

# MAINE STATE LEGISLATURE

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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0016

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

May 5, 2009

Honorable Dennis Damon, Senate Chair  
Honorable Edward Mazurek, House Chair  
Members of the Joint Standing Committee on Transportation  
State House Station  
Augusta, Maine 04333

Re: LD 2204 - Truck Weight and Safety Standards Working Group

Dear Sen. Damon, Rep. Mazurek and Members of the Committee:

As you may recall, the 123<sup>rd</sup> Legislature's Transportation Committee heard LD 2204, "*An Act to Amend the Laws Governing Commercial Vehicles.*" The Committee voted unanimously "ought not to pass" on the bill. However, understanding the concerns that were voiced on the issue of commercial vehicle laws, the Committee directed the Maine Department of Transportation to convene a working group to examine issues related to laws governing commercial vehicles. In your letter to the Commissioner dated March 20, 2008, you requested that that working group meet and report back to the Committee on January 15, 2009.

As we related to you in a letter dated January 15<sup>th</sup>, we had a difficult time completing our meetings of the working group because of bad weather. Three of our scheduled meetings were postponed, but we have completed the report and it is attached.

We understand the schedule of the Committee and felt it important for you to have the information. If you would like us to present this information to the Committee we are glad to do so at your convenience.

Sincerely,

Theresa Savoy  
Manager, Legislative and Constituent Services

cc: Truck Weight and Safety Standards Working Group



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**Final Report of the  
Truck Weight & Safety Standards Working Group**

**Prepared by  
Paul L. Lariviere  
May 5, 2009**

**Presented to  
The Joint Standing Committee on Transportation**

**Truck Weights & Safety Standards Working Group**

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BILL DIAMOND, DISTRICT 12  
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STATE OF MAINE

ONE HUNDRED AND TWENTY-THIRD LEGISLATURE

COMMITTEE ON TRANSPORTATION

March 20, 2008

David Cole, Commissioner  
Maine Department of Transportation  
16 State House Station  
Augusta, Maine 04333

RE: LD 2204 – An Act to Amend the Laws Governing Commercial Vehicles

Dear Commissioner Cole:

Recently, the Transportation Committee voted “Ought Not to Pass” on the above referenced bill. During discussions at the public hearing and work session, the committee heard considerable testimony regarding the difficulties facing the trucking industry. Testimony raised concerns about the difficulty of complying with commercial vehicle laws – including state and federal gross vehicle weight and axle weight laws, and federal motor carrier safety regulations. Testimony raised further concerns that commercial vehicle fines are excessively high in comparison with other states and not proportional to the violation.

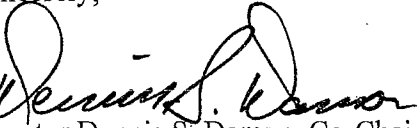
Transportation Committee members appreciate that establishing gross vehicle weight and axle weight standards, as well as other safety standards and fines, is an extremely complex issue that requires achieving a balance between discouraging violations and ensuring fines are reasonable while at the same time minimizing road damage. We also recognize, given the concerns raised in testimony, that a reevaluation of the current commercial vehicle fine system is warranted.

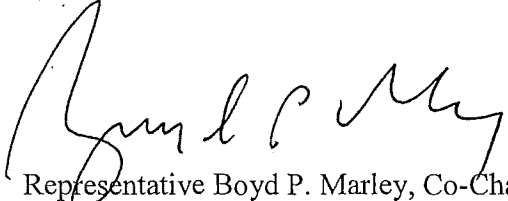
Toward this end, the Committee requests that the Department of Transportation convene a working group to examine the issue with the following group of stakeholders: the Department of Public Safety, Bureau of State Police; the Secretary of State, Bureau of Motor Vehicles; Maine Motor Transport Association; the Coalition to Lower Fuel Prices in Maine; and the Federal Motor Carrier Safety Administration; and any additional parties the department feels would be a valuable resource for the working group.

The committee further requests that the Department of Transportation report back to the Joint Standing Committee on Transportation its findings and recommendations no later than January 15, 2009. The report should include the working group's findings and recommendations regarding revisions to the current commercial vehicle fine schedule.

The Transportation Committee appreciates the Maine Department of Transportation's continued cooperation in these policy matters.

Sincerely,

  
Senator Dennis S. Damon, Co-Chair

  
Representative Boyd P. Marley, Co-Chair

cc: Members of the Joint Standing Committee on Transportation  
Representative Troy Jackson  
Theresa Savoy, Maine Department of Transportation  
Lieutenant Thomas Kelly, Maine State Police  
Garry Hinkley, Bureau of Motor Vehicles  
Dale Hanington, Maine Motor Transport Association  
Belinda Raymond, Coalition to Lower Fuel Prices in Maine  
Steve Piwowarski, Federal Motor Carrier Safety Administration

## Majority Report

### I. PURPOSE & BACKGROUND:

The Truck Weight & Safety Standards Working Group was convened by the Maine Department of Transportation (MaineDOT) in response to a March 8, 2008 letter from the Co-chairs of the 123<sup>rd</sup> Legislature's Joint Standing Committee on Transportation in the Maine State Legislature, regarding LD 2204 *An Act To Amend the Laws Governing Commercial Vehicles*." The Transportation Committee voted "Ought Not to Pass" on the legislation, but were concerned about "the difficulty of complying with commercial vehicle laws" and commercial vehicle fines, and further noted that "a reevaluation of the current commercial vehicle fine system is warranted". The Committee requested that MaineDOT convene a stakeholders working group to examine the issue.

In convening the group, MaineDOT sought to present ways to simplify the method of calculating fines for weight violations. The current methodology is very complex and difficult to administer for both the trucking industry and enforcement personnel. And, given the current State budget situation, The Maine Department of Transportation stated that it could not support any changes to the methodology for determining fines if it was not revenue neutral.

The trucking industry representatives also had an interest in other fines for non-weight violations. They included fines for such things as log books and equipment deficiencies.

### II. MEETING SCHEDULE AND ATTENDEES:

Meetings of the working group were held on November 6 and 20, 2008 and January 12 and March 9, 2009. The actual attendees at these meetings varied, but the following groups were represented at some or all of the meetings:

1. MaineDOT
2. Federal Motor Carrier Safety Administration
3. Federal Highway Administration
4. Maine Motor Transport Association
5. Coalition for Lower Fuel Prices in Maine
6. Maine Forest Products Council
7. Maine State Police
8. Maine Bureau of Motor Vehicles

### III. SUMMARY OF MEETINGS:

Prior to this effort beginning, Tim Bolton of MaineDOT had developed a draft proposed revision to the current law that simplified the calculation methodology for determining weight violation fines. The draft was prepared in August 2006, but had never been submitted as a Bill. Mr. Bolton's fundamental premise in the draft bill composed at that time was to maintain current fine levels as closely as practicable within a simplified per pound fine structure for certain weight violations. Mr. Bolton noted that, as part of the

simplification draft, “tolerances” were eliminated without changing the legal weight trucks could load to. In order to do that, the proposed simplification draft would allow registration at the higher former tolerance limit weights for an additional registration fee. In the simplification draft, fines for overloading would be figured from the new higher registered weight rather than the General Law limit currently used to figure fines for exceeding tolerances. This would significantly reduce the fines for exceeding those legal weights from the higher fines that currently exist under the “tolerance” system.

At the first meeting on November 6, 2008, the majority of the time was spent in reviewing the drafted revisions to the fine calculation methodology for over-weight loads as presented by Tim Bolton. Several additional issues raised by meeting participants were set aside in a “parking lot”. These “parking lot” issues included:

- A concern of the trucking industry representatives that fines for over-weight vehicles are too high in Maine as compared to other States, especially the New England States.
- A concern that State Police who conducted the enforcement action and wrote the citation were being ordered by the courts to also adjudicate the resulting violation.
- A concern of the trucking industry that fines for non-weight violations like a burned out light bulb or a log book violation were too severe.

At the conclusion of the first meeting, all participants were asked to review the draft revised fines as presented by Mr. Bolton and to be prepared at the next meeting to discuss any issues.

At the second meeting on November 20, Sgt. Jan Reynolds of the Maine State Police reported that she had tested the new fine schedules with actual violations and found some instances where the new fine schedule resulted in much higher fines than currently provided. As this was not the intent of the modifications in Mr. Bolton’s draft, it was decided that Sgt. Reynolds and Mr. Bolton meet to look into the situation and make appropriate changes to the draft fine schedules. The issue was also raised at this meeting about determining the fine amounts used by other States with similar types of forest products industries. It was decided to contact the FHWA New York Division Office and ask them to conduct a survey of several similar states to determine how Maine’s fines compare.

The next meeting on January 12, 2009 included two representatives from the FHWA Maine Division Office and two others from the Office of Freight Management & Operation, who were taking part via teleconference. FHWA had completed a multi-state survey and reported the results. (See attachment 1 for the detailed results.) The survey listed certain axle configurations and axle weights for both general freight and special commodities (forest products). (See Attachment 2 for the survey information request form) One of the problems with the data was that, of the New England States, only Vermont had been included in the original round of outreach. The FHWA representatives were asked to make another outreach to the other New England States to obtain the relevant information. Mr. Bolton presented some revised tables for calculating



fines that resulted from his meeting with Sgt. Reynolds. After a productive discussion by all parties, it was agreed that the existing fine calculation methodology was preferable to Mr. Bolton's proposed one. Some trucking industry participants noted that while the existing system is complicated and difficult to use, they now know how to use it and don't believe there are sufficient benefits to changing the fine calculation methodology. On behalf of the industry they represent, these same participants adamantly opposed any increase in registration fees or elimination of weight tolerances.

The fourth meeting on March 9 included a final review of the results of the fine survey. Concerns were expressed about the need to include Rhode Island in the survey of the New England states. (Rhode Island was sent the survey questions, but has not responded as of the date of this report.) Some industry representatives noted that Maine fines were higher than three other New England States (MA, NH, and VT). Maine State Police noted that, in their opinion, the current fine structure was effective in deterring illegal loading and unsafe behavior and penalizing noncompliance. The group agreed to review a draft of the final report on the findings and forward the consensus draft to the Legislature.

#### IV. PARKING LOT ISSUES

To help address some of the "parking lot issues" Lt. Kelly provided the members of the work group with tables showing fines for Maine as compared to the fines recommended by the Commercial Vehicle Safety Alliance (CVSA), with whom the Maine State Police have an active Memorandum of Understanding. The CVSA Operational Policy lists a Uniform Recommended Fine Schedule for certain violations listed in the CVSA Out-of-Service Criteria. These are not over-weight fines, but rather fines associated with equipment deficiencies and log book violations. Lt. Kelly then researched all commercial vehicle related fines within Maine's court computer system (MEJIS), and Maine's Violations Bureau. Those fines are listed in the attached CVSA spreadsheet for easy comparison to the CVSA recommended fines. (See attachment 3 for the CVSA report and fine comparison.)

CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada and Mexico. The CVSA mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. CVSA member jurisdictions are represented by various Departments of Transportation, Public Utility and Service Commissions, State Police, Highway Patrols and Ministries of Transport. In addition, CVSA has several hundred associate members who are committed to helping the Alliance achieve its goals: uniformity, compatibility and reciprocity of commercial vehicle inspections and enforcement activities throughout North America by individuals dedicated to highway safety and security.

## V. SUMMARY OF WORK GROUP FINDINGS

The principal finding of the Truck Size and Weight Working Group was to leave the existing over-weight fine system in place. As discussed above, there was broad consensus to keep the existing system. This was based primarily on the concern that a new system would be more confusing, at least for a period of time. It is felt that, since the enforcement officials and the trucking industry understand the current fine structure, it would be best to keep the existing system in place.

The trucking industry representatives continue to feel strongly that the fines in Maine are too high. Since the January 12th meeting, we have received additional survey results, adding New Hampshire and Massachusetts to our data set. (See Attachment 1) In the Northeast, Maine has higher fines than New Hampshire and Vermont for almost all axle configurations and axle weights tested. However, Connecticut and New York both have significantly higher fines than Maine for all axle configurations and axle weights tested. Massachusetts was lower for some configurations and higher for others. The FHWA survey of States, along with the Northeast described in the previous paragraph included other States with a large forest products industry. These other States are Idaho, Louisiana, Minnesota, Mississippi, Michigan, Oregon, Washington and Wisconsin. Most of these States had over-weight fines substantially higher than Maine's for like axle configurations and weights. While they are geographically dispersed these States all have a large forest products industry in common with Maine. Of the fourteen states included in the overall survey, including Maine, ten states provided information reflecting higher fines and penalties than Maine's in certain categories, and extremely more complex schedules compared to Maine's in six other states.

Overweight trucks cause more damage to our pavement and bridge infrastructure than legally loaded truck and Maine is struggling to keep pace with the maintenance needed to maintain the system in a condition of "good repair" for all highway users. The State's current fines help deter overweight vehicles from operating on our roads according to state enforcement officials. As can be seen from the table below, in aggregate, Maine receives more Federal-aid Highway Funds than New Hampshire and less highway funding than Vermont.. When the funding per lane mileage of Federal-aid highways in each state is considered, the Federal-aid Highway funds per lane mile is much lower in Maine than in either of the other two states. It can be suggested, as a result, that the challenge Maine faces in maintaining a roadway network in satisfactory condition for all highway users is greater than in these other two states and Maine is at a significant disadvantage when it comes to rebuilding roads to counter the impacts of axle and gross weight overloading.

**Comparison of Maine federal funding with New Hampshire and Vermont:**

State	Federal-aid Apportionment	Lane Miles of Federal-aid Eligible Highways	Federal Funds per Mile	Maine Compared to NH and VT
Maine	\$202,084,000	13,706	\$14,744	N/A
New Hampshire	\$178,129,000	7,844	\$22,709	154%
Vermont	\$221,461,000	8,532	\$25,957	176%

Based on the information in the table and recognizing the added damage illegally loaded, overweight trucks cause pavement and bridge infrastructure, the importance of retaining fines and penalties that effectively deter illegal loading practices is important.

**VI. CONCLUSION**

The Truck Weight and Safety Standards Working group consensus was that the existing overweight fine calculation methodology is preferable to the drafted simplified methodology. The majority of the Working Group agrees that the information compiled will be helpful to the Transportation Committee and the Legislature as they deliberate legislation pertaining to axle fines and other commercial vehicle laws. There are, of course, conflicting beliefs within the Group concerning how policy makers should move forward. We would leave that up to the Committee and the legislature to develop or react to policy that impacts the commercial vehicle industry and the state's highway system. We understand the challenge between the viability of the industry and the sustainability of our highway system.

## **Minority Report**

Coalition to Lower Fuel Prices in Maine presents this Minority Report:

Members of the Coalition to Lower Fuel Prices in Maine participants stand on the belief that Maine fines are too high and that the axle fines and log book fines in particular can cost a business over a months profit unless you are a large company.

Members of the Coalition noted that they understood MaineDOT's need to deter those in the industry that would haul grossly overweight on Maine highways, and that they also share MaineDOT's desire to limit damage to Maine highways. However, they also feel that axle weight fines are excessively high. Some of these participants noted that these fines place serious financial hardship on those small businesses who haul "special commodities" and who are unable to shift their axle weight. They believe that these industries should be allowed by law to shift their load to reduce axle overloads if the weight of the vehicle is under gross vehicle weight. One participant noted that if a truck is over gross and over axle, then the higher axle weight fines could eliminate a single truck's entire profit for a month or more in one stop.

# Attachment 1



JOHN ELIAS BALDACCI  
GOVERNOR

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
16 STATE HOUSE STATION  
AUGUSTA, MAINE  
04333-0016

DAVID A. COLE  
COMMISSIONER

January 13, 2009

Honorable Dennis Damon, Senate Chair  
Honorable Edward Mazurek, House Chair  
Members of the Joint Standing Committee on Transportation  
100 State House Station  
Augusta, Maine 04333

Re: LD 2204 - Truck Weight and Safety Standards Working Group

Dear Sen. Damon, Rep. Mazurek and Members of the Committee:

As you may recall, the 123<sup>rd</sup> Legislature's Transportation Committee heard LD 2204, "*An Act to Amend the Laws Governing Commercial Vehicles.*" The Committee voted unanimously "ought not to pass" on the bill. However, understanding the concerns that were voiced on the issue of commercial vehicle laws, the Committee directed the Maine Department of Transportation to convene a working group to examine issues related to laws governing commercial vehicles. In your letter to the Commissioner dated March 20, 2008, you requested that the working group meet and report back to the Committee on January 15, 2009.

If at all possible, the Department and the Working Group respectfully request an extension to this report back date. Our first two meetings took place in November but unfortunately, we have experienced inclement weather twice in December when attempting to schedule our third meeting which was finally able to take place on January 12, 2009. At that meeting we felt that more information was needed so that we have a better understanding of how commercial vehicle fines compare both nationally and regionally. With many concerns still pending, we hope that you will grant us an extension, as we feel it will be more beneficial to you if our information has been well vetted and is complete. Thank you for your consideration.

Sincerely,

Theresa Savoy  
Manager, Legislative and Constituent Services

cc: Truck Weight and Safety Standards Working Group



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## Attachment 2

### Survey of Permit Violations for Specific Commodities

#### State of Maine

Maine is surveying forest products states to determine what the **fine amounts** are for given axle group over weights for vehicles carrying divisible loads off of the state's Interstate Highway system. Please note that for this survey we are interested in fines for violations of regular axle weight limits for trucks **not an overweight load permit.**

For the purposes of this survey, please note the following terminology:

Tandem – a group of two axles whose centers are 4 to 8 feet apart

Triaxle - a group of three axles whose extreme axle centers are more than 8 but less than 12 feet apart

Four Axle Truck – a single unit truck having a steering axle and a rear triaxle (maximum length 45 feet)

Six Axle Truck – a tractor-semitrailer combination truck having a tandem on the power unit and a rear triaxle on the trailer unit (trailer unit not to exceed 53 feet)

Special Commodities – concrete products, raw ore, unprocessed milk, refrigerated products, incinerator ash, limestone, soils, sawed lumber, dimension lumber, road salt, solid waste, farm produce, sawdust

Forest Products – pulpwood, firewood, logs, bark, wood chips

General Freight – anything other than “Special Commodities” or “Forest Products”

We would appreciate knowing **your state's fine amount** for the following axle overweight situations. The amounts should exclude court costs and should be the amount actually owed after all forgivenesses, tolerances, scale factors, etc. are applied.

Commodity Type and Weight –

**1. Tandem on six axle truck carrying “special commodities”**

- a. 47,000 lbs. Violation Fine Amount: \$
- b. 48,260 lbs. Violation Fine Amount: \$
- c. 49,400 lbs. Violation Fine Amount: \$

**2. Tandem on six axle truck carrying “general freight”**

- a. 47,000 lbs. Violation Fine Amount: \$
- b. 48,260 lbs. Violation Fine Amount: \$
- c. 49,400 lbs. Violation Fine Amount: \$

**3. Tri-axle on six axle truck carrying “special commodities”**

- a. 60,000 lbs. Violation Fine Amount: \$
- b. 65,000 lbs. Violation Fine Amount: \$

**4. Triaxle on six axle truck carrying “general freight”**

- a. 60,000 lbs. Violation Fine Amount: \$
- b. 65,000 lbs. Violation Fine Amount: \$

**5. Tri-axle on 4 axle truck carrying “special commodities”**

- a. 60,000 lbs. Violation Fine Amount: \$
- b. 65,000 lbs. Violation Fine Amount: \$

**6. Triaxle on 4 axle truck carrying “forest products”**

a. 67,200 lbs. Violation Fine Amount: \$

b. 70,559 lbs. Violation Fine Amount: \$

Please do not send your pertinent state statutes. Simply share ***the amount of the fine*** the trucker would be subject to in cases where violations are noted and citations are applied. Remember, this survey is targeting **divisible loads only**; many states, including Maine, allow much higher axle weights for non-divisible loads under permit.

If you have questions regarding this request, please contact:

Anna Price, FHWA-ME [anna.price@dot.gov](mailto:anna.price@dot.gov), (207) 622-8350 ext. 101;

Tom Kearney, FHWA-HOFM [tom.kearney@fhwa.dot.gov](mailto:tom.kearney@fhwa.dot.gov), (518) 431-4125 ext. 218; or

Tim Bolton, Maine DOT [Tim.Bolton@maine.gov](mailto:Tim.Bolton@maine.gov), (207) 624-3559.

***Thank you for your assistance!***



#1 Attachment 3  
**Survey of Permit Violations for  
 Specific Commodities - State of Maine**

Commodity Type and Weight:	MAINE	CONNECTICUT	IDAHO		LOUISIANA			MASSACHUSETTS
			Construction Aggregates Not Over Gross	Forest Products in Natural State	Other Special			
<b>Tandem on six axle truck carrying "special commodities"</b>								
47,000 lbs.	\$731.00	\$2,702.00	\$1,221.00	\$0.00	\$490.00	\$1,000.00	\$480.00	
48,260 lbs.	\$1,275.00	\$3,019.00	\$1,395.00	\$0.00	\$660.80	\$1,238.60	\$640.00	
49,400 lbs.	\$1,500.00	\$3,287.00	\$1,564.00	\$0.00	\$846.00	\$1,364.00	\$720.00	
<b>Tandem on six axle truck carrying "general freight"</b>								
47,000 lbs.	\$360.00	\$2,702.00	\$1,221.00		\$1,000.00		\$440.00	
48,260 lbs.	\$555.00	\$3,019.00	\$1,395.00		\$1,238.60		\$520.00	
49,400 lbs.	\$750.00	\$3,287.00	\$1,564.00		\$1,364.00		\$560.00	
<b>Tri-axle on six axle truck carrying "special commodities"</b>								
			8'	12'				
60,000 lbs.	\$1,125.00	\$5,870.00	\$2,084.00	\$1,489.00	\$0.00	\$1,650.00	\$1,650.00	\$1,760.00
65,000 lbs.	\$2,025.00	\$7,089.00	\$3,376.00	\$2,484.00	\$0.00	\$2,200.00	\$2,200.00	\$2,160.00
<b>Tri-axle on six axle truck carrying "general freight"</b>								
			8'	12'				
60,000 lbs.	\$750.00	\$5,870.00	\$2,084.00	\$1,489.00		\$1,650.00		\$1,760.00
65,000 lbs.	\$1,500.00	\$7,089.00	\$3,376.00	\$2,484.00		\$2,200.00		\$2,160.00
<b>Tri-axle on 4 axle truck carrying "special commodities"</b>								
			8'	12'				
60,000 lbs.	\$1,125.00	\$5,870.00	\$2,084.00	\$1,489.00	\$0.00	\$1,650.00	\$1,650.00	\$240.00
65,000 lbs.	\$2,025.00	\$7,089.00	\$3,376.00	\$2,484.00	\$0.00	\$2,200.00	\$2,200.00	\$480.00
<b>Tri-axle on 4 axle truck carrying "forest products"</b>								
			8'	12'				
67,200 lbs.	\$1,048.00	\$7,625.00	\$2,084.00	\$1,489.00		\$2,442.00		\$720.00
70,559 lbs.	\$3,118.00	\$8,454.00	\$3,376.00	\$2,484.00		\$2,811.00		\$960.00

**Notes** For Maine fines, 6 Axle "special commodity" truck is assumed to be registered for 90,000 lbs. with an axle spread that meets the requirements for 6 axle trucks operating under the special commodity tolerance.

All tri-axle categories: Fines calculated for "allowing 36,000 lbs. on the rears and not including the tag axle which is allowed 18,000 lbs."

Idaho's fines are based on a table by the overweight, regardless of commodity or total axles on vehicle combination

Note: "Lumber has an overweight exemption, trees are not exempt"

**Survey of Permit Violations for  
Specific Commodities - State of Maine**

Commodity Type and Weight:	MAINE	MINNESOTA		MISSISSIPPI	MICHIGAN	
		Criminal Penalty	Civil Penalty		Fine For Violation of Bridge Formula	Fine For Violation of Michigan Axle Weights
<b>Tandem on six axle truck carrying "special commodities"</b>						
47,000 lbs.	\$731.00	\$1,093.00	\$1,810.00	\$245.00	\$2,600.00	\$2,250.00
48,260 lbs.	\$1,275.00	\$1,093.00	\$2,062.00	\$330.00	\$2,852.00	\$2,439.00
49,400 lbs.	\$1,500.00	\$1,093.00	\$2,290.00	\$423.00	\$3,080.00	\$2,610.00
<b>Tandem on six axle truck carrying "general freight"</b>						
47,000 lbs.	\$360.00	\$1,093.00	\$1,810.00	\$715.00	\$2,600.00	\$2,250.00
48,260 lbs.	\$555.00	\$1,093.00	\$2,062.00	\$784.30	\$2,852.00	\$2,439.00
49,400 lbs.	\$750.00	\$1,093.00	\$2,290.00	\$847.00	\$3,080.00	\$2,610.00
<b>Tri-axle on six axle truck carrying "special commodities"</b>						
			Min	Max		
60,000 lbs.	\$1,125.00	\$1,093.00	\$2,210.00	\$2,610.00	\$907.50	\$3,300.00
65,000 lbs.	\$2,025.00	\$1,093.00	\$3,210.00	\$3,610.00	\$1,347.50	\$4,300.00
<b>Tri-axle on six axle truck carrying "general freight"</b>						
			Min	Max		
60,000 lbs.	\$750.00	\$1,093.00	\$2,210.00	\$2,610.00	\$907.50	\$3,300.00
65,000 lbs.	\$1,500.00	\$1,093.00	\$3,210.00	\$3,610.00	\$1,347.50	\$4,300.00
<b>Tri-axle on 4 axle truck carrying "special commodities"</b>						
			Min	Max		
60,000 lbs.	\$1,125.00	\$1,093.00	\$2,210.00	\$2,610.00	\$907.50	\$3,300.00
65,000 lbs.	\$2,025.00	\$1,093.00	\$3,210.00	\$3,610.00	\$1,347.50	\$4,300.00
<b>Tri-axle on 4 axle truck carrying "forest products"</b>						
			Min	Max		
67,200 lbs.	\$1,048.00	\$1,093.00	\$3,650.00	\$4,050.00	\$1,331.00	\$4,740.00
70,559 lbs.	\$3,118.00	\$1,093.00	\$4,321.80	\$4,721.80	\$1,515.75	\$5,419.00

**Notes** For Maine fines, 6 Axle "special commodity" truck is assumed to be registered for 90,000 lbs. with an axle spread that meets the requirements for 6 axle trucks operating under the special commodity tolerance.

"Note there are amounts for both criminal and civil penalties. We are able to charge either way. Weight violations are classified as misdemeanors. Criminal penalties for misdemeanors in Minnesota are capped at \$1,000 + applicable fees and surcharges, which brings the maximum criminal penalty on any single overweight violation to \$1,093.00. Any violation greater than 10,000 pounds will be this amount.

For greater weight violations, we generally charge the carrier, receiver, and/or shipper in a civil action. If we detect these overweight loads at roadside, we apply a penalty of \$610 for the first 7,000 pounds and \$.20 per pound for each pound in excess of 7,000 pounds. There is no penalty cap and multiple loads may be added together to make a case. If these overweight loads are detected through a record search, the penalty is capped at \$10,000, but is calculated in the same manner.

On the questions related to triaxles...[the] penalty range...is due to bridge formula. A triaxle with 9' spacing is allowed 43,000 pounds and at 12 feet is allowed 45,000. Thus, the penalty will be different based on the axle spacing. "

**Survey of Permit Violations for  
Specific Commodities - State of Maine**

<i>Commodity Type and Weight:</i>	<b>MAINE</b>	<b>NEW HAMPSHIRE</b>
<b><u>Tandem on six axle truck carrying "special commodities"</u></b>		
47,000 lbs.	\$731.00	\$264.00
48,260 lbs.	\$1,275.00	\$294.00
49,400 lbs.	\$1,500.00	\$321.60
<b><u>Tandem on six axle truck carrying "general freight"</u></b>		
47,000 lbs.	\$360.00	\$264.00
48,260 lbs.	\$555.00	\$294.00
49,400 lbs.	\$750.00	\$321.60
<b><u>Tri-axle on six axle truck carrying "special commodities"</u></b>		
60,000 lbs.	\$1,125.00	\$144.00
65,000 lbs.	\$2,025.00	\$264.00
<b><u>Tri-axle on six axle truck carrying "general freight"</u></b>		
60,000 lbs.	\$750.00	\$144.00
65,000 lbs.	\$1,500.00	\$264.00
<b><u>Tri-axle on 4 axle truck carrying "special commodities"</u></b>		
60,000 lbs.	\$1,125.00	\$144.00
65,000 lbs.	\$2,025.00	\$264.00
<b><u>Tri-axle on 4 axle truck carrying "forest products"</u></b>		
67,200 lbs.	\$1,048.00	\$316.80
70,559 lbs.	\$3,118.00	\$397.41

**Notes** For Maine fines, 6 Axle "special commodity" truck is assumed to be registered for 90,000 lbs. with an axle spread that meets the requirements for 6 axle trucks operating under the special commodity tolerance.

**Survey of Permit Violations for  
Specific Commodities - State of Maine**

Commodity Type and Weight:	MAINE	NEW YORK		OREGON					VERMONT	WASHINGTON
<b>Tandem on six axle truck carrying "special commodities"</b>										
47,000 lbs.	\$731.00	\$2,950.00		\$3,223.00					\$495.00	\$1,505.00
48,260 lbs.	\$1,275.00	\$3,350.00		\$3,511.00					\$585.00	\$1,697.00
49,400 lbs.	\$1,500.00	\$3,550.00		\$3,799.00					\$630.00	\$1,905.00
<b>Tandem on six axle truck carrying "general freight"</b>										
47,000 lbs.	\$360.00	\$2,950.00		\$3,223.00					\$495.00	\$1,505.00
48,260 lbs.	\$555.00	\$3,350.00		\$3,511.00					\$585.00	\$1,697.00
49,400 lbs.	\$750.00	\$3,550.00		\$3,799.00					\$630.00	\$1,905.00
<b>Tri-axle on six axle truck carrying "special commodities"</b>										
		8'	12'	8.01' to 8.49'	8.5' to 9.49'	9.5' to 10.49'	10.5' to 11.49'	11.5' to 11.99'		
60,000 lbs.	\$1,125.00	\$4,125.00	\$3,150.00	\$4,423.00	\$4,303.00	\$4,063.00	\$3,943.00	\$3,703.00	\$180.00	\$2,125.00
65,000 lbs.	\$2,025.00	\$5,625.00	\$4,250.00	\$5,623.00	\$5,503.00	\$5,263.00	\$5,143.00	\$4,903.00	\$495.00	\$3,275.00
<b>Tri-axle on six axle truck carrying "general freight"</b>										
		8'	12'	8.01' to 8.49'	8.5' to 9.49'	9.5' to 10.49'	10.5' to 11.49'	11.5' to 11.99'		
60,000 lbs.	\$750.00	\$4,125.00	\$3,150.00	\$4,423.00	\$4,303.00	\$4,063.00	\$3,943.00	\$3,703.00	\$180.00	\$2,125.00
65,000 lbs.	\$1,500.00	\$5,625.00	\$4,250.00	\$5,623.00	\$5,503.00	\$5,263.00	\$5,143.00	\$4,903.00	\$495.00	\$3,275.00
<b>Tri-axle on 4 axle truck carrying "special commodities"</b>										
		8'	12'	8.01' to 8.49'	8.5' to 9.49'	9.5' to 10.49'	10.5' to 11.49'	11.5' to 11.99'		
60,000 lbs.	\$1,125.00	\$4,125.00	\$3,150.00	\$4,423.00	\$4,303.00	\$4,063.00	\$3,943.00	\$3,703.00	\$180.00	\$2,125.00
65,000 lbs.	\$2,025.00	\$5,625.00	\$4,250.00	\$5,623.00	\$5,503.00	\$5,263.00	\$5,143.00	\$4,903.00	\$495.00	\$3,275.00
<b>Tri-axle on 4 axle truck carrying "forest products"</b>										
		8'	12'	8.01' to 8.49'	8.5' to 9.49'	9.5' to 10.49'	10.5' to 11.49'	11.5' to 11.99'		
67,200 lbs.	\$1,048.00	\$4,125.00	\$3,150.00	\$6,151.00	\$6,031.00	\$5,791.00	\$5,671.00	\$5,431.00	\$630.00	\$3,935.00
70,559 lbs.	\$3,118.00	\$5,625.00	\$4,250.00	\$6,957.00	\$6,837.00	\$6,597.00	\$6,477.00	\$6,237.00	\$1,020.00	\$4,925.00

**Notes** For Maine fines, 6 Axle "special commodity" truck is assumed to be registered for 90,000 lbs. with an axle spread that meets the requirements for 6 axle trucks operating under the special commodity tolerance.

Wheelbase distance in feet measured to the nearest foot; when exactly 1/2 foot or more, round up to the next larger number.

**Survey of Permit Violations for  
Specific Commodities - State of Maine**

Commodity Type and Weight:	MAINE	WISCONSIN	
		Minimum Axle Center Distance	Maximum Axle Center Distance
<b>Tandem on six axle truck carrying "special commodities"</b>			
47,000 lbs.	\$731.00	\$1,076.00	\$1,076.00
48,260 lbs.	\$1,275.00	\$1,187.13	\$1,187.13
49,400 lbs.	\$1,500.00	\$1,287.68	\$1,287.68
<b>Tandem on six axle truck carrying "general freight"</b>			
47,000 lbs.	\$360.00	\$1,340.60	\$1,252.40
48,260 lbs.	\$555.00	\$1,451.73	\$1,363.53
49,400 lbs.	\$750.00	\$1,553.56	\$1,464.66
<b>Tri-axle on six axle truck carrying "special commodities"</b>			
60,000 lbs.	\$1,125.00	\$1,784.70	\$1,384.70
65,000 lbs.	\$2,025.00	\$2,229.20	\$1,829.15
<b>Tri-axle on six axle truck carrying "general freight"</b>			
60,000 lbs.	\$750.00	\$1,784.70	\$1,562.45
65,000 lbs.	\$1,500.00	\$2,229.20	\$2,006.95
<b>Tri-axle on 4 axle truck carrying "special commodities"</b>			
60,000 lbs.	\$1,125.00	\$1,784.70	\$1,384.70
65,000 lbs.	\$2,025.00	\$2,229.20	\$1,829.15
<b>Tri-axle on 4 axle truck carrying "forest products"</b>			
67,200 lbs.	\$1,048.00	\$3,831.94	\$2,923.89
70,559 lbs.	\$3,118.00	\$4,301.32	\$3,397.27

**Notes** For Maine fines, 6 Axle "special commodity" truck is assumed to be registered for 90,000 lbs. with an axle spread that meets the requirements for 6 axle trucks operating under the special commodity tolerance.

"The two fine amounts are representative of the minimum and maximum axle center distances as identified in the definitions provided for "tandem" and "triaxle" axle groups. For "Special Commodities" the weight allowances for "unprocessed milk" was used. "

## Attachment 4

### COMMERCIAL VEHICLE SAFETY ALLIANCE FINE SCHEDULE LISTING

In an effort to research violations and fines in various jurisdictions, Maine State Police Lt. Thomas E. Kelly turned to the Commercial Vehicle Safety Alliance (CVSA) in which Maine SP has an active Memorandum of Understanding with that organization. Within their Operational Policy lists a Uniform Recommended Fine Schedule which establishes recommended fines for certain violations listed in the CVSA Out-of-Service Criteria. Those violations and associated fines were compiled along side established Maine fines for the same violation. Lt. Kelly further researched all commercial vehicle related fines within Maine's Court computer system (MEJIS), and Maine's Violations Bureau. Those findings are also included in Lt. Kelly's report

#### About CVSA

The Maine State Police are current members of the Commercial Vehicle Safety Alliance. CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. Our mission is to promote commercial motor vehicle safety and security by providing leadership to enforcement, industry and policy makers. CVSA member jurisdictions are represented by various Departments of Transportation, Public Utility and Service Commissions, State Police, Highway Patrols and Ministries of Transport. In addition, CVSA has several hundred associate members who are committed to helping the Alliance achieve its goals; uniformity, compatibility and reciprocity of commercial vehicle inspections, and enforcement activities throughout North America by individuals dedicated to highway safety and security.

CVSA began as an informal gathering of Western State Agencies that had the responsibility for conducting commercial vehicle enforcement functions. The first meetings of the founding agencies were held in 1980. These meetings highlighted areas of common need and discussed ways in which uniform standards, procedures and methods could be utilized to greatest effectiveness. Early on there was recognition that commercial vehicle highway safety was virtually the same in all the different states. At the same time, it was also recognized that the various states were in large part using common criteria for regulation and inspection functions but there was not a system giving reciprocal credit for each other's work. Thus, the states were involved in a redundancy of work effort - a redundancy that wasted government resources as well as causing equipment/personnel time and monetary loss for the motor carrier industry.

A Memorandum of Understanding (MOU) was developed to establish uniformity and reciprocity of on-highway enforcement and improve the safe operation of commercial vehicles. The MOU was a working agreement which outlined the various minimum inspections and out of service criteria which parties to the agreement would follow. Most importantly, the MOU established that various state and provincial agencies would not only be uniform but would recognize each others work in the inspecting of commercial

vehicles, their drivers and cargo. Initially the MOU was adopted by seven states and two Canadian provinces in what was known as the Western States Commercial Vehicle Safety Alliance.

Almost immediately, the agreement and concepts became successful. Virtually all of the agencies that initiated or modified significant programs to conform to the MOU had good results in the reduction of accidents caused by commercial motor vehicles. The worth of a shortened "critical item" inspection system which focused on the most common accident causes was established. Also of importance, the motor carrier industry and many other groups became very interested and supportive of the Alliance's accomplishments and methods. That interest led to significant interaction and involvement of the Alliance membership with industry, public safety organizations, and the Federal Department of Transportation. The Alliance soon became a forum for the discussion of ways to improve the safety of motor carrier operation (buses as well as trucks) through enhanced and improved methods of both highway and terminal inspection of vehicles, drivers and cargo.

By 1982, interest in the Alliance was high in Canada and the U.S. with many additional states across the country becoming members. Also many nongovernmental persons, associations, and companies wanted to play an active supportive role. To accommodate this expanding membership and associate interest, in October of 1982 the By-laws were ratified that created CVSA's bi-national scope and added provisions for associate membership. The new organizational structure set the framework for commercial vehicle uniformity and reciprocity in both countries. It clearly established a system for associate persons to participate in and contribute to the safety effectiveness of CVSA.

Driver Out-of-Service Criteria		Driver Uniform Fine Schedule				Maine Fines
Paragraph	Violation	Group	One Driver Viol.	Two Within Same	Three Within Same	
<b>1. Driver Age</b>						
	Driver under 21 (18 in Canada)	3	30	90	150	200
<b>2. Operator's/Chauffeur's License or Permit (Non-CDL)</b>						
2. (a-b)	No operators license (non-CDL)	3	30	90	150	250
<b>3. CDL</b>						
3. (a-d)	CDL violations	3	30	90	150	200
<b>4. Driver</b>						
4. (a-b)	No waiver when required	3	30	90	150	100
<b>5. Sickness or Fatigue</b>						
	Impaired driver (sick or fatigued)	2	100	200	300	500
<b>6. Communication</b>						
	Failure to communicate	3	30	90	150	250
<b>7. Driver Disqualification</b>						
	Disqualified driver	1	500	1000	1500	500
<b>8. Drugs and Other Substances</b>						
8a.	Drug possession	1	500	1000	1500	500
8b.	Under the influence (drugs)	1	500	1000	1500	500
<b>9. Intoxicating Beverages</b>						
	Intoxicating beverage (detectable presence/ under the influence/ possession of open container)	1	500	1000	1500	500
	Intoxicating beverage (Unopened container in cab)	3	30	90	150	100
Violation of Out-of-Service Order (each order, not each offense)					1000	500
<b>10. Drivers Record of Duty Status (US)</b>						
10. a. or b. (1)	10 or 11 hour driving violation	2	100	200	300	250
10. a. or b. (2)	Driving after 14 or 15 hours on-duty	2	100	200	300	250
10. a. or b. (3)	Driving after 60/70	2	100	200	300	250
10. a. or b. (4)	No record of duty status	2	100	200	300	500
10. a. or b. (5)	No record of duty status (previous seven days)	2	100	200	300	250
10. a. or b. (6)	False log*	2	300	n/a	n/a	750
10. c.	Violation of Out-of-Service Order (each order, not each offense)				1000	500
<b>1. Brake System</b>						
1a. (1)	Absence of effective braking action	1	100	300	600	130
1a. (2)	Missing Component	1	100	300	600	130
1a. (3)	Loose Component	2	50	150	250	130
1a. (4)	Audible air leak brake chamber	3	30	90	150	130
1a. (5)(a-c)	Readjustment limits	2	50	150	250	130
1a. (6)(a-d)	Brake linings or pads	2	50	150	250	130
1a. (7)	Missing brake	1	100	300	600	130
1b. (1)	Inoperative brake (steering)	1	100	300	600	130
1b. (2)(a-b)	Brake mismatch (steering)	2	50	150	250	130



1b. (3)(a-c)	Brake lining or pad (steering)	2	50	150	250	130
1c.	Non manufactured holes or cracks in spring brake housing of a parking brake	2	50	150	250	130
1d.	Inoperable trailer breakaway and emergency braking system	2	50	150	250	130
1e.	No brakes upon actuation of the parking brake	2	50	150	250	130
1f. (1)	Cracked or broken brake drum or rotor	1	100	300	600	130
1f. (2)	Rotor with a crack more than 75% in length	1	100	300	600	130
1f. (3)	Missing or falling away portion of the brake drum or rotor	1	100	300	600	130
1g. (1)	Brake hose/tubing damage through the outer reinforcement ply	2	50	150	250	130
1g. (2)	Brake hose/tubing bulge/swelling	2	50	150	250	130
1g. (3)	Brake hose/tubing audible air leak at other than proper connection	2	50	150	250	130
1g. (4)	Two brake hoses/tubes improperly joined	2	50	150	250	130
1g. (5)	Brake air hose/tube cracked, broken, crimped	2	50	150	250	130
1h.	Low pressure warning device	2	50	150	250	130
1i.	Air loss rate	1	100	300	600	130
1j.	Tractor-protection valve	1	100	300	600	130
1k.	Air reservoir security	2	50	150	250	130
1l. (1)	Air compressor mounting bolts	2	50	150	250	130
1l. (2)	Air compressor loose or broken pulley	1	100	300	600	130
1l. (3)	Air compressor broken mounting	1	100	300	600	130
1m. (1)	Absence of braking action on electric brakes	1	100	300	600	130
1m. (2)	Missing or inoperable breakaway device on electric brakes	1	100	300	600	130
1n. (1)	Hydraulic brakes (no pedal reserve)	1	100	300	600	130
1n. (2)	Master cylinder (less than ¼ full)	3	30	90	150	130
1n. (3)	Power assist unit (Fails to operate)	2	50	150	250	130
1n. (4)	Seeping or swelling brake hose(s) under application	2	50	150	250	130
1n. (5)	Breakaway braking device	1	100	300	600	130
1n. (6-7)	Hydraulic lines or hoses (defective)	2	50	150	250	130
1n. (8)	Hydraulic brake hose leaks (visible on application)	2	50	150	250	130
						130

1n. (9)	Hydraulic system failure warning system	2	50	150	250	130
1o. (1)	Vacuum system reserve	1	100	300	600	130
1o. (2)	Vacuum hoses or lines	2	50	150	250	130
1p.	Failing a Performance-Based Brake test	1	100	300	600	130
<b>2. Coupling Devices (when in use)</b>						
2a. (1) (a-c)	Mounting to frame	1	100	300	600	130
2a. (2) (a-d)	Mounting plates and pivot brackets	1	100	300	600	130
2a. (3) (a-c)	Sliders	1	100	300	600	130
2a. (4)	Operating handle	1	100	300	600	130
2a. (5)	Fifth wheel plate	1	100	300	600	130
2a. (6)	Locking mechanism	1	100	300	600	130
2b. (1)	Horizontal movement between fifth wheel halves	1	100	300	600	130
2b. (2)	Kingpin movement	1	100	300	600	130
2b. (3)	Kingpin not properly engaged	1	100	300	600	130
2b. (4)	Semi trailer with bolted upper coupler lacking adequate effective bolts	1	100	300	600	130
2b. (5)	Cracked weld or parent metal	1	100	300	600	130
2c. (1)	Loose mounting, ineffective fasteners, insecure latch on pintle hook	1	100	300	600	130
2c. (2)	Cracks in pintle hook assembly	1	100	300	600	130
2c. (3)	Welded repairs to pintle hook assembly	1	100	300	600	130
2c. (4)	Section reduction visible when coupled	1	100	300	600	130
2d. (1)	Cracks in attachment welds or drawbar eye	1	100	300	600	130
2d. (2)	Missing or ineffective fasteners	1	100	300	600	130
2d. (3)	Welded repairs to drawbar eye	1	100	300	600	130
2d. (4)	Section reduction visible	1	100	300	600	130
2e. (1) (a-d)	Drawbar/Tongue slider	1	100	300	600	130
2e. (2) (a-b)	Drawbar/Tongue integrity	1	100	300	600	130
2f. (1)	Safety devices missing	1	100	300	600	130
2f. (2)	Safety devices unattached or incapable of secure attachment	1	100	300	600	130
2f. (3)	Improper repairs to chains/hooks	1	100	300	600	130
2f. (4)	Damaged or defective chains/wire ropes	1	100	300	600	130
2g. (1)	Missing or ineffective fasteners on saddle mounts	1	100	300	600	130
2g. (2)	Loose mountings on saddle mounts	1	100	300	600	130
2g. (3)	Cracks or breaks in a load-bearing member	1	100	300	600	130

2g. (4)	Horizontal movement between saddle mount halves	1	100	300	600	130
2h. (1) (a-c)	Mounting	1	100	300	600	130
2h. (2) (a-b)	Wear	1	100	300	600	130
<b>3. Exhaust System</b>						
3. (a-c)	Exhaust system all	3	30	90	150	130
<b>4. Frame</b>						
4a. (1-5)	Cracked, Broken, Displaced	1	100	300	600	130
4b.	Tire and Wheel Clearance	1	100	300	600	130
<b>5. Fuel System</b>						
5a. (1-2)	Liquid Fuels	3	30	90	150	130
5b. (1-2)	Gaseous Fuels	2	50	150	250	130
<b>6. Lighting Devices (when lights are required)</b>						
6a. (1-3)	Head and Tail Lamps	2	50	150	250	130
6b. (1-3)	Turn and Stop	2	50	150	250	130
<b>7. Safe Loading/Tiedowns</b>						
7a.	Condition such that spare tire, cargo, dunnage could fall into roadway	1	100	300	600	310
7b.	Working Load Limit	1	100	300	600	310
7c.	No edge protection	1	100	300	600	310
7d.	Articles likely to roll are not restrained	1	100	300	600	310
7e.	Articles secured by transverse tie-downs not in direct contact	1	100	300	600	310
7f. (1)	One tie-down not blocked/braced for articles < 5 feet and < 1,100 lbs.	1	100	300	600	310
7f. (2) (a-b)	Two tie-downs not blocked/braced for articles < 5 feet and > 1,100 lbs. or > 5 feet but ≤ 10 feet	1	100	300	600	310
7f. (3)	Two tie-downs not blocked/braced for articles > 10 feet	1	100	300	600	310
7g.	Articles not blocked/braced/immobilized with at least one tie-down for each 10 feet	1	100	300	600	310
7h. (1) (a-c)	Chain defects	1	100	300	600	310
7h. (2) (a-f)	Wire rope defects	1	100	300	600	310
7h. (3) (a-d)	Cordage defects	1	100	300	600	310
7h. (4) (a-d)	Synthetic webbing defects	1	100	300	600	310
7h. (5) (a-c)	Steel strapping	1	100	300	600	310
7h. (6) (a-g)	Fitting or attachment defects	1	100	300	600	310
7h. (7) (a-c)	Anchor point defects	1	100	300	600	310
7i.	Logs not secured	1	100	300	600	310
7j.	Dressed lumber not secured	1	100	300	600	310
7k.	Metal coils not secured	1	100	300	600	310
7l.	Paper rolls not secured	1	100	300	600	310
7m.	Concrete pipe not secured	1	100	300	600	310

7n.	Intermodal containers not secured	1	100	300	600	310
7o.	Automobiles, light trucks and vans not secured	1	100	300	600	310
7p.	Heavy vehicles, equipment and machinery not secured	1	100	300	600	310
7q.	Flattened or crushed vehicles not secured	1	100	300	600	310
7r.	Roll on/roll-off or hook lift containers not secured	1	100	300	600	310
7s.	Large boulders not secured	1	100	300	600	310
<b>8. Steering Mechanism</b>						
8a.	Steering wheel free play	1	100	300	600	130
8b. (1)	Absence or looseness of U-bolts/positioning parts in steering column	1	100	300	600	130
8b. (2)	Obviously repair-welded universal joints	1	100	300	600	130
8b. (3)	Steering wheel not properly secured	1	100	300	600	130
8c. (1)	Cracks in front axle beam	1	100	300	600	130
8c. (2)	Obvious welded repairs	1	100	300	600	130
8d. (1)	Any mounting bolts loose or missing on steering gear box	1	100	300	600	130
8d. (2)	Any cracks in gear box or mounting brackets	1	100	300	600	130
8d. (3)	Any obvious welded repairs (steering gear box)	1	100	300	600	130
8d. (4)	Any looseness of yoke-coupling	1	100	300	600	130
8e. (1)	Any looseness of pitman arm	1	100	300	600	130
8e. (2)	Any obvious welded repairs (pitman arm)	1	100	300	600	130
8f.	Auxiliary power assist cylinder loose	1	100	300	600	130
8g. (1)	Any movement under steering load	1	100	300	600	130
8g. (2)	Any motion between any linkage member	1	100	300	600	130
8g. (3)	Any obvious welded repairs (ball and socket joints)	1	100	300	600	130
8h. (1)	Loose clamps or clamp bolts	1	100	300	600	130
8h. (2)	Any looseness in any threaded joint	1	100	300	600	130
8i.	Nuts	1	100	300	600	130
8j.	Steering system	1	100	300	600	130
8k. (1)	Missing or inoperable steering locks (C-dolly)	1	100	300	600	130
8k. (2)	Steering not centered (C-dolly)	1	100	300	600	130
<b>9. Suspension</b>						
9a. (1)	Any U-bolts or other bolts cracked, broken, loose or missing	2	50	150	250	130

9a. (2)	Any spring hangers/positioning parts cracked, broken, loose or missing	2	50	150	250	130
9b. (1)	¼ or more leaves broken	2	50	150	250	130
9b. (2)	Any leaf or portion is missing or separated	2	50	150	250	130
9b. (3)	Any broken main leaf	2	50	150	250	130
9b. (4)	Coil spring broken	2	50	150	250	130
9b. (5)	Rubber spring missing	2	50	150	250	130
9b. (6)	One or more leaves displaced	2	50	150	250	130
9b. (7)	Broken torsion bar spring	2	50	150	250	130
9b. (8)	Deflated air suspension	2	50	150	250	130
9c. (1)	Intersecting cracks on composite springs	2	50	150	250	130
9c. (2)	Cracks extending beyond ¾ the length of the spring	2	50	150	250	130
9d.	Torque, Radius, Tracking or Swaybar components	2	50	150	250	130
9e.	Adjustable axle	2	50	150	250	130
<b>10. Tires</b>						
10a. (1-9)	Steering Axle	1	100	300	600	130
10b. (1-8)	All Others	3	30	90	150	130
<b>11. Van/Open-Top Trailer Bodies</b>						
11a. (1-3)	Upper rail	2	50	150	250	130
11b. (1-2)	Lower rail	2	50	150	250	130
11c. (1-2)	Floor crossmembers	2	50	150	250	130
11d.	Side panels on fiberglass reinforced plywood trailers	2	50	150	250	130
<b>12. Wheels, Rims and Hubs</b>						
12a.	Lock or side ring	2	50	150	250	130
12b.	Rim cracks	2	50	150	250	130
12c. (1)	Any single disc wheel crack 3" or more	2	50	150	250	130
12c. (2)	A disc wheel crack extending between two holes	2	50	150	250	130
12c. (3)	Two or more cracks any place of the disc wheel	2	50	150	250	130
12d.	Stud holes (Disc Wheels)	2	50	150	250	130
12e. (1)	Two or more cracks more than 1 inch long across a spoke or hub section (Spoke Wheels)	2	50	150	250	130
12e. (2)	Two or more web areas with cracks (Spoke Wheels)	2	50	150	250	130
12f. (1)	Tubeless demountable adapter crack exceeding 3 inches	2	50	150	250	130
12f. (2)	Tubeless demountable adapter cracks at three or more spokes	2	50	150	250	130
12g.	Fasteners	2	50	150	250	130
12h. (1-4)	Welds	2	50	150	250	130
12i. (1-4)	Hubs	2	50	150	250	130

<b>13. Windshield Wipers</b>						
Windshield wipers when required		3	30	90	150	130
<b>14. Emergency Exits (buses)</b>						
14a.	Emergency exists (buses)	1	100	300	600	130
14b. (1-6)	Wiring and Electrical Systems in engine and battery compartments	1	100	300	600	130
<b>Hazardous Materials Out-of-Service Criteria</b>						
<b>Hazardous Materials Uniform Fine</b>						
<b>1. Shipping Papers- General</b>						
	Failure to present when required	3	30	90	n/a*	250
<b>2. Placarding</b>						
2a.	Placarding/present when required	1	250	500	1000	250
2b.	Placarding/number and type	2	100	n/a*	n/a*	250
<b>3. Bulk Packages</b>						
3a.	Internal valve missing	1	250	500	1000	250
3b.	Internal valve open	1	250	500	1000	250
3c.	Bulk package authorization	1	250	500	1000	250
3d.	Venting devices, manhole covers and discharge valves	1	250	500	1000	250
3e.	Bulk package integrity	1	250	500	1000	250
3f.	Supports and anchoring	1	250	500	1000	250
<b>4. Transport Vehicle Markings</b>						
4a.	Bulk package markings	3	30	90	n/a*	250
<b>5. Poison Inhalation Hazard Markings</b>						
5a.	**PIH markings/non-bulk packaging	1	250	500	1000	250
5b.	**PIH markings/bulk packaging	1	250	500	1000	250
<b>6. Non-Bulk Packaging</b>						
	Package integrity	1	250	500	1000	250
<b>7. Loading and Securement</b>						
7a.	Blocking and bracing	1	250	500	1000	250
7b.	Product compatibility	1	250	500	1000	250
7c.	Poison/edible materials	1	250	500	1000	250
<b>8. Forbidden Items</b>						
	Forbidden items	1	250	500	1000	250
<b>9. Radioactive Materials – Radiation Levels</b>						
	Radioactive materials levels (at surface)	1	250	500	1000	250
<b>10. Emergency Response Assistance Plan (Canada)</b>						
	Transporting DG without an approved ERAP	1	250	500	1000	250
<b>11. Operating Authority</b>						
	Failure for motor carrier to have proper operating authority or operating beyond the scope of its authority	3	30	90	150	200