
Transportation Committee

HB 2598

Brief Description: Authorizing the use of certain cargo extensions that connect to a recreational vehicle frame.

Sponsors: Representatives Orcutt and Clibborn.

<p style="text-align: center;">Brief Summary of Bill</p> <ul style="list-style-type: none">• Allows recreational vehicles to add a cargo extension to the vehicle if it meets specific criteria.

Hearing Date: 1/25/16

Staff: Jerry Long (786-7306).

Background:

In Washington it is not legal to pull more than one trailer at a time behind a motor vehicle, except for a motor carrier that has a combination consisting of a tractor and two trailers in which the combined length does not exceed 61 feet. The definition of a "trailer" in statute includes every vehicle without motive power designed for being drawn by or used in conjunction with a motor vehicle constructed so that no appreciable part of its weight rests upon or is carried by such motor vehicle.

On the market are carriers that attach to the left and right sides of a frame of a recreational vehicle and do not pivot on a trailer hitch as a trailer, but become a part of the recreational vehicle through the way it is connected. These also have a axle that acts as a tag axle to safely carry the weight of the cargo. Current statutes do not address recreational vehicle cargo extensions.

Summary of Bill:

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

The bill specifies that a cargo extension is not a trailer that connects to the left and right side of a recreational vehicle frame and becomes part of the frame, does not pivot on a hitch, and has an axle with two wheels that act like a tag axle to safely carry the weight of the cargo.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect on July 1, 2016.