

1) Scope

1.1) Determine the methods of transport used in completing a requested task while promoting safety, reducing equipment fatigue, and preventing damage to any vehicle.

2) Definitions:

Property; Vehicles, trailers & cargo not owned by JK Towing.

Full-mount; property to be transported, so positioned that the entire part of its weight rests upon or is carried by another motor vehicle.

Semi-mount; property to be transported, so positioned that a substantial part of its weight rests upon or is carried by another motor vehicle.

Temporary dolly system; a non-permanent axle and wheel assembly or group thereof, so positioned to carry some part of the weight of semi-mounted property while secured to the semi-mounted property by means of lashing.

Improved Surface; an area purposed for use by on-road motor vehicles; while also being accessible by and capable of safely supporting the necessary on-road motor vehicles of JK Towing.

Rollback; a flatbed motor vehicle offering full-mount transport of property, capable of self-loading by means of tilting and sliding its bed rearward until contacting the ground as a ramp, then winching the property up said ramp.

Wheel-Lift; the gripping and lifting of property by its wheels during semi-mount transport.

Under-Lift; the gripping and lifting of property by its frame, axle, or other chassis components during semi-mount transport.

Winch-Out; The act of pulling an otherwise operable vehicle that is stuck due to a lack of traction, to a location of adequate traction. Said stuck vehicle shall not be snagged, nor mired past the bottom of its rims. Additionally, the front or rear of said vehicle shall have a direct inline winch path leading to an improved surface. Said winch path must be accessible straight rear from JK Towing's truck.

Recovery; The act of moving property that cannot be driven or properly mounted for transport, to a position from which it can be driven or properly mounted for transport.

3) Transport

3.1) Reserved.

3.2) Property being transported shall be Full-mounted unless permitted otherwise under this chapter.

3.3) Semi-mount transport may be used only when Full-mount transport is not feasible. The operator must first perform a pre-trip inspection ensuring the property to be transported is in suitable condition to safely trail down public highways using a Semi-mounted method.

3.3.1) Trailing wheel assemblies of Semi-mounted property shall be a non-driven and non-driving type unless permitted otherwise under this chapter.

3.3.2) When section 3.3.1 is not feasible, the trailing of driven or driving wheel assemblies may commence upon the completion of actions to prevent damage from occurring to the drivetrain of the semi-mounted property in transport.

Examples of actions to prevent damaging drivetrain components may include:

- Disconnect propeller shaft to prevent rotation, support & secure free end.
- Removal of axle shafts with installation of hub cover and re-fill lubricant.
- Selectable drive wheel hubs set to "unlock" or equivalent position.
- Activating proper drivetrain lubrication systems while drivetrain free-spins.

3.3.3) The use of a temporary dolly system during the transport of Semi-mounted property shall be permitted only when section 3.3.1 and 3.3.2 are not feasible.

3.3.4) Use of temporary dolly system shall be terminated at the nearest safe location whenever a transport method in accordance with section 3.2, 3.3.1 or 3.3.2 become feasible.

3.4) When conducting operations under PA Title 75 §3745.1.C Absent the completion of actions to prevent damage to any vehicle or damage to or loss of any portion of the contents of the vehicle shall be permitted, so long as the absence was not a showing of gross negligence.

3.5) The transporting motor vehicle shall not stray from an improved surface, nor traverse terrain which causes undue stress to its chassis and components in order to conduct mounting operations.

3.5.1) Property to be mounted for transport shall be in such position providing direct access in the necessary orientation to ensure proper weight distribution during transport.