

test weight. So I think it's more logical to return to the original proposal which is 10 percent or 2,000 pounds, which allows 36 bushels more than currently is provided for. So, with that, I would be responsive to any questions, Mr. Speaker.

SPEAKER BAACK: Thank you, Senator Coordsen. I have a number of lights on and I will check and see if you wish to speak on this amendment. Senator Beyer, do you wish to address this amendment?

SENATOR BEYER: Well, Mr. Speaker and colleagues, I know what Senator Coordsen is trying to do and basically, in some respects, I have to agree with. But to go back a few years ago, we used to have a 5 percent tolerance on all axle loads, regardless of whether it was 32,000 at the time and 18,000 at the time and I'm probably getting to date myself a little bit. He talks about whether you can figure out whether you can make your measurements and everything and after some conversation with people in my area that have had some problems with the excess moisture weight and everything that they thought that the 5 percent would be agreeable. That still gives you 1,000 pounds which is quite a bit of weight over and I think it would be more realistic in the fact that those trucks travel on roads that are really not made for that kind of axle weights and everything. And I think Senator Coordsen seems to think that farmers can't adjust their loads and I think I've hauled enough grain to know you can get within that 1,000 pounds real easy and all we're doing is giving them an extra 1,000 pounds by increasing it to 10 percent. And I think I would sooner stay with the 5 percent which will cover their mistakes and keep them from getting the tickets that are there to begin with. Thank you.

SPEAKER BAACK: Thank you, Senator Beyer. I now go to Senator Kristensen. Did you wish to discuss the amendment to the committee amendments?

SENATOR KRISTENSEN: Yes, Mr. Speaker, and members, I do. This bill, I guess I'm not a technical expert on loads and weight requirements and so on and I know that we have a very good and sound purpose for not allowing overweight vehicles on the road. It's just plain hard on them and accelerates the need for repair. It causes more damages. And so you have to balance that interest with probably the practical realities that you're not always going to know exactly how much is on that truck. And after having my father scream at me on several occasions for