

Connecticut:

Connecticut Vehicle Code Link: <https://www.cga.ct.gov/2011/pub/title14.htm>

**GENERAL STATUTES
OF
CONNECTICUT**

TITLE 14*

MOTOR VEHICLES. USE OF THE HIGHWAY BY VEHICLES. GASOLINE

Sec. 14-1. Definitions. Terms used in this chapter shall be construed as follows, unless another construction is clearly apparent from the language or context in which the term is used or unless the construction is inconsistent with the manifest intention of the General Assembly:

(17) “Commercial trailer” means a trailer used in the conduct of a business to transport freight, materials or equipment whether or not permanently affixed to the bed of the trailer;

(18) “Commercial trailer registration” means the type of registration issued to any commercial trailer;

(93) “Trailer” means any rubber-tired vehicle without motive power drawn or propelled by a motor vehicle;

Sec. 14-96f. Special requirements for buses, trucks, trailers, truck tractors. The following vehicles shall be equipped in the following manner:

(a) Buses and trucks eighty inches or more in overall width: (1) On the front, two clearance lamps, one at each side, and on vehicles manufactured or assembled after October 1, 1967, three identification lamps meeting the specifications of subdivision (f) of this section; (2) on the rear, two clearance lamps, one at each side, and after October 1, 1967, three identification lamps meeting the specifications of subdivision (f) of this section; (3) on each side, two side marker lamps, one at or near the front and one at or near the rear; (4) on each side, two reflectors, one at or near the front and one at or near the rear.

(b) Trailers and semitrailers eighty inches or more in overall width: (1) On the front, two clearance lamps, one at each side; (2) on the rear, two clearance lamps, one at each side, and after October 1, 1967, three identification lamps meeting the specifications of subdivision (f) of this section; (3) on each side, two side marker lamps, one at or near the front and one at or near the rear; (4) on each side, two reflectors, one at or near the front and one at or near the rear.

(c) Truck tractors: On the front, two cab clearance lamps, one at each side, and on vehicles manufactured or assembled after October 1, 1967, three identification lamps meeting the specifications of subdivision (f) of this section.

(d) Trailers, semitrailers and pole trailers thirty feet or more in overall length: On each side, one amber side marker lamp and one amber reflector centrally located with respect to the length of the vehicle.

(e) Pole trailers: (1) On each side, one amber side marker lamp at or near the front of the load; (2) one amber reflector at or near the front of the load; (3) on the rearmost support for the load, one combination marker lamp showing amber to the front and red to the rear and side, mounted to indicate maximum width of the pole trailer.

(f) Whenever required or permitted by sections 14-96a to 14-96aa, inclusive, identification lamps shall be grouped in a horizontal row, with lamp centers spaced not less than six nor more than twelve inches apart, and mounted on the permanent structure of the vehicle as closely as practicable to the vertical centerline; provided, where the cab of a vehicle is not more than forty-two inches wide at the front roof line, a single identification lamp at the center of the cab shall be deemed to comply with the requirements for front identification lamps.

(g) Failure to equip vehicles as required by this section shall be an infraction for each offense.

Sec. 14-81. Brake equipment of trailers. (a) Each trailer or semitrailer having a gross vehicle weight rating of three thousand pounds or more shall, when operated on any public highway, be equipped with a braking system operating on all wheels. The braking system shall be adequate to safely control the movement of the trailer or semitrailer and, when set, to safely hold the trailer or semitrailer stationary. The brakes shall, at all times, be maintained in good and sufficient working order and shall be capable of being controlled or operated from the driver's seat of the towing vehicle by either the hand or the foot, except that brakes on trailers having a gross vehicle weight rating of eight thousand pounds or less need not be capable of being controlled or operated from the driver's seat by either the hand or the foot. Except with respect to pole trailers and boat trailers, the commissioner may make regulations concerning the performance of such brakes when the trailer or semitrailer is operated in combination with a towing vehicle. The regulations shall designate the stopping distance, in feet, of the combination of trailer or semitrailer and shall include such other conditions as may be necessary to ensure brake performance adequate to safely control the movement of the vehicles.

(b) Any person who violates any provision of this section shall be deemed to have committed an infraction and be fined fifty dollars for each offense.

<http://www.ct.gov/dmv/cwp/view.asp?a=804&q=244914>

Inspection of Trailers:
Camp, Commercial, Boat and Utility

The following explanation for inspection of trailers has been prepared by the Department of Motor Vehicles to help clarify questions concerning such inspections. These requirements apply to trailers 1967 and newer. The following abbreviations will be used: FMCSR means Federal Motor Carrier Safety Regulations (49CFR 393), GVWR means Gross Vehicle Weight Rating and GW means Gross Weight.

In order to inspect a trailer, it must be accompanied by supporting documents showing proof of ownership or as otherwise indicated for homemade trailers. All such documents will be returned to the applicant for registration purposes.

See locations of operation for [DMV Safety Inspection Lanes at DMV offices.](#)

Body - Torn fenders that have sharp edges are prohibited. Also prohibited are dangerous projections from any surface of the vehicle or any doors on campers that do not properly latch. Doors must be adequately attached to frame. Floors of campers must be capable of supporting standing weight and other types must be capable of supporting the intended load. Guides, rollers and pivots on boat trailers must be properly secured. Ramps on flat beds that do not flip completely back onto the bed must have a means of being secured.

Brake Equipment - Any trailer with a GVWR of 3000 lbs. or more will be assumed as intended to carry such weight and therefore shall be equipped with a braking system operating on all wheels. The braking system shall be adequate to safely control movement of the trailer and, when set, to safely hold the trailer stationary. Electric or air brakes are required on all trailers over 8,000 lbs. GW and on any commercial trailer required to have brakes under FMCSR applicable when the Gross Combination Weight Rating (GCWR) with the towing vehicle is 10,000 lbs. or more in interstate use and 18,001 lbs. or more in intrastate use. These braking systems must be operable at the driver's seat of the towing vehicle by either hand or foot. Surge brakes are allowed as the trailer brakes on non-commercial trailers having a GW of 8,000 lbs. or less. Surge brakes may be allowed on commercial trailers having a GW of 8,000 lbs. or less only if not subject to the interstate and intrastate limits noted above. Any trailer with a GVWR of 10,000 lbs. or more and commercial trailers subject to the interstate and intrastate limits noted above will also require an emergency break-away device to set the trailer brakes upon separation from the towing vehicle.

Display of Number Plate - Every trailer shall display a number plate in the horizontal position which is fastened so as not to swing and shall be illuminated with a white light that does not show directly to the rear. The plate must be installed in a location so that it remains fully visible when the trailer is carrying its normal load.

Fenders - Fenders are required on all trailers where the rear body portion does not afford adequate protection to effectively minimize the spray or splash of water or dirt. All fenders must cover entire tread width of each tire. The determinant of the effectiveness of the body to act as a fender and/or mud flap is whether the height of the rearmost portion is one-third of or less than the distance from the center of the rearmost axle. This section shall not apply to vehicles registered as farm vehicles.

Frame - The frame shall be capable of supporting intended load without excessive flexing. Fish plates or other suitable reinforcement will be required at points of stress. All welding shall be of industry standard quality and type. Frame shall be approximately parallel with the ground.

Hitch - Every trailer hitch or coupling used as a means of attaching a trailer to the towing vehicle shall be properly and securely mounted and structurally adequate for the weight drawn. For more

information, please refer to [Motor Vehicle Regulation 14-137-123 and 124](#). Markings on balls and commercially available hitches will be used to determine compliance with this requirement. If no manufacturer's weight markings are present on the ball or hitch, the following SAE ratings will be used to establish the maximum weight in lbs.:

- 1 and 7/8-inch Ball - 2,000 lbs.
- 2-inch Ball with 3/4-inch bolt - 3,500 lbs.
- 2-inch Ball with 1-inch bolt - 5,000 lbs.
- 2-inch Ball with 1-3/8-inch bolt - 10,000 lbs.
- 2 and 5/16-inch Ball with 1-inch bolt - 5,000 lbs.
- 2 and 5/16-inch Ball with 1-1/4-inch bolt - 7,500 lbs.

Class 1 Hitch - 2,000 lbs. Class 2 Hitch - 3,500 lbs.

Class 3 Hitch - 5,000 lbs. Class 4 Hitch - 10,000 lbs.

***Note:** Manufacturers can rate hitches higher than as indicated.

Lighting Devices - (For trailers less than 30 inches wide see ***note** below)

Identification Lamps - Trailers eighty inches (80") or more in overall width shall be equipped on the rear with three (3) red identification lamps mounted in the center. The centers of each of the three lights must be spaced not less than 6" nor more than 12" from each other.

Reflectors - All must be mounted at a height between 15" and 60". If no permanent structure exists to allow installation at the indicated height, the height shall be as close as feasible to the indicated heights.

Trailers Less than 80 Inches Wide

Homemade Trailers - Shall display 2 red reflectors at the rear mounted as far apart as practicable.

Manufactured Trailers Built After January 1, 1968 - Shall display 2 red reflectors at the rear as indicated for homemade trailers. Shall also display 2 red side reflectors at or near the rear and, if over 61" long, 2 amber side reflectors at or near the front. *Trailers 80 Inches or More in Overall Width* - All shall display the same reflectors indicated for manufactured trailers built after January 1, 1968. In addition, trailers over 10,000 lbs. GVWR require red and white reflective tape on the sides and rear, excepting house and office trailers. *Trailers 30 Feet or More in Overall Length* - One amber reflector centrally located, on each side, with respect to length.

Side Marker and Clearance Lamps - Requirements listed below: *Trailers Less Than 80 Inches Wide: Manufactured Trailers Built After January 1, 1968* - Shall display 2 red side marker lamps at or near the rear and, if over 61" long, 2 amber side marker lamps at or near the front. *Trailers 80 Inches or More in Overall Width* - all shall display the same lamps as side marker and clearance lamps indicated for manufactured trailers built after January 1, 1968. *Trailers 30 Feet*

or More in Overall Length - One amber side marker lamp centrally located, on each side, with respect to length.

Stop Lamps - Two or more red stop lamps mounted at a height between 15" and 72" are required.

Turn Signals - Every trailer shall be required to have operating red or amber turn signal lamps at the rear mounted at a height between 15" and 83".

***Note: Special Requirements for Trailers Less Than 30 Inches Wide** - Any trailer less than 30" in overall width is exempt from the above listed lighting devices and need be equipped only with one each of the following red lighting devices located at or near the center: tail lamp, stop lamp, and reflector. A white marker light is also required.

Mirrors - Two outside mirrors are required on the towing vehicle to show the roadway to the side and rear of the towing vehicle/trailer combination. Mirrors shall be properly mounted and securely fastened to prevent excessive vibration.

Safety Chain - Every tag-along or drawbar type trailer hitch or coupler used as a means of attaching a camp trailer to the tow vehicle shall also be coupled to the frame of the towing vehicle by means of safety chains or cables of sufficient strength and installed in such a manner to control the trailer in the event of failure of the regular trailer hitch or coupling. This means that the chains should be capable of being attached in a manner to keep the trailer coupler from dragging on the road in case of disconnect. Two safety chains or cables will be required unless the trailer tongue is specifically designed to be symmetrically supported by a single chain or cable. Fifth wheel trailers with any ball mount will require a safety chain or cable while fifth wheel plate and kingpin styles will be required to have a safety on or locking of the operating handle. Please also refer to [Motor Vehicle Regulation 14-137-123 and 124](#).

Suspension - Trailers (excluding tow dollies) over 1000 lbs. GVWR should have a suspension rather than attaching the axle directly to the frame. Lowest section of the sprung weight must not be less than 4" off the ground. Axles must be appropriately sized for the weight to be carried.

Tires -Tires must have two-thirty-seconds inch (2/32") center tread and no cuts, bulges, exposed cord, or deteriorating sidewall otherwise known as "dry rot". Tire weight ratings must be adequate for the axle ratings.

Vehicle Identification Number (VIN) - All trailers will be checked for a VIN which must be physically verified against supporting paperwork. Any trailer that does not have a VIN will need a VIN assigned in accordance with the DMV Policy for Reassigning Trailer VINs (see [Reassignment of Missing Trailer VIN](#) for more information).

Wiring - All electrical wiring must be properly insulated, secured, and supported. Maximum distance between wiring supports is 18 inches. Wires chaffing on moving parts such as the suspension will be cause for rejection. Connections between towing vehicle and trailer must be made through a quick disconnect plug or connector.

Sec. 14-261. Towing and pushing of vehicles. Double trailers and semitrailers. (a) When any occupied vehicle is drawn or towed by another vehicle upon any public highway, the distance between the towing vehicle and the vehicle being towed shall not exceed twenty feet. A rigid tow bar shall be used when towing any vehicle on any limited access highway and when towing any unoccupied vehicle on any other public highway. Except as provided under section 14-261a, no person shall operate on any public highway any vehicle which draws or tows at the same time more than one vehicle, including, but not limited to, a trailer which is designed or constructed so that no part of its weight except the towing device rests upon the towing vehicle, a semitrailer or a semitrailer equipped with an auxiliary front axle, but excluding a pole trailer, except that such limitation shall not apply to (1) a vehicle, other than a tractor or truck tractor as defined in subdivision (5) of section 14-260n, which tows a non-cargo-carrying vehicle having a gross weight not exceeding five thousand pounds coupled to the towing vehicle by a towing device designed exclusively for the towing of another vehicle, provided the overall length of the two vehicles and the towing device does not exceed fifty-five feet, or (2) a combination of vehicles coupled together by a saddlemount device used to transport motor vehicles in drive-away service when no more than three saddlemounts and one fullmount are used, provided equipment used in such combination shall have been approved by regulations adopted by the Commissioner of Motor Vehicles in accordance with the provisions of sections 4-166 to 4-174, inclusive, and shall comply with the safety regulations of the United States Department of Transportation, or (3) specialized equipment, as defined in the Code of Federal Regulations, Title 23, Part 658, as amended. No occupied vehicle shall be pushed or otherwise propelled from the rear by another vehicle except for the purpose of obtaining emergency service to start the engine of such vehicle or to perform the immediate function of removing such vehicle from the travel lanes to a place of safety at the roadside.

(b) Any person pushing, propelling, drawing or towing a motor vehicle, except as authorized by the provisions of this section shall be deemed to have committed an infraction.

Sec. 14-267a. Weight restrictions for vehicles, trailers or other objects. Highway weighing procedure. Penalties for overweight violations. Fines for failure to comply. Regulations. (a) A vehicle or combination of vehicle and trailer or semitrailer or any other object may be operated upon any highway or bridge, subject to the provisions of section 13a-151, provided such vehicle or combination of vehicle and trailer or semitrailer or other object meets all the applicable requirements of this section or has been granted a permit under section 14-270.

(b) The axle weight on any axle and the gross weight of any vehicle or combination of vehicle and trailer or vehicle and semitrailer or any other object, including its load, may not exceed the lesser of the manufacturer's axle weight rating, the manufacturer's gross vehicle weight rating or the following axle and gross weight limits: (1) The weight on any single axle shall not exceed twenty-two thousand four hundred pounds or, in the case of axles spaced less than six feet apart, eighteen thousand pounds on each axle; (2) a two-axle vehicle shall comply with the axle requirements specified in subdivision (1) of this subsection, and shall not exceed a maximum gross vehicle weight of thirty-six thousand pounds; (3) a three-axle vehicle shall comply with the axle requirements specified in subdivision (1) of this subsection and shall not exceed a maximum gross vehicle weight of fifty-three thousand eight hundred pounds; (4) a three-axle combination of

vehicle and trailer or vehicle and semitrailer shall comply with the axle requirements specified in subdivision (1) of this subsection and shall not exceed a maximum gross vehicle weight of fifty-eight thousand four hundred pounds; (5) a four-or-more-axle vehicle or combination of vehicle and trailer or vehicle and semitrailer shall comply with the axle requirements specified in subdivision (1) of this subsection and shall not exceed a maximum gross vehicle weight of sixty-seven thousand four hundred pounds; (6) a four-or-more-axle vehicle or combination of vehicle and trailer or vehicle and semitrailer where the distance between the first and last axle is not less than twenty-eight feet shall comply with the axle requirements specified in subdivision (1) of this subsection and shall not exceed a maximum gross vehicle weight of seventy-three thousand pounds; (7) the gross vehicle weight of (A) a bulk milk pickup tanker, or (B) a vehicle or combination of vehicle and trailer or vehicle and semitrailer hauling agricultural commodities shall not exceed one hundred thousand pounds, provided the weight of the bulk milk pickup tanker or such vehicle or combination is permitted under the federal-aid highway amendments of 1974, 88 Stat. 2281, 23 USC 101 et seq., as amended from time to time; and (8) notwithstanding the provisions of this subsection and subsection (e) of this section, a vehicle or combination of vehicle and semitrailer may be operated on any highway or bridge without a written permit, provided it is in compliance with the axle requirements specified in subdivision (1) of this subsection, and provided such vehicle or combination is in compliance with the federal-aid highway amendments of 1974, 88 Stat. 2281, 23 USC 101 et seq., as amended from time to time, including the gross vehicle weight limit of eighty thousand pounds and the following weight distribution formula:

$$W = 500 \left(\left(\frac{LN}{N-1} \right) + 12N + 36 \right)$$

Where W = overall gross weight on any group of two or more consecutive axles to the nearest five hundred pounds, L = distance in feet between the extreme of any group of two or more consecutive axles, and N = number of axles in group under consideration, except that two consecutive sets of tandem axles may carry a gross load of sixty-eight thousand pounds, provided the overall distance between the first and last axles of such consecutive sets of tandem axles is thirty-six feet or more. As used in this subsection, “agricultural commodity” means inputs limited to feed, seed and fertilizer and products of agriculture, as described in subsection (q) of section 1-1.

(c) The weight per inch width of tire on any single vehicle or combination of vehicles equipped with pneumatic tires, when loaded, shall be not more than six hundred pounds. The sum of the widths of all the tires on a wheel or combination of wheels shall be taken in determining tire width. For the purposes of this section, the width of pneumatic tires shall be determined in conformity with the manufacturer’s designated width on the tire. A vehicle or combination of vehicles equipped with any solid rubber tires shall not have weights more than eighty per cent of those permitted in this section for pneumatic tires. The width of solid rubber tires shall be ascertained by measuring the width of the tire base channel or between the flanges of the metal rim. No vehicle equipped with solid tires which have at any point less than one inch of rubber above the top or beyond the flange or rim shall be operated upon a public highway.

(d) The owner of any vehicle or other object operated or moved over any highway or bridge in violation of any provision of this section shall be liable for all damages to such highway or bridge resulting from such violation and such damages may be recovered in an action at law by the authority in charge of the maintenance of such highway or bridge.

(e) No person shall operate any commercial motor vehicle, nor shall the owner or lessee of any commercial motor vehicle allow such motor vehicle to be operated, on any public highway or bridge, when the combined weight of vehicle and load exceeds the gross weight, as registered with the Department of Motor Vehicles, the tire capacity or the axle load, except that the gross vehicle weight shall not exceed eighty thousand pounds, or as provided by statute, or, in the case of a vehicle registered in any other state or country, as so registered or provided in such state or country or as designated as legal for a like motor vehicle of Connecticut registration, whichever is the lesser, without a written permit from the Commissioner of Transportation, which shall prescribe the condition under which such vehicle shall be operated.

(f) (1) The penalties provided for in this subsection shall be assessed against the owner of a commercial motor vehicle when the owner, the owner's agent or employee is the operator, or against the lessee of such vehicle when the lessee, the lessee's agent or employee is the operator of a leased or rented commercial motor vehicle.

(2) Any person who violates any provision of this section shall be subject to the following penalties: (A) For an overweight violation of not more than five per cent of the gross weight or axle weight limits in subsection (b) of this section, a fine of three dollars per hundred pounds or fraction thereof of such excess weight; (B) for an overweight violation of more than five per cent and not more than ten per cent of either such weight limit, a fine of five dollars per hundred pounds or fraction thereof of such excess weight or a minimum fine of fifty dollars; (C) for an overweight violation of more than ten per cent but not more than fifteen per cent of either such weight limit, a fine of six dollars per hundred pounds or fraction thereof of such excess weight or a minimum fine of one hundred dollars; (D) for an overweight violation of more than fifteen per cent but not more than twenty per cent of either such weight limit, a fine of seven dollars per hundred pounds or fraction thereof of such excess weight or a minimum fine of two hundred dollars; (E) for an overweight violation of more than twenty per cent but not more than twenty-five per cent of either such weight limit, a fine of ten dollars per hundred pounds or fraction thereof of such excess weight or a minimum fine of three hundred dollars; (F) for an overweight violation of more than twenty-five per cent but not more than thirty per cent of either such overweight limit, a fine of twelve dollars per hundred pounds or fraction thereof of such excess weight or a minimum fine of five hundred dollars; and (G) for an overweight violation of more than thirty per cent of either such overweight limit, a fine of fifteen dollars per one hundred pounds or fraction thereof of such excess weight or a minimum fine of one thousand dollars.

(3) The court shall note on the record any conviction for an overweight violation in excess of fifteen per cent of the gross weight limits in subsection (b) of this section with respect to any vehicle with a gross vehicle weight of eighteen thousand pounds or more and shall cause such information to be transmitted to the Commissioner of Motor Vehicles. Upon receipt of such information with respect to a third or subsequent conviction for such overweight violation in a calendar year, the commissioner may schedule a hearing, in accordance with the provisions of chapter 54, to review the record of the motor vehicle registrant and shall notify the registrant of

the hearing. In such cases, the Commissioner of Motor Vehicles may review information and evidence presented at the hearing including, but not limited to, frequency of the registrant's commercial vehicle operations, the size of the registrant's fleet and the culpability, if any, of the shipper. After the hearing, the commissioner may impose a civil penalty on the owner or lessee of such motor vehicle in the amount of two thousand dollars or revoke the registration, for a period of thirty days, of any commercial motor vehicle so operated and may refuse to issue a registration for such motor vehicle during such further time as the commissioner deems reasonable.

(4) An owner or lessee who is assessed penalties pursuant to this subsection for an overweight violation in excess of fifteen per cent of the gross weight limits in subsection (b) of this section five times during any calendar year shall be assessed by the court an additional five thousand dollars for the fifth violation and an additional five thousand dollars for each subsequent overweight violation in excess of fifteen per cent of such limits in such calendar year.

(5) No more than twenty-five per cent of any fine imposed pursuant to this subsection may be remitted unless the court determines that there are mitigating circumstances and specifically states such circumstances for the record.

(g) For the purpose of enforcing the provisions of this section, any state police officer, Department of Emergency Services and Public Protection employee designated by the Commissioner of Emergency Services and Public Protection, local police officer, Department of Motor Vehicles inspector, or Department of Transportation employee designated by the Commissioner of Transportation, may require the driver to stop and submit to a weighing by means of either portable or stationary scales and may require that such vehicle be driven to a scale or safety inspection site.

(h) Whenever signs are displayed on a public highway, indicating that a scale is in operation and directing the driver of a motor vehicle described in subsection (a) of section 14-163c to stop at the weighing area, the driver shall stop and, in accordance with the directions of any state police officer, local police officer, Department of Motor Vehicles inspector, or Department of Motor Vehicles employee designated by the Commissioner of Motor Vehicles, allow the vehicle to be weighed or inspected.

(i) The driver of a vehicle which is weighed may remove from such vehicle any material, including, but not limited to, sand, debris, ice or snow, which may have accumulated on the outside of such vehicle, before any such official determines that the weight of such vehicle is unlawful.

(j) Whenever such an official, upon weighing a vehicle and load, determines that the weight is unlawful, such official may require the driver to remove from the vehicle that portion of the load that may be necessary to reduce the gross or axle weight of such vehicle to the limit permitted under this chapter, provided if the vehicle is in violation of an axle weight limit in subsection (b) of this section but not a gross weight limit under said subsection, such official shall allow the driver to manually shift the load in order to comply with such axle weight limit without penalty.

(k) (1) Any driver of a vehicle who fails or refuses when directed by such official, upon a weighing of the vehicle, to comply with such official's directions shall be fined not less than one

hundred dollars or more than two hundred dollars for the first offense and not less than two hundred dollars or more than five hundred dollars for each subsequent offense.

(2) Any driver of a vehicle who (A) exits a limited access highway on which a scale or safety inspection site is in operation with intent to circumvent the provisions of subsection (h) of this section, without a bona fide business purpose, (B) parks on a limited access highway on which a scale or safety inspection site is in operation with intent to circumvent the provisions of subsection (h) of this section, without a bona fide reason requiring such vehicle to be parked, or (C) fails to comply with the provisions of subsection (h) of this section shall be fined not less than two hundred fifty dollars or more than five hundred dollars for the first offense and not less than five hundred dollars or more than one thousand dollars for each subsequent offense.

(1) The Commissioner of Transportation may adopt regulations in accordance with chapter 54 necessary to implement the purposes of this section. The Commissioner of Transportation, after consultation with the Commissioner of Emergency Services and Public Protection and the Commissioner of Motor Vehicles, shall adopt regulations in accordance with chapter 54 defining safety standards and inspection procedures to assure compliance with the safety requirements of 10 CFR 71 and 49 CFR 100 through 199 and the fines for noncompliance. The Department of Transportation shall coordinate development of state policy and regulations concerning the trucking industry.