violation has a very strong and direct correlation level. The coefficient of determination (R) X1 towards Y for 67.4%, means that the main dimensions violation has the effect of 67.4% against the load violation.

The criteria of the correlation coefficient test are, Ho can be accepted if: -1.96 <Zo<1.96. It means that the sample is not related to the population. Ho is rejected if Zo>1.96 or Zo<-1.96, which means that the sample is related to the population.

Z Test Value Calculation

$$\mathbf{Zo} = \frac{0{,}821}{\sqrt{1/7-1}} \quad (5)$$

Zo value of 2.04> 1.96 means that the sample is related to the population.

3) Analysis of interview results: The survey at Widang Weighbridge takes 84 drivers as the sample. The result of the study is presented in the following Figure.

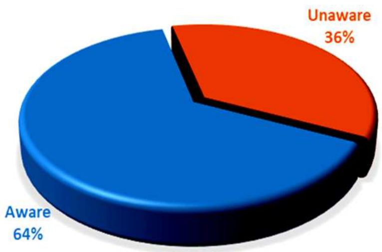

Fig. 7 Results of the ODOL Violation Survey at Widang Weighbridge

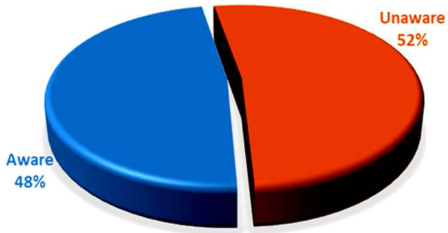

Fig. 8 Results of the ODOL Violation Survey at the Losarang Weighbridge

The results of an interview survey at the Losarang Weighbridge, with a sample of 75 drivers, 48 of them knew that their vehicles had violated the load standard and/or dimension violation. The rest 52 drivers answered that they did not understand it.

IV. Conclusion

Based on the result above, it can be concluded that the type of vehicle which has the highest level of load violation at Widang Weighbridge is a Large Truck, while at Losarang weighbridge is Light Truck. The violations are in the form of changes in the main dimensions and tire size addition. However, the most frequently violated dimensions are changes in the main dimensions, such as the addition of length, width, and/or height of the vehicle. The statistical analysis of regression and correlation shows a significant relationship between vehicle dimension violation in the form of the main dimension addition (over-dimension) with load violations (overloading).

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