

overloading the truck, I knew it was overloaded, it just was less trips I had to make from the field to the bin and it just cut down my number of hours I had to be out there. But with this amendment, I guess, as a committee member, I felt that we needed to have a little bit of tolerance, a little bit of give in that so that you would have some leeway when you were leaving the field. Now you do have some tolerance or some allowance, I think, when you haul from your bin into town, for example, Senator Coordsen. I think you have a little more chance of shutting the augur off. You can deal with it. It works a little bit better, so I didn't really have a problem with from the field to the storage area with it. For me, the lower tolerance probably worked a little better, I was a little more comfortable with it than I was with the permit system. At the same time, in the back of my head is gnawing why in the world do we allow more overweight trucks because it's just going to cause more damage to the bridges and the roads. Trying to weigh that, I guess I came up with the lower amount of tolerance, the 5 percent. You're still allowed some shifts, I believe, Senator Coordsen, that's something we may want to talk about yet this afternoon that if you have part of the load loaded too far to the back that you could move that load and shift it to another axle and if you became within tolerance of, I believe, another 5 percent there, you were still okay. So, in effect, you had a 9 or 10 percent, depending on how close you wanted to get, the 5 we would get with the committee amendments and the 5 that you would have for a shift that, in effect, you got a 10 percent tolerance and I was comfortable with that. With that, I guess I would stick with the 5 percent that's in the proposed committee amendment and would be anxious to hear what Senator Coordsen might have in response.

SPEAKER BAACK: Thank you, Senator Kristensen. We will now to go Senator Warner.

SENATOR WARNER: Mr. President and members of the Legislature, I would rise to oppose the higher level of percentage. I also will oppose the bill even at 5 percent, many times worse at 10. Prior to 1969 the limit was 18,000 pounds and that's what roads were designed for. In those days there was an allowance for tolerance because it's hard to judge loads that you can go to 20 and, needless to say, everybody hauled at 20,000 because that's what you could. So eventually it was recognized to have a tolerance, wasn't really any point in it, you may as well make the tolerance the maximum what the tolerance is because, as a