

Notes to United States Towing and RV Road Laws

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| 1 – 38 feet for a single-axle fifth wheel travel trailer;
40 feet for 2- or more axle fifth wheel travel trailer | 42 – 8.5 feet on certain roads with certain combinations |
| 2 – Excludes energy absorbing bumpers | 43 – Excluding appurtenances up to 6 inches on roadways at least 11 feet in width |
| 3 – Excludes mirrors | 44 – Excluding safety equipment up to 6 inches; only on certain roadways in New Jersey |
| 4 – Excluding bumpers; bumpers up to 6 inches in Minnesota; bumpers up to 12 inches in Missouri | 45 – Excluding retractable awnings |
| 5 – Excluding safety equipment | 46 – Excluding safety equipment up to 3 inches |
| 6 – 45 feet on Interstates | 47 – Excluding energy conservation devices up to 3 inches |
| 7 – Excluding appurtenances | 48 – Excluding rearview mirrors or load securement devices up to 3 inches |
| 8 – Excluding aerodynamic devices | 49 – Excluding clearance lights and required accessories |
| 9 – Excluding energy conservation devices | 50 – Excluding lights and awnings or hardware up to the width of rearview mirrors |
| 10 – Excluding approved length exclusion devices | 51 – Excluding awnings over 7.5 feet from the ground and up to 6 inches on the right and 4 inches on the left |
| 11 – Excluding carrying devices | 52 – Excluding marker lamps, fender extensions, automatic covering devices, tarp and tarp hardware, and tie-down assemblies up to 3 inches |
| 12 – Excluding loading equipment; loading equipment up to 24 inches beyond the rear in Ohio | 53 – Excluding appurtenances up to 4 inches |
| 13 – Excluding compressors and fuel saving equipment on the front | 54 – Excluding sunshades, and tarps and tarp hardware up to 6 inches |
| 14 – N/A | 55 – Excluding appurtenances over 8 feet from the ground and up to 6 inches on the right and 4 inches on the left |
| 15 – 56 feet for boat transporters | 56 – Excluding appurtenances up to 6 inches attached to a motor home, travel trailer, self-propelled camper or house car, truck camper, or RV |
| 16 – Excluding carrying devices necessary for safe and efficient operation | 57 – 8.5 feet on designated roads |
| 17 – 45 feet for travel trailers | 58 – Excluding safety devices on interstates |
| 18 – 28 feet as a double combination | 59 – Excluding lights or devices up to 6 inches, door handles, hinges, cable cinchers and chain binders up to 3 inches |
| 19 – Excluding stake pockets, air deflectors and refrigeration units | 60 – Excluding non-cargo-carrying appurtenances on motorized campers |
| 20 – Up to 75 feet in certain circumstances | 61 – Required if weight of trailer exceeds 40% of tow vehicle weight |
| 21 – Excluding extension devices used for loading beyond the front or rear ends, used in combination for transporting automobiles and boats | 62 – Must be able to stop in 40 feet at 20 mph |
| 22 – Excluding the transportation of boats under 4,000 lbs. | 63 – Up to 8 hours in any 24 hour period |
| 23 – 65 feet for an RV towing a vehicle | 64 – Up to 3 hours |
| 24 – Excluding boat transporters | 65 – For one night only |
| 25 – 65 feet for travel trailers and to transport boats | 66 – Up to 18 hours in any 2 week period |
| 26 – 70 feet if an RV combination | 67 – Up to 12 hours in any 24 hour period |
| 27 – 65 feet with a camping trailer, fifth wheel trailer, or park trailer | 68 – Up to 2 hours; in any 24 hour period in Pennsylvania |
| 28 – Excluding steps and handholds for entry | 69 – Unless specifically designed to carry a passenger when the vehicle is in motion |
| 29 – 3 for commercial vehicles, 2 for non-commercial vehicles | 70 – Requires an unobstructed exit capable of being opened from the inside and outside |
| 30 – 14 feet on designated roads; 13.5 feet in California on highways deemed to be safe | 71 – Excluding manufactured homes |
| 31 – 14 feet for RVs | 72 – Passengers permitted in mobile homes but not travel trailers |
| 32 – Excluding equipment up to 3 inches | 73 – Requires a fifth wheel trailer hitch on a truck with at least a half-ton rating |
| 33 – Excluding turn signals | 74 – Requires a fifth wheel trailer with a communication link with the driver |
| 34 – Excluding handholds | 75 – Requires two-way communication system |
| 35 – Excluding splash and spray suppressant devices | 76 – Up to 10 hours |
| 36 – Excluding load-induced tire bulge; up to 3 inches in Connecticut and Kansas | |
| 37 – Excluding retracted RV awnings; up to 8 inches in Oklahoma; up to 6 inches in Tennessee | |
| 38 – Excluding AC power outlets and exhaust fans | |
| 39 – Excluding appurtenances up to width of rearview mirrors | |
| 40 – Excluding RV appurtenances; up to 6 inches in California and Colorado | |
| 41 – Excluding appurtenances up to 6 inches | |

N/S = Not stated or no law Y = Yes N = No P = As posted

Notes to Canadian Towing and RV Road Laws

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| 1 – Excluding auxiliary up to 30cm and other special equipment | 5 – Required if trailer exceeds 50% of tow vehicle weight: in BC and YTL laden |
| 2 – A vehicle between 2.6m and 3.2m shall display certain warning flags and lights. | 6 – Gross weight requiring brakes |
| 3 – Excluding mirrors up to 30cm and auxiliary equipment up to 10cm | 7 – Excluding mirrors up to 300mm and non-load bearing devices up to 100mm |
| 4 – Excludes side mirrors, lights, reflectors, and load securement devices protruding less than 15cm | 8 – Seats must be equipped with safety belts |
| | 9 – Must have access to drive compartment |

N/S = Not stated or no law, Y = Yes, N = No, P = As posted, 2.6m = 8.5', 3.85m = 12.6', 4.2m = 13.7', 4.5m = 14.7', 4.9m = 16', 12.5m = 41', 14.6m = 47.9', 16.15m = 52.9', 20m = 65.6', 21m = 68.9', 21.5m = 70.5', 23m = 75.5', 25m = 82', 909 kg = 2004 lbs, 910 kg = 2006.2 lbs, 1300 kg = 2866 lbs, 1360 kg = 2998.2 lbs, 1400 kg = 3086.5 lbs, 1500 kg = 3306.9 lbs, 1800 kg = 3968.3 lbs, 1814 kg = 3999.2 lbs.

Trailer and RV Travel

Tips for Traveling With a Trailer

When traveling with a trailer, take some extra time to plan and prepare to ensure yourself a smoother, safer trip.

The first thing to do is to check that your tow vehicle, trailer, and all related equipment comply with the towing and RV road laws of each U.S. state/Canada province you will be traveling through. A chart included in this insert provides a summary of each state's/province's towing regulations, including height, width, and weight restrictions. For a more comprehensive overview, refer to the motor vehicle laws posted online for states/provinces.

Preparation

Your tow vehicle should be prepared to handle the weight of a trailer:

- Check the rear springs. They should be strong enough to maintain the vehicle at a nearly level position.
- Check the shock absorbers.
- Check the wheel alignment.
- Check the tires. Adding some air to the rear tires can be helpful (**usually no more than 4 or 5 pounds and NOT exceeding the manufacturer's specifications**).

Packing and Loading

Your tow vehicle and trailer for optimum road stability:

- To help the tow vehicle absorb the weight of the trailer, do not put heavy items in the trunk or back seat.
- When packing the trailer, load about 60 percent of the weight toward the front and 40 percent toward the rear.
- Place heaviest items nearest to the floor to create a low center of gravity.

Trailer designs typically allow for proper, balanced packing with cabinet doors and drawers that stay closed during transit. For added safety and stability:

- Pack cabinets, drawers, stowage compartments so contents cannot slide.
- Pack items so that they brace each other in place.
- Lash large articles, such as bicycles, tightly to outside carriers. Laying them inside unsecured can cause havoc during sharp swerves or sudden halts.

Warning! Never carry extra gasoline in any type of container. Fume build-up or accident impact can cause lethal combustion.

Tow Vehicle and Trailer Inspection

Before you set out on the road, give your tow vehicle and your trailer a thorough inspection.

Pay particular attention to:

- The hitch
- The tires on both vehicles
- Safety chains
- The load
- The ability of both vehicles to remain level

If applicable to your trailer:

- Check the independent braking system
- Check the water, electrical, and LP gas systems

While AAA makes every effort to provide accurate and complete information, AAA makes no warranty, express or implied, and assumes no legal liability or responsibility for the accuracy or completeness of any information contained herein. Due to the complexities of towing laws and regulations, AAA urges you to check with the jurisdictions through which you will be traveling to ensure full compliance.

Repeat this visual inspection at each stop along your route. If you hear unusual noises while driving, pull well off the highway and investigate immediately.

Towing and RV Road Laws
Refer to "Notes" section for footnote information

Driving With a Trailer

Do not drive an unstable tow vehicle/trailer combination.

A swaying trailer is both tiring and hazardous.

High speed and downhill travel are the two main causes of instability on the road. To minimize instability:

- Always obey the speed limit for towed vehicles.
- Anticipate downhill grades. Slow up before starting the descent and use a lower gear to keep from overworking the brakes.
- Use a lower gear on uphill pulls as well to get more power at less cost to your tow vehicle.
- On long grades, use the climbing lane if the road has one or pull over when the opportunity permits to let faster traffic pass.

Stopping

A tow vehicle/trailer combination is heavier and longer than a vehicle alone and thus requires a greater stopping distance in the city and on the open road.

Passing

Passing with a tow vehicle/trailer combination also requires more time and distance. Note that air suction, sometimes created when a vehicle overtakes another, can cause both to lurch unexpectedly.

Turning

When turning corners or rounding curves, the trailer wheels do not follow the same track as the tow vehicle's wheels. They travel considerably closer to the inside of the curve. To compensate, and to avoid running over curbs or off pavement, (a) start the turn farther to the outside of the curve or intersection and (b) farther along into the curve or intersection. Proceed deliberately and patiently.

Backing Up

Before your trip, practice backing up with the trailer as it is very different from backing up a car. Place your hand at the bottom of the steering wheel, then move your hand in the same direction you want the trailer to go. Move your hand left to move the trailer left. Move your hand right to move the trailer right. If you jackknife the trailer, pull forward, straighten up, and try again.

Restrictions

Restrictions and prohibitions exist on the transportation of liquefied petroleum in tunnels and some bridges in several states including: Maryland, Massachusetts, Michigan, New Jersey, New York, Texas and Virginia.

Before beginning your trip, contact your AAA/CAA club for a routing that offers the most favorable terrain and road conditions for trailer travel.

AAA has made every effort to ensure the information in the Towing and RV Road Chart is accurate. We strongly recommend that if you plan on traveling through any of the jurisdictions listed, you contact the appropriate state or provincial police, DMV, or other roadway authority to verify towing restrictions and regulations.

State/Province	LENGTH (ft.)				HEIGHT (ft.)	WIDTH (ft.)		UNLADEN WEIGHT OF TRAILERS REQUIRING BRAKES	OVERNIGHT PARKING PERMITTED	RIDING PERMITTED	
	Motor Homes	Towables	Combination	# in RV Combo		Motor Homes	Towables			In State (lbs.)	In Rest Areas
UNITED STATES:											
ALABAMA	45	28.5	57	2	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000 ⁹¹	P	N	N
ALASKA	45	53	75	3	15	8.5 ¹³ 8.1	8.5 ¹³ 8.1	5,000	P	N ⁹¹	N ⁹¹
ARIZONA	45	28.5	65	3	13.5/14 ⁹²	8.5 ¹³	8.5 ¹³	3,000	P	N	Y
ARKANSAS	40	28	53.5	3	14	8.5 ¹³	8.5 ¹³	3,000	P	Y	Y
CALIFORNIA	40 ⁹³	28.5	65 ⁹³	3	13.5/14 ⁹²	8.5 ¹³ 8.5 ¹⁴	8.5 ¹³ 8.5 ¹⁴	3,000	P ⁹³	Y ⁹³	Y ⁹³
COLORADO	45	45	70	4	14.5	8.5 ¹⁴	8.5 ¹⁴	3,000	N	N	N
CONNECTICUT	45	45	65 ⁹⁴	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	P	N	Y
DELAWARE	45	40	60 ⁹⁵	3	13.5	8 ¹⁴ 8.1	8.5 ¹³ 8.1	4,000	P	N	Y
D.C.	40	40	55	2	13.5	8 ¹⁴	8/8.5 ¹⁴	3,000	P	N	N
FLORIDA	45	48 ⁹⁶	65 ⁹⁶	2 ⁹⁶	13.5	8.5 ¹³	8.5 ¹³	3,000 ⁹⁶	N ⁹⁶	N	N
GEORGIA	N/S	56	100	3	13.5/14 ⁹⁷	8.5 ¹³	8.5 ¹³	3,000	P	N	N
HAWAII	45	45	65	2	14	9	9	3,000	N	N	Y
IDAHO	45	48 ⁹⁸	75 ⁹⁸	3	14	8.5	8.5	1,500	Y ⁹⁸	Y ⁹⁸	Y
ILLINOIS	45 ⁹⁹	53 ⁹⁹	60	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	N ⁹⁹	N	N
INDIANA	45	28.5	60	3	13.5	8.5 ¹³	8	3,000	P	Y	Y
IOWA	45 ¹⁰⁰	53 ¹⁰⁰	65	3	13.5 ¹⁰⁰	8.5 ¹⁴	8.5 ¹⁴	3,000	P	Y	Y
KANSAS	45	N/S	65	3	14	8.5 ¹³ 8.1	8.5 ¹³ 8.1	Y ¹⁰¹	Y ¹⁰¹	N	N
KENTUCKY	45	28	65	3	13.5	8.5 ¹³ 8.1	8 ¹⁴	3,000	P	Y	Y
LOUISIANA	45	30	65	3	13.5/14 ¹⁰²	8.5 ¹³	8.5 ¹³	2,000	P	N	N
MAINE	45	48	65	2	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	P	N	N
MARYLAND	45	40	55 ¹⁰³	2	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	10,000	N	N ¹⁰³	Y ¹⁰³
MASSACHUSETTS	45 ¹⁰⁴	33 ¹⁰⁴	65 ¹⁰⁴	2	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	10,000	P	N	N
MICHIGAN	45	28.5	65	3	13.5	8.5 ¹³	8.5 ¹³	15,001	P	Y	Y
MINNESOTA	45 ¹⁰⁵	45 ¹⁰⁵	75 ¹⁰⁵	3	13.5	8.5 ¹³	8.5 ¹³	3,000	P	Y	Y
MISSISSIPPI	45 ¹⁰⁶	53	N/S	3	13.5	8.5 ¹³	8.5 ¹³	2,000	P	Y	Y
MISSOURI	45 ¹⁰⁷	45	65	3	13.5/14 ¹⁰⁷	8.5 ¹³ 8.1	8.5 ¹³ 8.1	N/S	P	Y	Y
MONTECARLO	55	N/S	65	3	14	8.5 ¹³	8.5 ¹³	3,000	P	Y ¹⁰⁸	Y ¹⁰⁸
NEBRASKA	40 ¹⁰⁹ 33-36	40 ¹⁰⁹ 33-36	65 ¹⁰⁹	3	14.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	10,000	N	Y	Y
NEVADA	N/S	N/S	70	3	14	8.5 ¹³	8.5 ¹³	3,000	Y ¹¹⁰	N	N
NEW HAMPSHIRE	45 ¹¹¹	N/S	53	3	13.5	8.5 ¹³	8.5	3,000 ¹¹¹	P	N	Y
NEW JERSEY	45	53 ¹¹²	62 ¹¹²	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	N	N	N
NEW MEXICO	45 ¹¹³	40	65 ¹¹³	3	14	8 ¹⁴	8 ¹⁴	3,000	P	Y	Y
NEW YORK	40 ¹¹⁴	48	65 ¹¹⁴	3	13.5	8 ¹⁴	8 ¹⁴	3,000	N ¹¹⁴	N	Y
NORTH CAROLINA	45 ¹¹⁵	40 ¹¹⁵	60 ¹¹⁵	3	14	8.5	8.5	1,000	N	Y	Y
NORTH DAKOTA	50 ¹¹⁶ 10	53 ¹¹⁶ 10	75 ¹¹⁶ 10	4	14	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	P	Y	Y
OHIO	45 ¹¹⁷ 12	N/S	65 ¹¹⁷ 12	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	2,000	N	N	N
OKLAHOMA	N/S	N/S	65	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000	P	Y	Y
OREGON	45	40	65	2	14	8.5 ¹³ 8.1	8.5 ¹³ 8.1	N/S	Y ¹¹⁸	Y	Y ¹¹⁸
PENNSYLVANIA	45	53	65	3	13.5	8.5 ¹³	8.5 ¹³	3,000	N ¹¹⁹	N	Y ¹¹⁹
RHODE ISLAND	45	40	N/S	3	13.5	8.5 ¹³	8.5 ¹³	4,000	P	Y	Y
SOUTH CAROLINA	45 ¹²⁰ 12	40 ¹²⁰ 12	53 ¹²⁰ 12	3	13.5	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000 ¹²⁰	N	N	N
SOUTH DAKOTA	45 ¹²¹	45 ¹²¹	N/S	2	14	8.5 ¹³	8.5 ¹³	3,000 ¹²¹	N ¹²¹	Y	Y
TENNESSEE	N/S	N/S	N/S	3	13.5	8 ¹⁴ 8.1	8 ¹⁴ 8.1	3,000	N ¹²²	Y	Y
TEXAS	N/S	N/S	65	3	14	8	8	4,500	P	N	Y
UTAH	45	45	65	2	14	8.5 ¹³ 8.1	8.5 ¹³ 8.1	Y ¹²³	N	N	N
VERMONT	46	N/S	75	2	13.5	8.5 ¹³	8.5 ¹³	3,000	N	N	N
VIRGINIA	45 ¹²⁴	28.5	65 ¹²⁴	2	13.5	8.5 ¹³	8.5 ¹³	3,000	N	N	N
WASHINGTON	46 ¹²⁵ 11	40	N/S	2	14	8.5 ¹³ 8.1	8.5 ¹³ 8.1	3,000 ¹²⁵	P	N	N
WEST VIRGINIA	45 ¹²⁶	40 ¹²⁶	65 ¹²⁶	2	13.5	8.5 ¹³	8.5 ¹³	3,000	P	Y	Y
WISCONSIN	45	48 ¹²⁷	75	3	13.5	8.5 ¹³	8.5	3,000 ¹²⁷	P	Y ¹²⁷	Y ¹²⁷
WYOMING	60	60	80	3	14	8.5 ¹³	8.5 ¹³	Y ¹²⁸	N	N	N
CANADA:											
ALBERTA	12.5m	12.5m	20m	3	4.0m	2.6m ¹	2.6m ¹	910kg ¹	P	N	N
BRITISH COLUMBIA	12.5m ¹	12.5m	20m	2	4.15m	2.6m ²	2.6m ²	1,400kg ¹	N	N	N
MANITOBA	12.5m	12.5m	23m	N/S	4.15m	2.6m ³	2.6m	910kg ¹	P	N	N
NEW BRUNSWICK	12.5m	12.5m	23m	2	4.15m	2.6m ³	2.6m ³	1,500kg	P	N	Y
NEWFOUNDLAND/LABRADOR	12.5m	12.5m	23m	N/S	4.15m	2.6m	2.6m	Y ¹	P	N	N
NWT	12.5m	12.5m	25m	N/S	4.2m	3.2m ¹	2.6m	1,360kg ¹	Y	N	N
NOVA SCOTIA	12.5m	12.5m	23m	N/S	4.15m	2.6m ³	2.6m ³	1,814kg	N	N	Y
NUUNAVUT	12.5m	12.5m	25m	N/S	4.2m	3.2m ¹	3.2m	1,360kg ¹	Y	N	Y
ONTARIO	12.5m	12.5m	23m	2	4.15m	2.6m ³	2.6m ³	1,360kg ¹	N	N	N
PRINCE EDWARD IS.	12.5m	16.2m	27.5m	N/S	4.15m	2.6m	2.6m	1,500kg	P	Y	Y
QUÉBEC	12.5m	14.65m	23m	2	4.15m	2.6m ³	2.6m ³	1,300kg ¹	P	N	Y ¹
SASKATCHEWAN	12.5m	12.5m	23m	3	4.15m	2.6m ³	2.6m ³	1,360kg ¹	P	N	N ¹
YUKON	12.5m	12.5m	23m	3	4.15m	2.6m	2.6m	910kg	N	N	N