



# WASHINGTON STATE PATROL Inspection and Trailer Requirements

## REQUIREMENTS FOR A WASHINGTON STATE PATROL HOMEMADE TRAILER INSPECTION

If a trailer is homemade, all receipts and/or bill of sales for material used in constructing the trailer and a CERTIFIED empty weight slip must be presented at the time of the inspection.

If the trailer is constructed from used vehicle parts, all major component parts used must meet requirements of [RCW 46.12.030\(3\)\(b\)\(iii\)](#). The presenter is to provide ORIGINAL invoices with name and address of the business, a description of the part or parts sold and date of sale.

If the trailer is constructed from vehicle parts purchased from a wrecking yard the presenter is to provide ORIGINAL invoices with name and address of the business, a description of the parts or parts sold, and date of sale, including the wrecker number and stock number or VIN from the parts vehicle.

If the trailer is constructed from vehicle parts purchased from a private individual, a title for the vehicle the parts were taken from or a NOTARIZED bill of sale must be presented. The NOTARIZED bills of sale must include the names, addresses of the sellers and purchasers, a description of the vehicle, including the identification or serial number, date of sale, part or parts sold, and purchase price.

If the presenter is unable to provide an acceptable release of interest or proof of ownership for the vehicle or major component parts from the vehicle as described above, an inspection must be completed for ownership-in-doubt purposes as prescribed by [WAC 308-56A-210](#). Ownership-in-doubt means apply for three-year registration without title; after three years a Washington title can be requested.

## TRAILER REQUIREMENTS

<b>Maximum Length Allowed</b>	53 feet; 56 feet with special permits
<b>Maximum Overall Length of Trailer and Towing Vehicle</b>	Truck and trailer combination – 75 feet Two trailing units – 61 feet; 68 feet with special permit
<b>Maximum Width Allowed</b>	102 inches (8 feet, 6 inches)

## TRAILER REQUIREMENTS (Continued)

### **Maximum Height Allowed**

14 feet

If the length, width, and/or height exceed the maximum limits, applications for permits to move such vehicles should be addressed to:

Department of Transportation  
Motor Carrier Services  
PO Box 47367  
Olympia WA 98504-7367  
Telephone: (360) 664-9494

### **Maximum Weight Allowed**

20,000 pounds on one axle

34,000 pounds on tandem axles

### **Tire Factor**

600 pounds per inch width of tire

Axles manufactured after July 31, 1993, carrying more than 10,000 pounds and equipped with single tires may carry tire size x 500 pounds per inch width of tire.

Axles manufactured prior to August 1, 1993, carrying more than 10,000 pounds and equipped with single tires may carry tire size x 600 pounds per inch tire width. Effective January 1, 1997, the allowance is reduced to 500 pounds per inch.

TRAILER HITCHES – LIGHT SERVICE DEVICES  
 BREAKING STRENGTH FOR COUPLINGS AND BALLS

	Trailer Classification	Trailer Couplings Designation	Min. Ball Diameter – Inches (where ball-type hitch is used)	Min. Breaking Point Requirements	Pounds
Class 1	2,000 lbs or less MGTW*	No. 1	1 7/8	Longitudinal tension:	6,000
				Longitudinal compression:	6,000
				Traverse thrust:	2,000
				Vertical tension:	2,500
				Vertical compression:	2,500
Class 2	2,001 through 3,500 lbs MGTW	No. 2	2	Longitudinal tension:	10,500
				Longitudinal compression:	10,500
				Traverse thrust:	3,000
				Vertical tension:	4,500
				Vertical compression:	4,500
Class 3	3,501 through 5,000 lbs MGTW	No. 3	2	Longitudinal tension:	15,000
				Longitudinal compression:	15,000
				Traverse thrust:	4,000
				Vertical tension:	7,000
				Vertical compression:	7,000
Class 4	5001 through 10,000 lbs MGTW	No. 4	Ball & bolt shall be of such size and strength as to conform to the minimum breaking strength requirements of the mating coupling required for the specific load of Class 4 trailer	Longitudinal tension:	MGTW x 3
				Longitudinal compression:	MGTW x 3
				Traverse thrust:	MGTW x 1
				Vertical tension:	MGTW x 1.3
				Vertical compression:	MGTW x 1.4

*\*MGTW – Maximum Gross Trailer Weight*

## SAFETY CHAINS AND ATTACHING MEANS REQUIRED

### Strength Requirements

Each safety chain and each attaching means shall meet strength requirements as shown in [WAC 204-70-99004](#), Tables 3 and 4, and defined in [WAC 204-70-040](#).

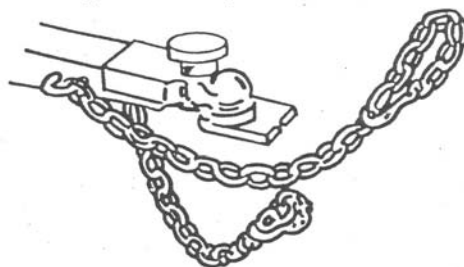
### Installation and Connections

The means of attachment of safety chains shall be located equally distant from and on opposite sides of the longitudinal centerline of the towing vehicle and of the trailer. Each means of attachment shall not be common with or utilize fasteners common with a ball or coupling. No welding operation shall be performed on a safety chain subsequent to its manufacture, including the direct welding of safety chain link to the towed and towing vehicles. Safety chains shall be so connected that the slack for each length of chain between trailer and towing vehicle is the same and is not more than necessary to permit the proper turning of the vehicles. When passing forward to the towing vehicle, safety chains must be crossed in such a manner as to prevent the tongue from dropping to the ground and to maintain connection in the event of failure of the primary connecting system.

## LIGHT SERVICE DEVICES – MINIMUM STRENGTHS OF SAFETY CHAINS AND ATTACHING MEANS

Minimum Longitudinal Load, Tension, Pounds (see <a href="#">WAC 204-70-99005</a> , Figure 3, below)		
Trailer Classification (See classification table on page 3)	Each Safety Chain	Each of Two Chain Attaching Means
Class 1	2,000	2,000
Class 2	3,500	3,500
Class 3	5,000	5,000
Class 4	MGTW	MGTW

### Typical Safety Chain Installation



## **Brakes**

Every trailer having a gross weight exceeding 3,000 pounds must be equipped with brakes on all wheels and capable of being applied from the towing vehicle. Any trailer whose gross weight is over 3,000 pounds must be equipped with a device which will automatically apply the brakes in case of a breakaway.

Trailers with a gross weight of 3,000 pounds or less must be equipped with brakes if the weight of the trailer(s) exceeds 40 percent of the weight of the towing vehicle. Trailers manufactured and assembled prior to July 1, 1965, having a gross weight less than 2,000 pounds need not be equipped with brakes.

## **Lights**

Two red tail lamps, one located near each side on the rear of the trailer. Two stop lamps at the rear which may be in conjunction with the tail lamp units. The license plate shall be illuminated by a white lamp which may be in conjunction with either tail lamp. Two red reflectors, one located near each side of the rear of the trailer.

On trailers 80 inches and over in width, two red clearance lights at the rear located at the widest and highest points, i.e.; fenders or body of the permanent structure, two amber clearance lights at the front located at the widest and highest points of the permanent structure, and three red identification lamps on the rear located near the top of the permanent structure of the trailer as close as practical to the vertical center line.

On trailers 80 inches and over in width a red reflector on each side at the rear and an amber reflector on each side at the front.

On trailers 30 feet or more in overall length, on each side, one amber side marker lamp and one amber reflector, centrally located with respect to the length of the trailer.

## **Splash Guards**

A device behind each tire that minimizes wheel spray. The device (fenders or flaps) must extend downward to the center of the axle and be as wide as the tire behind which it is mounted.

<b>Turn Signals</b>	Electrical turn signals operated from the towing vehicle are required.
<b>Serial Number</b>	Required for registration in state. May be stamped by the manufacturer onto a conspicuous permanent part upon the outside of the trailer, or placed on a manufacturer tag where it may be easily inspected.
<b>License Plate</b>	Required on all trailers regardless of size.
<b>Certificate of Registration</b>	Issued to trailers registered in Washington.
<b>Certificate of Title</b>	Issued to trailers registered in Washington.
<b>Parking Off Highway for an Overnight Stay</b>	Not permissible on interstate freeways.
<b>Towing Vehicle</b>	It is permissible to use a commercial type vehicle to tow a trailer coach. The towing vehicle must be able to maintain a speed which will not impede traffic.
<b>Times of Operation</b>	It is permissible to tow a legal size trailer at all times in this state, including Saturdays, Sundays, and holidays. Over-legal size trailers will be restricted to the times and highways indicated on the over-legal permit.
<b>Riding in Trailers</b>	Illegal.
<b>Fuel Restrictions</b>	Gasoline stoves: None. Butane tanks: None.
<b>State Regulations in Regard to Sanitary Equipment</b>	None.

<b>Mobile Homes</b>	Requirements same as trailer coaches.
<b>General Speed</b>	Every person operating any vehicle shall obey all posted speed limits and drive at a speed no greater than is reasonable and proper under conditions existing, weight of vehicle, and type of highway.
<b>Non-Resident</b>	Licensing regulations will be governed by the reciprocity agreement in effect with the non-resident's home state. Visitors temporarily sojourning are allowed six months.