



Dear Half-Mast,

Drivers in our unit are known to tow more than one trailer from a single vehicle, like a water trailer connected to a generator being towed by a 2½- or 5-ton truck.

This doesn't seem safe to me, but I can't find a regulation, SOP or warning in the operator's technical manual that says you can't do this. Is this practice allowed?

SGT M.S.F.

Dear Sergeant M.S.F.,

The short answer is—NO!

The long answer is, this practice is not authorized and must stop for the following reasons:

• Per the operator's manual for the M35A2- and M35A3-series 2½-ton trucks, WP 0002 00-9 in TM 9-2320-361-10 and Page 1-13 in TM 9-2320-386-10, the maximum towed load for the truck's pintle hook is 6,000 pounds. The combined capacity of these two trailers exceeds the maximum pintle load by nearly 1,500 pounds.

- The two trailers referenced in your question do not have pintle hooks attached to them as standard equipment. And the rear cross member on these trailers was not tested to determine if it could withstand towing another trailer.
- Also, both trailers do not have rear glad hands to hook up air lines needed to operate the air-over-hydraulic brakes on following trailers. The brakes must be in working order to comply with DOT standards.
- The 2½-ton series trucks were never tested to tow multiple loads, only a single towed load. And the truck, as the prime mover, cannot recover enough air pressure to operate the vehicle's brake system with two loads in tow. The truck's air compressor is not big enough to put the air that's used back in the air-brake system fast enough.
- Neither trailer referenced has a receptacle mounted for an electrical cable from the last trailer that would allow rear lights to work when hooked up. That means the last trailer is not in compliance with DOT standards.

Hope this helps. The bottom line is **don't** tow more than one trailer from the truck.

Half-Mast