches high with a 1.4 inch brush stroke and a border width of 1 inch around the letters;
 - (c) Color: black lettering on a yellow background;
 - (d) Location: on the roof perpendicular to the length of the vehicle and legible on both sides; or on the front bumper when the pilot vehicle is required to precede the over dimension load, or on the rear bumper when the pilot vehicle is required to follow the load.
- (3) Pilot vehicles not engaged in escorting overdimensional loads must have signs removed or covered and amber warning lights extinguished.

D. Mobile Communications

- (1) Two-way mobile communication which has a minimum radius range of one-half mile is required.
- (2) Communication must be maintained with the overlimit vehicle(s) at all times during the move.

E. The driver requirements for a pilot vehicle are as follows:

- (1) the driver must be at least 18 years of age;
- (2) the driver must have held a motor vehicle operator's license for two consecutive years immediately prior to operating a pilot vehicle; and
- (3) the driver must be familiar with the rules regarding the outfitting and use of pilot vehicles.

SECTION 17. POLICE ESCORTS

1. Police escorts are required when a vehicle or combination of vehicles and load exceeds:
 - A. 125 feet or more in length, or
 - B. 16 feet or more in width.
2. The Secretary, with the advice of the Commissioner, may require a police escort for an entire move or portions thereof, even when the threshold for requiring a police escort has not been exceeded (See Section 21 for special conditions for mobile and modular homes).

The Chief of the Maine State Police or any troop commander may authorize and designate the total number of police escorts required for permitted loads. The total number of police escorts may be fewer or greater than the number of permitted vehicles when traveling in convoy.

3. Special Signage

- A. If, in the escorting officer's judgment, it would be unsafe for another vehicle to overtake and pass the load while moving, then a sign shall be required to be displayed at the rear of the vehicle.

- (1) The sign shall read: "DO NOT PASS MOVING LOAD".

(2) Sign Requirements

- (2.a) Size: not less than 5 feet wide by 18 inches high;

(2.b) Color: black lettering on a yellow background;

(2.c) Lettering: 1 5/8 inch (Series “C”) brush stroke.

4. Mobile Communication

- A. Two-way mobile communication with a minimum radius of one-half mile between the police escort(s) and the load vehicle must be in operation during the move.
- B. The permittee is responsible for ensuring that the required two-way mobile communication is in place.

5. Appointment Arrangements

- A. The permittee must make escorting appointments directly with the police agency providing the service (See Section 3 – Communication and Contact Information).
- B. A three working day notice must be given to the State Police when their services are required or desired.

SECTION 18. NIGHT MOVES AND STATE POLICE ONLY MOVES

1. On the Interstate System

- A. Only the Maine State Police may provide police escorts on the Interstate Highway System.

2. Night Moves

- A. Night moves (moves between sunset to sunrise as defined in Title 29-A §101(78)) may be authorized by any Maine State Police Troop Commander for travel at such times and places where public safety will not be adversely affected.
- B. One or more Maine State Police officers must be present to escort overdimensional vehicles moving at night. The troop commander may waive or modify police escort requirements when in the troop commander’s opinion public safety will not be adversely affected.

C. Additional lighting

- (1) Flashing amber beacons must be displayed in place of or in addition to flags as described in Section 14, paragraph 2.B.

3. Maine Turnpike

- A. Contact the Maine Turnpike Authority for specific information regarding night moves on the Turnpike (See Section 3 – Communication and Contact Information).

4. Timber Harvesting Equipment

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- A. Timber harvesting equipment may be transported between sunset and sunrise during the months of March and April if:
- (1) the air temperature is 32 degrees Fahrenheit or lower and the ground is solidly frozen with no standing water;
 - (2) the width of the load does not exceed 11 feet 6 inches and the length does not exceed 75 feet;
 - (3) two qualified pilot vehicles accompany the oversize load with one preceding the oversize load and the other following;
 - (4) two-way mobile communication is maintained between the pilot vehicles and the overdimensional load vehicle; and
 - (5) the oversize load displays flashing amber beacons at the extremes of the load in the place of or in addition to flags.
- B. The Commissioner, acting on the advice of the Chief of the Maine State Police, may prohibit the nighttime movement of timber harvesting equipment on particular sections of highway if such movement would create an unacceptable risk to public safety.
- C. Applicants must notify the Issuing Authority of their intent to move at night when applying for an overlimit permit. The permit must clearly indicate the move is to take place at night.

SECTION 19. MAINE TURNPIKE AUTHORITY

1. Travel on the Maine Turnpike is governed by Rules and Regulations adopted by the Maine Turnpike Authority, including but not limited to rules with respect to size and weight limitations. There also are restrictions on time of travel and some overlimit vehicles may be allowed to move at night. The Maine Turnpike may require pilot vehicles and State Police escorts at lesser dimensions and weights than required by this rule.
2. Overlimit loads are not allowed on the Maine Turnpike when speeds are reduced to 45 miles per hour. If an overlimit load is on the Turnpike when speeds are reduced, the vehicle must exit the Turnpike at the earliest possible point, and await the return to normal posted speeds.
3. Many bridge clearances on the Maine Turnpike are at 13 feet 6 inches.
4. The Secretary's issuance of a permit listing the Maine Turnpike as a route does not relieve the permittee of the obligation to also obtain a Turnpike-issued permit. The Turnpike requires a permit fee in addition to the fare normally charged for the class of vehicle involved.

SECTION 20. REGIONAL AGREEMENTS: INTERSTATE / INTERNATIONAL MOVES

1. **New England Transportation Consortium (NETC)**

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- A. Maine, New Hampshire, Massachusetts, Vermont, and Rhode Island have formed the New England Transportation Consortium (NETC). One of the efforts of the NETC was to develop procedures for issuing multi-state permits for non-divisible overdimensional and non-divisible overweight combination vehicles engaged in interstate travel within the five states. Maine BMV issues permits only for New Hampshire pursuant to a bilateral agreement.
 - B. Under these procedures, multi-state permits may be obtained only for combination vehicles and loads not exceeding the following limits:
 - (B.1) 108,000 lbs. on five axles;
 - (B.2) 120,000 lbs. on six or more axles;
 - (B.3) 90 feet overall length;
 - (B.4) 13 feet 6 inches overall height; and
 - (B.5) 14 feet in width with an additional 6 inches of eave width on mobile or modular home components only providing the greater overhang is on the right hand shoulder of the highway.
- (See the Department of the Secretary of State Rule Chapter 155 for more information)

2. **Northeast Oversize Overweight Permit Agreement (NOOPA)**

- A. The Northeast Association of State Transportation Officials (NASTO) has organized a regional permitting agreement among all States and Provinces in the Northeast region. The envelope vehicle size is the same as the NETC. Each state or province in the agreement approves its portion of the route. Each affected jurisdiction returns their approved permit to the managing permit service. The permit service generates a single document for the permittee.

SECTION 21. MOBILE AND MODULAR HOME MOVEMENT SPECIAL REQUIREMENTS

1. Mobile homes and semitrailers used to haul modular homes must be registered before a permit is granted. Mobile homes must have a dealer or transit plate affixed to the back of the home.
2. Before a permit is granted to transport a mobile home the applicant must provide the Overlimit Permit Unit with:
 - A. the registration information for the mobile home (dealer or transit plate number); and
 - B. the required mobile home identification information which is the year, make, color, and serial number.
3. Before a permit is granted to transport a modular home the applicant must provide the Overlimit Permit Unit with:

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- A. the registration information for the semitrailer (plate number); and
 - B. the serial number of the home to be transported.
4. Previously used mobile homes require a current tax release (MV-47 or MV-47E) from the town of origin, prior to being issued a permit. The tax release must be complete and include an official town stamp. Homes coming from a sales lot or from out-of-state do not require this form.
5. Additional dimensional requirements are imposed for mobile and modular homes.
- A. If the home is 11 feet six 6 inches or wider, when measured at the base

(A.1) Towing Vehicle

- (A.1.a) The towing vehicle must have dual wheels on the drive axle, and a gross vehicle weight rating of 26,001 lbs. or more.
- (A.1.b) Vehicles of at least 20,000 lbs. gross vehicle weight rating in use as of July 1, 1995 by the permittee may continue to be used until permanently taken out of the mobile home moving service by that permittee.

(A.2) Warning Flags

- (a) A red or fluorescent orange warning flag must be displayed on each of the four corners of the vehicle combination.

(A.3) Lighting

- (a) The unit to be moved must be equipped with clearance lights and reflectors.

(A.4) Safety Chains

- (a) Safety chains must be attached so as to prevent breakaway from the towing vehicle.

- B. If the home is greater than 11 feet 6 inches to and including 13 feet 6 inches in width

(1) No permitted travel is allowed:

- (a) one-half hour after sunset to one-half hour before sunrise; or on
- (b) Saturday;
- (c) Sunday;
- (d) legal holidays; or
- (e) additional days as the Secretary, with the advice of the Commissioner, may designate.

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- C. If the home is greater than 13 feet six 6 inches to and including 14 feet six 6 inches in width:
- (1) No permitted travel is allowed:
 - (a) one-half hour after sunset to one-half hour before sunrise; or on
 - (b) Friday after 12 o'clock noon;
 - (c) Saturday;
 - (d) Sunday;
 - (e) legal holidays; or
 - (f) additional days as the Secretary, with the advice of the Commissioner, may designate.
 - (2) **Police escorts**
 - (a) The Secretary, with the advice of the Commissioner, may require a police escort for the entire move or portions thereof.
 - (3) **Extra lighting**
 - (a) The configuration shall be equipped with two additional amber lights. The lights shall be at least six inches in diameter for intermittent flashing lights or four inches in diameter for rotary type lights. The lights shall be located at the rear and above the sign at the extreme edges or width of the mobile or modular home.
- D. If the home is greater than 14 feet 6 inches in width
- (1) No permitted travel is allowed:
 - (a) one-half hour after sunset to one-half hour before sunrise; or on
 - (b) Thursdays followed by a Friday legal holiday;
 - (c) Friday;
 - (d) Saturday;
 - (e) Sunday;
 - (f) legal holidays; or
 - (g) additional days as the Secretary, with the advice of the Commissioner, may designate

(2) Pilot vehicles**(a) Divided highways**

(i) One pilot vehicle is required to follow the load on divided highways.

(b) All highways except for divided highways

(i) Two pilot vehicles are required. One pilot vehicle must precede the load and one pilot vehicle must follow the load.

(3) Police escorts

(a) The Secretary, with the advice of the Commissioner, may require a police escort for the entire move or portions thereof.

EFFECTIVE DATE:

December 16, 1989

AMENDED:

August 21, 1990

August 3, 1992

August 9, 1994

May 27, 1995

ELECTRONIC CONVERSION:

May 4, 1996

AMENDED:

May 28, 1996 - A (23); C (last sentence): "changed" corrected to "charged"; I (1), (2)(C, D); J (4, 5).

NON-SUBSTANTIVE CORRECTIONS:

August 26, 1996 - page 1, paragraph 6, third line, added "s" on the word "vehicle";
page 5, Section D, paragraph 2, "and" inserted between "permit" and "electronically";
page 6, paragraph 6, comma inserted between "Com-Check and "a CCIS Check"; and "Vital Check" made into one word;
page 11, Section F, paragraph 1, "A" inserted at beginning of paragraph;
page 11, Section F, paragraph 3, changed "wave" to "waive".

AMENDED:

August 3, 1997 - A(15,23); D(6) and (7)(F,G); insertion of "At smaller dimensions" in I(1); insertion of "their" in I(C); I(E); removal of "State" from "State police" in E(7), F(3, 5), H(5), I(6); J(3)(B), (4)(C), (5).

NON-SUBSTANTIVE CORRECTION:

August 15, 1997 - corrected parentheses problem in D(8)(D).

AMENDED:

November 11, 1997 - A(23), I(2)(C and D), J(4)(A).

REPEALED AND REPLACED:

January 2, 2001

AMENDED:

March 29, 2004 - filing 2004-101

August 12, 2006 - filing 2006-359

REPEALED AND REPLACED:

July 11, 2010 – filing 2010-282

AMENDED:

January 8, 2017 - filing 2017-002

AMENDED:

February 27, 2018 - filing 2018-029