

From: Monique Guptill <townclerk@cornishme.com>
Sent: Monday, February 6, 2023, 3:13 PM
To: Mahaleris, Chuck (Collins) <Chuck_Mahaleris@collins.senate.gov>; 'Libby, Jim' <Jim.Libby@legislature.maine.gov>
Cc: Sam Gilpatrick <north_country_towing@myfairpoint.net>; 'Cornish Selectmen' <selectmen@cornishme.com>; samclean@s-a-mclean.com <samclean@s-a-mclean.com>
Subject: Military vehicles

This message originates from outside the Maine Legislature.

Good afternoon,

My name is Alan Gilpatrick. I am the Captain with the Cornish Fire Department. I am writing today about the recent rule change in regard to registering military vehicles in the State of Maine. I have been a member of our fire department for over 45 years and along with our lieutenant, am responsible for day-to-day maintenance and upkeep of our 6-fire truck, of these 6, 2 are former U.S. Military trucks. I am also a military vehicle collector, owning and operating more than a dozen military vehicles in the past 40 years. I was a small business owner for 26 years, as an owner/operator of a towing and recovery company in Cornish, Maine, retiring 5 years ago. During the time that, I was in business 2 of the 12 military vehicles that I owned were set up as recovery vehicles and used on and off road. The recent changes being administered by the Maine bureau of motor vehicles does not allow the registration of repurposed military vehicles for anyone other than government entities (Title 29-a section 354) and are considered off road vehicles only. This blanket description interpreted by the State of Maine as not falling under federal motor vehicle safety standards (FMVSS) does not always hold true. The Town of Cornish owns and operates one of these such vehicles, attached to the door post is a tag installed by the manufacturer, (see attachment) this tag states that "this chassis-cab conforms to federal motor vehicle safety standards". This vehicle was built for the U.S. Navy and now serves as a water tanker for the Cornish Fire Department. Throughout the state there are many, many, repurposed military vehicles being used by the fire service due to them being very robust and capable vehicles. Towns acquire these vehicles through the State of Maine and come directly from the Department of Defense. That said, why would the State of Maine acquire vehicles for emergency services use if these vehicles are not safe? Would that not make them unsafe for our service members to drive? Safety is in the forefront in everyone's mind and that holds true in Cornish as well. The Town of Cornish supports its first responders and when a piece of equipment is deemed unsafe it is immediately taken out of service and repaired or replaced. The Cornish Fire Department falls under the Maine Bureau of Labor Standards (MBLS) for workplace safety, periodically our Fire Department will have inspections performed by this state agency, and as deficiencies are found they are corrected, making for a safe workplace. The bold statement that military vehicles are not safe for highway use opens the door to not only MBLS to ban the use of these vehicles in the fire service but create a loophole that insurance companies can use as a reason not to insure such vehicles. The statement that military vehicles are unsafe for highway use is far reaching and will affect many businesses in Maine. As a former business owner and using a military vehicle for work gave my company the ability to take jobs that others could not do. My business was a two-man operation and would have been a very small part of today's discussion had I been in business today. However, the fact remains that there is a need and a use for repurposed military vehicles in Maine. Snowplows, contractors, farmers, building movers, wrecker services just to name a few. Equipment dealers acquire military surplus equipment, including vehicles to resell, keeping the specialty equipment and vehicles available for businesses in Maine that need them. No matter what use an individual or municipality may have for a repurposed military vehicle, the vehicle not only must be registered but go through a commercial inspection and an inspection sticker placed on the windshield by a state certified

inspection mechanic. This law applies to any vehicle regardless of use over 10,000 gross vehicle weight including fire trucks, snowplows, and even farm trucks to name a few. There are checks and balances in place to ensure all trucks, military or civilian are safe on the roads of Maine. Military trucks fill a need not only for business in the private sector but for towns using them for emergency services as well. I feel that this new ruling is problematic to businesses in the State of Maine but more importantly to towns and cities that use these vehicles nationwide for law enforcement, fire, and rescue agencies, and even public works. This statement alone opens the door to safety concerns that in my opinion are unwarranted and could jeopardize the acquisition programs that are intended to help citizens of Maine. Hanging your hat on Title 29A Section 354, does little to calm the minds of municipal and city leaders knowing that MBLS may come in at any time and take your military vehicles out of service or opening the mail to find a letter from the insurance company saying that the insurance on some of your emergency service vehicles will not be renewed.

Conclusion:

I have been driving and working on military vehicles for over 45 years. I have come to learn that anything that the U.S. Military has built goes through very rigorous testing, vehicles included. That alone makes them desirable to the fire service and businesses that need equipment that is over built, this in turn makes for a safer work environment for anyone that is using them. The new rule set forth by the State of Maine are unwarranted and unnecessary and do little if anything to improve highway safety in my opinion.

Sincerely,
Alan (Sam) Gilpatrick
Captain Cornish Fire Department

If you have any questions or concerns, please feel free to contact the town office via email or phone.



UNITED STATES SENATOR • MAINE
SUSAN COLLINS



Attention Chuck Mahaleris, Staff Assistant

PRIVACY AUTHORIZATION

Date: 2.6.23

To Whom It May Concern:

In accordance with the requirements of the Privacy Act of 1974, which protects my confidential records from unauthorized release, I am taking this opportunity to give Senator Susan Collins and her staff permission to receive information in my records relative to her inquiry on my behalf.

Name (Please Print)

ALAN GILPATRICK

Address

P.O. Box 640

CORNISH

MAINE 04020

Telephone Number

207-252-2686

Email Address

TOWN OFFICE @ CORNISH ME. com

Date of Birth

03-27-58

Social Security Number

005-62-7165

Signature

As required, I have included a written explanation of my situation
and the action I would like Senator Collins to take on my behalf.



I would like to receive Senator Collins's electronic newsletter.





Shenna Bellows
Secretary of State

Department of the Secretary of State
Bureau of Motor Vehicles
Registration Section

Catherine Curtis
Deputy Secretary of State

Nikki Bachelder
Director of Vehicle Services

To: [REDACTED]
803 BANGOR ROAD
DOVER-FOXCROFT, ME 04426

Vehicle 1988 STEW M1078
VIN AT3289BCGE
Plate 9C6894 (CO)

January 4, 2023

Dear Sir or Madam,

The registration for the above-referenced vehicle has been cancelled pursuant to 29A MRSA 354. Maine does not register repurposed military vehicles.

All vehicles manufactured for sale and operation on US highways must meet the Federal Motor Vehicle Safety Standards, FMVSS. These are standards that provide for the safety of everyone and encompass many, many items such as seatbelts, safety glass, tires, crush strength, "A" pillar strength, air bags and much more. Military vehicles are not built to these specifications and when made available to the public, they are transferred as "off road" vehicles.

Maine does not register "off road" vehicles. (Title 29A sec 354)

You must remove the plates from this vehicle and return the plates to BMV main office in the provided self-addressed postage paid envelope by January 25, 2023. The operation of these vehicles on the public way is a license violation. Further, the registration may not be used as proof of ownership to sell this vehicle as an automobile.

If you have any questions or need assistance, please contact the Registration Section at the phone number or address listed below.

Sincerely,

Nicole Rankin
Customer Representative Associate II

1000 State Street, 29 State House Station, Augusta, ME 04333-0029
Phone (207) 624-5000 Ext 62149 TTY users call Maine relay 711

Title 29-A: MOTOR VEHICLES AND TRAFFIC

Chapter 5: VEHICLE REGISTRATION

Subchapter 1: REGISTRATION

Article 1: GENERAL REGISTRATION REQUIREMENTS

§354. Off-road vehicles

Off-road vehicles may not be registered in accordance with this Title. Vehicles owned and operated by government entities are not subject to the provisions of this section. [PL 2021, c. 216, §10 (AMD).]

SECTION HISTORY

PL 2005, c. 577, §8 (NEW). PL 2021, c. 216, §10 (AMD).

The Revisor's Office cannot provide legal advice or interpretation of Maine law to the public.
If you need legal advice, please consult a qualified attorney.

Office of the Revisor of Statutes (mailto:webmaster_ros@legislature.maine.gov) · 7 State House Station · State House Room 108 · Augusta, Maine 04333-0007

Data for this page extracted on 9/28/2022 09:27:44.



The United States Government

Certificate to Obtain Title to a Vehicle

(Must Be Machine Prepared. See Instructions on reverse.) ☐ Duplicate If Checked

The undersigned Department or Agency of the United States Government certifies that the vehicle described herein, the property of the United States Government, has been transferred this 21st day of September 20 03, to the Transferee designated herein; and that this is the first transfer of such vehicle in ordinary trade and commerce subsequent to acquisition thereof by the United States Government.

Vehicle Identification No. 1HTSJPCR9PH509267		Certificate No. CID 20030923.00015	
Year 1993	Make of Vehicle NAVISTAR	Series or Model 4900 STAKE TRUCK	Body Style
Fuel DIESEL	No. of Cylinders 6	Weight (Shipping)	GVWR
Purchase Price \$			
Transferor (Name of office, i.e., department or agency, subunit and address, ZIP Code) N.F.E.L.C. 1000 23rd AVENUE BUILDING 1000 PORT HUENEME, CA 93043-4301		Transferee (Name of dealer, individual, etc. and address including ZIP Code) SCOTT ALES, INC. 2870 ALAMEDA DEL NORTE EUSTIS, FL 32726	

Odometer Disclosure Statement	Date of Statement 09/23/2003
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Federal Law (and State law, if applicable) requires that you state the mileage upon transfer of ownership; failure to complete or providing a false statement may result in fines and/or imprisonment.

Judith S. Gallagher, Acquisition Division Director

I, _____ state that

Transferor's Name (Seller)

1,711

the odometer now reads _____ miles and to the

Odometer Reading (No Tenths)

best of my knowledge that it reflects the actual mileage of the vehicle described above, unless one of the following statements is checked.

☐ (1) I hereby certify that to the best of my knowledge the odometer reading amount of mileage in excess of its mechanical limits.

☐ (2) I hereby certify that the odometer reading is not the actual mileage:
WARNING - ODOMETER DISCREPANCY.

Transferor's Signature (Seller) X	Printed Name (Not Typed)
Transferee's Signature (Buyer) X	Printed Name (Not Typed)

NO WHERE
DOES IT SAY
OFF ROAD ONLY

B872158

ANY ALTERATION OR ERASURE
VOIDS THIS CERTIFICATE

NAVISTAR INTERNATIONAL TRANSPORTATION CORP.

CHICAGO, ILLINOIS

NAVISTAR™

VIN

MODEL

W.B.

DATE MFG.

PD LOC - DATE

MADE IN UNITED STATES OF AMERICA

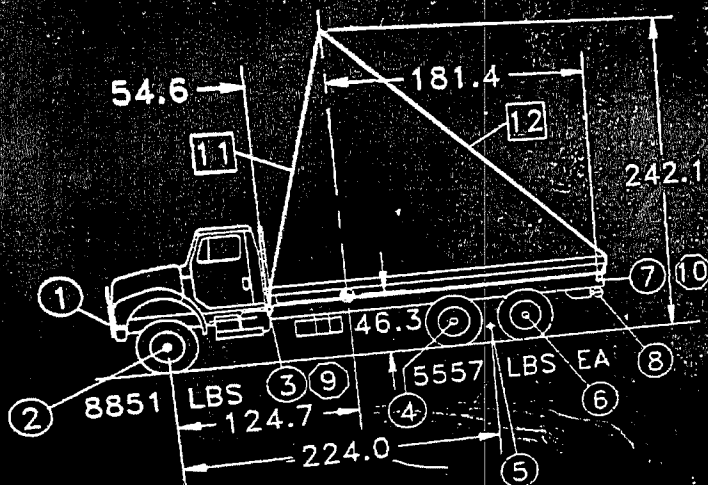
CHASSIS-CAB MFD. BY
NAVISTAR INTERNATIONAL
TRANSPORTATION CORP.

1. THIS CHASSIS-CAB CONFORMS TO
FEDERAL MOTOR VEHICLE SAFETY
STANDARDS NOS. 101, 102, 103,
104, 106, 107, 111, 113, 115, 119,
120, 124, 205, 206, 207, 208, 209,
210, AND 302. 3-23
2. THIS VEHICLE WILL CONFORM
TO STANDARDS NOS. 105/116 OR
121 AND 108 IF IT IS COMPLETED
IN ACCORDANCE WITH INSTRUCTIONS
CONTAINED IN THE INCOMPLETE
VEHICLE DOCUMENT FURNISHED
PURSUANT TO 49 CFR PART 568.
3. CONFORMITY TO THE OTHER
SAFETY STANDARDS APPLICABLE
TO THIS VEHICLE WHEN COMPLETED
IS NOT SUBSTANTIALLY AFFECTED
BY THE DESIGN OF THE CHASSIS-CAB.

U.S. DEPARTMENT OF THE NAVY

MODEL CAPACITY 25,000
 SER. YEAR OF MANUFACTURE 1953
 ENG. SER. NO. INSP. STAMP
 REGISTRATION NO. USN
 FSN CONT. NO.
 SHIPPING WT. LB. GROSS VEHICLE WT. LB.
 OVERALL HEIGHT IN. WIDTH IN. LENGTH IN.
 WARRANTY MO. OR MI. DATE SHIP 03/29/55

MFO
BY



- | NO. | TIEDOWN |
|-----|-----------------|
| 1 | FRONT OF FRAME |
| 2 | FRONT AXLE |
| 3 | FRONT RING |
| 4 | FRONT REAR AXLE |
| 5 | TRUNNION |
| 6 | REAR REAR AXLE |
| 7 | REAR RING |
| 8 | PINTLE HOOK |

CAPACITY
18,000 LBS
12,000 LBS
25,000 LBS
17,000 LBS
34,000 LBS
17,000 LBS
25,000 LBS
14,000 LBS

NO.
9
10
NO.
11
12

SLING POINT
 FRONT RING
 REAR RING

SLING LENGTH
 207 IN (5260 MM)
 274 IN (6960 MM)

CAUTION: SEE TECHNICAL MANUAL FOR
 TIEDOWN AND SLINGING PROCEDURE

SLINGING AND TIEDOWN PROVISIONS

TRUCK, STAKE
 6X6
 AIR TRANSPORTABLE

OAL: 348 IN
 OAH: 103 IN
 OAW: 96 IN

MAXIMUM SLINGING VEHICLE WEIGHT:
 19,965 LBS (9056 KG)

CAPACITY
25,000 LBS (11,340 KG)
25,000 LBS (11,340 KG)

WORK LOAD
19,000 LBS (8620 KG)
8000 LBS (3630 KG)