

Commercial Vehicle Enforcement Unit

NORTHEAST SECTOR:

Details:

- 05/09, Lyndonville Rest Area, I 91 South. Five Inspectors screened 173 vehicles. Eighteen inspections were completed. Fifteen vehicle (three out of service) and five driver (three out of service) violations were discovered.

Notables:

- 05/08, Rte 14 Albany. An Inspector placed a CMV out of service for improper load securement. The piece of equipment weighed greater than 10,000lbs and did not have the required number of means of securement.



- 05/08, Rte 302 Ryegate. An Inspector conducting a Level 2 inspection placed the CMV out of service due to inoperable stop lamps at the rear of the CMV. According to JJ Keller, inoperable lamps are the most frequently cited violation roadside. A proper pre-

trip inspection would eliminate a large portion of those violations. <https://jjkellercompliancencetwork.com/news/top-10-driver-vehicle-and-hazmat-violations-of-2022>



- 05/09, Lyndonville detail. An Inspector conducting a Level 1 inspection placed the CMV out of service for a defective air brake hose. The hose was chaffed through the outer reinforcement layer and was leaking air from the damage.



- 05/09 Lyndonville detail. An Inspector placed an unladen CMV out of service for inoperative brake lamps. The motor carrier was found to not have operating authority when required. The CMV was unladen at the time but advised that asphalt is not an exempt commodity and thus requires operating authority to transport that material.
- 05/09, Lyndonville detail. An Inspector placed a driver out of service for not possessing a CDL Class A while operating a CDL required CMV.
- 05/09, Lyndonville detail. An Inspector placed a driver out of service for not wearing corrective lenses as required by the medical certificate.
- 05/11 Lyndon. An Inspector conducting an inspection on a CMV discovered the driver's license was suspended for an administrative issue. The issue was remedied roadside.



- 05/11, Rte 2 Danville. An Inspector placed the driver of a CMV out of service for not possessing a Class A CDL while driving a Class A CDL vehicle.



- 05/11 Rte 2 Danville. An Inspector conducting a Level 2 inspection placed a CMV out of service for inoperable brake and turn signals on their trailer, a defective trailer breakaway cable, and inoperable trailer brakes. The truck was placed out of service for an inoperable parking brake. The driver had a medical card which expired 3 years ago and he did not have HOS when required.



- 05/11 Rte 2 Danville. An Inspector stopped a CMV for a speeding violation. The driver was placed out of service for not having an ELD when it was required. The driver had traveled from OH to VT to make a delivery and had no means of logging his hours of service.
- 05/11, White River Junction detail. An Inspector conducting a Level 1 inspection placed the CMV out of service for a defective air brake hose. The hose was leaking air not at a proper connection by the air brake chamber.



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- 05/11, White River Junction detail. An Inspector conducting a Level 2 inspection placed the cMV out of service for improper load securement- insufficient number of tiedowns on a 40 foot beam.



- 05/11, White River Junction detail. An Inspector conducting a Level 2 inspection on a CMV placed the CMV out of service in combination for defective air brake supply hoses to the trailer. The hoses had damage through the outer reinforcement layers and had been repaired with duct tape.



- 05/12, Inspectors Shelp and Jacobs weighed and measured a crane as part of the self-permitting process. A Level 2 was also completed.



Passenger Vehicles:

- No activity reported.

NORTHWEST SECTOR:

Details:

- 5/9 Leicester Pull Off, US Rte. 7, 5 Inspectors screened 120 vehicles. They completed 10 inspections which resulted in 4 vehicle and 2 driver violations. One driver was placed out of service. One ticket was issued with a fine amount of \$249.00.
- 5/11 Colchester, I 89 N, 7 Inspectors & 1 Trooper screened 288 vehicles. They completed 21 inspections which resulted in 29 vehicle and 5 driver violations. Six vehicles and one driver were placed out of service. 1 ticket was issued with a fine amount of \$275.00.

Notables:

- 5/6 provided industry outreach at the Casella Construction Safety Day in Pittsford. 140 employees attended the event and Cpl. White discussed cargo securement and the top 6 roadside violations.





- 5/10 Sgt. Nesto and Cpl. Morris went to the US Coast Guard Station in Burlington to weigh their 28' motor patrol boat. This has been an annual springtime activity for the Northwest Sector for many years that continues to cultivate interagency working relationships.



- 5/11 conducted an inspection on a suspected overweight cement truck at the Colchester detail. The portable weight revealed the truck was 6,000 lbs over its permitted weight. A ticket was issued for the overweight infraction.
- 5/11 inspected a tractor trailer unit at the Colchester detail. The inspection revealed both glad hand hoses were damaged on the combination with one meeting the out of service criteria. The combination was placed out of service for repair.



SOUTH SECTOR:

Details:

- 5/9 Bennington RT 9 Chain UP. 4 Inspectors screened 80 vehicles, resulting in 13 inspections. There were 3 driver violations (1 Out of Service) and 18 vehicle violations (2 Out of Service).
- 5/11 White River JCT Southbound 5 Inspectors screened 200 vehicles and completed 17 inspections. There were 3 driver violations and 17 vehicle violation (4 Out of Service).

Notables:

- 5/9, Inspector located a cracked spring hanger during a level 1 inspection at the Bennington Chain Up Area. The trailer was placed out of service.



- 5/9, located 2 loose adjacent wheel fasteners during an inspection at the Bennington Chain Up Area. The CMV was placed out of service and repaired on site.



- 5/9, Inspector discovered a leaking inner wheel seal that had contaminated the brake drum and friction material with oil during a level 1 inspection in Bennington. The CMV was placed out of service.
- 5/10, Inspector discovered a tractor trailer that pulled into the IRA detail without brake lights on the trailer. The trailer was placed out of service.
- 5/10, Inspector discovered a driver of a Tractor trailer unit had a false log on 5/8. The operator drove over 400 miles while his ERODS showed him in the sleeper berth. The driver was not in violation at the time of inspection, thus the violation was documented.
- 5/10, Inspector stopped two drive-bys at the IRA detail. Level 3 inspections were completed, and the violation was documented.
- 5/10, Inspector discovered brake linings worn below $\frac{1}{4}$ inch thickness during an inspection at the Ira rest area on RT 4. The single defective brake did not meet the out of service criteria and the vehicle continued to its destination after the inspection was completed.



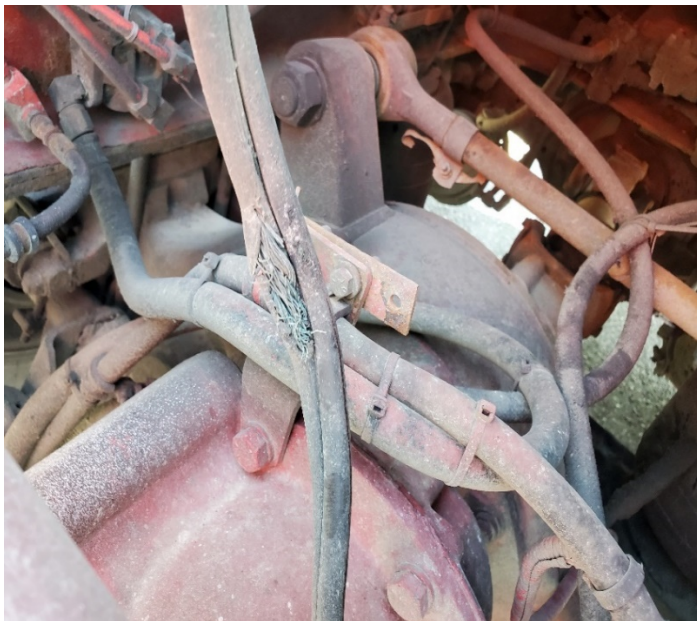
- 5/10, Inspector discovered a single loose wheel fastener during an inspection on Rt 4. The condition was a violation only and did not meet the out of service criteria.



- 5/10, Inspector located a defective brake on a tractor trailer during an inspection at the Ira rest area on RT 4. The brake linings were not contacting the inside of the drum which was visibly rusted. The single defective brake did not meet the out of service criteria for that combination.



- 5/10, Inspector conducted a Level 2 inspection of a 6 axle CMV on Rt 4 in Ira. The operator produced a platform weigh slip of 113,280 lbs. The carrier was not in possession of an overweight permit and was force-permitted to be in compliance. A VCVC was issued for the violation. Among other violations discovered was a chaffed power wire supplying 12-volt power to the load cover. The operator repaired it on scene.





- 5/10, Inspector noticed a tractor trailer combination that had its sliding trailer suspension in the rear most position. The allowable distance from the king pin to the center of the rear most axle group is 41 feet. The distance on this CMV was measured at 44 feet. Additionally, the trailer was placed out of service for inoperable brake lights.



- 5/11, Inspector discovered the driver of a CMV had a class D license and the combination required a Class A CDL during an inspection at the White River Junction Detail. The driver was educated on the regulations, placed out of service, and the carrier sent a properly licensed driver to take the vehicle.
- 5/11, Inspector located two missing hub caps on a trailer which allowed an open view into the hub assembly. The vehicle was placed out of service and repaired on site.



- 5/11, Inspector responded to the town of Chester to assist with a TT/tanker unit rollover. A post-crash inspection was completed on scene resulting in both units being placed out of service for violations/damage from the crash. The CMV was carrying 6700 gallons of DEF fluid which began leaking out of the manhole cover. Vermont HazMat responded to assist with the scene. No injuries were reported.





- 5/11, Inspector discovered several violations after a level 1 inspection at the Colchester Detail. The operator had no ELD when one was required. This placed the driver out of service. The truck had several brake hose airlines that were damaged into the reinforcement ply and placed the truck out of service



- 5/12, Inspector stopped several CMV's for speeding on Route 4 in the Woodstock/ Bridgewater area during a High Priority Detail.