



MOTOR CARRIER NEWS

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Motor Carrier Transportation Division, 550 Capitol Street NE, Salem, OR 97301-2530

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Interstate operators face new registration requirements

Interstate operators who think they know it all, at least when it comes to state registration and insurance requirements, have another thing coming soon. Federal legislation taking effect January 1, 2007, wipes out the Single State Registration System (SSRS) used by 38 states and prohibits other states like Oregon from having their own registration and insurance requirements.

What's coming is a new federal program called the Unified Carrier Registration Agreement (UCRA) that is modeled somewhat after the International Registration Plan and International Fuel Tax Agreement. States that elect to participate will help their interstate motor carriers register and pay annual

UCRA fees. For-hire carriers and those hauling hazardous materials will continue to meet insurance requirements by filing proof of financial responsibility directly with the U.S. DOT.

But while former SSRS registration requirements applied only to for-hire interstate carriers, the new UCRA applies to all interstate operators who are required to file with the U.S. DOT and have a DOT number, including private, for-hire, exempt carriers, and farmers. The new requirements apply to any interstate carrier operating vehicles that weigh over

10,000 lbs., including those under 26,001 lbs. that display certain plates issued by Oregon DMV (T, F, PF, TW, TR, and DA). Until now,

they've been subject to only motor carrier safety and economic regulation. Moreover, the UCRA also applies to brokers, freight forwarders, and leasing companies. They, too, will be required to register and pay annual UCRA fees beginning sometime in 2007.

Oregon never participated in the SSRS and, instead, had its own requirement that all carriers with trucks over 26,000 lbs. must register and file proof of liability insurance. That requirement goes away for interstate carriers and now only applies to Oregon intrastate carriers.

The Motor Carrier Transportation Division plans to ask Oregon legislators to allow the state to participate in the UCRA and help Oregon carriers meet the new registration requirement. If it did not participate, an Oregon carrier would have to seek out a bordering state that is willing to act as its base state.

(continued on pages 3, 4, and 5)

NOTE: As this publication was being prepared, it was still possible that Congress would act at the last minute in 2006 to extend the SSRS for one year and allow states like Oregon to continue existing regulations through 2007. But that would only delay the inevitable as interstate operators face major changes in either 2007 or 2008.



Heads Up! Christmas 2006 and New Year's 2007 Holiday Closures:

Counter Service, All Motor Carrier Transportation Division Registration Offices:
Close 5 pm Friday, December 22. Reopen 8 am Tuesday, December 26.
Close 5 pm Friday, December 29. Reopen 8 am Tuesday, January 2, 2007.
(Includes Salem, Portland Bridge, and the Ports of Entry in Ashland, Farewell Bend, and Umatilla)

24 Hour Phone Service Center:

Stops taking calls 5 pm Sunday, December 24. Restarts 8 am Tuesday, December 26.

Stops taking calls 5 pm Sunday, December 31. Restarts 8 am Tuesday, January 2, 2007.

DECEMBER 2006						
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Out-of-state carriers must renew Oregon Weight Receipt

Oregon is reminding all carriers, especially out-of-state carriers, to meet the end-of-year deadline for renewing the paper credential they'll need for trucks operating in Oregon in 2007. Beginning January 1, anyone operating in Oregon who has not obtained the credential is subject to a \$427 citation and possible civil complaint action.

Oregon issues a Weight Receipt and Tax Identifier for each vehicle that is subject to the state's weight-mile tax. The credential assists in reporting the tax and tracking vehicle miles over Oregon highways. Also, truckers fueling up in Oregon can buy tax-exempt fuel if they show the fuel provider a valid permanent or temporary credential.

As this publication was being prepared, there was still some question as to whether carriers will be required in the future to "display" the credential for each truck. Federal legislation passed in 2005 (SAFETEA-LU) prohibits states from requiring the display of any form of commercial motor vehicle identification on or in the vehicle except the forms needed for the International Registration Plan and International Fuel Tax Agreement or forms of identification approved by the U.S. DOT. In January 2006, the Motor Carrier Transportation Division submitted a request to then U.S. DOT Secretary Norm Mineta asking that Oregon be allowed to continue to require display of its weight-mile tax credential. In April, the Federal Motor Carrier Safety Administration announced it would publish a Notice of Proposed Rulemaking in the Federal Register in order to inform its decision on Oregon's request. The rulemaking opened June 13, the public comment period closed the next month, but as of late-November the rulemaking was still pending. Regardless of the decision regarding "display" of the credential, out-of-state carriers still need to obtain one for trucks operating in Oregon.

Q&A — Credentials grace period

What's the deadline for Oregon-based carriers to renew their Commercial and Apportioned license plates and Weight Receipts? Oregon carriers need to submit payment by Friday, December 29, 2006. The Motor Carrier Transportation Division started renewing credentials in September 2006 and most carriers have already completed the process and received new 2007 stickers for their plates.

***Word to the wise: Avoid the last minute crunch!
Any carrier planning to visit a Motor Carrier Division Office for help with renewal must call ahead for an appointment.***

Is there an enforcement grace period for Oregon-based carriers who are late renewing Commercial and Apportioned plates? No. Beginning January 1, 2007, any Oregon carrier who hasn't submitted forms with payment and continues to operate in Oregon is subject to a \$427 citation and possible civil complaint action.

Is there a grace period for carriers who completed forms and sent payment, but still haven't received 2007 stickers for their plates? Yes, a sticker display grace period is available to carriers who submit renewal forms with payment by December 29, 2006. They have until March 15, 2007, to put the new 2007 stickers on their Commercial and Apportioned plates.

Is there a grace period for Oregon carriers who participate in the International Fuel Tax Agreement (IFTA)? Yes, a decal grace period is available to carriers who submit renewal forms with payment by December 29, 2006. The 2007 IFTA license and IFTA decals must be displayed beginning March 1, 2007.

What does an IFTA carrier need in order to travel through states and provinces in the first two months of 2007? Carriers who haven't yet received their 2007 IFTA license and IFTA decals can travel through other states and provinces in the first two months of 2007 if they have one of the following: (1) A valid 2006 IFTA license AND 2006 IFTA decals, (2) A valid 2007 IFTA license AND 2007 IFTA decals, or Oregon 30-day Temporary Decal Permit, or (3) A valid Fuel Trip Permit issued by the jurisdiction in which they're operating.

Note: Oregon IFTA carriers who are not renewing their license for 2007 must cancel the license in writing by December 29, 2006. Otherwise, they must file a 1st Quarter 2007 IFTA Tax Return to show there were no operations during the grace period. To cancel the license, check the appropriate box on the IFTA renewal form, enter the effective date, and return the form by mail or fax.

Similarly, carriers who do not intend to renew the Oregon Weight Receipt and Tax Identifier for a particular truck must cancel that credential in writing, or use Trucking Online to cancel it, by December 29, 2006. Otherwise, they will be required to file weight-mile tax reports showing no operations for January, February, and perhaps even for the 1st quarter 2007, depending when the cancellation is executed.

States are preempted and a new federal system leaves out many carriers

Change in insurance requirements poses risks

Under a new Unified Carrier Registration Agreement that takes effect January 1, 2007, states are prohibited from imposing insurance filing requirements on interstate carriers. But while those who support the change believe it simplifies life for interstate operators, state administrators are scrambling to find ways to verify that carriers have met financial responsibility requirements and they worry that some carriers can slip through the cracks.

"Today, I have insurance filings for every motor carrier that operates in Oregon," noted Oregon DOT Motor Carrier Transportation Division Administrator Gregg Dal Ponte. "But now we're federally preempted from requiring insurance filings from interstate carriers. Oregon and every other state must look to a new Federal Motor Carrier Safety Administration (FMCSA) system to replace our systems and I'm concerned it's not ready and will never be fully capable."

Dal Ponte notes that the existing FMCSA's Licensing and Insurance database only contains liability insurance information about authorized for-hire interstate carriers, freight forwarders, and property brokers. It does not contain information about all motor carriers that are subject to the financial responsibility requirements in CFR 49, Part 387. In particular it does not contain information about interstate for-hire carriers who transport exempt commodities or interstate private carriers who transport hazardous materials. Nor does it contain information about intrastate for-hire or private carriers who transport hazardous materials in sufficient quantities as to be subject to CFR 49, Part 387.

Federal legislation (SAFETEA-LU) created the UCRA for registering and collecting fees from all interstate operators. But it did not change federal insurance requirements for property or passenger carriers. Many interstate carriers are still not subject to them.

"In terms of insurance, the UCRA puts Oregon in the same boat as the states that made up the former Single State Registration System (SSRS)," Dal Ponte said. "The SSRS provided a way for 38 states to verify that for-hire interstate carriers met insurance

... the UCRA puts Oregon in the same boat as the states that made up the Single State Registration System. . . The SSRS provided a way for 38 states to verify that for-hire interstate carriers met insurance requirements. It did not concern itself with all motor carriers. The UCRA is no different . . ."

requirements. It did not concern itself with all motor carriers. The UCRA is no different when it comes to insurance requirements. States like Oregon that had more encompassing regulations end up with far less capabilities under the UCRA."

Because the new system excludes carriers, Dal Ponte questions its very design. "I question whether this is good public policy," he said. "Historically it's been government's role to require evidence of financial responsibility in order to ensure that carriers pay for property damage and bodily injuries, even in the event of bankruptcy. In this case, government is looking away as if it's not a problem for certain carriers."

Dal Ponte is also concerned about a looming gap in time between January 1, 2007, and the date when all interstate carriers show up in a new federal database, called the Unified Carrier Registration System (UCRS). "No one knows when the new system will be ready and it will be some time before every entity subject to the new UCRA will actually appear in the UCRS," he said. "There will most likely be a period of time in which we will not know with certainty that motor carriers operating in Oregon are insured and financially responsible. Does the state face any liabilities arising out of that?"

While in the past Oregon could accept insurance filings only from

companies authorized to do business in the state, Dal Ponte worries that in the future interstate carriers will have dubious or limited coverage. "Some insurance policies specify that coverage applies to specific states," he said. "Suppose a Florida-based interstate

carrier files proof of insurance issued by a Cayman Islands company that stipulates coverage is good in Florida only," Dal Ponte said. "Who's going to stop that carrier from hauling loads to Georgia? And if he gets in an accident, could the insurance company be found not liable based on the jurisdictional limits of the policy? Or what if the insurance company simply does not have assets sufficient to protect against losses. These are serious public safety issues."

Oregon requirements still apply to intrastate operators

Oregon legislators returning to Salem for the 2007 Session will consider amendments to state law to account for the changes made by the Unified Carrier Registration System.

While federal preemptions affect Oregon's regulation of interstate operators, it does not affect state regulation of intrastate operators — those hauling property and passengers from point to point within Oregon in intrastate commerce.

Intrastate carriers will still be required to file proof of liability insurance (minimum of \$750,000 per accident) and cargo insurance if necessary (minimum \$10,000).

Unified Carrier Registration — Questions & Answers

Federal legislation passed in August 2005 (SAFETEA-LU) prohibits states from registering interstate for-hire or private motor carriers and requiring a filing of financial responsibility. The law creates a new base-state system — the Unified Carrier Registration Agreement (UCRA) — for registering all interstate operators who are required to file with the U.S. DOT, including private, for-hire, and exempt carriers, brokers, freight forwarders, and leasing companies.

Q. I'm an Oregon-based carrier who operates in other states. How am I affected by the new UCRA?

A. As an interstate operator, you'll be required to register and pay UCRA fees. If you operate in the states that belonged to the Single State Registration System (SSRS), you will no longer pay SSRS fees to those states.

Q. Where do interstate operators pay their UCRA fees?

A. Interstate operators will pay fees to their base state, if that state is participating in UCRA, or to a designated base state. In the future they'll be able to pay directly to a UCRA online system. But all the processes, procedures, and fees are not in place yet so everyone should wait for more instructions by mail in the months ahead.

Q. Why do interstate operators have to pay UCRA fees?

A. Trucking industry representatives worked with Congress to craft the UCRA in order to: (1) eliminate the Single State Registration System (SSRS) and reduce insurance filing requirements to just the existing federal ones, (2) prohibit states like

Oregon from having similar, individual regulations, (3) replace the revenue SSRS yielded, but spread the costs to all interstate operators, and (4) ensure that states use the fees collected only for motor carrier safety programs, enforcement, or administration of the UCR Plan and UCR Agreement.

Q. I run an Oregon construction company that has a T-plated truck with a 12,000 lb. combined gross weight when it pulls a trailer with equipment. We occasionally work jobs in Washington state so I'm registered as an interstate carrier and I have my U.S. DOT number. Do I have to do anything else for the new UCRA?

A. Yes. The UCRA affects every interstate operator who is required to file with the U.S. DOT and have a U.S. DOT number. This includes carriers with vehicles over 10,000 lbs., including those with vehicles under 26,001 lbs. who obtain certain plates from DMV and until now have been subject to only safety and economic regulation in Oregon. If they're an interstate operator, they will register and pay UCRA fees.

Q. When interstate operators register with UCRA do they also have to meet certain insurance filing requirements?

A. No, the UCRA is just a base-state registration system. It does not change existing federal insurance requirements and interstate operators already meet those requirements, set in 49 CFR Part 387, when they apply for interstate operating authority and a U.S. DOT number. What's new is that now they no longer have to meet any additional state insurance filing requirements.

Q. I'm an Oregon-based carrier who operates only within Oregon in intrastate commerce. Am I affected by UCRA?

A. No, Oregon does not plan to extend the UCRA requirements to its intrastate carriers so there's no change for you. Oregon law still applies to intrastate carriers. They must register with the Oregon DOT and meet state insurance filing requirements.

Q. How will Oregon enforce the UCRA registration requirements?

A. There will be no enforcement until the UCRA processes and procedures are in place and Oregon legislators have passed laws enabling the state to participate in the program. That all may happen some time in 2007. Eventually Oregon and every other state may use a new online system called the Unified Carrier Registration System (UCRS) to view information about interstate operators. The UCRS will show carriers' U.S. DOT numbers, safety ratings, agents for service of process, status of compliance with UCRA registration requirements, and status of compliance with required levels of financial responsibility.

Q. How will Oregon enforce insurance requirements for interstate and intrastate carriers?

A. It will be difficult to enforce insurance requirements in the next few months. Oregon still has authority over requirements affecting intrastate carriers, but legislators will have to pass new laws enabling the enforcement of federal requirements. Nevertheless, the Oregon DOT's Motor Carrier Division must continue to administer existing state law until it's changed. The state must require insurance filings, but enforcement officers cannot issue citations for failure to meet the requirements.

For more about Unified Carrier Registration, visit the Web site for the American Association of Motor Vehicle Administrators, Motor Carrier Services Resources: www.aamva.org/KnowledgeCenter/Vehicle/MotorCarriers/

Basic Requirements for Interstate Operators

The Federal Motor Carrier Safety Administration plans to create a new online UCRA registration system. Meanwhile, interstate operators can use its current system to register and file updates:

https://li-public.fmcsa.dot.gov/LIVIEW/PKG_REGISTRATION.prc_option

USDOT Number — Property and passenger carriers submit Form MCS-150 and the Safety Certification Form MCS-150A to obtain a U.S. DOT number. Carriers hauling hazardous materials complete Form MCS-150B, a Combined Carrier Identification Report and Hazardous Materials Permit Application.

Operating Authority — Property carriers and brokers complete Form OP-1, and passenger carriers complete Form OP-1(P), to obtain an MC number. Freight forwarders complete Form OP-1(FF) to obtain an FF number.

Liability Insurance — For-hire carriers operating vehicles with a GVWR over 10,000 lbs. that don't haul hazardous materials must maintain \$750,000 liability coverage. If hauling hazardous materials, for-hire and private carriers must maintain either \$1 million or \$5 million coverage depending on type and quantity (see 49 CFR 387.9). For-hire carriers operating vehicles with a GVWR under 10,000 lbs. must maintain \$300,000 coverage. If hauling certain hazardous materials, for-hire and private carriers must maintain \$5 million coverage. For-hire passengers carriers using vehicles with a seating capacity of 16 or more must maintain \$5 million coverage, or \$1,500,000 coverage when using vehicles with seating capacity of 15 or less.

Cargo Insurance — Common carriers of property must have \$5,000 coverage for loss or damage to property carried on any one vehicle and \$10,000 for loss or damage to property occurring at any one time and place.

Brokers of general freight and household goods must file a \$10,000 surety bond or trust fund agreement.

Insurance Forms — BMC-91 or BMC-91X for bodily injury and property damage, BMC-34 for cargo liability, BMC-84 for broker surety bond, and BMC-85 for broker trust fund agreement — must be filed within 90 days after notice of application appears in the FMCSA Register.

Process Agents — Motor carriers designate an agent in each State where operations are authorized and brokers designate one in each State in which offices are located and contracts will be written. Form BOC-3, designating agents who will accept legal filings on applicant's behalf, must be filed within 90 days after notice of application appears in the FMCSA Register.

Paper Alternative — For those who would rather not complete and submit forms online, printable, paper forms are available here:

<http://www.fmcsa.dot.gov/registration-licensing/print-forms/print-forms.htm>

UCRA

The **Unified Carrier Registration Agreement** is a new base-state system for registering interstate motor carriers with vehicles over 10,000 lbs., including private, for-hire, and exempt carriers, farmers operating in interstate commerce, and brokers, freight forwarders, and leasing companies. All of these interstate operators will pay annual registration fees to the new UCRA.

The UCRA replaces the Single State Registration System (SSRS), which since 1991 had been used by 38 states to register for-hire carriers and handle insurance filings. Now interstate carriers are free from any state requirements regarding insurance filings. They are, however, still subject to federal insurance requirements in 49 CFR Part 387.

Although states are not required to participate in the UCRA, it provides the only way a former-SSRS state can replace the revenue derived from the SSRS and it provides any non-SSRS state up to \$500,000 that can be used for motor carrier safety programs, enforcement, or administration of the UCR Plan and UCR Agreement. Interstate carriers will reasonably expect their home state to participate and facilitate their entry in this new federal program. If a carrier's home state is not participating, the carrier must pick a nearby state that is participating to be their base state.

Each state has the option of extending the requirements of UCRA to its intrastate carriers, but at this time Oregon does not plan to include its intrastate carriers in the UCRA registration process. Carriers operating both interstate and intrastate fleets have the option of including their intrastate fleet in their UCRA registration. They may opt to do this because it "inoculates" their intrastate fleet from any state credential-related requirements, such as a requirement to renew intrastate authority and display a state decal.

UCRS

The **Unified Carrier Registration System** is an online system that will contain information about all interstate motor carriers, foreign and domestic, as well as all interstate brokers, freight forwarders, and leasing companies required to register with the U.S. DOT. The system will contain the carriers' U.S. DOT numbers, safety ratings, agents for service of process, status of compliance with UCRA registration requirements, and status of compliance with required levels of financial responsibility.

It's anticipated that states will enforce the UCRA requirements by accessing data stored in the UCRS. In addition to UCRA fees, there will be certain fees associated with the UCRS. Carriers who first apply for federal authority may pay a UCRS fee, for example. Third parties accessing data in the system may also pay a fee. The UCRS was originally planned to be created in 2006, but it's currently not known when it will be in place.

Restrictions change for wide loads moving during holiday periods

At its November meeting, the Oregon Transportation Commission approved a rulemaking that changes restrictions for the movement of overwidth loads. Key among the changes is a relaxation of restrictions on certain major routes during holiday periods.

Now when the overall width of the load does not exceed 14 feet, it's allowed to be moved on Thanksgiving Day, Friday, and Saturday on Interstate highways, US97, and any route east of US97 shown in black on Route Map 6, for manufactured homes and modular units, or Route Map 9, for over-size / overweight vehicles and loads.

When the overall width of the load does not exceed 14 feet, it's allowed to be moved on those same routes on the other major holidays -- New Year's Day, Memorial Day, Independence Day, Labor Day, Christmas Day -- on Friday and Saturday when the holiday or observed holiday falls on Friday, and on Saturday and Sunday when the holiday or observed holiday falls on Monday.

Until now, the movement of wide loads, whether it be manufactured homes, modular units, towed units, or wide non-divisible loads, was restricted statewide before, during, and after every major holiday. But an Oregon DOT staff study of average daily traffic counts found that at certain times on the Interstates and other highways like US97 restrictions are not necessary for the safety of the traveling public. In fact the blanket restriction typically led to a spike in the number of overwidth loads moving right after the holiday period, which actually caused increased congestion and safety concerns. The new guidelines seek to provide for a more uniform traffic flow of overwidth loads during holiday periods.

The Motor Carrier Division has created a new two-page Permit Attachment H describing the hauling hours and days for overwidth moves. The attachment describes restrictions on loads up to 10' wide, 10' 1" to 12' wide, 12' 1" to 14' wide, and over 14' wide. It shows what's allowed during hours of darkness, during Summer daylight hours from Memorial Day to Labor Day, during certain peak commuter hours in Portland, Salem, Eugene, Grants Pass, and Medford, and during observed holiday periods.



Heads Up! There's a new sign directing truck traffic on US20 in Central Oregon. For years, trucks traveling through Sisters toward Bend or Redmond were required to stop at the Sisters weigh station, which is located at the east end of Sisters on US20. After stopping at the weigh station, trucks bound for Redmond had to then cross US20 and go a short distance back west to the intersection with OR126. Now a new sign installed in August 2006 instructs trucks bound for Redmond to bypass the weigh station and proceed to make a safe turn across traffic onto OR126.

MCTD staff engages in New Carrier Entrant safety audits

The Motor Carrier Transportation Division (MCTD) has trained 13 employees to conduct the New Carrier Entrant safety audits that are required for new interstate motor carriers. This staff will eventually replace the work of Federal Motor Carrier Safety Administration contractors who have been conducting the audits in Oregon since the federal requirement took effect in January 2003.

New Carrier Entrant audits are usually conducted at the carrier's place of business, although group audits can be arranged. An audit takes 2-4 hours to interview the motor carrier official, review safety management systems and operating practices, and sample records. The process essentially provides a way to stress education before enforcement. The interview covers 72 safety-related questions, including 19 related to hazardous materials. It's a pass/fail audit that very few fail, but those who do fail some aspect of it receive a "Notice to Remedy" and have 45 days to correct the problem.

Safety regulations reviewed in each audit include insurance / financial responsibility, accident records, equipment and maintenance records, driver qualifications, CDL license standards, driver records of duty status, drug and alcohol testing, and hazardous materials records, if applicable.

In mid-2006 there were about 600 New Entrant motor carriers in Oregon. A large number of them are located in the Portland area and along the north/south Interstate 5 corridor.

NTSB warns about adjusting air brake slack adjusters

The following is excerpted from a National Transportation Safety Board "Lessons Learned from a Fatal Crash" article.

A National Transportation Safety Board (NTSB) investigation of an April 2003 runaway dump truck crash in Glen Rock, Pennsylvania, exposes the deadly consequences of improper maintenance of automatic slack adjusters for air brake systems. In the crash, a dump truck driver traveling on a steep downgrade found he was unable to stop. The truck struck four cars, one of which then hit three children on a sidewalk. A driver and an 11-year-old child in one of the cars were killed.

"Manually adjusting automatic slack adjusters is dangerous," warned then-Acting NTSB Chairman Mark Rosenker. "It should not be done, except during installation or in an emergency to move the vehicle to a repair facility."

The NTSB emphasizes that manual adjustment of this brake component masks the real reason why the brakes are not maintaining adjustment and gives the driver a false sense of security about the effectiveness of the brakes, which will likely go out of adjustment again soon. It also causes abnormal wear to the internal adjusting mechanism for most automatic slack adjusters, which may lead to failure of this brake component.

In its investigation, the NTSB concluded that mechanics working on the truck did not look for underlying problems with the slack adjusters or other brake components. They misdiagnosed the brake problems, probably because they were not properly trained on the function and care of automatic slack adjusters and how they relate to

foundation brake systems. Consequently, they repeatedly manually adjusted the automatic slack adjusters, a dangerous practice.

Investigators also found that lack of knowledge and skills in operating air-braked vehicles played a role in the accident. The 21-year-old dump truck driver had been on the job for less than two weeks, had never driven an air brake-equipped vehicle, and received no training on air brakes — an important failure because truck air brakes operate differently from hydraulic brakes on cars.

The rear brakes on the truck were out of adjustment and provided little or no braking force. The driver pumped the brakes, reducing the capability of the front brakes and exacerbating the loss of braking capability in the out-of-adjustment rear brakes.

Until recent widespread use of brakes with antilock brake systems, drivers of hydraulically-braked vehicles (cars, SUVs, pickups and other light-duty trucks) were taught to pump their brakes in emergencies. But in an air-braked vehicle, pumping the brakes depletes the air pressure and drastically reduces the brakes' capability.

In summary, the NTSB concluded that the probable cause of the crash was the lack of oversight by the vehicle's owner, which resulted in an untrained driver improperly operating an overloaded, air brake-equipped vehicle with inadequately maintained brakes. Contributing to the crash was the mechanics' misdiagnosis of the vehicle's underlying brake problems. Also contributing was a lack of readily available and accurate information about automatic slack adjusters and inadequate warnings about safety problems caused by manually adjusting them.



Brake auto slack adjuster

NTSB: Better air brake training and information needed

According to the NTSB, warnings in existing materials available to owners, drivers, mechanics, and inspectors of air-braked vehicles equipped with automatic slack adjusters have not been successful in communicating the inherent dangers of manually adjusting automatic slack adjusters to correct out-of-adjustment brakes.

Even organizations that specialize in truck maintenance and repair often give out wrong or inadequate information. While investigating the Glen Rock, Pennsylvania accident in 2003, NTSB found that several private study guides of the Automotive Service Excellence (ASE) truck brake test inadequately covered the maintenance of automatic slack adjuster-equipped brakes and some contained incorrect information. NTSB said one study guide wrongly stated, "Automatic slack adjusters may require periodic adjustment." The NTSB is concerned because many mechanics use such study guides as a source of general maintenance information, as well as for test preparation.

Air brake-equipped trucks are used today by a diverse cross-section of operators, including fire departments, landscaping companies, school bus operators, general contractors, and even vacationers who have large recreational vehicles. The NTSB estimates there are now well over eight million vehicles on the road equipped with automatic slack adjusters. Every large truck built since 1994 has been required to have them and many of these trucks may be operated by drivers with no air brake training.

IRS plans alternative to manual HVUT pay process

In the next eight months the Internal Revenue Service expects to introduce a way for motor carriers to electronically pay their annual Heavy Highway Vehicle Use Tax (HVUT) for trucks with a gross weight of 55,000 lbs. or more. The IRS's current Instructions for Form 2290 hint at the agency's plan:

Instructions

What's New

Electronic Filing (Pending) for Taxpayers Reporting 25 or More Vehicles

Electronic filing is required for taxpayers reporting 25 or more vehicles. We will notify taxpayers when the program is available. Continue to file Form 2290 as described under *Where To File* on page 7.

Federal legislation passed in October 2004 called for improvements to the HVUT payment process. Congress ordered the IRS to create an electronic filing system and require carriers with 25 or more vehicles to file electronically. It also repealed the quarterly tax payment option and established a credit policy for vehicles sold or replaced. Other legislation passed in August 2005 provided funding to develop the electronic filing process and create an information system for electronic payment verification by state and federal authorities.

IRS officials are now part of a HVUT working group that includes officials from the American Association of Motor Vehicle Administrators (AAMVA) and the Federal Motor Carrier Safety Administration. Their objective is to improve on a burdensome manual process that currently has motor carriers completing the paper Form 2290 and mailing payment to the IRS, receiving a receipt in 6-8 weeks, and presenting the receipt to state administrators as part of the truck registration process. States are required to manually verify HVUT payment and they routinely suspend or cancel registration credentials when carriers fail to provide proof of payment.

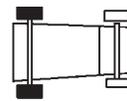
The IRS does not plan to develop a single Web-based application for electronic filing. It expects that third party developers will create and sell Turbo Tax-like software that motor carriers can purchase. Although carriers with 25 or more vehicles will be required to use the software, other carriers with less than 25 vehicles will be encouraged to also use it to file electronically. The program would let taxpayers print a receipt or validated 2290 for their records. But instead of presenting the proof of payment to state administrators, the IRS is imagining an automated process for states to check payment status.

Visit the AAMVA Web site — www.aamva.org — for more information.

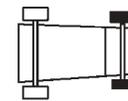
Oregon chain law

Chains or traction tires are required in Oregon whenever winter conditions exist and signs are posted advising drivers to carry or use them. There are no dates in state law for when chain and traction tire requirements start and end because no one knows when winter conditions will start and end for the varied climates throughout the state. Visit ODOT's TripCheck Web site — www.tripcheck.com/pages/ — to view a list of common snow zones on state highways where chains or traction tires must be carried regardless of current road conditions.

Light Duty Vehicles

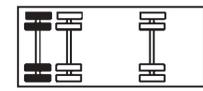
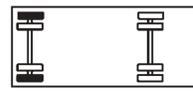


Rear Wheel Drive



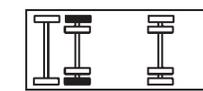
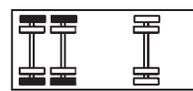
Front Wheel Drive

Medium Duty Vehicles



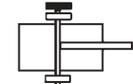
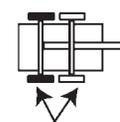
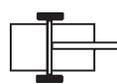
Two tires on each side of the primary drive axle.

OR



If both axles are powered by the drive line, one tire on each side of each drive axle.

Trailers Towed by a Light or Medium Duty Vehicle (Applies to brake-equipped trailers only)



Travel Info by Phone — 511

Oregon travel information is available by phone. Within Oregon, dial 511 or 1-800-977-ODOT (6368), to hear the same information that is displayed on the TripCheck.com Web site. From outside Oregon, call 503-588-2941.

Main Menu Options for Travel Information

1. Road Conditions by Highway
2. Road Conditions in Mountain Passes
3. Road Conditions in Major Cities
4. Commercial Vehicle Restrictions
5. Chain requirements
6. Road Condition Phone Numbers for Bordering States
7. Info about TripCheck Road Condition Phone System

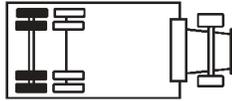
Oregon Chain Law — Minimum Required

http://arcweb.sos.state.or.us/rules/OARS_700/OAR_734/734_017.html

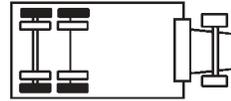
It is not the intent of these examples to portray or suggest mixing of different types of designs or tires on a single axle. Vehicles towing, being towed, or rated over 10,000 pounds GVW must use chains when "chains or traction tires" are required.

LEGEND	
	Tire, without chain
	Tire, with chain
	Chains may be placed on either axle
	Chains may be placed on either side

Solo Commercial Vehicles



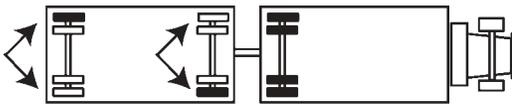
OR



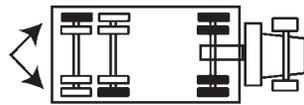
Two tires on each side of the primary drive axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Single Drive Axle with Trailer

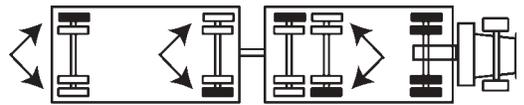


Single Drive Axle with Semitrailer



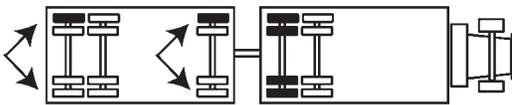
Two tires, one on each side of any axle.

Single Drive Axle with both Semitrailer and a Trailer



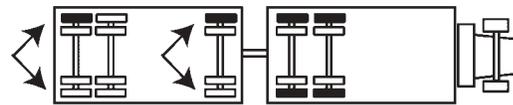
Two tires, one on each side of any axle.

Tandem Drive Axle with Trailer



One tire, either side, either axle.

OR

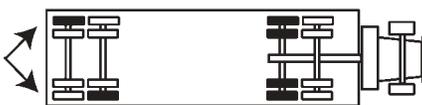


Two tires on each side of the primary drive axle.

One tire either side, either axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with Semitrailer



Two tires, one on each side of any axle.

OR

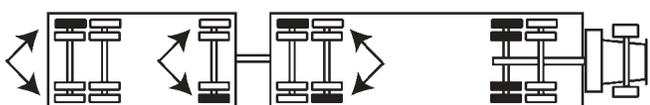


Two tires on each side of the primary drive axle.

Two tires, one on each side of any axle.

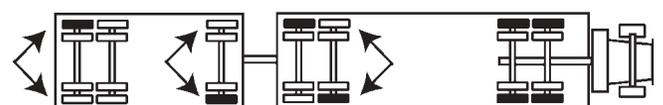
If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with both a Semitrailer and Trailer



One tire either side, either axle.

OR



Two tires, one on each side of any axle.

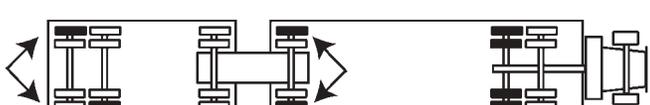
Two tires on each side of the primary drive axle.

One tire either side, either axle.

Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Tandem Drive Axle with two Semitrailers (B-train or C-train)

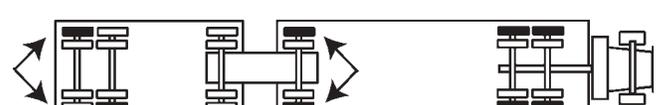


Two tires, one on each side of any axle.

Two tires, one on each side of any axle.

Two tires on each side of the primary drive axle.

OR



Two tires, one on each side of any axle.

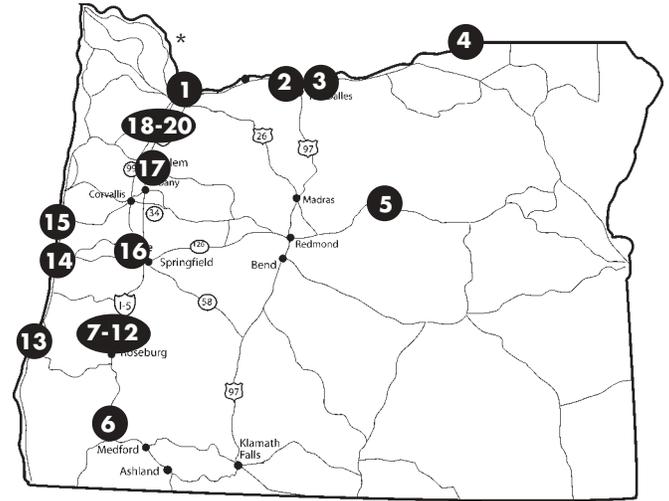
Two tires, one on each side of any axle.

If both axles are powered by the drive line, one tire on each side of each drive axle.

Weight-Restricted Bridges on Major Routes in Oregon

As of November 22, 2006, bridge inspectors had set weight restrictions on 20 bridges on major Oregon routes. There are also many restricted bridges on lesser routes throughout the state.

Questions about restricted bridges? Contact the Oregon DOT, Motor Carrier Division at 503-373-0000 or visit its Web site: www.oregon.gov/ODOT/MCT/RESTRICT.shtml



Highway	Restriction	Bridge & Location
1. OR99E SB	SR2	Martin Luther King Jr. Viaduct, Portland
2. OR206	D	Deschutes River Bridge, MP 2.92
3. US97	SR1	Sam Hill Bridge, Biggs Junction over the Columbia River
4. US730	D/N	USRS Irrigation Canal Bridge, MP168.86, between Boardman and Irrigon
5. US26	D/N	Bridge Creek Bridge, MP65.63
6. US199	D/N	Applegate River, MP7, southwest of Grants Pass
7. I-5 Overpass	D/N	Riddle Road, MP103.95
8. I-5 Overpass	SR1	Chadwick Lane, MP104.85
9-10. I-5 NB and SB	SR	Missouri Bottom Bridges, South Umpqua River, MP105.41
11. I-5 NB	D/N	Shady Bridge, MP120.57, between Myrtle Creek and Roseburg
12. I-5 NB	D/N	Umpqua River, MP128.92, Roseburg
13. Coos River Hwy.	D/N*	Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101
14. US 101	D/N	Siuslaw River, MP190.98, Florence
15. US 101	D/N	Spencer Creek, MP133.86, ten miles south of Depoe Bay
16. OR126 Business WB	D/N	Willamette River, MP1.34, one mile east of I-5 in Springfield
17. Off OR22	D	First Avenue Bridge in Mill City, over Santiam River
18. OR18	D/N	Yamhill River, MP51.57, near Dayton
19. OR219	D/N	Willamette River, MP23.46, south of Newberg
20. OR99W S	D	Tualatin River Bridge, MP12.18, Tualatin

***NOTE:** Due to landslide on detour route, trucks over 80,000 lbs. must cross the Isthmus Slough Bridge in one direction only, 150 feet apart, with no other trucks. Call 541-888-4340 two hours in advance for traffic control.

*** SPECIAL NOTE:** The Lewis & Clark Bridge in Washington, off US30, is restricted to 21,500 pounds per axle, with no limit on gross vehicle weight.

Restriction Legend

D/N = Restricted to Divisible and Non-Divisible Load Limits

	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.
	Non-Divisible (Heavy Haul) Loads
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wt.	98,000 lbs.

D = Restricted to Divisible Load Limits (no heavy haul loads)

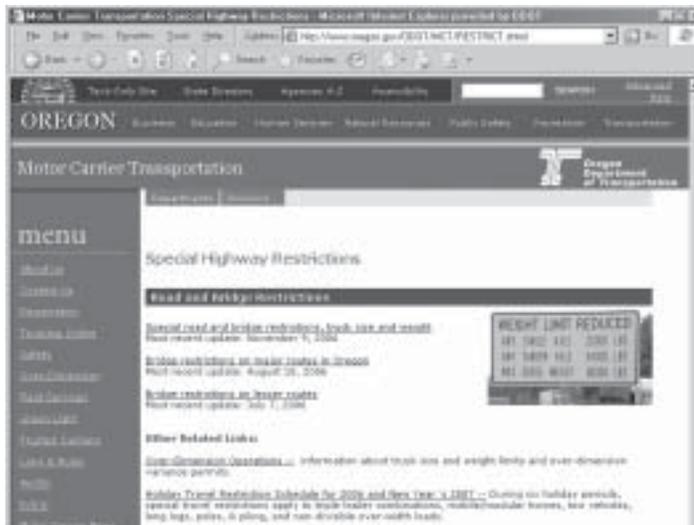
	Divisible Loads
Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wt.	105,500 lbs.

SR = Special Restriction - All trucks over 80,000 lbs. must stay in right lane.

SR1 = Special Restriction - Single Axle - 20,000 lbs. Tandem Axle - 34,000 lbs. Max. Wgt. - 80,000 lbs.

SR2 = Special Restriction - No truck combinations, Max. Wgt. - 50,000 lbs.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Bridges are closely checked by inspectors. Restrictions may change on a daily basis, and other bridges may become restricted, as conditions warrant.



Visit the Motor Carrier Division's Web site for links to a regularly-updated list of special road and bridge restrictions, as well as the latest lists of bridge restrictions on major and lesser state routes.

www.oregon.gov/ODOT/MCT/RESTRICT.shtml

Enforcement 3rd Quarter 2006

From July through September 2006, the Motor Carrier Division finalized 111 civil enforcement actions, in addition to 75 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

- * Denotes failure to produce safety-related records.
- ** Denotes second complaint within five years.
- *** Denotes third complaint within one year of second.
- Denotes cancellation of farm registration.

Safety Violations

A total of 89 enforcement actions established violations related to failure to produce safety records, violations found during safety compliance reviews, or driver violations related to waiver of physical disqualification.

A D S 10**
 Abiqua Forest Products, Inc. 12
 David E Albin 1
 All Ways Excavating
 (Brightwood OR) 26
 Dean Anderson Logging 10
 Andrade Transportation 36
 Arrow Striping &
 Painting, Inc. 20
 Axis Crane LLC 10
 B T S Container Service, Inc. 19
 Bar Ni Co. 2
 Bedrock Excavation &
 Construction, Inc. 36**
 Boardman Foods, Inc. 3
 Bonstan Construction Co. 25**
 C J & M Transport, Inc. 44**

Jason D Clark 1
 Coleman Transport System 7***
 Allen Cooley Transport LLC 22
 James Cordie Trucking 60***
 Gary Crossan Farms LLC 7
 Crosswind
 Transportation LLC 27
 Custom Excavating by
 Dean Larson, Inc. 11
 David Star Express LLC 32**
 Gary Davis Trucking, Inc. 56***
 Dane A Demagalski 1
 Diamond Logistics LLC 29
 Elegant Trucking LLC 20
 Dave Ellingson Construction 6**
 Garbarino Disposal &
 Recycling Service 5**
 Gates Transportation 9***
 Gonzalez Excavation LLC 7**
 Griff's Septic Service 5
 H N S, Inc. 32**
 Ron Haillicka
 Equipment, Inc. 48**
 Tom Harmon Logging LLC 1
 Twila G Hendrickson 1**
 Hiebert Construction 6
 R W Jacks Trucking Co. 3**
 Jamb Transport 4**
 Johnson Trucking 6**
 K & L Industries 47**
 Kadar's Truckline, Inc. 1**
 Kavik, Inc. 2
 Carroll M Kimmerling 1
 Mark Larrabee Trucking, Inc. 22
 Laughlin Oil Co. 4
 Marcial Lemus 31***
 Robert A Linehan 1
 Markum Transport, Inc. 3
 Sean H McQuillan 1
 Gary McCleese & Sons, Inc. 4**
 Edwin K McCown 1
 Humberto Medelez 10
 Metro Rooter
 Pumping Service 25**
 Michael Ross, Inc. 19
 Mid-Columbia
 Enterprises LLC 15
 Keith Moll Trucking 15
 Johnny Murray 3
 Newman Paving &
 Hardscape, Inc. 6**
 Dave Obrist
 Const. Materials, Inc. 5
 Oregon Coast Distributing 14
 Paul W Kunkle 1
 Pumilite Building
 Products, Inc. 14
 Putney Trucking 3
 Reed Construction 10**
 Doyel Reed Trucking, Inc. 8
 Mark E Ritthaler 39**
 Rogers Log LLC 10*
 R'Z Paving & Construction 17**
 S A G Transport 24**
 Sanford Trucking 2
 Segerson Trucking, Inc. 12
 Sojourn Enterprises, Inc. 5
 Sopko Welding, Inc. 11**
 Square Lumber & Truss LLC 8

Stratton Bros., Inc. 5**
 T L C Excavating &
 Construction 39**
 Tillamook Country
 Smoker, Inc. 2
 TNT Excavation, Inc. 24**
 Todd's Trucking LLC 3
 Top Dawg Trucking LLC 80**
 Top Gun Express LLC 4
 Truss Components
 of Oregon, Inc. 6**
 USA Concrete LLC 18
 W H S, Inc. 7**
 Sherry L Watson 1
 James R Weaver 1
 Willamette Valley Fruit Co. 3**
 Willamette Valley Trucking 53**
 Zuber & Sons Logging LLC 2

Other Violations

A total of 22 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, aiding and abetting violations of size and/or weight violations, operating in violation of farm registration laws and rules, or operating as an unregistered pack and loader.

A Z E Trucking 1
 All Service Moving 2
 AM PM Moving 1
 American Homes
 Transport, Inc. 1
 Joseph Bair Construction 1
 Blazer Industries, Inc. 1
 Champion Homes of Oregon 6
 Fleetwood Homes of Oregon 3
 Fuqua Homes, Inc. 4
 Jim Guild Construction 2
 David J Hermans 1
 Humbert Asphalt, Inc. 1
 Integrity Movers 1
 Karen's Custom Home Care 2**
 Karsten Co. of Oregon LLC 5
 Marlette Homes of Hermiston 9
 Larry Marchant 1•
 Metro Moving 2***

Larry Nath 1
 Palm Harbor Homes, Inc. 2
 David Wayne Tolbert
 (D C Movers) 1**
 Two B's Delivery 1

Other Enforcement

Summary of work by
 Motor Carrier
 Enforcement Officers in
 the 3rd Quarter 2006:

**Trucks Weighed
 on Static Scales
 551,028**

**Trucks Precleared to Pass
 Green Light Weigh
 Stations
 335,214**

**Weight-Related Citations
 3,229**

**Weight-Related Warnings
 1,905**

**Size-Related Citations
 231**

**Trucks Required to
 "Legalize" (Correct) Size
 and/or Weight
 1,094**

**Other Citations
 877**

**Other Warnings
 3,327**

**Citations for Operating
 Without Oregon Weight
 Receipt & Tax Identifier
 1,906**

Totals do not include
 enforcement by State Police
 or city and county officers.

**The Motor Carrier News
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 of the Oregon Department
 of Transportation**
**Motor Carrier
 Transportation Division
 550 Capitol Street NE
 Salem OR 97301-2530**

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(503) 373-1578

Other Safety Violations — 3rd Quarter 2006

A total of 66 cease and desist orders and 9 penalty orders established a company's failure to return a Driver or Equipment Compliance Check Form after an inspection. Following every inspection performed by state transportation officials or law enforcement officers, the driver receives a copy of the inspection form. If violations were found, the motor carrier must sign and return the form to the state where the inspection occurred and confirm that the violations were addressed (Federal Regs, Part 396.9). When the inspection occurs in Oregon, the inspection form must be signed by a company official and returned to ODOT within 15 days. The company certifies that any vehicle-related problems were repaired and/or driver-related problems addressed.

**OREGON DEPARTMENT OF TRANSPORTATION
MOTOR CARRIER TRANSPORTATION DIVISION
550 CAPITOL ST NE
SALEM OR 97301-2530**

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