

FINAL BILL REPORT

SHB 2598

C 22 L 16
Synopsis as Enacted

Brief Description: Authorizing the use of certain cargo extensions that connect to a motor home or travel trailer frame.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Orcutt and Clibborn).

House Committee on Transportation
Senate Committee on Transportation

Background:

It is unlawful 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" 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.

There are carriers that attach to the left and right sides of the frame of a recreational vehicle that 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.

Summary:

A cargo extension is a device that it connects to the left and right side of a motor home or travel trailer frame and becomes part of the frame of the motor home or travel trailer. The cargo extension 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. A cargo extension is not a trailer.

A cargo extension must have at least two tail lamps mounted on the rear, which when lighted can be visible from a distance of 1,000 feet. Tail lights must be located at a height of not more than 72 inches and not less than 15 inches.

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.

A cargo extension does not have to be equipped with brakes, provided that the gross weight of the cargo extension does not exceed 3,000 pounds and the total weight of the cargo extension does not exceed 40 percent of the gross weight of the towing vehicle.

A cargo extension must be equipped with fenders, covers, flaps, or splash aprons adequate for minimizing the spray or splash of water or mud from the roadway to the rear of the cargo extension.

A motor home or travel trailer may not have a trailer or secondary cargo extension or unit attached to the cargo extension.

Votes on Final Passage:

House	97	0
Senate	47	0

Effective: July 1, 2016