

MARYLAND REGISTER

Proposed Action on Regulations

Comparison to Federal Standards Submission and Response

Name: Natalie I Henson
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In accordance with Executive Order 01.01.1996.03 and memo dated July 26, 1996, the attached document is submitted to the Department of Business and Economic Development for review.

The Proposed Action is not more restrictive or stringent than corresponding federal standards.

COMAR Codification: 11.13.01.01-.04

COMAR Codification: 11.13.02.02-.04, .09 and .10

COMAR Codification: 11.13.03.01 and .03

COMAR Codification: 11.13.06.01 and .03-.05

COMAR Codification: 11.13.07.01 and .02

COMAR Codification: 11.13.08.03, .07-.10

COMAR Codification: 11.13.09.01-.05

COMAR Codification: 11.13.11.01-.04 and .08

Corresponding Federal Standard:

1. 49 CFR § 571.109, 571.116, 571.117, 571.119, and 571.139; 2. 49 CFR § 574; 3. 49 CFR § 581; 4. 49 CFR § 580; and 5. 49 CFR § 565.

Discussion/Justification:

These changes are not more restrictive or stringent than corresponding federal standard because these changes update regulatory references to current federal requirements and eliminate outdated regulatory requirements to make the regulations consistent with current practices.

TO BE COMPLETED BY DBED

- Agree

-Disagree

Comments:

Name: Sally Kenyon Grant

Date: 5/13/2014

_ -Submit to Governor's Office
Governor's Office Response

Comments:

Transmittal Sheet PROPOSED OR REPROPOSED Actions on Regulations	Date Filed with AELR Committee	TO BE COMPLETED BY DSD
	05/20/2014	Date Filed with Division of State Documents
		Document Number
		Date of Publication in MD Register

1. Desired date of publication in Maryland Register: 6/27/2014

2. COMAR Codification

Title Subtitle Chapter Regulation

11	13	01	01-.04
11	13	02	02-.04, .09 and .10
11	13	03	01 and .03
11	13	06	01 and .03-.05
11	13	07	01 and .02
11	13	08	03, .07-.10
11	13	09	01-.05
11	13	11	01-.04 and .08

3. Name of Promulgating Authority

Department of Transportation

4. Name of Regulations Coordinator

Natalie I Henson

Telephone Number

410-865-1091

Mailing Address

7201 Corporate Center Drive

City	State	Zip Code
Hanover	MD	21076

Email

nwolfe@mdot.state.md.us

5. Name of Person to Call About this Document

Tracey C. Sheffield

Telephone No.

410-768-7545

Email Address

tsheffield@mdot.state.md.us

6. Check applicable items:

New Regulations

Amendments to Existing Regulations

Date when existing text was downloaded from COMAR online: July 10, 2013.

Repeal of Existing Regulations

Recodification

Incorporation by Reference of Documents Requiring DSD Approval

Reproposal of Substantively Different Text:

: Md. R

(vol.) (issue) (page nos) (date)

Under Maryland Register docket no.: --P.

7. Is there emergency text which is identical to this proposal:

Yes No

8. Incorporation by Reference

Check if applicable: Incorporation by Reference (IBR) approval form(s) attached and 18 copies of documents proposed for incorporation submitted to DSD. (Submit 18 paper copies of IBR document to DSD and one copy to AELR.)

9. Public Body - Open Meeting

OPTIONAL - If promulgating authority is a public body, check to include a sentence in the Notice of Proposed Action that proposed action was considered at an open meeting held pursuant to State Government Article, §10-506(c), Annotated Code of Maryland.

OPTIONAL - If promulgating authority is a public body, check to include a paragraph that final action will be considered at an open meeting.

10. Children's Environmental Health and Protection

Check if the system should send a copy of the proposal to the Children's Environmental Health and Protection Advisory Council.

11. Certificate of Authorized Officer

I certify that the attached document is in compliance with the Administrative Procedure Act. I also certify that the attached text has been approved for legality by Damon Bell, Assistant Attorney General, (telephone #410-768-7415)

on March 26, 2014. A written copy of the approval is on file at this agency.

Name of Authorized Officer

Milt Chaffee

Title

Administrator

Telephone No.

410-768-7295

Date

March 26, 2014

Title 11

DEPARTMENT OF TRANSPORTATION

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.01 Vehicle Brakes

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.02 Pneumatic Vehicle Tires

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.03 Bumpers for Class A, Class E, and Class M Motor Vehicles

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.06 Speedometer and Odometer on Passenger Cars and Light Trucks

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.07 Vehicle Identification Numbers

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.08 Vehicle Connecting Devices and Towing Methods

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.09 Nursery School Vehicle Seat Belts and Use

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

11.13.11 Load Covers

Authority: 11.13.01: Transportation Article, §§12-104(b) and 22-305, Annotated Code of Maryland; 49 CFR § 571.116 11.13.02: Transportation Article, §§ 12-104(b), 22-405, 22-405.2, and 22-405.5, Annotated Code of Maryland 11.13.03: Transportation Article, §§ 12-104(b) and 22-105, Annotated Code of Maryland; 49 CFR § 581 11.13.06: Transportation Article, §§12-104(b) and 22-415, Annotated Code of Maryland; 49 CFR § 580 11.13.07: Transportation Article, [§§12-103, 12-104] §12-104(b), [22-503, and 22-504,] Annotated Code of Maryland; 49 CFR §565 11.13.08: Transportation Article, [§24-107(g)] §§12-104(b) and 24-107, Annotated Code of Maryland 11.13.09: Transportation Article, §§12-104(b) and 22-412.1, Annotated Code of Maryland 11.13.11: Transportation Article, §§12-104(b), 23-104, 23-105, and 24-106.1, Annotated Code of Maryland

Notice of Proposed Action

□

The Administrator of the Motor Vehicle Administration proposes to repeal Chapter .09 Nursery School Vehicle Seat Belts and Use under COMAR 11.13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT and amend:

- a) Regulations .01— .04 under COMAR 11.13.01 Vehicle Brakes;
- b) Regulations .02— .04, .09 and .10 under COMAR 11.13.02 Pneumatic Vehicle Tires;
- c) Regulations .01 and .03 under COMAR 11.13.03 Bumpers for Class A, Class E, and Class M Motor Vehicles;
- d) Regulations .01, and .03— .05 under COMAR 11.13.06 Speedometer and Odometer on Passenger Cars and Light Trucks;
- e) Regulations .01 and .02 under COMAR 11.13.07 Vehicle Identification Numbers;
- f) Regulations .03, .07— .10 under COMAR 11.13.08 Vehicle Connecting Devices and Towing Methods; and
- g) Regulations .01— .04 and .08 under COMAR 11.13.11 Load Covers.

Statement of Purpose

The purpose of this action is to eliminate outdated regulatory requirements to make the regulations consistent with current practices.

Comparison to Federal Standards

There is a corresponding federal standard to this proposed action, but the proposed action is not more restrictive or stringent.

Estimate of Economic Impact

The proposed action has no economic impact.

Economic Impact on Small Businesses

The proposed action has minimal or no economic impact on small businesses.

Impact on Individuals with Disabilities

The proposed action has no impact on individuals with disabilities.

Opportunity for Public Comment

Comments may be sent to Tracey C. Sheffield, Regulations Coordinator, Motor Vehicle Administration, 6601 Ritchie Highway N.E., Room 200, Glen Burnie, MD 21062, or call 410-768-7545, or email to tsheffield@mdot.state.md.us, or fax to 410-768-7506. Comments will be accepted through July 27, 2014. A public hearing has not been scheduled.

Economic Impact Statement Part C

A. Fiscal Year in which regulations will become effective: FY 2015

B. Does the budget for the fiscal year in which regulations become effective contain funds to implement the regulations?

Yes

C. If 'yes', state whether general, special (exact name), or federal funds will be used:

Transportation Trust Fund

D. If 'no', identify the source(s) of funds necessary for implementation of these regulations:

E. If these regulations have no economic impact under Part A, indicate reason briefly:

This action has no economic impact since they only eliminate outdated regulatory requirements to make the regulations consistent with current practices

F. If these regulations have minimal or no economic impact on small businesses under Part B, indicate the reason and attach small business worksheet.

There is no economic impact on small businesses since this action only eliminates outdated regulatory requirements to make the regulations consistent with current practices

G. Small Business Worksheet:

a. Intended Beneficiaries: N/A

b. Intended Beneficiaries: Households: N/A

- c. Intended Beneficiaries: Businesses: N/A
- d. Other Direct or Indirect Impacts: Adverse: N/A
- e. Other Direct or Indirect Impacts: Positive: N/A
- f. Long-Term Impacts: N/A
- g. Estimates of Economic Impact: N/A

Attached Document:

(July 10, 2013)

Title 11 DEPARTMENT OF TRANSPORTATION

Subtitle 13 MOTOR VEHICLE ADMINISTRATION — VEHICLE EQUIPMENT

Chapter 01 Vehicle Brakes

Authority: Transportation Article, §§12-104(b) and 22-305, Annotated Code of Maryland; 49 CFR § 571.116

.01 Motor Vehicle Hydraulic Brake Fluid.

A. Pursuant to the provisions of Transportation Article, §22-305, Annotated Code of Maryland, the Motor Vehicle Administration adopts Federal Motor Vehicle Safety Standard Number 116, "Motor Vehicle Brake Fluids", 49 CFR §571.116 [(1993)], *as amended*, which is incorporated by reference.

B. A person, firm, or corporation may not distribute, have for sale, offer for sale, or sell any hydraulic brake fluid, for use in motor vehicles, unless [the Motor Vehicle Administration has on file a certification from the American Association of Motor Vehicle Administrators that] the hydraulic brake fluid complies with the safety standard set forth in §A of this regulation.

[.02 Minimum Requirements and Uniform Test Procedures for Motor Vehicle Brake Linings.

A. On and after January 1, 1972, a person may not use, sell, offer for sale, or distribute any brake linings for or used on motor vehicles, trailers, or semitrailers unless they are of a type approved by the Administrator of Motor Vehicles.

B. This regulation covers brake linings used on motor vehicles operated on the public ways, except those used only for parking brakes.

C. Definitions.

(1) "Brake lining" means a part of a brake which absorbs energy in slowing or stopping the rotation of a wheel through friction when forced against a brake drum or disc of more durable material.

(2) "Classification" means a category consisting of and determined by "normal" and "hot" coefficients of friction as set forth under §Q and R of this regulation into which a brake lining or formulation falls and under which an approval is issued.

(3) "Formulation" means a specified mixture of materials from which brake linings are made and the corresponding sequence of production processing which together determine the characteristics of the brake lining.

(4) "Manufacturer" means:

(a) A person, firm, association, or corporation which makes a brake lining; or

(b) A person, firm, association, or corporation which sells or distributes a brake lining made by another manufacturer providing the brake lining is sold or distributed by the person, firm, association, or corporation under a name different from that under which the brake lining is sold or distributed by the maker and provided that the person, firm, association, or corporation submits the brake lining for approval under his own name as manufacturer.

D. Test Procedure. The test procedure for determination of the coefficient of friction of brake linings and the change of coefficient of friction with variables of temperature and time shall be as prescribed in the following sections.

E. Test Apparatus. The test apparatus shall consist of a Friction Materials Test Machine and shall be equipped to accurately determine the wear and frictional characteristics of a brake lining. The heating curve characteristic of the friction machine used in the test, based on the change of drum when running free, is to be recorded.

F. Preparation of Test Drum Surface. The test drum surface shall be prepared as follows:

(1) A new or resurfaced drum shall be ground in position on the test machine, and all grinder marks shall be removed and the surface finished with No. 320 grit (wet or dry) sandpaper only. The dust shall be removed from the drum with clean dry air and/or wiping with clean cheese cloth or equivalent. A preliminary sample of the lining to be tested shall then be run continuously at a drum speed of 417 rpm (20fps), a lining force against the drum of 100 pounds, and a drum temperature not exceeding 200°F until the coefficient of friction has stabilized.

(2) Before each test, the drum surface shall be finished with No. 320 grit (wet or dry) sandpaper only. The dust shall be removed from the drum with clean dry air and/or by wiping with clean cheese cloth or equivalent.

G. Selection of Test Specimen. The test specimen shall be taken from the center of a lining segment equidistant from each end. The sample shall be 1 inch square, flat on the bottom, with the radius of the working surface conforming to the radius of the test drum.

H. Preparation of Test Specimen. The test specimen (or specimen plus shim) shall be approximately 0.240 inch measured in the center of the specimen. Not less than 0.010 or more than 0.020 inch shall be removed from the working surface of a curved specimen. On specimens cut from 0.250 inch or greater nominal thickness linings, the excess material shall be removed from the bottom side of the specimen. In cases where nominal lining thicknesses are less than 0.210 inch, the minimum amount of material shall be removed from the bottom to produce flatness and the bottom shall be shimmed to the total thickness specified above. The working surface of the specimen may not be handled and shall be kept free of foreign material.

I. Conditioning of Test Specimen. The specimen shall be run-in at a drum speed of 312 rpm (15fps), a lining force against the drum of 100 pounds (100psi), and a maximum drum temperature of 200°F, for 10 minutes. If the specimen does not show at least 95 percent contact after 20 minutes, it shall be discarded and another specimen prepared.

J. Initial Specimen-to-Drum Clearance. The initial clearance between the specimen and the drum shall be 0.010 to 0.015 inch with the test force removed and the machine in the off position after conditioning of the test specimen and before the first baseline run.

K. Test Speed and Force. The following tests shall be run at a drum speed of 417 rpm (20fps) and a lining load of 150 pounds (150 psi) against the drum:

(1) Base Line Run. The lining shall be run in cycles consisting of 10 seconds applied load and 20 seconds no load for 20 applications. The run shall be started at a drum temperature of 200°F and the temperature shall be maintained at an average of 200°F throughout the run.

(2) First Fade Run. The lining shall be run continuously with the heater on. The run shall be started at a drum temperature of 200°F and shall be stopped when either 10 minutes or 550°F is attained, whichever occurs first.

(3) First Recovery Run. Immediately upon completion of the first fade run, the heater shall be turned off and the blower shall be turned on without stopping the drum. The lining shall be run with the load applied for 10 second periods starting at each 100°F interval during cooling from 500°F to 200°F.

(4) Wear Run. The lining shall be run in cycles consisting of 20 seconds applied load and 10 seconds no load for 100 applications. The run shall be started at a drum temperature of 400°F and the temperature shall be maintained by heater or blower at an average of 400°F throughout the run.

(5) Second Fade Run. The lining shall be run continuously with the heater on and the blower off. The run shall be started at 200°F and stopped when either 10 minutes or 650°F is reached, whichever occurs first.

(6) Second Recovery Run. Immediately upon completion of the second fade run, the heater shall be turned off and the blower shall be turned on without stopping the drum. The lining shall be run with the load applied for 10 second periods starting at each 100°F interval during cooling from 600° to 200°F.

(7) Base Line Rerun. The lining shall be run in cycles consisting of 10 seconds applied load and 20 seconds no load for 20 applications. The run shall be started at a drum temperature of 200°F and the temperature shall be maintained at an average of 200°F throughout the run.

L. Number of Tests. Five complete tests, including preparation and conditioning, are to be made for each brake lining submitted for approval.

M. Test Report. The test data shall be reported on forms approved by the Administrator.

N. Temperature and Coefficient of Friction. Lining coefficient of friction shall be recorded for each run at the temperature and application numbers shown on the form up to the limits specified for each run in §§G—M, inclusive. For intermittent application runs, the coefficient shall be measured at the end of the application.

O. Time Limit. If the specified temperature limits for the first or second fade runs are not reached within 10 minutes, the coefficient of friction attained at 10 minutes shall be recorded at each higher temperature test point.

P. Identification of Friction Characteristics.

(1) For purposes of identification of brake linings according to their different friction characteristics, a letter code shall be employed. There shall be two conditions under which coefficients are classified; normal friction and hot friction. The following letter codes shall be used to describe coefficients of friction:

<i>Class Code</i>	<i>Coefficient of Friction</i>
C	not over 0.15
D	over 0.15 but not over 0.25
E	over 0.25 but not over 0.35

F	over 0.35 but not over 0.45
G	over 0.45 but not over 0.55
H	over 0.55

(2) The coefficient of friction of each lining shall be identified by two consecutive letters, the first to represent the defined level of normal friction and the second letter to represent the defined level of hot friction.

Q. Normal Friction Coefficient. The friction coefficient is that coefficient which is the numerical average of the four points located at 200, 250, 300, and 400°F on the second fade curve of the plot sheet on which the average of five test runs is plotted.

R. Hot Friction Coefficient. The hot friction coefficient is that coefficient which is the numerical average of the following ten point on that plot sheet on which the average of five tests is plotted: Points at 400 and 300°F on the first recovery run; Points at 450, 500, 550, 600, and 650°F on the second fade run; Points at 500, 400, and 300°F on the second recovery run.

S. Class Code Limits.

(1) A brake lining may not be approved which:

(a) Has a normal friction coefficient below that of code class E;

(b) Has a hot coefficient below that of class D; or

(c) Exhibits a coefficient of friction below 0.150 on any of the five tests at any of the following points:

(i) Between 200°F and 550°F inclusive on the second fade run,

(ii) Between 300°F and 200°F inclusive on the second recovery run.

(2) A lining may not be approved which exhibits more than a 20 percent or 0.050 variation of coefficient of friction, whichever is greater, below the average value of all five tests at each temperature point specified in §S(1)(c) of this regulation.

T. Specific Use. Approval of a brake lining as being in a specific coefficient of friction class does not constitute approval by the Administrator for installation of that lining in all vehicles or in any particular make or model or vehicle unless specifically stated. Brakes of different types require different levels of coefficient of friction which can be categorized among the levels adopted. The coefficients of friction classes do not substitute for the use of matched sets for particular installations.

U. Waiver of Requirements. The requirements of this regulation may be waived at the discretion of the Administrator with respect to brake linings for special purpose vehicles or unusual brake designs subject to conditions which will assure safety as the Administrator may prescribe in each specific case.

.03 Order of Identifying Code.

Every brake lining sold shall be identified to show the manufacturer, the catalog or formulation designation, and the coefficient of friction classification of the brake lining.

.04 Method of Identification.

Brake linings, whether in an unmounted or bulk supply form, mounted on brake shoes or pads or as brake blocks, shall be indelibly marked with good contrast on an external, non-contracting surface in letters not less than 1/8 inch in height with numbers and code letters giving the name under which approved, the catalog or formulation number, and code letters indicating the coefficient of friction classification of the lining, in that order. The name shall be abbreviated by not less than two letters. The required identification shall be placed on every brake lining.]

Chapter 02 Pneumatic Vehicle Tires

Authority: Transportation Article, §§ 12-104(b), 22-405, 22-405.2, and 22-405.5, Annotated Code of Maryland

.02 Definitions.

A. (text unchanged)

B. Terms Defined.

(1) ["Commercial vehicle" means trucks, tractors, truck tractors, semitrailers, trailers, buses, and any other highway-use vehicle not using passenger car type tires.

(2)]"GVWR" means gross vehicle weight rating.

[(3)] (2) "Highway-use vehicle" means all vehicles that are operated upon the highways of this State, except special mobile equipment not designed to move with the normal flow of traffic.

[(4) "Passenger car" means vehicles designed as passenger cars, station wagons, or any other vehicle using passenger car type tires.

(5)](3) "Tire stud" means a pin made of a material having a hardness factor approximating tungsten carbide surrounded by a casing equipped with a flanging arrangement designed to retain the assembly into premolded holes in the tire tread surface.

.03 Incorporation by Reference.

A. (text unchanged)

B. Documents Incorporated.

(1) 49 CFR 571.109, *as amended*; [and]

- (2) 49 CFR 571.117 [(1993).], *as amended*;
- (3) 49 CFR 571.119, *as amended*;
- (4) 49 CFR 571.139, *as amended*; and
- [(2)] (5) 49 CFR 574 [(1993)], *as amended*.

.04 Sale of Tires.

A. A person, firm, or corporation may not sell, offer for sale, or distribute any new [passenger car] tire or any [passenger car] *vehicle* equipped with new tires for use on the highways of this State that do not comply with the *applicable* provisions of 49 CFR §571.109, 571.119, 571.139, and 49CFR 574.

B. A tire manufacturer may not manufacture [passenger car] tires for sale or use as new tires in this State that do not comply with the *applicable* provisions of 49 CFR §571.109, 571.119, 571.139, and 49 CFR 574.

C. A retreaded tire shall be manufactured in accordance with the provisions of 49 CFR 571.117.

D. A person, firm, or corporation may not sell or offer for sale, other than to a tire dealer, a tire for use by a highway-use vehicle on the highways of this State that do not meet the requirements for safe operating condition contained in Regulation .08 of this chapter.

[D.] E. A person, firm, or corporation may not sell or offer for sale, other than to a licensed motor vehicle dealer, a highway-use vehicle for use on the highways of this State unless the vehicle is equipped with tires in safe operating condition as set forth in Regulation .08 of this chapter.

.09 Unsafe Tires.

[A.] A tire is considered unsafe if it:

[(1)] (A) — [(8)] (H) (text unchanged)

[B.] A tire is considered unsafe if it is not properly identified as follows:

(1) Each tire shall be labeled with the name of the manufacturer, or brand name and number assigned to the manufacturer, in the manner specified in 49 CFR 574;

(2) Except as provided in §B(1) of this regulation, each tire shall be conspicuously labeled on both sidewalls with each of the following permanently molded into or onto the tire:

(a) One size designation, except that equivalent inch and metric size designations may be used,

(b) Maximum permissible inflation pressure,

(c) Maximum load rating,

(d) Composition of the material used in the ply cord,

(e) Actual number of plies in the sidewall and the actual number of plies in the tread area, if different,

(f) The word "tubeless" or "tube type", as applicable,

(g) The word "radial", if a radial ply tire;

(3) Each new tire and each retreaded tire shall be conspicuously labeled on one sidewall by permanently branding or molding into or onto the sidewall a tire identification number in a manner and containing the information as specified in 49 CFR 574.

C. A retreaded tire shall be manufactured in accordance with the provisions of 49 CFR §571.117.]

.10 Studded Snow Tires.

A. (text unchanged)

B. Sale and Use of Studded Snow Tires.

(1) (text unchanged)

(2) From November 1 through March 31, *vehicles registered in Allegany, Carroll, Frederick, Garrett, and Washington counties may be* [vehicles] equipped with studded snow tires *and* may be operated only in Allegany, Carroll, Frederick, Garrett, and Washington counties.

C. Tire Stud Standards.

(1) —(2) (text unchanged)

(3) [Each tire stud manufacturer, before the sale, offer for sale, installation, or distribution of any tire stud for use in this State, shall make application to the Administrator for approval of the tire stud to be sold, offered for sale, installed, or distributed. The application shall be accompanied by samples of the tire stud and such data as may be required to demonstrate compliance with the provisions of this regulation.

(4) [The maximum number of tire studs permitted to be installed into a tire shall be according to tire size and shall be calculated on the basis that the combined cross-sectional area of the stud assemblies may not exceed 1 1/4 percent (0.0125) of the total area of the tread surface, but the number of tire studs installed may not exceed 150 per tire.

Chapter 03 Bumpers for Class A, Class E, and Class M Motor Vehicles

Authority: Transportation Article, §§ 12-104(b) and 22-105, Annotated Code of Maryland; 49 CFR § 581

.01 Purpose.

In accordance with Transportation Article, § 22-105, Annotated Code of Maryland, the Motor Vehicle Administration and the Automotive Safety Enforcement Division of the [Maryland] *Department of State Police* have

set forth the following requirements for bumpers on Class A passenger vehicles, Class E truck vehicles with a registered GVW of 18,000 pounds or less, and Class M multipurpose vehicles.

.03 Bumper Standards.

Each required bumper shall:

A. Comply with all applicable provisions of the Transportation Article--Maryland Vehicle Law, Code of Maryland Regulations, and all applicable Federal Motor Vehicle Safety Standards and Regulations *including 49 CFR 581* as promulgated by the National Highway Traffic Safety Administration;

B. —G. (text unchanged)

H. On a Class E truck vehicle with a registered GVW of more than 10,000 pounds but not more than 18,000 pounds[be]

(1) *Be* not higher than 30 inches from the bottom of the main horizontal bar of the bumper to the ground on which the vehicle stands; *or*

(2) *If truck is used for spraying agricultural crops be not higher than 32 inches from the bottom of the main horizontal bar of the bumper to the ground on which the vehicle stands;*

I. (text unchanged)

Chapter 06 Speedometer and Odometer on Passenger Cars and Light Trucks

Authority: Transportation Article, §§12-104(b) and 22-415, Annotated Code of Maryland; *49 CFR § 580*

.01 Components.

Speedometers and odometers, when inspected, shall have legible dials and calibrations and register speed and distance traveled in miles or kilometers, or both, and be connected and operable. When the odometer is calibrated only in kilometers, a written notice shall be posted on the instrument panel in full view of the driver, and the notice shall contain the formula for converting kilometers to miles. Example: "Kilometers" divided by [1.6] *1.609* equals "miles".

.03 Odometer Disclosure Certification.

At the time of sale of a vehicle, the seller or transferor shall furnish the buyer an odometer disclosure certification which shall include the vehicle's odometer reading and any reading which has been attached to the vehicle's door frame in accordance with Regulation .02 of this chapter. The odometer disclosure certification shall be presented to the *Motor Vehicle Administration* upon application for title.

.04 Verification of Odometer Disclosure Certification.

A. The *Motor Vehicle Administration*, upon receipt of the odometer disclosure certification, shall verify that the vehicle's odometer reading included in the certification corresponds with the odometer reading on the application for title accompanying the certification.

B. If a vehicle has been repossessed, the *Motor Vehicle Administration* shall verify that any odometer reading on any documents submitted to the *Motor Vehicle Administration* corresponds with the odometer readings on both the application for title and the odometer disclosure certification.

.05 Filing Odometer Disclosure Certification.

A. Upon verification that all odometer readings correspond, the mileage indicated on the odometer disclosure certification shall be assumed correct and made a part of the permanent record of the *Motor Vehicle Administration*.

B. As part of the permanent record, the *Motor Vehicle Administration* may not change the mileage reflected on the original title or any duplicate titles issued unless the:

(1) (text unchanged)

(2) *Motor Vehicle Administration* determines that the actual mileage is greater than the mileage reflected in the original title or any duplicate titles, and the owner requests a change to the known actual mileage.

Chapter 07 Vehicle Identification Numbers

Authority: Transportation Article, §§12-103,12-104] *12-104(b)*, [22-503, and 22-504,] Annotated Code of Maryland; *49 CFR §565*

.01 All New Vehicles.

All classes of new motor vehicles produced by either domestic or foreign manufacturers presented for titling in Maryland shall conform to [Federal Motor Vehicle Safety Standard No. 115, listed in CFR 49 §§571-115] *49 CFR §565, as amended.*

.02 Other Vehicles.

All other vehicles to be titled in this State shall be accompanied by proof of the identity of the vehicle that the *Motor Vehicle Administration* reasonably requires.

Chapter 08 Vehicle Connecting Devices and Towing Methods

Authority: Transportation Article, [§24-107(g)] §§ 12-104(b) and 24-107, Annotated Code of Maryland

.03 Definitions.

- A. (text unchanged)
- B. Terms Defined.
 - (1) ["Administrator" means the Administrator of the State Motor Vehicle Administration.]
 - (2) ["Chain attaching means" means a bolt, hook, pin, hole, eye, clevis, bracket, bar, or any other device mounted on and used for anchoring or attaching safety chains to the towed or towing vehicle or hitch.
 - [(3) —(12)] (2)—(11)(text unchanged)

.07 Identification.

- A. (text unchanged)
 - (1) Manufacturer's or distributor's name, initials, trademark, *or* trade name[, or code symbol (Code symbol shall mean one assigned and approved by the Administrator.)];
 - (2) —(4) (text unchanged)
- B. —C. (text unchanged)

.08 Identification Installation Maintenance Compliance.

- A. Marking and Labelling. Each vehicle connecting device, method, or system shall be marked and labelled as required by [Regulations .07 and .09B] *Regulation .07*. The marking and labelling shall show the responsible manufacturer. A pressure sensitive label will be acceptable if of a weather-resistant type which cannot be removed without destroying or defacing it.
- B. —C. (text unchanged)

.09 [Certification and Testing.

A. Each responsible manufacturer shall certify to the Administrator, or to an equipment approval program, that each of his devices or systems, when installed in accordance with his published instructions (including instructions of manufacturers of weight distributing hitches for use by local installers who fabricate the undercar attachment means for such hitches), complies with and meets the requirements of this chapter. This certification shall be corroborated by submission of a properly executed product and certification test report, in such form as approved by the Administrator, containing test results and required certifications, accompanied by photographs of the test site and equipment and a concise description of the test methodology followed. To demonstrate compliance with this chapter, the necessary tests shall be conducted by or supervised by an approved certified laboratory or an approved certified testing organization, and the officer or employee of the approved certified testing organization who personally conducted or supervised the testing shall execute the appropriate certification statement contained in the product and certification test report.

B. Registration. A vehicle connecting device or system may not be sold within the State unless the responsible manufacturer has:

- (1) Registered with the Administrator;
- (2) Stated the maximum towing capacity of the product in terms of the maximum gross trailer weight (MGTW) to be drawn, as measured in accordance with the provisions of Regulations .04C and .05 of this chapter; and
- (3) Furnished the Administrator five copies of instructions for:
 - (a) Installation, if applicable,
 - (b) Use,
 - (c) Maintenance, and
 - (d) Repair.

C. Responsible manufacturers of connecting devices or systems for trailers with a gross weight of 2,000 pounds or less who produce not more than five devices or systems in a calendar year are not subject to the requirements of this regulation.]

.10 Tables.

- A. Table 1.
- B.

LIGHT SERVICE DEVICES
BREAKING STRENGTH FOR COUPLINGS AND BALLS

<i>Trailer Classification</i>	<i>Trailer Couplings Designation</i>	<i>Minimum Ball Diameter-Inches (Where Ball-Type hitch is used)</i>	<i>Minimum Breaking Point Requirements</i>	<i>Pounds</i>
Class 1	No. 1	1-7/8	Longitudinal tension:	6,000

(2,000 lbs. or less MGTW)			Longitudinal Compression:	6,000
			Transverse thrust:	2,000
			Vertical tension	2,500
			Vertical compression:	2,500
Class 2 (2,001 thru 3,500 lbs. MGTW)	No. 2	2	Longitudinal tension:	10,500
			Longitudinal compression:	10,500
			Transverse thrust:	3,000
			Vertical tension:	4,500
			Vertical compression:	4,500
Class 3 (3,501 thru 5,000 [thru 10,000] lbs. MGTW)	No. 3	2	Longitudinal tension:	15,000
			Longitudinal compression:	15,000
			Transverse thrust:	4,000
			Vertical tension:	7,000
			Vertical compression:	7,000
Class 4 ([5,000] 5,001 thru 10,000 lbs. MGTW)	No. 4	Ball & Bolt shall be of such size and strength as to conform to the minimum breaking strength requirements of the mating coupling required for the specific load of Class 4 trailer.	Longitudinal tension: MGTW x 3	
			Longitudinal compression: MGTW x 3	
			Transverse thrust: MGTW x 1	
			Vertical tension: MGTW x 1.3	
			Vertical compression: MGTW x 1.4	

Figure 1 (text unchanged)

B—E. (text unchanged)

Chapter 11 Load Covers

Authority: Transportation Article, §§12-104(b), 23-104, 23-105, and 24-106.1, Annotated Code of Maryland

.01 Scope and Applicability.

A. (text unchanged)

B. These regulations apply to a vehicle *carrying loose material which is not otherwise exempted under Regulations*

.02.[:

(1) Carrying loose material which is not otherwise exempted under Regulation .02;

(2) Manufactured after July 1, 1990 if carrying loose material and not otherwise exempted under Regulation .02;

or

(3) After January 1, 1992 if carrying loose material and if not otherwise exempted under Regulation .02.]

.02 Exemptions.

A vehicle meeting the requirements of Transportation Article, §24-106.1(e)(1) [and (2)], Annotated Code of Maryland, and Regulation [.04] .04A of this chapter is exempt from the load cover requirements of these regulations.

.03 Definitions.

A. (text unchanged)

B. Terms Defined.

(1) (text unchanged)

(2) "Enclosures" means the front, rear, and sides of a vehicle bed as defined in Transportation Article, [§24-106.1(d)(1)] §24-106.1(d), Annotated Code of Maryland.

(3) —(4) (text unchanged)

(5) "Safety equipment repair order" means a safety equipment repair order as defined in COMAR [11.14.01.01B(17)] 11.14.01.01B(30).

(6) —(7) (text unchanged)

.04 Load Covers.

A. Load covers are not required on:

(1) —(4) (text unchanged)

(5) Any construction vehicle or mining equipment while crossing a highway between construction or mining sites; *or*

(6) Within the Port of Baltimore for a distance not to exceed 1 mile, any vehicle carrying a load of loose material between a stockpile or storage facility and a vessel docked at the port[; or

(7) Any other vehicle otherwise exempted and manufactured on or before July 1, 1990 and carrying loose material, provided no part of the load is within 6 inches of the top of any enclosure it touches].

B. Load covers are required when carrying loose material on a:

(1) —(2) (text unchanged)

(3) [Vehicle not otherwise exempt and manufactured on or before July 1, 1990 and carrying loose material if the top of the load is within 6 inches of any of the enclosures it touches;

(4) Vehicle manufactured after July 1, 1990 and not otherwise exempt regardless of how the vehicle is loaded;

(5)] Vehicle not otherwise exempted after January 1, 1992 *regardless of how the vehicle is loaded.*

.08 Effective Dates.

This chapter applies *to any vehicle after January 1, 1992, regardless of the date of manufacture, when carrying a load of loose material and the vehicle is not otherwise exempted under Regulation .02*[:

A. To any vehicle manufactured after July 1, 1990 when carrying a load of loose material if the vehicle is not otherwise exempted under Regulation .02; and

B. After January 1, 1992, to any vehicle, regardless of the date of manufacture, when carrying a load of loose material and the vehicle is not otherwise exempted under Regulation .02].

MILT CHAFFEE

Administrator

Motor Vehicle Administration

MARCUS L. BROWN

Secretary

Department of State Police