

## **THE PUBLIC UTILITIES COMMISSION OF OHIO**

**IN THE MATTER OF THE ADOPTION OF OHIO  
ADM.CODE CHAPTER 4901:2-22 CONCERNING  
RULES RELATED TO THE TOWING OF MOTOR  
VEHICLES.**

**CASE NO. 15-463-TR-ORD**

### **FINDING AND ORDER**

Entered in the Journal on June 29, 2016

#### **I. SUMMARY**

{¶ 1} In this Finding and Order, the Commission adopts proposed rules contained in Ohio Adm.Code Chapter 4901:2-22 concerning the towing of motor vehicles, including safety standards for towing vehicles, out-of-service criteria, after-hours retrieval fees, adoption of regulations by counties and townships, and advertising, as modified by the comments received by the commentor.

#### **II. FACTS AND PROCEDURAL BACKGROUND**

{¶ 2} The 130th Ohio General Assembly adopted Amended Substitute Senate Bill 274 (S.B. 274) to amend R.C. 4513.60 and add R.C. 4921.25. Newly enacted R.C. 4921.25 directed the Commission to adopt rules pursuant to R.C. 111.15 regarding the towing of motor vehicles in order to carry out this new chapter. The Commission has opened this docket in order to consider and adopt new rules pursuant to R.C. 4921.25(B).

{¶ 3} The Commission notes that, on January 10, 2011, the governor of the state of Ohio issued Executive Order 2011-01K, entitled "Establishing the Common Sense Initiative," which sets forth several factors to be considered in the promulgation of rules and the review of existing rules. Among other things, the Commission must review any proposed rules to determine the impact that a rule has on small businesses and attempt to balance properly the critical objectives of regulation and the cost of compliance by the regulated parties.

{¶ 4} Additionally, in accordance with R.C. 121.82, in the course of developing draft rules, the Commission must conduct a business impact analysis (BIA) regarding the rules. If there will be an adverse impact on business, as defined in R.C. 107.52, the agency is to incorporate features into the draft rules to eliminate or adequately reduce any adverse impact. Furthermore, the Commission is required, pursuant to R.C. 121.82, to provide the Common Sense Initiative (CSI) office the draft rules and the business impact analysis.

{¶ 5} Pursuant to its Entry of March 25, 2015, the Commission stated that it is considering a new chapter of rules, in Ohio Adm.Code 4901:2-22, establishing: the scope of safety regulations applicable to the towing of motor vehicles, the safety standards for the type of equipment necessary to safely remove and tow vehicles, standards for the removal of a vehicle from a private tow-away zone, and an after-hours fee. The March 25, 2015 Entry scheduled a workshop on May 5, 2015, in order to provide interested stakeholders with the opportunity to offer feedback before it issued the proposed rules and opened them up to public comment. The workshop was held as scheduled and stakeholder comments were offered involving the technical requirements for towing vehicles, standards for removal of motor vehicles, towing specifications, load and resistance calculations, after-hours retrieval fees, equipment safety, training, and tow truck vehicle operations.

{¶ 6} Pursuant to its Entry of October 14, 2015, the Commission issued Staff's proposed rules and invited public comment. The Entry also included the BIA in order to assess and justify any adverse impact that the proposed rules have on the business community. Comments were only filed by Quick Clear Professionals of Ohio, LLC (QCPO).

{¶ 7} The Commission has carefully reviewed the rules proposed by Staff and the comments filed by QCPO. Initially, QCPO identified two rules where inconsistent cross-referencing to Ohio Adm.Code 4901:2-22-03 exists. These references inadvertently

occurred as a result of formatting and will be corrected and incorporated into the rules without Commission comment.

### III. DISCUSSION

#### A. *Proposed Ohio Adm.Code Chapter 4901:2-22.*

{¶ 8} This Chapter sets forth rules for the towing and recovery of disabled vehicles. QCPO maintains that the rules fail to recognize the distinction between vehicle recovery and vehicle towing. According to QCPO, vehicle recovery is the initial removal of a vehicle from a dangerous or obstructive position and often must be done quickly, in poor and dangerous conditions, and often with unconventional towing methods that may require the use of equipment in a manner inconsistent with a manufacturer's recommendations. Towing, on the other hand, is the act of transporting a recovered vehicle to a designated location normally after the danger of the initial recovery has subsided. QCPO suggests that a service engaged in vehicle recovery should be allowed to temporarily exceed load limits in the interest of fast, safe, and effective recovery. QCPO also believes that exemptions are necessary with Ohio Adm.Code 4901:2-22-03(B7), which requires towing equipment and devices to be used in a manner that will not damage the towed motor vehicle, and with Ohio Adm.Code 4901:2-22-03(B)(3)(c)) which requires towing and equipment devices to be used in accordance with any manufacturer's recommendations. QCPO states that there are many circumstances in which vehicles are recovered where compliance with these rules is financially and practicably impossible. QCPO recommends that an exemption should be added to the rules that would provide that the safety standards and out-of-service criteria of this chapter would not apply to a towing service engaged in the initial towing or removal of a wrecked or disabled motor vehicle from the site of an emergency where the vehicle became wrecked or disabled to the nearest site where the vehicle can be brought into conformance with the safety standards.

{¶ 9} The Commission agrees with QCPO's recommendation that the rules should include a provision that provides for exceptional circumstances. As noted by QCPO, towing services are often involved in situations where the initial recovery of a vehicle occurs in poor or dangerous or obstructive position, that necessitate unconventional towing methods, require use of equipment in a manner inconsistent with a manufacturer's recommendations, or require that exceptional methods must be used. Further, we understand that such situations often occur, making compliance with the rules financially or practically impossible.

{¶ 10} Therefore, we have revised Ohio Adm.Code 4901:2-22-03(D) to provides that: "The provisions of this rule and rule 4901:2-22-04, of the Administrative Code shall not apply to a tow truck engaged in the recovery of a motor vehicle if compliance with such provisions would be impossible, impractical, inefficient, or unduly burdensome under the circumstances." Ohio Adm.Code 4901:2-22-03(D) also clearly identifies those situations where such recovery situations occur.

{¶ 11} The Commission would also note that Ohio Adm.Code 4901:2-22-03(D) provides that: "Operations of a tow truck shall be brought into conformance with the requirements of this rule as soon as the condition necessitating non-compliance has been abated. All operations of a tow truck shall be conducted in a manner that ensures the safe operation at all times, including those situations when compliance with the rules would be impossible, impractical, inefficient, or unduly burdensome under the circumstances." Thus, such exceptions may be in place only during the time necessary to recover and move such vehicles to a location where compliance with towing rules is the norm. Furthermore, all towing services must ensure that operations are provided in a safe and secure manner at all times, including those times when recovery of a vehicle necessitates operations under the exceptions to this rule.

**B. *Proposed Ohio Adm.Code 4901:2-22-03(B)(2).***

{¶ 12} Subsection (B)(2) provides that equipment used by towing services must be re-inspected by a recognized re-certification company. QCPO suggests that the recertification process set forth in proposed Ohio Adm.Code 4901:2-22-03(B)(2) undermines the Commission's safety objectives. QCPO believes that the rule should allow only the original manufacturer of a towing service's equipment to re-certify the equipment for an increased working load limit.

{¶ 13} The Commission disagrees with QCPO's suggestion. We find that subsection (B)(2) should be adopted as proposed. We believe that requiring only the original manufacturer of a towing service's equipment to be used to re-certify the equipment used by a towing service, may add unnecessary expense and may be impractical or impossible. Further, we believe that requiring only recognized re-certification companies be used for the inspection and re-certification of equipment used by a towing company will ensure safe towing operations.

**C. *Proposed Ohio Adm.Code 4901:2-22-03(J).***

{¶ 14} As proposed, Subsection (J) required use of a steering wheel lock when any motor vehicle is towed using a tow sling or wheel lift. QCPO asserts that this rule is unnecessary when towing vehicles with a gross vehicle weight of less than or equal to 10,000 pounds. QCPO notes that the need for this device is dictated by the orientation of the towed vehicle on the tow truck itself. In addition, this rule would require the towing service to obtain entry into the passenger compartment of every vehicle towed. This requirement would jeopardize the safety of tow truck operators. Further, QCPO notes that, for vehicles that are the subject of a criminal investigation, tow truck operators are prohibited from entering into the passenger compartment.

{¶ 15} The Commission agrees with QCPO's proposal to not require use of a steering wheel locking device. We recognize that the requirement to use steering wheel

locks would not necessarily be applicable for all towing situations, including those identified in the proposed rule. In addition, requiring the use of steering wheel locks when any motor vehicle is towed using a tow sling or wheel lift, may unnecessarily increase the complexity of the towing operation and decrease the level of safety. Therefore, this proposed rule has been eliminated from the final rules.

**D. *Proposed Ohio Adm.Code 4901:2-22-05.***

{¶ 16} R.C. 4921.25 directs the Commission to “Establish the acceptable scope of public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles under section 4513.60, 4513.601, or 4513.61 of the Revised Code that a county or township may adopt pursuant to a resolution.” Ohio Adm.Code 4901:2-22-05 provides that a county or township may only adopt public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles that do not address any subject matter for which the Commission has jurisdiction under Title 49 of the Revised Code, including: registration of a for-hire motor carrier engaged in the towing of motor vehicles; safety standards related to a tow truck; securement of a motor vehicle; qualifications of a driver of a tow truck; and standards for the storage of motor vehicles at a storage facility. QCPO contends that Ohio Adm.Code 4901:2-22-05 fails to adequately define a township or county’s limitations in creating and enforcing similar rules. QCPO notes that such matters include registration of a for-hire motor carrier engaged in the towing of motor vehicles and the qualifications of a driver of a tow truck. QCPO supports this rule to the extent it limits a county or township’s ability to create unique licensure requirements for a towing service operating in that county or township. QCPO recommends that the Commission revise the rule to require counties and township to accept a towing company’s credentials that comply with a comparable rule from a different county or township.

{¶ 17} The Commission disagrees with QCPO’s suggestion that the rules should be revised to define a township or county’s limitations in creating and enforcing similar

rules. There is no statutory authority under R.C. 4921.25 for the Commission to take such action. Further, our rules are based on the requirements set forth in R.C. 4921.25, which directs, in part, that the rules establish the acceptable scope of public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles that a county or township may adopt. There is no requirement in R.C. 4921.25 that the rules adopted by the Commission set forth any standards regarding credentials for towing companies, nor is there any requirement that the rules adopted by the Commission require counties and townships to accept a towing company's credentials. As to QCPO's suggestion that the Commission revise the rules to require counties and townships to accept a towing company's credentials that comply with a comparable rule from a different county or township, we find no merit. R.C. 4921.25 does not provide the Commission with the statutory authority to establish such rules and doing so would exceed the Commission's statutory authority under R.C. 4921.25.

*E. Proposed Ohio Adm.Code 4901:2-22-06.*

{¶ 18} This proposed rule provides that the after-hours retrieval fee shall not exceed the storage facility's reasonable costs of complying with the requirements of Section 4513.69 of the Revised Code. Further, the proposed rule provides that, in no instance shall the fee exceed \$75.00. QCPO contends that this proposed rule fails to establish an adequate after-hours retrieval fee. QCPO contends that towing service employees make more than \$20.00 per hour and, that, on any given day, a towing service could be required to pay an employee overtime to travel to the storage facility after hours, process the necessary paperwork, release the vehicle, and travel home. In addition, QCPO explains that many towing service companies require two employees to be present for after-hours releases. According to QCPO, when factoring wait time, insurance, worker compensation expenses, and other costs to release a vehicle, the after-hours fees can easily exceed \$75.00. Therefore, QCPO recommends an increase in the after-hours retrieval fee from \$75.00 to \$150.00, which it claims will cover the costs of a

towing service to compensate its staff, and cover all foreseen and unanticipated labor, insurance, and other expenses.

{¶ 19} The Commission finds QCPO's proposal well made and has adopted it in the final rule. There appears to be sufficient justification that towing companies incur expenses related to wait times, insurance costs, worker compensation expenses, and other costs to release a vehicle, as well as costs to compensate towing companies staff, to warrant establishing an after-hours fee of \$150.00.

#### IV. CONCLUSION

{¶ 20} Upon considering Staff's proposal and the initial and reply comments, the Commission concludes that a clean version of the attached rules,<sup>1</sup> proposed Ohio Adm.Code Chapter 4901:2-22, as set forth in Attachment A, should be adopted.

{¶ 21} The rules are posted on the Commission's Docketing Information System website at <http://dis.puc.state.oh.us/>. To minimize the expense of this proceeding, the Commission will serve notice of this Finding and Order upon the transportation industry list-serve. Interested persons are directed to input case number 15-463-TR-ORD in the Case Lookup box to view the rules, as well as this Finding and Order, or to contact the Commission's Docketing Division to request a paper copy.

#### V. ORDER

{¶ 22} It is, therefore,

{¶ 23} ORDERED, That proposed Ohio Adm.Code Chapter 4901:2-22, as set forth in Attachment A, be adopted. It is, further,

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<sup>1</sup> The Commission notes that Attachment A shows deletions from and additions to the rules originally proposed and attached to the October 14, 2015 Entry in strikethrough and underline, respectively.



{¶ 24} ORDERED, That the new rules be filed with the Joint Committee on Agency Rule Review, the Secretary of State, and the Legislative Service Commission, in accordance with Divisions (D) and (E) of R.C. 111.15. It is, further,

{¶ 25} ORDERED, That the final rules be effective on the earliest date permitted by law. Unless otherwise ordered by the Commission, the five-year review date for Ohio Adm.Code Chapter 4901:2-22 shall be in compliance with R.C. 106.03. It is, further,

{¶ 26} ORDERED, That a copy of this Finding and Order be served via the transportation industry list-serve. It is, further,

{¶ 27} ORDERED, That a copy of this Finding and Order be served upon the Ohio State Highway Patrol, Ohio Trucking Association, Ohio Department of Transportation, Ohio Association of Chiefs of Police, Buckeye State Sheriff's Association, Ohio Municipal League, County Commissioners' Association of Ohio, Ohio Township Association, WreckMaster Inc. USA, Towing and Recovery Association of America, North American Towing Academy, American Towing and Recovery Institute, Ohio Insurance Institute, Towing and Recovery Association of Ohio, and AAA Ohio.

**Commissioners Voting: Asim Z. Haque, Chairman; Lynn Slaby; M. Beth Trombold; Thomas W. Johnson**

SEF/dah

4901:2-22-01      Definitions.

- (A) "Advertisement" means any written communication to the public in connection with an offer or sale of any towing service but does not include a listing of a carrier name, address, and telephone number in a yellow or white pages listing, if that is the only information provided in the listing.
- (B) "Boom" means a structural member of a tow truck that extends from a mast to support the load and to hold, extend, or lift a load free of the ground and clear of the tow truck body, and may be operated mechanically or hydraulically.
- (C) "Breaking strength rating" means the maximum weight or load, as established by the manufacturer of the equipment, that equipment can bear under ideal laboratory conditions, without breaking or being damaged.
- (D) "Certificate number" means the identification number issued to a for-hire motor carrier by the commission pursuant to the rules in chapter 4901:2-21 of the Administrative Code.
- (E) "Commission" means the public utilities commission of Ohio.
- (F) "For-hire motor carrier" has the same meaning as in section 4923.01 of the Revised Code.
- (G) "Front axle weight" means that gross axle weight of the front axle.
- (H) "Gross axle weight" means the weight, in pounds, that an individual axle actually weighs. The curb weight of an individual axle.
- (I) "Gross axle weight rating" means the value specified by the manufacturer as the maximum load carrying capacity of a single axle.
- (J) "Mast" means a structure that houses the boom and winches.
- (K) "Motor vehicle" has the same meaning as in section 4921.01 of the Revised Code.
- (L) "Overhang" means the distance, in inches, from the center of the lift point to the center of the rear axle of the tow truck.
- (M) "Safe towing capacity" means the maximum load that does not cause more than a fifty percent loss of a tow truck's original unloaded front axle weight. Safe towing capacity shall be determined by multiplying one-half of a tow truck's front axle weight by its wheelbase divided by the overhang (one-half times front axle weight, times wheelbase/overhang).

- (N) "Safety device" means a device used as a secondary coupling system to connect the tow truck and towed motor vehicle and to help prevent separation of a towed motor vehicle from the tow truck.
- (O) "Storage facility" means any place to which such a for-hire motor carrier delivers a motor vehicle towed pursuant to section 4513.601 of the Revised Code.
- (P) "Thimble" means a shield to protect a cable at a hook assembly.
- (Q) "Tow bar" means a device used to tow a motor vehicle that allows all four wheels to remain on the ground.
- (R) "Tow dolly" means a carriage used to support the wheels of the trailing end of a towed motor vehicle whenever it is necessary to keep the wheels of the towed motor vehicle from touching the road.
- (S) "Tow sling" means a device used to lift and tow a motor vehicle with part of the load supported on rubber belts.
- (T) "Tow truck" means a motor vehicle that is equipped with towing equipment and used in the business of recovering or transporting a disabled, illegally parked, or abandoned motor vehicle, or a motor vehicle involved in an accident.
- (U) "Towing device" means any item including but not limited to a wire rope, chain, cable, hook, or strap used in support of a piece of towing equipment to pull, lift, support, suspend, secure or tow a motor vehicle.
- (V) "Towing equipment" means any mechanism including but not limited to a boom, winch, wheel lift, under lift, tow sling, or tow bar affixed to a tow truck to pull, lift, support, suspend, secure, or tow a motor vehicle.
- (W) "Towing service" has the same meaning as in section 4513.67 of the Revised Code.
- (X) "Under lift" means a device used for towing a motor vehicle by lifting with forks one end of the towed motor vehicle from under the axle or other structural member.
- (Y) "Wheelbase" means the distance, in inches, from the centerline of the front axle to the centerline of the rear axle.
- (Z) "Wheel lift" means a device extending from a tow truck and fitted under one set of wheels of a towed motor vehicle to cradle and lift one end of the towed motor vehicle by the wheels.

- (AA) "Winch" means a device used to wind or unwind cable that is used to pull, hoist, raise or lower a load.
- (BB) "Working load limit" means the maximum weight or load, as established by the manufacturer of the equipment, that equipment can bear under normal operating conditions.

4901:2-22-02 Purpose and scope.

- (A) This chapter governs the establishment of safety standards and other requirements applicable to the operations of for-hire motor carriers engaged in the towing of motor vehicles.
- (B) The commission may, upon an application or a motion filed by a party, waive any requirement of this chapter, other than a requirement mandated by statute, for good cause shown.

4901:2-22-03 Safety standards.

(A) Operation of a tow truck

- (1) A tow truck may not be used to tow a motor vehicle that weighs in excess of that tow truck's safe towing capacity.
- (2) Any towing equipment utilized to lift a portion of a motor vehicle off the ground so it may be towed shall be installed on the appropriate chassis as recommended by the towing equipment manufacturer and shall not be used in a manner in which the gross axle weight rating of the tow truck's rear axle is exceeded.

(B) Use of towing equipment and towing devices

- (1) All towing equipment and towing devices used in conjunction with such towing equipment, shall not be used in a manner that causes the working load limit of such equipment and devices to be exceeded.
- (2) All towing equipment and towing devices must have permanently affixed, durable, factory identification stating the equipment's working load limit, or must otherwise be readily ascertainable by the operator of a tow truck and enforcement personnel. Equipment may be re-inspected by a recognized re-certification company and if acceptable may be re-certified with a working load limit and a re-certification company identifier. In such instances, the recertified equipment will be deemed acceptable if the

operator maintains a copy of the certification of equipment provided the serial number on the equipment corresponds with the certification provided by the manufacturer.

- (3) All towing equipment and towing devices shall be in proper working order and shall:
  - (a) Be designed for, and capable of, performing the task for which it is being used.
  - (b) Not be damaged, weakened, or used in a manner that compromises its ability to perform properly.
  - (c) Only be used in accordance with any manufacturer's recommendations related to its use.
- (4) All wire rope eye loops used on a tow truck shall be protected by a thimble. Thimbles may not be cracked, deformed, worn, loose, or have a strand of wire that slips.
- (5) Cable clamps are prohibited for use on a wire rope.
- (6) Use of a come-a-long, chain, or other similar device may not be used as a substitute for a winch and cable.
- (7) Any towing equipment or towing devices shall be used in a manner that will not damage the towed motor vehicle.

(C) Securement of towed motor vehicles

- (1) The securement regulations of the U.S. department of transportation adopted under rule 4901:2-5-03 of the Administrative Code shall apply to any tow truck when securing a towed motor vehicle in a manner consistent with those regulations.
- (2) Motor vehicles being towed by a wheel-lift, under-lift, tow bar, tow sling, tow dolly, or similar apparatus shall be secured to such apparatus by appropriate load securement devices of adequate strength and design to safely couple the motor vehicle to the apparatus.
- (3) Every motor vehicle towed by a tow truck that is not subject to the securement requirements of paragraph (C)(1) of rule 4901:2-22-03 of the Administrative Code, shall be joined by at least two safety devices spaced as far apart as practical to the forward portion of the towed vehicle, with a

combined breaking strength rating equal to or greater than the gross weight of the towed vehicle. Acceptable securement devices are chains, cables, or synthetic webbing customarily used for securing a vehicle or load. Safety devices shall be attached in such a way as to prevent vehicle separation upon failure of the primary towing attachment and shall be anchored to both the tow truck and the towed motor vehicle with only enough slack to permit free turning of the towed motor vehicle.

(D) The provisions of this rule and rule 4901:2-22-04 of the Administrative Code, shall not apply to a tow truck engaged in the recovery of a motor vehicle if compliance with such provisions would be impossible, impractical, inefficient, or unduly burdensome under the circumstances. For purposes of this rule, recovery shall mean:

- (1) The initial towing or removal of a motor vehicle involved in an accident from the site of the collision; or
- (2) The extraction of a motor vehicle from a hazard that has rendered the motor vehicle unable to be moved under its own power; or
- (3) The removal of a disabled, illegally parked, or abandoned motor vehicle which is an obstruction to the normal movement of traffic on any roadway or poses a significant threat to public safety.

Operations of a tow truck shall be brought into conformance with the requirements of this rule as soon as the condition necessitating non-compliance has been abated. All operations of a tow truck shall be conducted in a manner that ensures the safe operation at all times, including those situations when compliance with the rules would be impossible, impractical, inefficient, or unduly burdensome under the circumstances.

4901:2-22-04 Out-of-service criteria.

In addition to the provisions contained in rule 4901:2-5-07 of the Administrative Code, a tow truck may be declared "out-of-service" for the following reasons:

- (A) Towing a motor vehicle or vehicles that weighs in excess of the tow truck's safe towing capacity.
- (B) Use of towing equipment or towing devices in a manner that causes the working load limit of such equipment and devices to be exceeded.
- (C) Use of towing equipment or towing devices that are not in compliance with the requirements of paragraph (B)(2) of rule 4901:2-22-03 of the Administrative Code.

- (D) Use of a come-a-long, chain, or other similar device as a substitute for a winch and cable.
- (E) Failure to secure a towed vehicle as required by paragraph (C) of rule 4901:2-22-03 of the Administrative Code.
- (F) Installation or use of any towing equipment or towing devices in a manner not prescribed by the manufacturer.
- (G) Use of a damaged or defective towing device where such damage or defect meets the "North American Standard Out-of-Service Criteria", as adopted and disseminated by the "Commercial Motor Vehicle Safety Alliance", for tiedowns, regardless of whether the towing device is being used to pull, lift, support, suspend, secure or tow a motor vehicle.

4901:2-22-05 Adoption of regulations by counties and townships.

- (A) A county or township may adopt, pursuant to a resolution, public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles under sections 4513.60, 4513.601, and 4513.61 of the Revised Code that:
  - (1) Do not address any subject matter for which the commission has jurisdiction pursuant to title 49 of the Revised Code as it relates to the regulation of motor carriers operating in the state of Ohio, including but not limited to:
    - (a) Registration of a for-hire motor carrier engaged in the towing of motor vehicles;
    - (b) Safety standards or requirements related to a tow truck, towing equipment, and towing devices;
    - (c) The securement of a motor vehicle being towed by a tow truck; and
    - (d) The qualifications of a driver of a tow truck.
  - (2) Prescribe standards for the storage of motor vehicles at a storage facility, and retrieval of motor vehicles from a storage facility, that are not in conflict with standards and requirements established in title 45 or 49 of the Revised Code.
  - (3) Are in accordance with any applicable police powers of that county or township, and not otherwise barred by paragraph (A)(1) of rule 4901:2-22-05 of the Administrative Code, that facilitate the safe and orderly removal

of a vehicle towed pursuant to sections 4513.60, 4513.601, and 4513.61 of the Revised Code.

- (B) Upon the adoption of a resolution seeking to implement public safety regulations applicable to a for-hire motor carrier engaged in the towing of motor vehicles under sections 4513.60, 4513.601, and 4513.61 of the Revised Code, a county or township shall provide a copy of the final resolution to the director of the commission's transportation department.

4901:2-22-06      After-Hours Retrieval Fee.

Any after-hours fee charged by a storage facility pursuant to section 4513.69 of the Revised Code shall not exceed the storage facility's reasonable costs of complying with the requirements of that section, but in no instance shall the after-hours retrieval fee exceed one hundred fifty dollars.

4901:2-22-07      Advertising.

A towing service must include its certificate number on all written advertisements that could reasonably be used by a consumer to determine whether to hire the towing service. It is not required to be displayed on any promotional items, or when the towing service's name is being used in connection with the sponsorship of an activity or event.