

ISSUE NUMBER

20-030-VEH

ISSUE NAME

OOSC, Part II, Item 3. Coupling Devices, g. Hitch Systems - Driveaway/Towaway Combination

STATUS

Closed

Vehicle Committee

NAME

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EMAILCROCKETTA@GARLANDTX.GOV**SUMMARY OF ISSUE**

393.71(a)(2) states that no more than one tow-bar or ball-and-socket type coupling device may be used in any combination when dealing with drive away / tow away operations. Transmigrant carriers routinely move combinations of three passenger cars / trucks from the interior of the U.S. down towards the Los Indios port of entry. These operations routinely use two or more ball and socket type coupling devices. I have also seen them used with two tow bar coupling devices. The operation of these vehicles can put them in a g.v.w.r. range that is greater than 10,001 lbs which would make them subject to the regulations.

JUSTIFICATION OR NEED

Although 393.71(a)(2) prohibits the use of two or more tow bar or ball and socket devices on drive away / tow away operations, there is no mention of this in the out of service criteria that would allow roadside inspectors to place these vehicles out of service for it.

REQUEST FOR ACTION

Please add an out of service item for the use of two or more tow bar / ball and socket coupling devices when used in drive away/tow away operations to the out of service criteria.

SUPPORTING DOCUMENTS/PHOTOS

- [triple-3.jpg](#)
- [triple-2.jpg](#)
- [triple.jpg](#)

ACTION TAKEN BY COMMITTEE

The committee discussed that this is seen across North America but unsure if it rises to the level of imminent hazard. These combinations usually have multiple issues besides multiple ball hitches. Many states and provinces have regulations that deal with the multiple hitches and it can be dealt with on a local level. The consensus of the committee was that there has been no crash data available to support it rising to the level of an imminent hazard.

There were no motions made and the issue was closed.