

MINUTES OF THE MEETING
HIGHWAY AND TRANSPORTATION COMMITTEE
MONTANA STATE SENATE

March 17, 1981

The Nineteenth meeting of the Highways and Transportation Committee was called to order on the above date in Room 410 of the State Capitol Building by Chairman Mark Etchart at 1:00 p.m.

ROLL CALL: All Senators present.

CONSIDERATION OF HOUSE BILL NO. 749:

Representative Meyer, Chief Sponsor of HB749, told the committee this is an act providing for safety standards and inspections for motor vehicles used in commerce weighing in excess of 26,000 pounds gross vehicle weight.

A Statement of Intent is required for this bill because it grants the Public Service Commission the authority to provide safety standards for motor vehicles used in commerce.

All interstate motor carriers, interstate private carriers, and carriers hauling unregulated commodities in interstate commerce must now meet equipment safety requirements and inspections as established by the Federal Motor Carrier Safety Regulations of the Department of Transportation. In addition, regulated intrastate motor carriers must also meet the same safety standards.

The Legislature intends to include large over-the-road trucks, in excess of 26,000 pounds GVW, used in commerce operating on Montana's highways to adhere to safety equipment standards. It is the intent of the Legislature to establish by regulation uniform safety standards and a safety inspection program that will focus on mechanical factors most often blamed for accidents involving trucks, passenger carriers, and hazardous material transporters. Included would be detailed inspections of brakes, steering components, tires, and driver logs where required.

It is intended that rules promulgated by PSC incorporate the "Critical Item Truck Inspection" program and that the rules include a procedure for conducting the inspection program as well as providing for a vehicle identification program acknowledging the inspection. The rules shall provide that safety infractions posing no imminent threat to public safety shall not result in an "out of service" order. Such a vehicle shall be allowed to proceed to obtain repairs before final inspection and issuance of inspection acknowledgment. It is recognized that repairing or parking large over-the-road trucks on the roadway is extremely dangerous.

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Ben Havdahl, representing the Montana Motor Carriers Association, told the committee HB749 provides for the safety inspection of heavy over-the-road trucks used in commerce in excess of 26,000 pounds gross vehicle weight. All interstate motor carriers, interstate private carriers and carriers hauling unregulated commodities in interstate commerce must now meet equipment safety requirements and inspections as established by the Federal Motor Carrier Safety Regulations of the Department of Transportation.

In addition, regulated intrastate motor carriers must also meet the same Federal Motor Carrier Safety standards. The Public Service Commission has been charged by the Legislature for enforcing safety operations, safety equipment of intrastate motor carriers and is a designated agency by the D.O.T. to enforce Federal Motor Carrier Safety Regulations of interstate carriers traveling in and through Montana. In addition to the PSC, the Legislature has given similar enforcement authority for motor carrier regulations to the Gross Vehicle Weight Division of the Montana Department of Highways and to the Montana Highway Patrol.

There are in Montana, however, large over-the-road trucks used in commerce that are 26,000 pounds gross vehicle weight or more operating on Montana's highways that are not now subject to any kind of safety requirements of either the state or federal D.O.T. These are trucks operating in commerce, not registered as farm vehicles, hauling exempt commodities, such as logs and grain, and trucks operated by private carriers all within the State of Montana.

The purpose of HB749 is to include the trucks just described in with those trucks now required to adhere to safety equipment standards. It is the intent of the enforcement agencies and the motor carrier industry to strive to establish by regulation a uniform truck safety inspection program and to seek an inspection program that will focus on mechanical factors most often blamed for accidents involving trucks. Included would be detailed inspections of brakes, steering components, tires, and driver logs. This program has been described as the "Critical Item Truck Inspection Program". He gave each committee member a copy of "Critical Item Inspection: Promoting Safer Motoring for Truckers and The Public", and an article on the California Highway Patrol Truck Safety Inspection Program.

D.O.T.'s regulation requires that all drivers driving in interstate commerce cannot exceed 10 hours in one stretch and must rest for 8 hours following a 10 hour driving stretch.

This is enforced by a driver log book which must be kept current. It is checked by the authorities to see that the 10 hour rule is enforced or is adhered to. Under the regulation, the driver does not have to keep a log if he travels 100 miles or less from his work reporting location. HB749 would extend the exemption to 200 miles so that intrastate trucks can travel within Montana up to that distance without having to keep a driver's log.

Don Copley, Department of Highways, told the committee they want to go on record of being in support of HB749.

Robert Holding, Montana Wood Products Association, told the committee they favor this bill.

Glenna Phillips, Montana Logging Association, told the committee they support this bill.

Larry Majerus, Motor Vehicle Division, told the committee they support this bill. They think it is a good step forward in addressing the safety issue.

Dave Burchett, Public Service Commission, told the committee the commission has reviewed the bill and would like to go on record as being in support of it.

Joe Rossman, Teamsters Union, told the committee they support this bill.

Larry Huss, Montana Contractors Association and Montana Motor Carriers, told the committee they are in support of both HB749 and HB748. In addition to building the highways, we are the major users of the highways.

CONSIDERATION OF HOUSE BILL NO. 748:

Representative Meyer, Chief Sponsor of HB748 told the committee this is an act to provide for safety inspections for motor carriers, providing for implied consent to inspections by motor carriers. He went through the bill section by section.

Ben Havdahl, representing the Montana Motor Carriers, told the committee HB748 amends the Montana Motor Carrier Act to include language that establishes "implied consent" by motor carriers regulated under the act to have trucks and trailers used in their business inspected for safety inspections.

The principal agency charged with the responsibility for safety inspections of motor carrier equipment is the Public Service Commission. In 1977 the Legislature granted to the Highway Patrol the same authority as the PSC to enforce the provisions of the Motor Carrier Act. In addition, the same authority was granted to the GVW Section of the Highway Department.

The Legislature did not, however, specifically grant the Highway Patrol the authority to stop a truck and make an equipment inspection for safety purposes without the Highway Patrol having probable cause or could observe a defect in a truck or trailer.

HB748 would, by implied consent of the motor carrier, allow the Highway Patrol to stop and make a reasonable inspection of a truck for routine safety purposes.

As of now, the Highway Patrol is not participating to any real extent as a safety enforcement agency because of lack of clarification in the law on this point even though in 1977 the Legislature intended it to do so.

It is the intention of the enforcement agencies and the motor carrier industry to strive to establish by regulation a uniform truck safety inspection program that will include mechanical factors likely to cause accidents and to eliminate long delays from overetailed inspections which are unnecessary, time consuming, costly, and ineffective.

Larry Majerus, representing the Highway Patrol, said they concur with statements made by Ben Havdahl and they support this bill.

Robert Holding, Montana Wood Products Association, told the committee they support this bill.

Glenna Phillips, Montana Logging Association, told the committee they support this bill.

Don Copley, Department of Highways, told the committee they support this bill.

Dave Burchett, Public Service Commission, told the committee they support this bill.

There being no further testimony, or questions from the committee, the hearing on HB748 was closed.

CONSIDERATION OF HOUSE JOINT RESOLUTION NO. 19:

Representative Bertelsen, Chief Sponsor of HJR19, told the committee this is a Joint Resolution of the Senate and the House of Representatives of the State of Montana urging state purchasing offices and the department of Administration to purchase rerefined oil that meets quality specifications and directing the department of Health and Environmental Sciences to study the feasibility of establishing a system for collecting used oil in the state of Montana.

He told the committee this legislation was requested by the Environmental Quality Control Council. We had a bill that would have mandated the use of rerefined oil, but the Highway Committee in the House felt it was too severe at this time. Rerefined oil has been around for a long time. During World War II, rerefined oil was used in the airplanes. In the United States today, there is 1.1 billion gallons of used oil generated. A good share of it is being wasted. There is four and one half million gallons of used oil generated in Montana. At one time, in the United States, 150 companies were in the business of rerefining oil. Since that time, they have dropped to 25 companies who still remain active. With the critical shortage of oil in the industry, we are beginning to take another look at what we should be doing with this used oil. Oil does not wear out. Rerefined oil is of a higher quality than that of Virgin Oil. At some future date, even Montana could have a plant to rerefine oil. It would cost about \$2,000,000. Some of our used oil is now going to used plants. This resolution is trying to encourage the education of the public about rerefined oil and the Departments of State Government to use this oil. At the present time, the Montana State Highway Department has decided against using rerefined oil, based on contention that car warranties will not hold up. We would hope to encourage the Department of Natural Resources and some of the other state departments to establish collection points for rerefined oil. That is probably one of the biggest problems. About 65% of the oil is changed by the private auto owner. The primary reason they don't do anything with it is they do not have an available collection point to deposit it. This resolution is modified from the original intent that we had. I think it is really a shame to be wasting that kind of a resource when we have such a shortage.

Eric Anderson, Montana Petroleum Association, said they certainly would like to go on record as supporting the bill, and would encourage use of rerefined oil.

Karen Strickler, representing the League of Women Voters of Montana, said they support this bill.

Dick Anderson, representing Health and Environmental Sciences, said they would like to go on record as supporting this resolution.

There being no further testimony on HJR19, the hearing was closed.

ACTION ON HOUSE BILL NO. 749:

Senator Tveit made the motion that House Bill No. 749 be concurred in with the Statement of Intent. With all Senators present voting aye, the motion carried.

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ACTION ON HOUSE BILL NO. 748:

Senator Hazelbaker made the motion that House Bill No. 748 be concurred in. With all Senators present voting aye, the motion carried.

ACTION ON HOUSE JOINT RESOLUTION NO. 19:

Senator Hager made the motion that House Joint Resolution No. 19 be concurred in. With all Senators present voting aye, the motion carried.

FURTHER BUSINESS:

Senator Hazelbaker will carry HB748 and HB749 on the floor of the Senate. Senator Hager will carry HJR19 on the floor of the Senate.

There being no further business, the meeting adjourned.

Mark Etchart
Senator Mark Etchart, Chairman

ME/cdf

ROLL CALL

SENATE HIGHWAYS & TRANSPORTATION COMMITTEE

47th LEGISLATIVE SESSION - - 1981

Date 3/17/81

NAME	PRESENT	ABSENT	EXCUSED
SENATOR MARK ETCHART	✓		
SENATOR TOM HAGER	✓		
SENATOR FRANK W. HAZELBAKER	✓		
SENATOR ROGER H. ELLIOTT	✓		
SENATOR LARRY J. TVEIT	✓ late		
SENATOR DAVE MANNING	✓		
SENATOR CARROLL GRAHAM	✓ late		
SENATOR JACK HEALY	✓ late		
SENATOR LAWRENCE G. STIMATZ	✓ late		
VERDON - Legislative Council			

Each day attach to minutes.

COMMITTEE ON _____

VISITORS' REGISTER

NAME	REPRESENTING	BILL #	Check One	
			Support	Oppose
Don Copley	Dept. of Highways	HB 748		
Dave Burchett	PSC	HB 749	✓	
		HB 748	✓	
		HB 749	✓	
		HB 748	✓	
		HB 749	✓	
Ben Hovdahl	Mont. Mtr Carriers Assn	HB 748	✓	
Bob Helwing	Mont. Wood Producers Assn	HB 748	✓	
		HB 749	✓	
Joe Bassman	Teamsters Union	HB 748	✓	
Eric Anderson	MT Petroleum Assoc	HJR 19	✓	

(Please leave prepared statement with Secretary)

NAME :

DATE :

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU :

SUPPORT?

X

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

MEMO ON HB 749

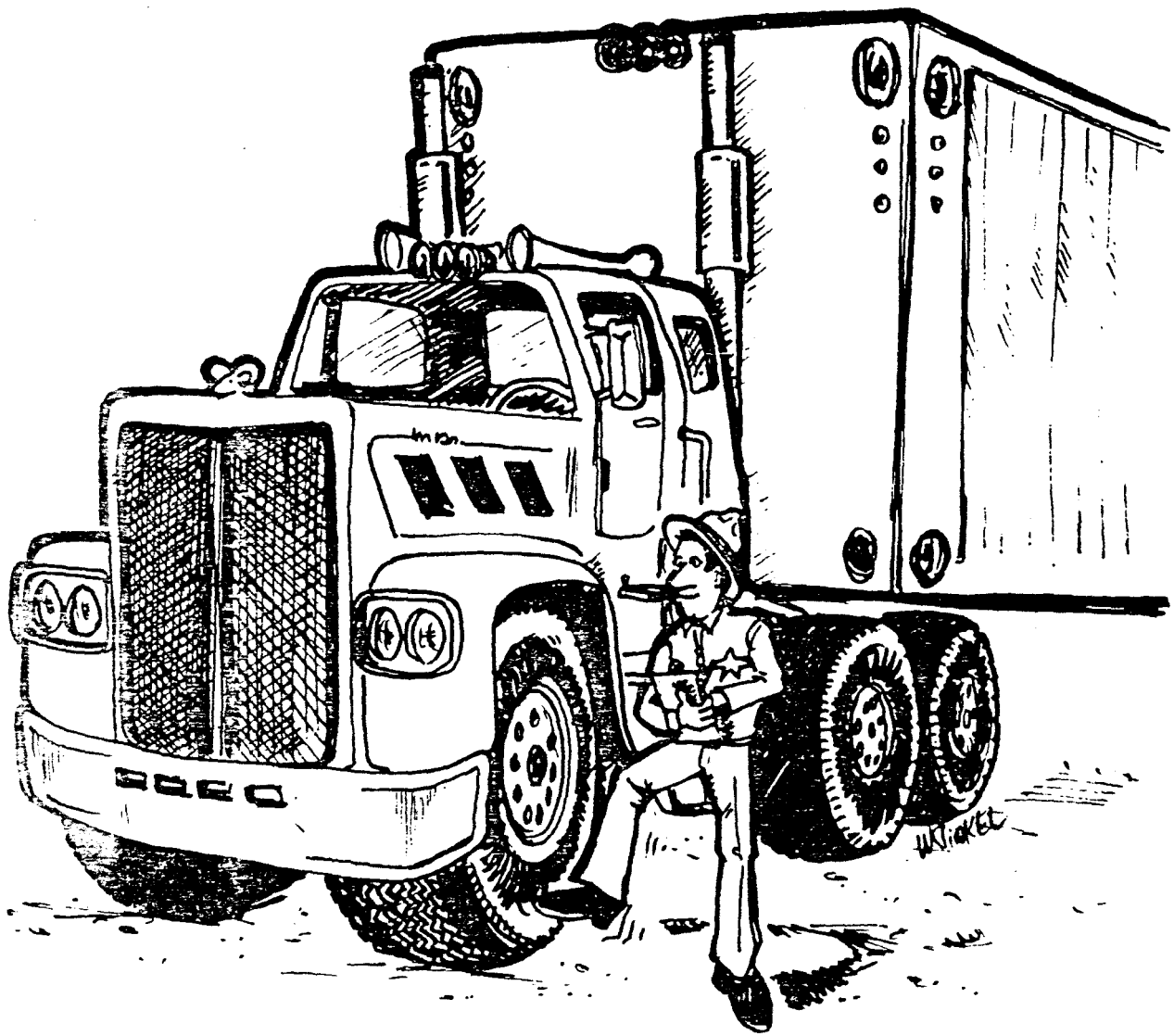
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Critical Item Inspection: Promoting Safer Motoring For Truckers and The Public

By Gary Langley

Concern for road safety has prompted the Montana Motor Carriers Association to seek an inspection system that will focus on mechanical factors most often blamed for accidents involving trucks.

The idea is to promote safer motoring both for truckers and the general public, according to John Alexandroff, chairman of the MMCA's Council of Safety Supervisors.

Dubbed the "Critical Item Truck Inspection Guide," the system copies one initiated in California and has

drawn the most critical items from Department of Transportation safety inspection regulations that have been adopted by the Montana Public Service Commission.

Included would be detailed inspections of brakes, steering components, tires and driver logs.

Inspection procedures for brakes would include brake adjustment, air pressure, air hoses and brake lines, drums and shoes. The steering investigation would examine the steering column, tie rod ends and pitman arm. Tires and wheels would

be inspected for matching of tires and rims, tire load limits, regrooved wheels, tread depth and defects such as unrepaired fabric breaks and bumps and bulges or knots. Driver logs would be inspected to insure that the driver is within the legal hours of service and meets other log requirements.

Alexandroff said adoption of the critical item safety guide would allow more trucks to be inspected.

"The DOT regulations are not being implemented because they are too long and involved," he said. "It takes

45 minutes to an hour to do an inspection on a truck where this would take 10 to 15 minutes.

To illustrate his point, Alexandroff pointed out that last year 103,000 trucks were inspected by the Public Service Commission and Gross Vehicle Weight Division to make sure they had proper certification, but only 283 were checked for safety.

"It would increase the number of inspections which are needed, and I believe people who are making the inspections would do a much better job by having a limited number of things to inspect," he said.

In California, for example, truck-at-fault accidents have been reduced during the past year despite a 13 percent rise in truck miles, according to Go-West, the magazine of the California Motor Carriers Association.

The magazine pointed out that from a 1975-78, truck-at-fault accidents in California Highway Patrol jurisdictions rose each year for a total increase of more than 40 percent. After the Critical Items Truck Inspection Program was introduced in 1979, truck-at-fault accidents decreased one-half of 1 percent despite the 13 percent rise in truck miles and a nationwide increase of 4 percent in truck accidents.

Most persons involved with truck safety in Montana agree that the California program or one similar to it could lead to a decline in truck-at-fault accidents here.

Bill Rodgers, safety director for Builders Transport in Great Falls, said he's "excited" about the proposal.

"It will develop better public relations in the long run and start changing the attitude of drivers," he said. "It will educate drivers to do such things as adjust their brakes and, in general, pay more attention to safety."

Rodgers thinks the program will develop "a better class of driver."

"The driver won't say, 'I'll do it next trip.' He's got to do it this trip or he's in trouble because he's going to have his truck inspected," Rodgers said.

Robert Griffith, acting chief of the Montana Highway Patrol, said the

program is "long overdue." He said mechanical defects are one of the "biggest contributing factors" to accidents.

Not everyone is completely sold on the program, however.

Dave Burchett, chief of the Public Service Commission's enforcement division, acknowledged that the California critical items checklist would save time, but wondered if specific state programs are the answer. He said he would rather see a regional program adopted by several western states with the same checklist.

"To me, that would benefit motor carriers more—to be concerned about one policy rather than several different policies," he said.

Burchett is associated with a conference of several western states and Canadian provinces that is studying such a proposal.

"I want to see what happens with this conference," he said. "I'm more concerned about getting a uniform policy for the western states rather than a streamlined policy for Montana."

Burchett said the idea of a critical items inspections appeals to him because it would avoid unnecessary delays and allow shipments to be moved "in a safe, prompt way that would benefit both the industry and consumers."

"By no means is the commission trying to hold onto a cumbersome policy," he said.

Even so, Burchett said a critical items program would not preclude inspectors from "going into greater detail if it's warranted."

And as Don Copley of the Gross Vehicle Weight Division noted, closer scrutiny might sometimes be necessary. Although the PSC actually is responsible for truck safety inspections, Copley said his agency routinely checks rigs as they go across scales.

"If there's anything obvious, it's kind of a tip-off that there's something haywire," he said.

Copley said implementation of a critical item program would give an inspector "an indication that

something is wrong," thus justifying a closer look.

Representatives of the trucking industry, meanwhile, insist that the proposal isn't a shortcut just to keep trucks rolling unhindered by inspectors.

"This is picking up items from the DOT regulations—the ones that really count," Rodgers said. "It's a procedural change rather than a structural change."

Alexandroff pointed out that, in California, the items included in the critical items "stood out as the most recurring problems in accidents."

Trucking officials are relatively certain that Montana could repeat California's success in reducing truck-caused accidents with a critical item inspection. And judging from the sentiments expressed by both the regulators and regulated, something at least similar to California's model is likely to be adopted in Montana if not other western states.

As Rodgers, citing the state's safety inspection record, pointed out: "A critical item safety check is better than no check at all."

CHP's Critical Item Truck Inspection Guide

TRUCK-AT-FAULT accidents have been reduced in California during the past year, despite a 13% rise in truck miles.

A large share of the credit must go to the California Highway Patrol's new "Critical Item" Truck Inspection Program, which focuses on those factors most often certified as causing or contributing to truck accidents.

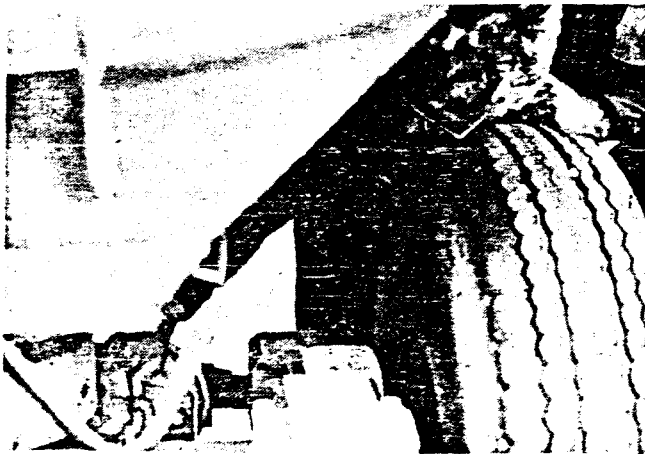
These factors, based on CHP's study of over 3,000 truck accidents, are: brakes, steering, tire/wheels, draw-bars and fifth wheels. Driver logs were also included, due to the critical relationship between fatigue and traffic accidents.

From 1975 through 1978, truck-at-fault accidents in California Highway Patrol jurisdictions rose each year for a total increase of over 40%. Then CITI was introduced, and despite a 13% increase in truck miles traveled last year, truck-at-fault accidents were reduced by about 1/2 of 1%. The reduction is especially significant when compared to a 4% increase in truck accidents nationwide in 1979.

In the interest of reducing truck accidents, passing regulatory inspections, and generally following good preventive maintenance practices, CHP has developed a CITI guide for GO readers.

Inspection Procedures

Brake Adjustment



A rig with brakes out of adjustment and a driver not using the proper gear on a downgrade is a "run-away" in the making. It's common knowledge that brakes out of adjustment is the most frequent over-the-road brake problem. To give your drivers an edge, by operating a safe vehicle, brakes must be properly adjusted. Air chamber push rod travel exceeding the maximum stroke at which the brakes should be readjusted is reflected in the far right column in the table below.

BOLT TYPE BRAKE CHAMBER DATA
(Dimensions in inches)

Type	Effective Area (Sq. In.)	Outside Diameter	Maximum Stroke	Maximum Stroke With Brakes Adjusted	Maximum Stroke at Which Brakes Should Be Readjusted
A	12	6 ¹⁵ / ₁₆	1 ³ / ₄	Should be	1 ³ / ₄
B	24	9 ³ / ₁₆	2 ¹ / ₄	as short as	1 ³ / ₄
C	16	8 ⁷ / ₁₆	2 ¹ / ₄	possible	1 ³ / ₄
D	6	5 ¹ / ₄	1 ⁵ / ₈	without	1 ¹ / ₄
E	9	6 ³ / ₁₆	1 ³ / ₄	brakes	1 ³ / ₄
F	36	11	3	dragging	2 ¹ / ₄
G	30	9 ⁷ / ₈	2 ¹ / ₄		2

ROTOCHAMBER DATA

9	9	4 ⁹ / ₃₂	2	Should be	1 ¹ / ₂
12	12	4 ¹³ / ₁₆	2	as short as	1 ¹ / ₂
16	16	5 ¹³ / ₃₂	2 ¹ / ₂	possible	1 ⁷ / ₈
20	20	5 ¹⁵ / ₁₆	2 ¹ / ₂	without	1 ⁷ / ₈
24	24	6 ¹³ / ₃₂	2 ¹ / ₂	brakes	1 ⁷ / ₈
30	30	7 ¹ / ₁₆	3	dragging	2 ¹ / ₄
36	36	7 ⁷ / ₈	3 ¹ / ₂		2 ⁵ / ₈
50	50	8 ⁷ / ₈	4		3

CLAMP TYPE BRAKE CHAMBER DATA
(Dimensions in inches)

6	6	4 ¹ / ₂	1 ⁵ / ₈	Should be	1 ¹ / ₄
9	9	5 ¹ / ₄	1 ³ / ₄	as short as	1 ³ / ₄
12	12	5 ¹¹ / ₁₆	1 ³ / ₄	possible	1 ³ / ₄
16	16	6 ³ / ₈	2 ¹ / ₄	without	1 ³ / ₄
20	20	6 ²⁵ / ₃₂	2 ¹ / ₄	brakes	1 ³ / ₄
24	24	7 ⁷ / ₃₂	2 ¹ / ₄	dragging	1 ³ / ₄
30	30	8 ⁷ / ₃₂	2 ¹ / ₂		2
36	36	9	3		2 ¹ / ₄

*Dimensions listed do not include capscrew head projections for rotochambers and bolt clamp projections for clamp brake chambers.

Air Loss



Air loss checks only take a minute or two. How often do you check yours?

Here is how we do it:

(Continued on next page)

(Continued from preceding page)

Brakes Released:

Build air to maximum, shut down the engine. The maximum permissible air loss is:

- (a) 2 pounds per min. on single vehicle.
- (b) 3 pounds per min. on 2 vehicles.
- (c) 5 pounds per min. on 3 or more vehicles.

Brakes Applied:

Have the engine shut down with the air pressure at the governor cut-out point (maximum air pressure). Apply the foot valve. After the system stabilizes, read the gauge. The maximum permissible air loss is:

- (a) 3 pounds per min. on single vehicle.
- (b) 4 pounds per min. on 2 vehicles.
- (c) 6 pounds per min. on 3 or more vehicles.

Any loss above these limits could seriously affect the stopping efficiency of your vehicle and lead to an accident.

Low Air Pressure Warning Device

Low air warning devices play an important role in letting the driver know if the brake system is in trouble. Unless the warning device is working properly, the driver may not know the brake system is "running out of air" until it's too late.

It's one of the simplest of all items to check, yet probably the one that is checked the least.

Do you know the requirements? Does yours operate? Will it operate with the engine shut down? When was the last time you checked its operation?

Here are the requirements:

- (a) The warning may be visible (light), audible (buzzer), or both.
- (b) The device must operate when the air pressure is between 55 and 75 psi.
- (c) The device must continue to operate at all pressures below the pressure at which it begins to operate.

Here is how to check it:

Reduce the air pressure in the brake system to the cut-in pressure of the low air warning device by venting the air through the air tank drain cock, or by repeated application of the foot valve. Observe the pressure at which the device operates. If the low air warning device fails to operate, repeat the test with the engine running. On some vehicles the device will not operate unless the engine is running.

Air Brake Hose and Air Brake Lines

Air brake hoses and air brake lines cut or worn down through any steel or fabric braid, or which have become hardened or swollen, are indications of improper maintenance and threaten the integrity of the brake system.

Any air brake line or air brake hose that has been worn through all fabric layers, or is cracked or broken at a connection or other place so that a possibility of a failure of the line or hose exists, is a hazard and must be repaired or replaced immediately. When flexibility is

required, air brake hoses must be sufficiently long and flexible to accommodate all normal flexing without damage.

Splices in air brake hose assemblies are permitted only when a union specifically made for that purpose is used. Splices made with any other device or connection are not allowed. For example, splices using tubing or pipe inserted into the hose or push-on type splices are not permitted.

Any type splice is permitted for air brake lines provided the splice is mechanically sound, structurally adequate, and airtight.

Brake Drums

Check for cracked brake drums.

Brake drums which are broken or cracked through the outside of the drum surface, or cracked brake drums which have been repaired by banding or any other method after the drums have been cracked, are not safe and must be replaced immediately.

Brake Shoes

Check for brake linings that are:

- (a) Worn to within $\frac{1}{64}$ -inch of the bolts, rivets, or other fastening means which secure the lining to the shoe.
- (b) Worn so that bolts, rivets, or other fastening means are contacting the drum.
- (c) Worn to such an extent that the brake cam is on end or the cam has turned over.
- (d) Either broken or has part of the lining missing.
- (e) Contaminated with lubricant.

Brake shoe rollers that are worn and flattened so as to interfere with brake operation are unsafe.

Check brake shoe anchor pins and cam bushings, brake shoes, brake shoe rollers, return springs, and brake lining for excessive wear. The following conditions are examples of improper maintenance:

- (a) Brake shoe anchor pins worn so as to permit the brake shoes to drag when brakes are released.
- (b) Brake lining that does not fully contact the brake drum when brakes are applied.
- (c) Missing brake shoe return springs.

Steering Components

Preliminary Requirements. Inspection of steering systems should be conducted on a clean, relatively level surface.

Steering Column. Inspect the steering column and steering gear box for proper mounting, securement, and operation.

Turn the steering wheel through a full right and left turn and check for binding or jamming conditions.

Care should be taken at the extreme ends of the turn to avoid deflecting the mechanism against stops.

Steering shafts should turn through full range in both directions without binding or hard pull and be free of

Inspection Guide

(Continued from preceding page)

Defects: Tires shall not be used with boot or blowout patches, or with:

- Unrepaired fabric breaks.
- Exposed or damaged cord.
- Bumps, bulges, or knots.
- Cuts that measure more than 1 in. (25 mm) and expose body cord.
- Cracks in valve stem rubber.

Recapped Tires. Recapped or retreaded tires are not permitted on steering axles of most trucks unless:

- (a) They have not been recapped or retreaded more than once and contain no casing repair other than that required by a nail puncture, and
- (b) They conform to the requirements of the 1969 California Retreading Standards Committee (CRSC) Retreading Specifications and Standards, or
- (c) They are certified by a new tire manufacturer as meeting standards equal to or better than CRSC standards. Such tires must show the name or trademark and assigned DOT registration number of the manufacturer and designate his facility which produced the tires.

Tires on Dual Wheels. The diameters of tires used on dual wheels shall be so matched that on a level roadway each tire will contact the surface at all times.

Drawbars and Fifth Wheels



Drawbars and fifth wheels are relatively easy to inspect, service and repair. Yet, because you don't have "too much trouble" with them, they are frequently overlooked. Your vehicle stands a greater chance of causing an accident if:

- (a) Locking devices are missing from 5th wheels.
- (b) There is more than 1" of lengthwise play between the upper and lower half of fifth wheels.
- (c) Nuts, bolts, or brackets that are worn, loose, or broken and permit movement between the fifth wheel mounting and the vehicle frame.
- (d) Fifth wheel/drawbars are broken or cracked in such a way as to affect structural integrity.



Check safety chains for adequate strength and proper hookup. The strength of a safety chain must be at least equal to the weight of the loaded trailer.

Driver's Logs


Nothing is "left behind" more often than the driver's log book. On a more serious note, fatigued and/or sleepy drivers cause accidents and cost lives and money. The rules are simple and they should be followed closely. Here are California's rules:

Hours of Service. A driver may not drive more than 12 hours within a work period, or drive after having been on duty for 16 hours.

Log Requirements. A driver's log, in duplicate, must be kept by each driver and each codriver, while driving, on duty not driving or resting in a sleeper berth. The log must be presented for inspection immediately upon request by any employee of the California Highway Patrol.

A driver's log is not required for drivers leaving and returning to the same location within ~~12~~¹⁸ consecutive hours and operating within a 100-mile radius of their home terminal, providing records of the total days worked, on-duty hours, and time of reporting on and off duty each day, are maintained by the motor carrier for one year. A driver's log must be maintained in continuity with other required timekeeping records for any tour of duty that can be reasonably expected to exceed ~~12~~¹⁸ consecutive hours or the 100-mile radius; the permanent record produced by a time-recording device such as a "tachograph" may be used, in lieu of a driver's log, for any tour of duty that does not exceed 16 consecutive hours or the 100-mile radius, providing the driver enters the previous day's time of going off duty and all data required on a regular log.

Drivers of vehicles subject to and in compliance with the log requirements of the U.S. Department of Transportation, Section 395.8, Part 395, Code of Federal Regulations, Title 49, are deemed to be in compliance with California regulations.

You are now familiar with the Critical Item Truck Inspection. Next step is to complement your total preventive maintenance program. 

NOTE: In addition to the critical items listed above visual inspection of headlamps, taillamps, brake lamps and turn signals should be conducted daily.

any "rough spots."

Binding is an indication of a defect such as a steering gear misalignment.

Rough spots indicate damaged bearings or parts. Hard pull indicates excessive preload adjustment.

With the wheels straight, turn the steering wheel until motion of the wheels can be observed. Measure lash. Total movement of the steering wheel before the wheels begin to move should not be greater than shown in the following illustration.

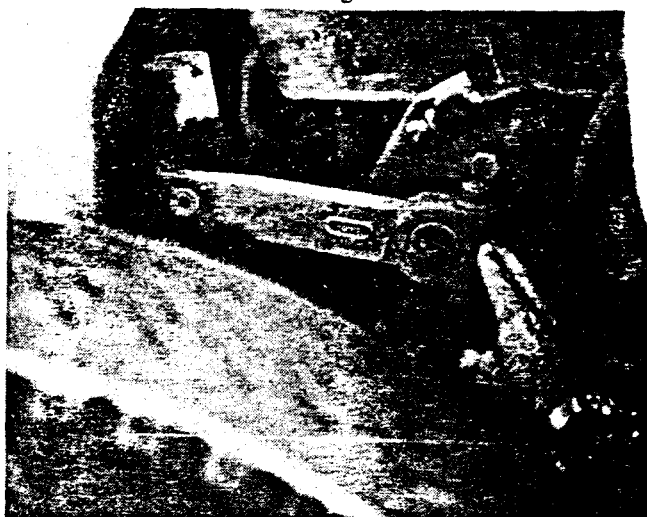
Steering Wheel

Diameter	Lash
16"	2"
18"	2¼"
20"	2½"
22"	2¾"

Check the securement of the steering gear box to the frame. Determine if there are any loose or missing mounting bolts.

Examine the power steering valve body and hose connections for leaks.

Check the steering column shaft upper bearing for excessive wear and on a remote type, check lower bearing for defects as shown in the figure below.



Tie Rods Ends. Inspect all spherical joints on tie rod ends and steering linkage for excessive wear and looseness.

Joints should twist freely but should have no end play except as allowed by compression of the tie rod end spring.

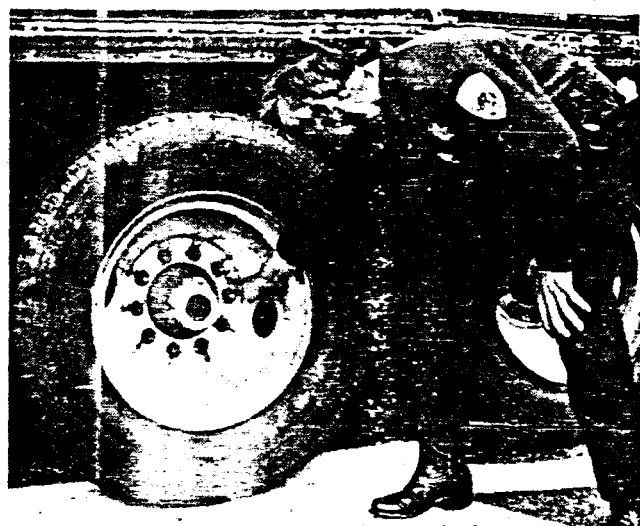
Note condition of sealing boots, particularly on sealed joints without plugs or fittings.

Idler Arm. Inspect idler arm for worn bushings as may be indicated by up-and-down play.

Pitman Arm. Check pitman arm on steering gear box for looseness. There should be no up-and-down movement.

Tires and Wheels

Check each tire for excessive wear, cuts or other damage. Check each wheel for cracks or other defects such as loose or missing nuts, and broken studs.



Matching of Tires and Rims. Tires installed on vehicles are to be mounted only on rims specified for the particular tire size by the tire manufacturer or by organizations listed in Federal Motor Vehicle Safety Standard 119 (FMVSS).

Tire Load Limits. Tires for trucks, buses, and trailers shall not be loaded above the maximum load rating specified by the organizations listed in FMVSS No. 119 for the tire size, ply rating, and service speed.

Regrooved Tires. No tires are to be regrooved unless the tire is designed to permit regrooving and is marked "regroovable" at the time of manufacture or has a retread designed to be regrooved and is marked "regroovable" when retreaded. Regrooved tires must have at least a 3/32-in. (2.4-mm) layer of tread material between the cord structure and the new grooves, which cannot be less than 3/16 in. (4.8 mm) nor more than 5/16 in. (7.9 mm) wide. Regrooved tires must not show evidence of ply, tread, or sidewall separation; sidewall wear that exposes the fabric; or tread or groove cracks extending to the fabric.

Tread Depth. Tires mounted on steering axles of most trucks must have at least 3/32 in. (1.6 mm) tread depth at all points in major grooves, except measurements are not to be taken at treadwear indicators, tie bars, humps, or fillets.



(Continued on next page)

NAME :

DATE: 3-17-81

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME: Larry Masera DATE: _____

ADDRESS: Motor Vehicle Division

PHONE: 3800

REPRESENTING WHOM? *4 - James P. [unclear]*

APPEARING ON WHICH PROPOSAL: 4B 7-1 7-1

DO YOU: SUPPORT? ☒ AMEND? ☐ OPPOSE? ☐

COMMENTS:

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

116" Ben Hardard
MEMO ON HB 748

House Bill 748 amends the Montana Motor Carrier Act to include language that establishes "implied consent" by motor carriers regulated under the act to have trucks and trailers used in their business inspected for safety inspections.

The principal agency charged with the responsibility for safety inspections of motor carrier equipment is the Public Service Commission. In 1977 the Legislature granted to the Highway Patrol the same authority as the PSC to enforce the provisions of the Motor Carrier Act. In addition, the same authority was granted to the GVW Section of the Highway Department. The Legislature did not, however, specifically grant the Highway Patrol the authority to stop a truck and make an equipment inspection for safety purposes without the Highway Patrol having probable cause or could observe a defect in a truck or trailer.

HB 748 would, by implied consent of the motor carrier, allow the Highway Patrol to stop and make a reasonable inspection of a truck for routine safety purposes.

As of now, the Highway Patrol is not participating to any real extent as a safety enforcement agency because of lack of clarification in the law on this point even though in 1977 the Legislature intended it to do so.

It is the intention of the enforcement agencies and the motor carrier industry to strive to establish by regulation a uniform

truck safety inspection program that will include mechanical factors likely to cause accidents and to eliminate long delays from overdetailed inspections which are unnecessary, time consuming, costly, and ineffective.

NAME: Karen Strickler DATE: 3/17/81

ADDRESS: 1500 Jerome Place Helena

PHONE: 442-3796

REPRESENTING WHOM? League of Women Voters of Montana

APPEARING ON WHICH PROPOSAL: WIR 19

DO YOU: SUPPORT? X AMEND? OPPOSE?

COMMENTS: _____

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

NAME :

DATE :

3/17/81

ADDRESS :

PHONE :

REPRESENTING WHOM?

APPEARING ON WHICH PROPOSAL:

DO YOU:

SUPPORT?

X

AMEND?

OPPOSE?

COMMENTS :

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 3/17/81 House Bill No. 748 Time _____

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning	✓	
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Doyle Frasier
CAROL DOYLE FRASIER
Secretary

SENATOR MARK ETCHART
Chairman

Motion: Be Concurred In

(include enough information on motion--put with yellow copy of committee report.)

STANDING COMMITTEE REPORT

March 17

19 81

MR. **President:**

We, your committee on **Highways and Transportation**

having had under consideration **House** Bill No. **748**

Respectfully report as follows: That **House** Bill No. **748**

Sc.

~~XXXXXX~~
BE CONCURRED IN

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 3/17/81 House Bill No. 779 Time

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning	✓	
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Doyle Frasier
CAROL DOYLE FRASIER
 Secretary

SENATOR MARK ETCHART
 Chairman

Motion: Be Consumed in

(include enough information on motion--put with yellow copy of committee report.)

STANDING COMMITTEE REPORT

March 17

19 81

MR. **President:**

We, your committee on **Highways and Transportation**

having had under consideration **House** Bill No. **749**

Respectfully report as follows: That **House** Bill No. **749**

Y/C.
DOKEASE
BE CONCURRED IN
AND, STATEMENT OF INTENT BE CONCURRED IN

SENATE COMMITTEE HIGHWAYS AND TRANSPORTATION

Date 3/17/81 HTR Bill No. 19 Time _____

NAME	YES	NO
Senator Mart Etchart	✓	
Senator Tom Hager	✓	
Senator Frank Hazelbaker	✓	
Senator Elliott	✓	
Senator Tveit	✓	
Senator Manning	✓	
Senator Graham	✓	
Senator Healy	✓	
Senator Stimatz	✓	

Carol Doyle Frasier
 CAROL DOYLE FRASIER
 Secretary

SENATOR MARK ETCHART
 Chairman

Motion: Be Concurred in

(include enough information on motion--put with yellow copy of committee report.)

STANDING COMMITTEE REPORT

March 17 1981

MR. **President:**

We, your committee on **Highways and Transportation**

having had under consideration **House Joint Resolution** Bill No. **19**

Respectfully report as follows: That **House Joint Resolution** Bill No. **19**

He
~~DOCKET~~

BE CONCURRED IN

NAME: Eric E. Anderson DATE: 3/17/81
ADDRESS: HT Petroleum Assoc 2030 11th Ave Suite 17
Helena
PHONE: 442-7582

REPRESENTING WHOM? HT Petroleum Assoc

APPEARING ON WHICH PROPOSAL: HJR 19

DO YOU: SUPPORT? ☒ AMEND? ☐ OPPOSE? ☐

COMMENTS: We encourage the use of refined oil
by state agencies and fully support this
provision

PLEASE LEAVE ANY PREPARED STATEMENTS WITH THE COMMITTEE SECRETARY.