

Towers Amendment #XXXX will have an impact on ORC 5577.15 (B): They would like to remove this provision when responding to an emergency.

5577.15 Application of size and weight provisions of chapter.

(A) The size and weight provisions of this chapter do not apply to a person who is engaged in the initial towing or removal of a wrecked or disabled motor vehicle from the site of an emergency on a public highway where the vehicle became wrecked or disabled to the nearest site where the vehicle can be brought into conformance with the requirements of this chapter or to the nearest qualified repair facility.

(B) Any subsequent towing of a wrecked or disabled vehicle shall comply with the size and weight provisions of this chapter.

(C) No court shall impose any penalty prescribed in section [5577.99](#) of the Revised Code or the civil liability established in section [5577.12](#) of the Revised Code upon a person towing or removing a vehicle in the manner described in division (A) of this section.

Permit and local authority:

The Ohio Revised Code (ORC) Section 4513.34 requires that all vehicles that exceed maximum legal dimensions and weights are required to obtain written permission from the governmental jurisdiction (county, city, township) who has authority over the travel route/road. Without this written authorization from the appropriate local government, oversize and/or overweight vehicles may NOT travel on their roadways.

How a highway, road, or bridge that is subject to reduced maximum weights under section 4513.33, 5577.07, 5577.071, 5577.08, 5577.09, or 5591.42 of the Revised Code.

Ohio Department of Transportation T.M.I. Conference: How Progressive Towing Companies Are Impacting T.M.I.

“Currently, the towing and recovery industry is the only discipline not required to have training and/or certification to respond to major highway accidents/incidents. Many progressive tow operators have stepped up and have received training and certifications to safely respond and clear our highways. Sadly, however, just as many have not. We must insist that only trained and certified towing operators work on our highway system. Equipment alone should not determine who responds to highway incidents.” – Ohio Department of Transportation T.M.I. Conference: How Progressive Towing Companies Are Impacting T.M.I.



Rotator Stats

- Up two lanes every time he attempts a right-hand turn
- Starting weight of Rotator before it begins being loaded with wreckage
 - CBR 80 *160,000lbs. of recovery power
 - RTR-70 * 80,000lbs. tow rating
 - 60/80SR *Capacity: 80 Tons/ Standard winch: 60,000 lbs.
 - 50/65CRS *Capacity: 65 Tons/ Standard winch: 50,000lbs.
 - 40/50 CSR *Capacity: 50 Tons/ Standard winch: 40,000lbs.
 - 60 CS *Capacity: 60 Tons/ Standard winch: 50,000lbs.
 - 50CS *Capacity: 50 Tons/ Standard winch: 50,000lbs.
 - 40CS *Capacity: 40 Tons/ Standard winch: 40,000lbs.
 - 30CS *Capacity: 30 Tons/ Standard winch: 30,000lbs.
- Unknow (and with no way to weigh) rotator weight at the emergency

Ohio ROUTINE PERMIT LIMITS Weight:

- Single – 29,000 (distance of 16' or more from an adjacent axle)
- Tandem – 46,000 (4'0" to 4'5" spacing) to 47,000 (4'6" to 5'5" spacing)
- Tridem – 60,000 (axle spacing at least 4'1")
- Quad – 80,000 with at least 4'1" spacings

Pennsylvania ROUTINE PERMIT LIMITS Weight:

- Single – 27,000
- Tandem – 52,000
- Tridem – 63,000
- Quad – 72,000

West Virginia ROUTINE PERMIT LIMITS Weight:

Weight: 120,000 Gross

- Single – 28,000
- Tandem – 45,000
- Tridem – 50,000
- “superload” permit can go higher and is usually routine issue

Kentucky ROUTINE PERMIT LIMITS Weight:

Axle Weights

- Single – 24,000
- Tandem – 45,000/5 axles; 48,000/6 or more
- Tridem – 60,000
- Quad – 80,000

Indiana ROUTINE PERMIT LIMITS Weight:

Axle Weights

- Single – 28,000
- Tandem – 48,000
- Tridem – 60,000

