



MOTOR CARRIER NEWS

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Record numbers should complete renewal online this year

About 24,000 trucking companies are receiving paperwork this month from the Motor Carrier Transportation Division (MCTD) so they can renew registration or tax credentials for the 340,000 trucks they'll operate in Oregon in 2007. But staff is hoping thousands will set the paperwork aside and use a computer to complete the process online instead. Last year, companies used Trucking Online to renew 77,000 trucks.



This year, MCTD hopes to double that because more are signed up for the Internet-based service. Here are three ways to ensure a trouble-free renewal:

- 1 Do it online.** Not signed up yet for Trucking Online? Visit this Web site — www.OregonTruckingOnline.com — to see how to get started.
- 2 Don't neglect key details.** To renew an Oregon-based truck with a gross weight of 55,000 pounds or more, MCTD must have a copy of Heavy Vehicle Use Tax IRS Form 2290 (not applicable to out-of-state carriers renewing tax credentials). Also, Oregon carriers must either indicate they have their own drug and alcohol testing program or provide the name of the testing consortium (a private company) providing the service. And finally, carriers undergoing a name or ownership change must complete a new Application for Motor Carrier Permit (Form 935-9075) or they face extra costs after their renewal is processed.
- 3 Meet the deadline.** Complete renewal paperwork and return it as soon as possible or at least by October 31 so there's time to process the 2007 credentials.

Commercial plates

A total of 4,969 Oregon companies have 18,761 trucks displaying a Commercial plate. The plate is issued to trucks that generally don't operate in another state. These companies will get renewal paperwork in the mail, but they'll find it much easier to complete the process using Trucking Online. They can renew, add, or delete trucks for 2007, as well as indicate whether they're opting to pay for plates on a quarterly basis. Trucking Online calculates what's owed and takes credit card payments (registration fees can't be charged to account). Do this online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate. It's a slower process for those who do it on paper.



Apportioned plates

A total of 3,941 Oregon companies have 31,947 trucks displaying Apportioned plates so they can operate in other states and Canada under the International Registration Plan (IRP). MCTD collects registration fees and distributes them to each jurisdiction on their behalf. These companies will get renewal paperwork in the mail. They must report the miles their fleet(s) operated in Oregon, other states, and Canada from July 1, 2005 thru June 30, 2006. Companies will find it easier to complete the process using Trucking Online if their vehicles will operate in the same jurisdictions in 2007 (the online application will not let them add or drop jurisdictions, although they can cancel vehicles). Companies can enter information online, let the computer calculate the registration fees owed to each jurisdiction, and pay by credit card (registration fees can't be charged to account). Do this online and within three business days MCTD will send new credentials (Weight Receipt and Tax Identifiers and Registration Cab Cards) and stickers for each plate. It's a slower process for those who do it on paper. They submit mileage information, get a billing from MCTD, and upon payment they receive new credentials and stickers.

NOTE: This year for the first time, these Oregon companies will receive a combined IRP and IFTA renewal form. They can complete the form to renew both at the same time or separately. IFTA renewal will also be available through Trucking Online and that can be done online along with IRP renewal or separately.

Oregon Weight Receipt and Tax Identifier

A total of 13,599 companies based in other states and Canada have 289,852 trucks that carry an Oregon Weight Receipt and Tax Identifier paper credential to identify the company's weight-mile tax account. The companies will get a renewal summary in the mail listing the trucks that have the tax credential. They'll find it much easier to use Trucking Online to edit the list to renew, add, or delete trucks for 2007. Trucking Online calculates what's owed, takes credit card payments or charges to approved accounts, and lets companies instantly print new credentials on their printer. Those who do it on paper will have to wait for new credentials to be mailed back to them.

Trucking Online soon to add IFTA features

Oregon-based trucking companies will soon be able to go online to conduct business related to the International Fuel Tax Agreement (IFTA), including the annual renewal of their license. Trucking Online developers are working to add all IFTA transactions and records inquiries to the growing list of online features. In the past two months it became possible for users to check the status of their account, look up IFTA returns, and make payments. If all goes as planned, in September they'll start filing quarterly returns online and in October they'll be able to complete the IFTA license renewal for 2007.

The Trucking Online developers have an ambitious To Do List for the coming months. Visit www.OregonTruckingOnline.com to regularly check what's new online.

Oregon Services Available Online Now

- Apply for a Personal Identification Number - PIN
- Get an Oregon Weight Receipt and Tax Identifier, or amend, replace, cancel, and renew one
- Get a Trip Permit or Temporary Pass
- File and pay weight-mile taxes or amend a report
- Renew or cancel Commercial plates, add a vehicle, and pay quarterly commercial registration fees
- Make a payment on account
- Look-Ups — Check status of accounts, vehicles, weight-mile tax reports, insurance, and surety bonds. View a list of all temporary passes and trip permits issued in last 60 days. View all safety inspections in past 24 months. Get monthly reports of scale crossings, citations, and warnings issued. Find a trucking company by name, license plate, U.S. DOT number, or Oregon file number.
- Change Address
- File Accident Reports
- **International Registration Plan** transactions and look-ups — Add, amend, or cancel IRP vehicles, replace credentials, renew Apportioned plates, pay supplements and applications, look-up payment history, Schedule B information, and fleet weight groups.
- **Over-Dimension Permits** — View all permits issued in the past two years. Pay road use assessment fees for single-trip permits with unreported mileage related to non-divisible loads over 98,000 pounds combined weight.

Woodburn sites get fiber optic link for Green Light preclearance systems

Two Green Light weigh station preclearance systems on Interstate 5 are much more reliable now that there's a fiber optic cable connection to their transponder readers. A contractor completed the trenching and installation of cable at the southbound Woodburn Port of Entry in June and at the northbound Woodburn weigh station in August. This fixes a serious transponder signal problem that crippled the southbound system for several weeks and threatened the same for the northbound system.

Early this year, some unidentified wireless device or devices in the area north of the Port of Entry began to interfere and block the Green Light systems' wireless connection from the location of the transponder readers to the weigh station computer. A total of three Green Light sites — the southbound Woodburn Port of Entry, the northbound Woodburn weigh station, and the eastbound Cascade Locks Port of Entry on I-84 — were originally designed to use radio frequency signals because it was a less expensive way to bridge the distance between the transponder readers and the weigh station.



Green Light transponder

Green Light preclears 7-millionth truck

The Green Light weigh station preclearance program precleared the 7-millionth truck in its history at 11 a.m. on Thursday, July 13, when a truck operated by NPE, Inc. (Nickel Plate Express) was signaled to keep going past the Woodburn Port of Entry on I-5.

Oregon opened the first Green Light site in October 1997. It started keeping track of green lights in January 1999 when it had four weigh stations preclearing an average of 51 trucks a day. Today, 22 stations have Green Light systems and this year they're preclearing an average of 3,700 trucks a day.

What's the benefit of avoiding all those weight station stops? One way to estimate benefits is to use a truck costs per mile calculation developed by the American Trucking Associations. In 1997, it was estimated that operating a heavy truck cost \$1.92 per mile. Among other costs, that included 0.367 per mile for driver wages, 0.535 for other wages and benefits, 0.125 for fuel, and 0.404 in equipment rents and purchased transportation. By 2003 the cost was up to \$2.80 per mile, including 0.551 for driver wages, 0.804 for other wages and benefits, 0.198 for fuel, and 0.651 in equipment rents and purchased transportation.

Factoring the ATA's estimated \$2.80 per mile cost with its estimate that trucks average 42 miles per hour from point of origin to delivery equates to a cost of \$1.96 per minute.

Operating costs vary widely in the trucking industry. But if operating a truck costs \$1.96 per minute and avoiding a weigh station stop saves five minutes, for every million trucks precleared by Green Light the trucking industry saves \$9.8 million in operating costs and more than 83,300 hours of travel time.

Oregon required to adjust rules regarding hours off duty, logbooks

Hours-of-service rules change for intrastate operators

The Federal Motor Carrier Safety Administration (FMCSA) has directed Oregon to revise its rules governing driver hours-of-service for intrastate operations. The Oregon intrastate rules must change to conform to federal rules governing interstate operations that require drivers to take 10 hours off duty between the maximum daily limits for driving and being on-duty. Until now Oregon intrastate rules required drivers to take just 8 hours off duty. Also, the intrastate rules must change so that when a driver exceeds 12 consecutive hours on-duty, he or she is required to prepare a logbook for that day.

The change affects drivers hauling property, other than hazardous materials, intrastate (point to point within Oregon). It does not affect drivers transporting passengers or drivers who meet the federal requirements for the 100 air-mile radius exemption.

Oregon is required to follow the federal direction to revise its rules or it risks losing the \$2.4 million in federal funds it receives each year for the Motor Carrier Safety Assistance Program. In July, the Motor Carrier Transportation Division initiating a rulemaking to make the changes in Administrative Rule 740-100-0010(g). With Oregon Transportation Commission approval, the change in rules could become effective in October.

Intrastate operators will still be allowed an additional hour of driving time per day – 12 hours instead of the 11 allowed for interstate operators – and two additional hours of on-duty time – 16 hours instead of the 14 allowed for interstate operators. They will still be allowed to drive until they've been on-duty 70 hours in any 7 consecutive days or 80 hours in any 8 consecutive days – instead of 60 hours in 7 days and 70 hours in 8 days.

In a June 8, 2006, letter to Motor Carrier Division Administrator Gregg Dal Ponte, FMCSA Oregon Division Administrator Andrew Eno explained that parts of Oregon's administrative rule went beyond federal tolerance guidelines "by providing a less restrictive safety regulatory environment than allowed."

Under tolerance guidelines in 49 CFR 350.341, states may allow intrastate operators to

drive up to 12 hours per day as long as they're prohibited from driving after being on duty 16 hours and 70 hours in 7 consecutive days or 80 hours in 8

consecutive days. The tolerance guidelines do not allow for a variance on the amount of hours a driver must be off duty each day. Oregon technically should have changed its intrastate rules when new federal rules were passed in 2004 and the required off-duty time was increased from 8 to 10 hours.

Oregon originally established an intrastate hours-of-service exception in 1991 for log and dump truck drivers. The exception was extended in 1997 to intrastate drivers of all commodities.



Hours-of-Service Rules for Drivers in Interstate Commerce

When in interstate commerce and transporting property, **COMMERCIAL VEHICLE DRIVERS MAY NOT:**

- Exceed 11 hours driving after 10 consecutive hours off duty.
- Drive beyond the 14th hour after coming on duty following 10 consecutive hours off duty.
- Drive following 60 hours on duty in any 7 consecutive days.*
- Drive following 70 hours on duty in any 8 consecutive days.*

* The period may be restarted after a driver takes 34 or more consecutive hours off-duty.

Drivers may extend the 14-hour on-duty period by 2 additional hours IF THEY:
Are released from duty at the normal work reporting location for the previous 5 duty tours, AND
Return to the normal work reporting location and are released from duty within 16 hours, AND
Have not used this exception in the previous 6 days, except following a 34-hour restart of a 7 or 8 consecutive day period.

Oregon Hours-of-Service Rules for Intrastate Drivers

When in intrastate commerce and transporting property, other than hazardous materials, **COMMERCIAL VEHICLE DRIVERS MAY NOT:**

- Exceed 12 hours driving after 10 consecutive hours off duty.
- Drive beyond the 16th hour after coming on duty following 10 consecutive hours off duty.
- Drive following 70 hours on duty in any 7 consecutive days.*
- Drive following 80 hours on duty in any 8 consecutive days.*

*Exception for carriers conducting intrastate transportation of property other than hazardous materials: Any period of 7 or 8 consecutive days may end with the beginning of any off duty period of 34 or more consecutive hours.

FMCSA revises cargo load securement rules

The Federal Motor Carrier Safety Administration (FMCSA) has made several changes to cargo securement rules as a result of a 2005 rulemaking that was opened at the request of a number of parties. The changes, which became effective July 24, 2006, address manufacturing standards for

tiedowns and cargo securement requirements for dressed lumber, metal coils, paper rolls, intermodal containers, and flattened cars. Major changes include the following:

Securement

Devices and Rub Rails — A requirement that securement devices must be inboard of the rub rails has been removed. Motor carriers may now place securement devices either inside or outside the rub rails.

Definition of Metal Coil — A definition of “metal coil” has been added to the list of definitions in Section 393.5 of the Motor Carrier Safety Regulations. Metal coil means an article of cargo comprised of elements, mixtures, compounds, or alloys commonly known as metal, metal foil, metal leaf, forged metal, stamped metal, metal wire, metal



New securement rules add a definition of “metal coil.”



Under old rules, securement devices had to be inboard of the rub rails. Now carriers may place securement devices either inside or outside the rub rails.

rod, or metal chain that are packaged as a roll, coil, spool, wind, or wrap, including plastic or rubber coated electrical wire and communications.

Gut Wrappers — Gut wrappers are not required on multiple tiers of lumber, when lumber is loaded in a sided-vehicle and the sides are strong enough.

Flattened or Crushed Vehicles — Vehicles used to transport flattened or crushed vehicles must be equipped with a means to prevent liquids from leaking from the bottom of the vehicle, and loose parts from falling from the bottom and all four sides of the vehicle extending to the full height of the cargo.

Guidance for Securing Heavy Equipment — The Federal Register includes regulatory guidance for securing heavy equipment:

Generally, all accessory equipment must be lowered and secured to the vehicle. A locking pin or other mechanism that prevents the accessory equipment from moving up and down and from side-to-side may be used for the securement. If a pin or other mechanism locks the accessory equipment in place, a separate securement device, such as a chain, IS NOT required. If there is no locking pin or other mechanism to prevent the accessory equipment from moving, then separate securement is required.



In a major change that affects heavy haul carriers, new rules add to the specifications for aggregate working load limit so that it includes the sum of one-half the working load limit of each tiedown that is attached to an anchor point on the vehicle, passes through, over, or around the article of cargo, and is then attached to an anchor point on the same side of the vehicle (known as “direct” securement).

New Guide to Aggregate Working Load Limit

The aggregate working load limit of tiedowns used to secure an article or group of articles against movement must be at least one-half times the weight of the article or group of articles.

The aggregate working load limit is the sum of:

One-half the working load limit of each tiedown that goes from an anchor point on the vehicle to an anchor point on an article of cargo.

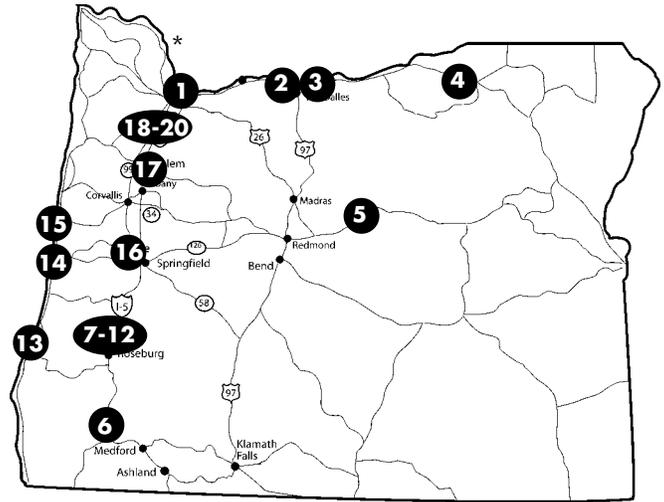
(NEW) One-half the working load limit of each tiedown that is attached to an anchor point on the vehicle, passes through, over, or around the article of cargo, and is then attached to an anchor point on the same side of the vehicle.

The full working load limit for each tiedown that goes from an anchor point on the vehicle, through, over, or around the article of cargo, and then attaches to another anchor point on the other side of the vehicle.

(NEW) The aggregate working load limit for tiedowns used to secure a stack of logs on a frame vehicle, or a flatbed vehicle equipped with bunks, bolsters, or stakes must be at least one-sixth the weight of the stack of logs.

Weight-Restricted Bridges on Major Routes in Oregon

As of August 15, 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
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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	SR Umpqua River, MP128.92, Roseburg
13.	Coos River Hwy.	D/N* Isthmus Slough Bridge, Coos Bay, MP0.51, 1/2 mile off US101

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.

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

* **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.

I-5 Sutherlin-Roseburg project nears completion

Most work on the \$40 million Sutherlin to Roseburg Project is expected to be completed in October. Here, two bridges were repaired and eight were reconstructed (including the Calapooya Creek Bridge). While workers are making incremental progress on the unprecedented amount of road and bridge work underway in Oregon today, motorists need to stay focused on work zone safety. Traffic will continue to be affected by lane closures and various restrictions for years to come.



Calapooya Creek Bridge, I-5 N, north of Sutherlin

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.

Weight-Restricted Oregon Bridges on Lesser Routes

In addition to the 20 weight-restricted bridges on major routes, the Oregon Department of Transportation has restricted the following bridges on lesser state routes.

Weight restrictions shown here do not supersede restrictions posted on signs at each bridge location. Questions? Contact the Motor Carrier Division at 503-373-0000.

Highway	Restriction	Bridge & Location
NORTHERN OREGON COAST		
US 101 Business	D	Lewis & Clark River, 2.5 miles SE of Astoria, MP4.78
US 26	D/N	Volmer Creek, 2 miles SE of Cannon Beach Junction, MP2.24
US 26	D/N	Johnson Creek, 3 miles SE of Cannon Beach Junction, MP3.26
OR 53	SR3	North Fork Necanicun River, 0.11 miles S of US 26, MP0.11
OR 53	SR3	Jack Horner Creek, 5.98 miles S of US 26, MP5.98
OR202	SR11	Nehalem River Hwy., Banzer Bridge, MP43.70, east of Birkenfeld
US101	D	Neahkahnne Mountain Chasm Bridge, MP40.71, near Manzanita
CENTRAL COAST		
Little Nestucca Hwy #130	D	Panther Creek, Kellow Creek, MP3.23, E of US101
Little Nestucca Hwy #130	D	Squaw Creek and Austin Creek, MP3.60 and 3.82, E of US101
Little Nestucca Hwy #130	D	Little Nestucca River, MP4.15, E of US101
Little Nestucca Hwy #130	D	Bear Creek, MP4.76, E of US101
OR 22	D/N	Louie Creek, S of Hebo, MP10.49
OR 22	D/N	Louie Creek, S of Hebo at Dolph, MP10.66
US 101, Otter Crest Loop Rd	SR1	Rocky Creek, Ben Jones Bridge, 1.5 miles S of Depoe Bay, MP130
OR 36	SR8	Steinhauer Creek, 1.48 miles E of Greenleaf, MP19.69
WILLAMETTE VALLEY		
Bellevue-Hopewell Hwy	D/N	Salt Creek (Ash Swale), Hwy 153 near Amity, MP5.88
Corvallis-Lebanon Hwy #210	SR1	Willamette River, Van Buren Street, Corvallis, MP0.13
SOUTHERN OREGON		
Old OR99W	SR6	N Umpqua River (Old Winchester), Roseburg, Hwy 234, MP12.21
Midland Hwy #420	D/N	Lost River Diversion Channel, 5 miles S of K-Falls, MP3.66
COLUMBIA RIVER GORGE		
Historic Columbia River Hwy	SR7	Sandy River, Troutdale, MP0.03
Historic Columbia River Hwy	D	Youngs Creek, Hwy 100 (Shepperds Dell), MP13.14
Historic Columbia River Hwy	D	Horsetail Creek, Hwy 100, MP20.39
OR/WA Border	SR1	Bridge of the Gods, Columbia River, Hwy 100, MP30.42
OR/WA Border	SR1	White Salmon Bridge, Columbia River, Hwy 2, MP64.62
CENTRAL OREGON		
OR 242	SR3	2 Creek Bridges, W of Sisters, MP66.70 and 68.36
OR 27	SR8	3 Irrigation Canal Bridges, S of Prineville, MP1.90, 2.88, 4.59
OR 27	D	Bear Creek, 27 miles S of Prineville, MP27.23
OR 19	SR11	John Day River Bridge, near Goose Rock, 5 miles N of US26
OR 7	D/N	Powder River Bridges, Rancheria and Salisbury, MP41.19, 42.31
US395 Right of Way	SR4	Canyon Creek, Canyon City, Hwy 48, MP4.30
US395 Right of Way	SR5a	Canyon Creek, Canyon City, Hwy 48, MP4.81
NORTHEASTERN OREGON		
US395	SR11	McKay Creek Bridge, 2.5 miles S of Pendleton
I-84 Frontage	SR9	Hamilton Creek, Grande Ronde R & UPRR, Hwy 6, (Perry Arch)
I-84 Overcrossing	D/N	Upper Perry Interchange, connector over Hwy 6
OR 207	D/N	Hinkle Bridge, Umatilla River, MP11.86
OR82	SR11	Indian Creek, Grande Ronde R & UPRR, 2 miles S of OR204
Freewater Hwy #339	SR8	West Crockett, S of OR/WA border, MP2.76
Freewater Hwy #339	SR8	E & W Fork, Little Walla Walla, WA border, MP3.16, MP3.31
EASTERN OREGON		
Old US 30	SR1	Lime Bridge and UPRR & Burnt River Bridge, MP0.46, 2.75

Restriction Legend

D/N -

Restricted to Divisible & Non-Divisible Load Limits

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

Non-Divisible Heavy Haul	
Single Axle	21,500 lbs.
Tandem Axle	43,000 lbs.
Maximum Wgt.	98,000 lbs.

D -

Restricted to Divisible Load Limits (no heavy haul)

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

SR = Special Restrictions

SR1 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.

SR2 -

No truck combinations,	
Maximum Wgt.	50,000 lbs.

SR3 -

Single Axle	20,000 lbs.
Tandem Axle	40,000 lbs.
Gross Wgt. - Weight Table 3	

SR4 -

Single Axle	11,000 lbs.
Tandem Axle	18,000 lbs.

SR5a -

21 Tons	3-axle	SR5b - 19.5 Tons
32 Tons	5-axle	28 Tons
35 Tons	6-axle	26.5 Tons

SR6 -

Single Axle	20,000 lbs.
Tandem Axle	34,000 lbs.
Maximum Wgt.	80,000 lbs.
One-Way Trucks Only	

SR7 - 30 Tons Gross Wgt.

SR8 -

Divisible / Non-Divisible Loads under Annual Permits, Single Trip Permits up to Weight Table 4 Limits

SR9 - 5 Tons Gross Wgt.

SR10 -

Single Axle	18,000 lbs.
Tandem Axle	30,000 lbs.

SR11 - Single Trip Permits above Continuous Trip Permits allowed, center of bridge, permit vehicle only, certified flaggers.

Weight table revisions include enhanced Table 4

The Motor Carrier Transportation Division is revising its three permit weight tables so they're more user friendly and more complete in terms of showing maximum allowable weights for "heavy haul" trucks carrying non-divisible loads. Weight Tables 3, 4, and 5 will all look different, with Table 4 changing the most. It borrows from Table 5 to incorporate a third formula for determining allowable weights, although Table 4 weights are still constrained by a 21,500 pound limit per axle. Table 5 borrows from Table 4

to provide greater weight for short, tri-axle wheelbases, while still providing increased maximum weights for certain tandem and trunnion axle setups. The changes do not introduce any weight allowances that would be in conflict with the 1991 federal freeze on truck weight limits.

According to Salem Motor Carrier Services Manager Ric Listella, the need for Weight Table revisions became apparent when staff started to develop over-dimension permit applications for Trucking Online. "Before we go online with that, we

need a user-friendly Weight Analysis Program that allows someone to easily calculate and analyze weight and spacing data for their combinations," Listella said. "The old Weight Tables were not easy to read or understand and they could mislead users who don't have the training or expertise to deal with certain weight issues.

"One advantage of the new Weight Table 4 is that the reassignment of formulas allows for maximum weights based on axle spacings for the most common "lowboy" combinations and loads," Listella said.

(more about Weight Tables on page 8)

Former Weight Tables & Formulas for Calculating Maximum Weight per Wheelbase

Permit Weight Table 3	Permit Weight Table 4	Permit Weight Table 5
Formula 1 — 1,000 times (wheelbase in feet plus 40) for groups of axles or combinations of vehicles having 18 feet or less wheelbase.	Over 8' to 8' 05" = 57,600 lbs. 8' 06" to 9' 05" = 58,800 lbs. Formula 1 — 1,200 times (wheelbase in feet plus 40) for groups of axles or combinations of vehicles having 18 feet or less wheelbase.	Over 8' to 8' 05" = 52,000 lbs. 8' 06" to 9' 05" = 58,500 lbs. Formula 1 — 6,500 times the wheelbase when wheelbase is over 8 feet but not more than 10 feet.
Formula 2 — 1,200 times (wheelbase in feet plus 40) for groups of axles, vehicles, or combinations of vehicles having more than 18 feet of wheelbase.	Formula 2 — 1,400 times (wheelbase in feet plus 40) for groups of axles, vehicles, or combinations of vehicles having more than 18 feet of wheelbase.	Formula 2 — 2,200 times (wheelbase in feet plus 20) when wheelbase is more than 10 feet but not more than 30 feet. Bonus weights available for certain tandem axle setups and trunnion axle setups.
Formula 3 — Not Applicable.	Formula 3 — Not Applicable.	Formula 3 — 1,600 times (wheelbase in feet plus 40) when wheelbase is more than 30 feet. Bonus weights available for certain tandem axle setups and trunnion axle setups.

New Weight Tables & Formulas

Permit Weight Table 3	Permit Weight Table 4	Permit Weight Table 5
Formula 1 — No Change.	Over 8' to 8' 05" = 57,600 lbs. 8' 06" to 9' 05" = 58,800 lbs. Formula 1 — Over 8' to 9' — 1,200 times (wheelbase in feet plus 40).	Over 8' to 8' 05" = 57,600 lbs. 8' 06" to 9' 05" = 58,800 lbs. Formula 1 — Over 8' to 9' — 1,200 times (wheelbase in feet plus 40).
Formula 2 — No Change.	Formula 2 — 10' to 30' — 2,200 times (wheelbase in feet plus 20). Weights limited to 21,500 lbs. per axle maximum.	Formula 2 — 10' to 30' — 2,200 times (wheelbase in feet plus 20). Bonus weights available for certain tandem axle setups and trunnion axle setups.
Formula 3 — Not Applicable.	Formula 3 — 1,600 times (wheelbase in feet plus 40) when wheelbase is more than 30 feet. Weights limited to 21,500 lbs. per axle maximum.	Formula 3 — 1,600 times (wheelbase in feet plus 40) when wheelbase is more than 30 feet. Bonus weights available for certain tandem axle setups and trunnion axle setups.

About Weight Tables

Permit Weight Tables show the amount of weight that can be put on a vehicle's axles and how far apart the axles or groups of axles must be to legally carry a given weight. The tables contain a dizzying array of numbers, but their purpose is simple — prevent heavy trucks from breaking the first bridge they cross.

One common way to explain the importance of spreading the weight is to picture a pond covered with thin ice. A person could easily break through the ice if all the weight is concentrated on the small area around the feet. If the person lies down on the ice, however, the same weight is spread over a much larger area and there's less risk of breaking through.

Truck weight analysis is highly technical and complex. It involves checking the various "bridges" in a vehicle combination — the weight, the number of axles, and the distance or spacing between each of them. This commonly includes the interior combination of axles, such as the "tractor bridge" and "trailer bridge," as well as the axle group that includes the entire truck — called the "outer bridge" group.

Questions about Permit Weight Tables? Contact the Oregon DOT, Motor Carrier Transportation Division's Over-Dimension Permit Unit at 503-373-0000.

Oregon Permit Weight Tables

Table 1 - Legal Weight - No Permit Required

Maximum weight allowed — 600 lbs. per inch of tire width, 20,000 lbs. single axle, 34,000 lbs. tandem, 80,000 lbs. gross weight. Common vehicle types: solo truck, truck-tractor and semitrailer, truck and trailer, log truck and pole trailer.

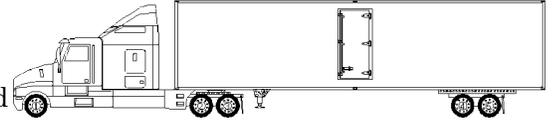


Table 2 - Extended Weight, Permit Required

Permits based on Table 2 allow between 80,000 lbs. and 105,500 lbs. maximum. Common vehicle types: truck-tractor-semi-trailer-trailer (aka doubles), triple-trailer combinations, truck-tractor and tri-axle semitrailers.



Table 3 - Heavy Haul Weight, Permit Required

Annual, continuous operation permits based on Table 3 allow up to 98,000 lbs. for non-divisible loads. Maximum weight for single-trip permits is based on the number of axles and wheelbase. Other maximums: 600 lbs. per inch of tire width, 21,500 lbs. per single axle, 43,000 lbs. per tandem axle, the weight shown on the over-dimension permit and the sum of the permissible axle, tandem axle, or group axle weight, whichever is less. Common vehicle types: truck-tractor-lowbed semitrailer, truck-tractor-semi-trailer and booster.



Table 4 - Heavy Haul Weight, Permit Required

Maximum weight for Table 4 permits is based on the number of axles and wheelbase. Table 4 allows for more weight using a shorter wheelbase than that authorized by Table 3. Other maximums: 600 lbs. per inch of tire width, 21,500 lbs. per single axle, 43,000 lbs. per tandem axle, the weight shown on the over-dimension permit and the sum of the permissible axle, tandem axle, or group axle weight, whichever is less. Common vehicle types: self-propelled crane, truck-tractor-lowbed semitrailer, truck-tractor with jeep & semitrailer, truck-tractor with semitrailer & booster.

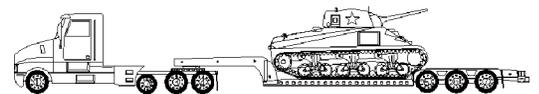


Table 5 - Heavy Haul Weight, Permit Required

Weight Table 5 is for certain specific vehicle configurations only. It provides for up to 48,000 lbs. per tandem axle if the combination of vehicles has at least 9 axles, with a steer axle followed by four consecutive tandem axles which are 8' wide (standard). Ten percent more weight may be allowed when the combination has 10' wide axles with 4 tires per axle. Instead of 48,000 lbs. per tandem, this allows up to 52,800 lbs. Or additional weight — 25% more — may be allowed when the combination has 10' wide axles with 8 tires per axle. Instead of 48,000 lbs. per tandem, this allows up to 60,000 lbs.

Use of Weight Table 5 and its formulas for increased weights is more complex than the other tables and requires special analysis by the Over-Dimension Permit Unit.

Subject to special routing and analysis, single trip permits may be issued for combinations of vehicles having minimum equipment consisting of a steering axle followed by four or more consecutive tandem axles, provided the weight does not exceed 600 lbs. per inch of tire width, 24,000 lbs. per single axle, 48,000 lbs. per tandem axle, the weight shown on the permit and the sum of the permissible axle, tandem axle, or group axle weight, whichever is less. Also, in special circumstances ODOT's Bridge Unit may authorize additional weight for moving a large, non-reducible load. Common vehicle type: truck-tractor with jeep & semitrailer & booster.





Permit Weight Table 4

WHEEL BASE	2 Axles	3 Axles	4 Axles	5 Axles	6 Axles	7 Axles	8 Axles	9 Axles	10 Axles	11 Axles	12 Axles	13 Axles	14 Axles	15 Axles or more
4	43,000													
5	43,000													
6	43,000													
7	43,000													
8	43,000													
OVER 8' (BUT LESS THAN 8'6")														
	43,000	57,600												
9	43,000	58,800												
10	43,000	64,500	65,000											
11	43,000	64,500	68,200											
12	43,000	64,500	70,400											
13	43,000	64,500	72,600											
14	43,000	64,500	74,800											
15	43,000	64,500	77,000											
16	43,000	64,500	79,200											
17	43,000	64,500	81,400											
18	43,000	64,500	83,600											
19	43,000	64,500	85,800											
20	43,000	64,500	86,000	86,000										
21	43,000	64,500	86,000	90,200										
22	43,000	64,500	86,000	92,400										
23	43,000	64,500	86,000	94,600										
24	43,000	64,500	86,000	96,800										
25	43,000	64,500	86,000	99,000										
26	43,000	64,500	86,000	101,200										
27	43,000	64,500	86,000	103,400										
28	43,000	64,500	86,000	105,600										
29	43,000	64,500	86,000	107,500	107,800									
30	43,000	64,500	86,000	107,500	110,000									
31	43,000	64,500	86,000	107,500	113,800									
32	43,000	64,500	86,000	107,500	115,200									
33	43,000	64,500	86,000	107,500	116,800									
34	43,000	64,500	86,000	107,500	118,400									
35	43,000	64,500	86,000	107,500	120,000									
36	43,000	64,500	86,000	107,500	121,800									
37	43,000	64,500	86,000	107,500	123,200									
38	43,000	64,500	86,000	107,500	124,800									
39	43,000	64,500	86,000	107,500	126,400									
40	43,000	64,500	86,000	107,500	128,000									
41	43,000	64,500	86,000	107,500	129,000	129,600								
42	43,000	64,500	86,000	107,500	129,000	131,200								
43	43,000	64,500	86,000	107,500	129,000	132,800								
44	43,000	64,500	86,000	107,500	129,000	134,400								
45	43,000	64,500	86,000	107,500	129,000	136,000								
46	43,000	64,500	86,000	107,500	129,000	137,600								
47	43,000	64,500	86,000	107,500	129,000	139,200								
48	43,000	64,500	86,000	107,500	129,000	140,800								
49	43,000	64,500	86,000	107,500	129,000	142,400								
50	43,000	64,500	86,000	107,500	129,000	144,000								
51	43,000	64,500	86,000	107,500	129,000	145,600								
52	43,000	64,500	86,000	107,500	129,000	147,200								
53	43,000	64,500	86,000	107,500	129,000	148,800								
54	43,000	64,500	86,000	107,500	129,000	150,400								
55	43,000	64,500	86,000	107,500	129,000	150,500	152,000							
56	43,000	64,500	86,000	107,500	129,000	150,500	153,800							
57	43,000	64,500	86,000	107,500	129,000	150,500	155,200							
58	43,000	64,500	86,000	107,500	129,000	150,500	156,800							
59	43,000	64,500	86,000	107,500	129,000	150,500	158,400							
60	43,000	64,500	86,000	107,500	129,000	150,500	160,000							
61	43,000	64,500	86,000	107,500	129,000	150,500	161,600							
62	43,000	64,500	86,000	107,500	129,000	150,500	163,200							
63	43,000	64,500	86,000	107,500	129,000	150,500	164,800							
64	43,000	64,500	86,000	107,500	129,000	150,500	166,400							
65	43,000	64,500	86,000	107,500	129,000	150,500	168,000							
66	43,000	64,500	86,000	107,500	129,000	150,500	169,600							
67	43,000	64,500	86,000	107,500	129,000	150,500	171,200							
68	43,000	64,500	86,000	107,500	129,000	150,500	172,000	172,000						
69	43,000	64,500	86,000	107,500	129,000	150,500	172,000	174,400						
70	43,000	64,500	86,000	107,500	129,000	150,500	172,000	176,000						
71	43,000	64,500	86,000	107,500	129,000	150,500	172,000	177,600						
72	43,000	64,500	86,000	107,500	129,000	150,500	172,000	179,200						
73	43,000	64,500	86,000	107,500	129,000	150,500	172,000	180,800						
74	43,000	64,500	86,000	107,500	129,000	150,500	172,000	182,400						
75	43,000	64,500	86,000	107,500	129,000	150,500	172,000	184,000						

The loaded weight of a group of axles, vehicles, or combination of vehicles shall not exceed that specified in this permit weight table or any of the following:

- The manufacturer's side wall tire rating but not to exceed 600 pounds per inch of tire width;
 - 21,500 pounds per single axle;
 - 43,000 pounds per tandem axle;
 - The weight shown on the permit; and
 - The sum of the permissible axle, tandem axle, or group axle weight, whichever is less;
- Or except as described in OAR 734-082-0010 (2)

For weights beyond 15 axles and 150 feet of wheelbase, apply the following formula:

1,600 times (the wheelbase in feet plus 40) when wheelbase is more than 30 feet

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

Enforcement 2nd Quarter 2006

From April through June 2006, the Motor Carrier Division finalized 117 civil enforcement actions, in addition to 72 actions related to inspection follow-up violations. The number next to each name indicates violations confirmed in the process.

- ** Denotes second complaint within five years.
 *** Denotes third complaint within one year of second.
 **** Denotes fourth complaint within one year of third.

Safety Violations

A total of 101 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.

- AAA Asphalt Paving
 Maintenance Repair 17
 All Rock 2
 Scott Allen Logging 4**
 Applejack Trucking, Inc. 12***
 B C Trucking LLC 3
 Ben Wamp
 Logging Co., Inc. 118**
 Bicondoa Equipment 7
 Bones Construction Co. 18**
 Tal Botner Excavating 3
 Brooks & Son's Trucking 6***
 H & R Brown LLC 10**
 Burnt Ridge Trucking, Inc. 19**
 Richard Bush 15
 Ron Buwalda 3
 Carmona's
 Transportation LLC 25
 Mark D Cumer 1**
 Dean Daniels, Inc. 21
 Michael K Dewett 1
 Dave Eakin Trucking 6**

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- Eola Transport, Inc. 17**
 Estremado Logging, Inc. 20**
 Field Transportation, Inc. 45**
 Tony Forbes Trucking 9
 Harvey Frampton
 Cargo Co., Inc. 48
 Free Way Logistics 13**
 G T Excavation, Inc. 6****
 Harvey Gilmore Trucking, Inc. 7
 Gjino's Masonry Supply 28**
 Gomez Trucking (Salem OR) 24
 Grimmco Corp. 6
 H&S Hauling, Inc. 8***
 Lewis R Haddan 1
 Hansen Utilities, Inc. 4
 Daniel J Harding 1
 Harper Excavation 7
 Paul E Hendricks, Jr. 1
 Hendriksen Oil Co. 2
 D & C Hubbs, Inc. 3**
 Sonny Jenkins 42**
 Howard E Johnson & Sons
 Construction Co., Inc. 102**
 A Jones Trucking 16
 Jurhs Logging Co. 4
 Kamph Construction Co., Inc. 30
 Kirk A Kelley 1
 Kizer Co., Inc. 6
 Richard R Knox 9
 Tristan Koepl Trucking 2
 L&J Hoefer Trucking 1
 L S & D, Inc. 11
 LA Construction
 Services, Inc. 26
 Larson Construction
 Co., Inc. 17**
 Jeff Mann
 Timber Salvage, Inc. 11
 William R McDaniel 1
 Jason Miller Trucking 42**
 Floyd Morgan Excavating 45**
 Mudrick Underground, Inc. 7
 N T A Contracting, Inc. 15
 Northwest Equipment
 Express 15
 Bob Odrin Excavating, Inc. 14
 Pan-Am Express
 (Gresham OR) 2
 Terry Panter & Sons LLC 1**
 Panther Crushing Co., Inc. 13**
 Portland Seattle Express LLC 24
 Priced Right Construction 3**
 RAC Group LLC 3**
 Clay Ramberg Trucking 14
 Gerardo Ramirez
 Trucking LLC 79**
 Donald W Randall 1**
 Reens Barkdust &
 Landscape Rock 12
 Robinson Bros.
 Construction, Inc. 11
 Rogers Excavating, Inc. 4
 Rose Logging, Inc. 2
 Vic Russell
 Construction, Inc. 2**
 Salazar Trucking
 (Boardman OR) 28**
 G Sanchez Trucking 22
 Santiam Homes 2
 Schlaht Family Trucking 26**

- Secured Resource
 Transport, Inc. 25**
 Robert Shelton Trucking 5
 Silver Creek Timber Co., Inc. 12
 Site Tech, Inc. 30**
 Skyline Concrete Pumping 14
 Stack Metallurgical
 Services, Inc. 7
 Robert D Stevenson 6
 Wayne Stone Trucking LLC 11
 Summer Rose Trucking 2**
 Superior Asphalt Sealing Co. 17
 Sweet Trucking, Inc. 7
 T & T Transport
 (Tualatin OR) 44**
 Tacy Trucking 6**
 The City of Roses
 Disposal & Recycling LLC 15
 Nils S Thornberg 1**
 Tony Express, Inc. 41****
 Toprock Trucking Co. 13
 Umpqua Selfloader LLC 17
 Valley Retriever Buslines 4
 Vandebrake Trucking, Inc. 20**
 Viesko Quality Concrete 12
 Waldron & Sons, Inc. 7
 Westside Rock, Inc. 29***
 Willamette Clearing &
 Hydra-axle, Inc. 6***

Other Violations

A total of 16 enforcement actions established violations related to operating without valid registration credentials, operating in excess of size and/or weight limits, or operating as an unregistered pack and loader.

- A-1 Express Moving 1
 A-Able Moving Company 1
 A Z E Trucking 1
 Central Washington Transfer 1
 D C Moving Co. 2
 Dependable Highway
 Express, Inc. 1
 Duncan M Donovan 3
 Drywall Recovery
 Services, Inc. 3
 Elemar Oregon LLC 1
 Fisher Implement Co. 1
 Karen's Custom Home Care 1

- Moov Inc. 1**
 Claudia Munoz Ramirez 1
 Root Excavation 2
 TMC Construction, Inc. 1
 Thunder Movers 2

Other Enforcement

Following is a summary of enforcement by Motor Carrier Enforcement Officers in the 2nd Quarter 2006:

**Trucks Weighed
 on Static Scales
 599,201**

**Trucks Preleared to
 Pass Green Light Weigh
 Stations
 332,178**

**Weight-Related Citations
 3,130**

**Weight-Related
 Warnings
 2,086**

**Size-Related Citations
 218**

**Trucks Required to
 "Legalize" (Correct) Size
 and/or Weight
 1,107**

**Other Citations
 936**

**Other Warnings
 3,708**

**Citations for Operating
 Without Oregon Weight
 Receipt & Tax Identifier
 1,799**

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

Other Safety Violations — 2nd Quarter 2006

A total of 65 cease and desist orders and 7 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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