



Department of Public Safety and Corrections

Public Safety Services

M. J. "MIKE" FOSTER, JR.
GOVERNOR

TERRY C. LANDRY, COLONEL
SUPERINTENDENT

May 10, 2001
2500/0289/KIT/0026

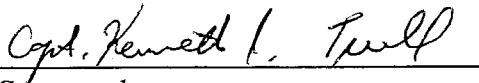
Jim Milazzo
Safe-Tow, Inc.
13046 Gurney Road
Baton Rouge, LA 70818

RE: Approval of Safety Device

Dear Mr. Milazzo:

Pursuant to R.S. 32:384 E, the Louisiana State Police hereby approves the safety device manufactured by Safe-Tow, Inc., model designation patent # 6,155,587 and 5,947,504. This approval is premised upon the finding that this device and Safe-Tow, Inc. meet all requirements specified in R.S. 32:384 and the regulation promulgated pursuant thereto (LAC 55.I.2323). If at any time Safe-Tow, Inc. or the device is found not to be in compliance therewith, this approval will be rescinded. Furthermore, if at any time the approved device is altered, you must resubmit the new device for approval.

Approval granted this 11th day of MAY, 2001.



Commander

Louisiana State Police

T.E.S.S. - Transportation Safety/Physical Security

KIT/cs

COURTESY LOYALTY SERVICE

OFFICE OF STATE POLICE, P.O. BOX 66614, BATON ROUGE, LOUISIANA 70896-6614

DECLARATION OF EMERGENCY

Department of Public Safety and Corrections
Office of State Police
Weights & Standards
(LAC 55:L Chapter 23)

In accordance with the emergency provisions of the Administrative Procedures Act, R.S. 49:953 B, and R.S. 32:384 the Office of State Police is declaring an emergency due to the public safety hazard posed by the inadequacy of safety chains to maintain control of a trailer which has become disconnected from the vehicle pulling it. This hazard has resulted in serious injury and death as a result of these disconnected trailers striking other vehicles on Louisiana roads and highways. The Legislature has statutorily provided (at R.S. 32:384 E) for a safety device which would serve as an alternative to safety chains, but such statute requires the promulgation of a rule by the Office of the State Police which would outline the process for approval of such a device.

The following rule was inadvertently deleted from a previously promulgated chapter concerning the Weights and Standards Mobile Police Force. The built-in time periods for promulgation of this rule would create an unacceptable delay in approving such safety device. The immediate promulgation of this rule would allow for a more timely approval of such a safety device, which in turn, could save lives. The effective date of this Emergency Rule is December 8, 2000, and it shall be in effect for 120 days or until the final rule takes effect through normal promulgation process, whichever occurs first.

TITLE 55
PUBLIC SAFETY
PART I. STATE POLICE
CHAPTER 23. WEIGHTS AND STANDARDS

§ 2323 Approval of Safety Devices

A. Pursuant to R.S. 32:384(D), every trailer and semi-trailer with a loaded gross weight capacity of up to six thousand pounds (6,000 lbs.) shall be equipped with safety chains or another approved safety device. This statute requires that the safety device shall be securely attached to the towing vehicle when the trailer or semi-trailer is in motion, and shall be of sufficient strength to hold the trailer behind the towing vehicle in case the primary connection between the two vehicles detaches.

B. The above-mentioned safety device is to be approved by the department, as per R.S.32:384(E). In order to be approved, the device shall be produced, manufactured and/or constructed by a bonded and insured manufacturer of such equipment who carries product liability insurance and regularly produces safety devices of guaranteed quality. The manufacturer shall submit to the department certification from a bonded and insured reputable testing laboratory, regularly engaged in the testing of such equipment, indicating that the strength capacity of the device submitted for approval and all its components are not less than the manufacturer's indicated breakaway weight or ultimate strength.

C. The device submitted for approval shall meet the following requirements:

1. Construction material to consist of steel or other alloy of equal or greater strength.

2. Tinsel strength of the unit and all components shall be greater than six thousand (6000) pounds or the gross vehicle weight rating of the vehicle being towed, whichever is greater.

3. The method by which the safety device is attached from the towing vehicle to the towed vehicle shall be independent and not attached to the primary towing device. It should attach to the vehicle's main frame and/or receiver if equipped with a tow package and/or the bumper if the bumper is rated of sufficient strength to meet or exceed the tow rating for the safety device. At no time should the safety device be attached to the trailer hitch ball or shank.

4. The safety device shall meet or exceed the strength standards set by the Society of Automotive Engineers (S.A.E.) for the manufacture, use and application of safety chains, as they relate to the towing of vehicles or trailers.

D. The manufacturer of the submitted device shall:

1. Have a certified bond of insurance in the amount of not less than one million dollars (\$1,000,000).

2. Be a business in good standing, not delinquent on taxes or other fees.

3. Assign a model designation to each variant or design and it shall be unique to the individual model. All changes or alterations to devices shall require a separate application being submitted by the manufacturer.

E. As a prerequisite to licensing, applicants shall submit the following to the department when seeking approval:

1. Certificate of inspection from an insured and accredited scientific testing laboratory.

2. Pictures and Schematics of the Device.

3. Certificate of Insurance in the amount of not less than \$1,000,000.

4. Articles of Incorporation or other documents forming a legal company or business.

5. Tax Identification Numbers.

F. The Commander of the Louisiana State Police Transportation and Environmental Safety Section, or his designee, shall have the authority and discretion to approve or deny any and all Safety Devices submitted for approval. The Louisiana State Police, may at its discretion, withdraw or repeal its approval, upon written notice, of any device that may later be determined unsafe or hazardous to the public or as a result of any actions by the manufacturer or its employees in violation of this section. All costs of testing, certification and other related costs shall be borne by the manufacturer/applicant.

AUTHORITY NOTE: Promulgated in accordance with R.S. 32:384.

HISTORICAL NOTE: Promulgated by the Department of Public Safety and Corrections, Office of State Police, LR26:



STATE OF LOUISIANA
HOUSE OF REPRESENTATIVES

3200 St. Bernard Ave., Suite 108
New Orleans, Louisiana 70119

4925 Moore Dr.

New Orleans, Louisiana 70122

Telephone: (504) 942-8196

Fax: (504) 942-8196

Administration of Criminal Justice
Commerce

ARTHUR A. MORRELL
District 97

January 16, 2004

Mr. Jim Milazzo
Safe-Tow, Inc.
13046 Gurney Road
Baton Rouge, La 70818

Dear Mr. Milazzo:

The Caucus appreciates you taking time out of your schedule to make a presentation to us regarding your product "Safe-Tow" safety device for trailers. From the presentation that you made, it is obvious to see that this device will save thousands of lives throughout the state and the nation.

The information that you sent our office will be forwarded to State Police and the Department of Public Safety, strongly encouraging these offices to review and consider the viability of this lifesaving piece of equipment.

Again, we thank you for bring to our attention such a valuable and life saving device that is cost effective and efficient. Should you have any additional questions, please contact me at (504) 943-6520.

Sincerely,

Rep. Arthur Morrell
State Representative, District 97

RICHARD HUGH BAKER

6TH DISTRICT, LOUISIANA

**COMMITTEE ON
FINANCIAL SERVICES**

CHAIRMAN

**SUBCOMMITTEE ON
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**SUBCOMMITTEE ON
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**Congress of the United States
House of Representatives
Washington, D.C. 20515-1806**

**COMMITTEE ON
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**SUBCOMMITTEE ON HIGHWAYS
AND TRANSIT**

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**SUBCOMMITTEE ON
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**COMMITTEE ON
VETERANS' AFFAIRS**

SUBCOMMITTEE ON HEALTH

June 6, 2002

Mr. Jim Milazzo
Safe-Tow, Inc.
13046 Gurney Road
Baton Rouge, LA 70818


Dear Mr. Milazzo:

Thank you for contacting me regarding your product, the "Safe-Tow." Paul Sawyer, my Administrative Assistant, informed me of his recent conversation with you, and after an extensive review of your information, I have forwarded your request for consideration to officials at the National Transportation Safety Board, the Federal Highway Administration, the United States Department of Transportation, and the Research and Special Projects Administration asking that these agencies review and consider your product's viability as a lifesaving piece of equipment. I have also been in contact with the National Headquarters of several prominent insurance companies, including State Farm, GEICO, Travelers, AllState, and USAA.

I believe that the "Safe-Tow" will help save the lives of many residents in Louisiana and across the nation. After their review, I have asked each individual agency and insurance company listed above to respond directly back to me. As soon as I receive a response, I will be in contact with you.

Thank you again for allowing me to assist you with this product and please do not hesitate to contact me if you should need any further assistance.

Sincerely,


Richard H. Baker
Member of Congress

RHB/co



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

August 6, 2002

The Honorable Richard H. Baker
Member, U.S. House of
Representatives
5555 Hilton Avenue, Suite 100
Baton Rouge, LA 70808

~~Dear Congressman Baker:~~
RICHARD:

Thank you for your letter of June 3 on behalf of your constituent, Mr. Jim Milazzo, who has developed a product designed to minimize the risk of trailers being detached from automobiles while towing.

The real world crash data collected by the National Highway Traffic Safety Administration (NHTSA) indicate that accidents involving vehicles towing trailers increased 36 percent from 1992 to 2000. It is possible that the use of trailers is on the rise, and this may partly explain the increase in the number of accidents involving vehicles towing trailers. Further, sport utility vehicles, pickups, and minivans, which often are used to tow trailers, account for about half of all new vehicle sales in the U.S. market. NHTSA has recently developed a safety brochure for people who may not be very familiar with towing trailers, a copy of which is enclosed. This brochure addresses such issues as selecting the appropriate vehicle and proper procedures for hitching trailers to vehicles.

The U.S. Department of Transportation often receives letters from people requesting that NHTSA evaluate, endorse, approve, require, or fund development of their inventions. NHTSA has no authority to approve, disapprove, or endorse proprietary devices or commercial products. The agency is authorized to issue safety standards applicable to new motor vehicles and certain items of motor vehicle equipment. NHTSA uses a "self-certification" system under which manufacturers certify that their products meet all applicable safety standards. The agency periodically tests vehicles and equipment for compliance with the applicable standards and also investigates other alleged safety-related defects. However, the design of the equipment to meet those standards rests with the manufacturer of the equipment.

I trust this information is useful for your constituent. If I can provide further information or assistance, please feel free to call me.

Sincerely yours,

Norman Y. Mineta

2 Enclosures
Constituent's Correspondence
Brochure

Fred Raamussen

08/01/2001 03:22 PM

To: Bill Temple/section55/ladotd/us@ladotd
cc: Kirt Clement/section33/ladotd/us@ladotd, Karl
Finch/section53/ladotd/us@ladotd, John
Collins/section42/ladotd/us@ladotd, Gordon
Nelson/district81/ladotd/us@ladotd, Ferdinand
Theriot/section42/ladotd/us@ladotd

Subject: Pilot Program for Safe-Tow Devices on DOTD Trailers:

Bill, I would like to propose at the October 9th meeting that we seriously consider a Pilot Program using the Safe-Tow trailer hitch apparatus' on several DOTD trailers and evaluate the results. I have recently received new information on the devices and have witnessed the development of this product over a period of approximately 4 years. A Declaration of Emergency was issued by the State Police in December of 2000, and LRS 32:384(D) and (E) were amended and reenacted relative to the towing of vehicles on the state's highways. Additionally, the State Police approved the safety device for public use on May 4, 2001 and the Louisiana Highway Safety Commission supports the Pilot Program by DOTD. Perhaps Ferd or John could select several of our smaller trailers using a Class III trailer hitch for the pilot. Please advise of comments/suggestions. Thanks



Department of Public Safety and Corrections

Public Safety Services

I. J. "MIKE" FOSTER, JR.
GOVERNOR

JAMES E. CHAMPAGNE
EXECUTIVE DIRECTOR

August 14, 2001

Mr. Fred Rasmussen
Department of Transportation
and Development
Post Office Box 94245
Baton Rouge, LA 70804-9245

Dear Mr. Rasmussen:

During the 1999 regular session of Louisiana's legislature, the Department of Public Safety and Corrections (State Police) was given the authority to approve safety devices, other than safety chains, to be used when towing trailers or semitrailers.

Over the last year, I have become familiar with the problems caused by trailers separating from the towing vehicle because of poor trailer hitch connections. I believe attention must be given to this growing traffic safety hazard.

Recently, the State Police approved a towing device created by Jim Milazzo of Safe-Tow, Inc. I have examined his towing apparatus and I believe it will prevent a trailer from being separated from a towing vehicle. His device, and any other towing devices approved by the State Police, offer the best opportunity for preventing the separation of a towed vehicle from the towing vehicle.

In an effort to properly evaluate Mr. Milazzo's towing device or other towing devices approved by the State Police, I am requesting that you consider establishing a pilot project at the Department of Transportation and Development utilizing such towing devices.

Mr. Milazzo's towing device and others like it may prevent needless traffic crashes. However, I believe a careful study must be made to assure ourselves that these alternative towing devices do what they say they will do -- stop the separation of a trailer from the towing vehicle. A pilot project utilizing

Mr. Fred Rasmussen

Page 2

August 14, 2001

DOTD trailers will allow us to properly judge the effectiveness of these alternative towing devices.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "James E. Champagne". The signature is written in a cursive style with a long, sweeping underline.

James E. Champagne
Executive Director
Governor's Highway Safety Representative

JEC:vls

c: Donald Ray Kennard
Jim Milazzo ✓

Scientific TESTING LABORATORIES, INC.

2703 WELLER AVENUE
BATON ROUGE, LOUISIANA 70805
FEDERAL I.D. 72-0880423

Voice (225) 358-0648

www.scientifictesting.com
email: inquiry@scientifictesting.com

Fax (225) 356-2740

Component Test Summary

Company: SAFE TOW
Contact: Jim Millazo
Project: 17540.4
Date: February 14, 2002

Work Performed

Summary of tensile tests performed on Safe Tow components.

Results

3-hole bumper insert (3/4" plate)

35,000-pound proof load

There were no indications of failure.

3-hole bumper insert(3/4" plate) Tongue weight

5,000-pound vertical proof load
0.004" of deformation

Safe-Tow assembly Un-reinforced link bar

At a load of 20,300 pounds the 1" grade 8
pin failed.

Reinforced link bar

At a load of 25,050 pounds the 1/2" grade
8 bolt failed in shear.

Un-reinforced T-bar link

42,600-pounds max.

Reciever link

A .200" thick 12,550-pounds max.
B 3/8" thick 20,950-pounds max.

Step Hitch insert Tongue weight

3/4" plate step hitch
15,000-pound vertical proof load
0.002" of deformation

5/8" step hitch
2,000-pound vertical proof load
0.004" of deformation

Performed By: Ellis R. Sisk

Reviewed By: Michael D. Johnson

NOTE: Test specimen(s) and material remnants from this project will be discarded after thirty (30) days from the date of this report. Any requests for alternative handling must be submitted in writing and received prior to that deadline.

REFERENCES

ASTM E 8 Test Methods of Tension Testing of Metallic Materials

Scientific TESTING LABORATORIES, INC.

2547 WELLER AVENUE
BATON ROUGE, LOUISIANA 70805
Voice (225) 358-0648
FAX (225) 358-0636
e-mail ersstlab@mindspring.com

Safe-Tow

Company: Safe-Tow
Contact: Jim Milazzo
Project: 16225
Date: 4/6/99

Summary

The Safe-Tow trailer towing safety device successfully supported an applied 5,000 pound tensile load. It also required a greater than 15,000 pound load to cause total failure. This would be 300% of the rated load for a Class III trailer hitch (3X safety factor).

Results

Tensile Testing

Tensile load was applied to the Safe-Tow trailer towing system in a manner which would simulate the type of load caused by a failure of the hitch ball. Tensile load was applied with a Baldwin Universal Tension Compression tester with a capacity of 60,000 pounds. The test fixtures consisted of a 2" receiver hitch insert with Safe-Tow device attached by bolting. A 2" X ½" flat bar with the Safe-Tow device welded to it served as the simulated trailer tongue.

Total failure occurred at a tensile load of 15,300 pounds. Failure occurred at the weld attaching the Safe-Tow to the simulated trailer tongue. No failures occurred in any of the Safe-Tow components.

Discussion

The use of square or round tube as a simulated trailer tongue, which would be more resistant to bending stresses, would increase the load bearing capacity of the Safe-Tow device in this test. Even in the present condition the Safe Tow device supported a tensile load in excessive of 15,000 pounds

Performed By: Ellis R. Sisk Date: 4/7/99
Ellis R. Sisk

Reviewed By: Michael Twinto Date: 4/7/99

NOTE: Test specimen(s) and material remnants from this project will be discarded after thirty (30) days from the date of this report. Any requests for alternative handling must be submitted in writing and received prior to that deadline

REFERENCES

ASTM E 8 Test Methods of Tension Testing of Metallic Materials

SAFETY CHAIN REQUIREMENTS:

YES__ NO__ **Is the towed vehicle required to have a safety chain?** Tennessee law requires a safety chain on each trailer, wagon or other towed vehicle when on a highway or street. The only vehicles exempt are fifth-wheel trailers and "implements used for tillage, planting or harvesting towed on state or local roads at speeds under 25 miles per hour." Gooseneck trailers using a ball coupler are required to have safety chains. *NOTE: Farm trailers and wagons specifically ARE NOT EXEMPTED from the safety chain requirement.*

YES__ NO__ **Is the safety chain the proper size?** Tennessee law requires a safety chain "capable of maintaining the attachment" should the coupler disconnect or fail. State law gives no further guidance on sizing safety chains: however, industry standards on safety chains require the breaking strength of the chain and all connecting hardware to equal or exceed the Gross Towed Weight (GTW). Refer to Table 1 for chain sizes required for various GTWs.

WARNING: Do not use any chain smaller than shown in Table 1. The standards require only one chain. If two or more safety chains are used, each chain must meet the strength requirement independently.

Either chain or wire rope is permitted as long as it meets the strength requirements. If purchasing a ready-made safety chain or cable, trailer classes are:

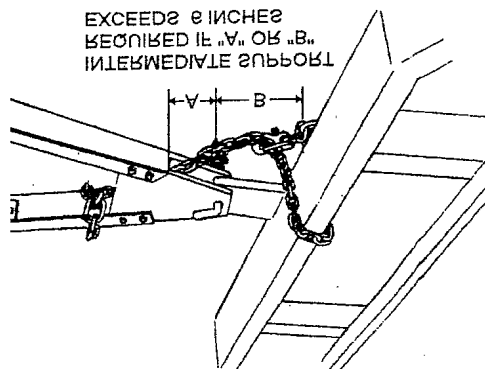
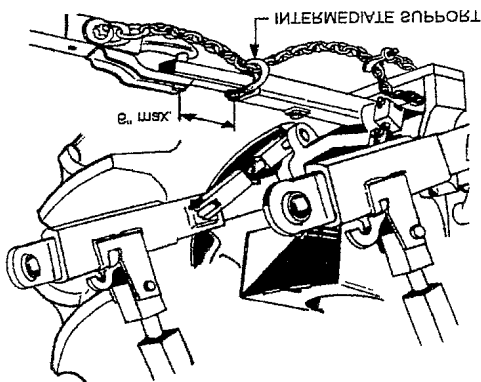
- Class 1: GVWR 2,000 lbs or less
- Class 2: GVWR 2,000 lbs to 3,500 lbs
- Class 3: GVWR 3,500 lbs to 5,000 lbs
- Class 4: GVWR 5,000 lbs to 10,000 lbs

YES__ NO__ **Is the chain properly attached?** The chain must be attached to points on both the towed and towing vehicles that are at least as strong as the safety chain. All hooks, bolts, etc. used must also meet the strength requirements. *Hooks must have safety devices to keep them from coming loose.*

WARNING: DO NOT WELD safety chains to vehicles - you will weaken the welded link and the link or weld may fail in an accident.

YES__ NO__ **Is there the enough slack for proper functioning?** There should be enough slack for turning and operation over uneven terrain, but no more. Excess slack can allow the tongue of the towed vehicle to catch the ground or wander excessively from side to side should the coupler become disconnected. Either could result in failure or loss of control.

YES__ NO__ **Is the safety chain supported within 6 inches of the hitch point?** Standards require the safety chain to be supported within 6 inches of the hitch (8 inches if GTW is over 30,000 lb). This reduces the risk of the tongue catching the ground and minimizes swaying side to side. Mount the chain on the tongue within 6 inches of the hitch, but it must not be fastened to the hitch or coupler itself. When towing with a tractor, run the chain through a clevis in the auxiliary hole of the drawbar.



Typical safety chain installations on agricultural equipment.

(c)(4) Be provided with a locking device that prevents accidental separation of the towed and towing vehicles. The mounting of the trailer hitch (pintle hook or equivalent mechanism) on the towing vehicle must include reinforcement or bracing of the frame sufficient to produce strength and rigidity of the frame to prevent its undue distortion.

(d) Safety devices in case of tow bar failure or disconnection. Every full trailer and every converter dolly used to convert a semitrailer to a full trailer must be coupled to the frame, or an extension of the frame, of the motor vehicle which tows it with one or more safety devices to prevent the towed vehicle from breaking loose in the event the tow bar fails or becomes disconnected. The safety device must meet the following requirements:

(d)(1) The safety device must not be attached to the pintle hook or any other device on the towing vehicle to which the tow bar is attached. However, if the pintle hook or other device was manufactured prior to July 1, 1973, the safety device may be attached to the towing vehicle at a place on a pintle hook forging or casting if that place is independent of the pintle hook.

(d)(2) The safety device must have no more slack than is necessary to permit the vehicles to be turned properly.

(d)(3) The safety device, and the means of attaching it to the vehicles, must have an ultimate strength of not less than the gross weight of the vehicle or vehicles being towed.

(d)(4) The safety device must be connected to the towed and towing vehicles and to the tow bar in a manner which prevents the tow bar from dropping to the ground in the event it fails or becomes disconnected.

(d)(5) Except as provided in paragraph (d) (6) of this section, if the safety device consists of safety chains or cables, the towed vehicle must be equipped with either two safety chains or cables or with a bridle arrangement of a single chain or cable attached to its frame or axle at two points as far apart as the configuration of the frame or axle permits. The safety chains or cables shall be either two separate pieces, each equipped with a hook or other means for attachment to the towing vehicle, or a single piece leading along each side of the tow bar from the two points of attachment on the towed vehicle and arranged into a bridle with a single means of attachment to be connected to the towing vehicle. When a single length of cable is used, a thimble and twin base cable clamps shall be used to form the forward bridle eye. The hook or other means of attachment to the towing vehicle shall be secured to the chains or cables in a fixed position.

(d)(6) If the towed vehicle is a converter dolly with a solid tongue and without a hinged tow bar or other swivel between the fifth wheel mounting and the attachment point of the tongue eye or other hitch device

(d)(6)(i) Safety chains or cables, when used as the safety device for that vehicle, may consist of either two chains or cables or a single chain or cable used alone;

(d)(6)(ii) A single safety device, including a single chain or cable used alone as the safety device, must be in line with the centerline of the trailer tongue; and

(d)(6)(iii) The device may be attached to the converter dolly at any point to the rear of the attachment point of the tongue eye or other hitch device.



(d)(7) Safety devices other than safety chains or cables must provide strength, security of attachment, and directional stability equal to, or greater than, safety chains or cables installed in accordance with paragraphs (d)(5) and (6) of this section.

(d)(8) When two safety devices, including two safety chains or cables, are used and are attached to the towing vehicle at separate points, the points of attachment on the towing vehicle shall be located equally distant from, and on opposite sides of, the centerline of the towing vehicle. Where two chains or cables are attached to the same point on the towing vehicle, and where a bridle or a single chain or cable is used, the point of attachment must be on the longitudinal centerline of the towing vehicle. A single safety device, other than a chain or cable, must also be attached to the towing vehicle at a point on its longitudinal centerline.

[37 FR 21439, Oct. 11, 1972].

20 ft. 3/16" (5.5mm) Proof Coil, Zinc Plated Part No. 4451020
BOAT CHAIN, GATE CHAIN & UTILITY CHAIN
 Maximum Load: 800 lbs.

CAUTION:

DO NOT exceed the maximum load limit indicated for this product. DO NOT use it for overhead lifting or in applications where there is the potential for bodily harm or property damage. Applications that cause shock loads or abrasive actions can result in an unsafe condition. Chain and chain accessories with visible distortion or wear must be removed from service immediately. All chain accessories must have a load rating equal to or greater than the load rating of the chain. If accessories are not available with an equal or greater load rating the final assembly must be used at the lowest component rating.

ENGLISH
3/8" S-Hook

CAUTION: DO NOT use this accessory for load carrying, overhead lifting, or in any application where safety is a factor.

ESPAÑOL
Gancho en S de 10 mm


PRECAUCIÓN: NO use este accesorio para transportar cargas, levantarlas en alto habiendo personas debajo o en aplicaciones en donde la seguridad sea importante.

FRANÇAIS
Crochet en S 10 mm

ATTENTION : NE PAS utiliser cet accessoire pour porter une charge ou la soulever au-dessus des épaules ni à d'autres fins où il faut tenir compte du facteur sécurité.

Made in China/Taiwan - Hecho en China/Taiwan -
Fabriqué en Chine / Fabriqué à Taiwan

Part No. 4411338 9660723



6 42228 04999 7

ENGLISH
1/4" Clevis Grab Hook

CAUTION: DO NOT exceed the maximum load limit indicated for this accessory. DO NOT use this accessory for load carrying, overhead lifting, or in any application where safety is a factor.

ESPAÑOL
Gancho de agarre de 7 mm de abrazadera

PRECAUCIÓN: NO exceda el límite de carga máxima que se indica para este producto. NO use este accesorio para transportar cargas, levantarlas en alto habiendo personas debajo o en aplicaciones en donde la seguridad sea importante.

FRANÇAIS
Crochet grappin de sûreté 7 mm

ATTENTION : NE PAS dépasser la charge maximale indiquée pour cet accessoire. NE PAS utiliser cet accessoire pour porter une charge ou la soulever au-dessus des épaules ni à d'autres fins où il faut tenir compte du facteur sécurité.

Load Limit / Limite de carga / Charge max. :
2600 lbs. / 1179 kg.

Made in China/Taiwan - Hecho en China/Taiwan -
Fabriqué en Chine / Fabriqué à Taiwan

Part No. 4419138 9660685



0 42228 05057 3

Distributed by Peerless Chain Company, Winona, MN 55987

PEERLESS
AN ISO 9001 CERTIFIED COMPANY



2001 OCCUPATIONAL SAFETY AND HEALTH INNOVATOR AWARD FINALISTS SUMMARY



ATMOSPHERIC INSTRUMENTATION VALIDATION STATIONS – Created by the Process Analyzer Group at OxyChem in Convent, LA., these stations ensure technicians are using the correct gases and techniques to check the accuracy of their portable atmospheric instruments. Prior to the construction of several of these fixed stations throughout the facility, the practices followed for the testing of the equipment were cumbersome, varied from employee to employee, and were often non-factory approved. Each station is designed slightly different, depending on which instrument(s) is used in that particular section of the plant. All stations are equipped with a copy of the written safety, validation, and calibration procedures.

JOHN COBB – Through his technical expertise, guidance, and direction, has helped BASF in Geismar, LA. to reach 9.4 million man hours without a lost time injury; reduce their OSHA recordable injury rate by 28%, and receive the National Petroleum refinery Association's (NPRA) prestigious GOLD award. He is also very involved with various professional groups, such as the ASSE, CAER, GAMA, and GBRIMA as well a contractor forum he developed to discuss safety issues monthly with over 2,000 contractors. Mr. Cobb has also given of his time to public service and community activities by helping the City of Gonzales use their safety program to reduce their annual insurance premiums by almost \$50,000 and by raising over \$2,000 annually for the March of Dimes, for which he has received their Battered Boot Award.

DYNMcDERMOTT PETROLEUM OPERATIONS COMPANY – Selected by the U.S. Government in 1993 as the prime management and operation contractor for the Department of Energy's (DOE) Strategic Petroleum Reserves (SPR), DynMcDermott is responsible for the safe and efficient operation of all four (4) SPR sites as well as the New Orleans Project Management office. Most recently, this company has developed an advanced annual training program for its exclusive emergency response team and written an internationally recognized program which teaches leadership to emergency management team leaders and members and which was showcased at the 2001 International Oil Spill Conference. Also while under the guidance of DynMcDermott, the SPR program was the first bulk petroleum storage organization (public or private) in the U.S. to receive multi-site ISO 14001 certification. Three of the four SPR sites were granted either Star or Merit status through OSHA's Voluntary Protection Program (VPP).

ULRIC JOHNSON, CSP – Developed and maintained the internet website for the Greater Baton Rouge Chapter of the American Society of Safety Engineers (GBRASSE) for the last four years. Involving numerous hours of his personal time, Mr. Johnson has been solely responsible for the design, content, and maintenance of the web site. The information available on this site is referenced by safety professionals throughout the country on a daily basis, with many of the "hits" focused on the syllabus of ASP/CSP study group materials available free for download and printing. This information would not be available without the formatting and maintenance efforts of Mr. Johnson. This site is often used by other organizations as a model of good design, ease of use, user-friendly layout, and excellent content.

TIMOTHY KING – Coordinated a nearly two-year effort to develop a comprehensive PHA Revalidation Model Process. This involved sorting and analyzing data from numerous hazard studies conducted during the sites' construction and subsequent updates. An appropriate cross-sectional team was assembled for this which met three times a week for several hours, with Mr. King coordinating their efforts, collating the data, leading the hazard studies, and developing periodic action progress reports. A site-developed database was also created under his supervision to track actions to closure.

LOUISIANA SAFE DRIVER PROGRAM – Reduced state employee automobile liability claims by more than \$3.6 million over the last 3 years. Following a ten-year high for claims in FY 1995-96, the State of Louisiana began a proactive approach towards reducing these numbers. Spearheaded by the Office of Risk Management, Loss Prevention Unit, over 100,000 state employees were trained in a defensive driving program and over 350 driving instructors from various state agencies were certified. In conjunction with the passage in 1998 of legislation requiring all state employees to attend a defensive driving course once every three years, the Loss Prevention Unit expanded the scope of its driver training to include: an advanced version of the basic course (English and Spanish); emergency vehicle operators; lines, signs and roadway skills; and car phone safety.

JAMES MIAZZO – Invented a trailer hitch safety apparatus, the Safe-Tow, designed to replace the typical safety chains and thereby prevent runaway trailers. Both versions of this device have each received official patents from the U.S. Patent Office as well as played a key role in the passage of Louisiana legislation (R.S. 32:384 D, E). This product has also gained approval from both the LA Department of Public Safety and Corrections and the LA State Police. The Safe-Tow has been scientifically tested by an independent metals lab to a tensile load of 15,300 pounds, at which point there was a failure of the weld attaching the device to the simulated trailer tongue; no failures occurred in any of the Safe-Tow components. This translates to a 3X safety factor for the rated load of a Class III trailer hitch.

STEEL ERECTION FALL PROTECTION PLAN – Developed primarily by Jacobs Engineering for its JE Merit crew working on the spin flash dryer project at Kerr-McGee in Hamilton, MS., this process required special attention to detail due to the uniqueness of the project. Specifically, an expert in fall protection was called in at the beginning to review the standard and various options with the design team. Special procedures were then developed for all stages, including: material staging, crane erection/placement, crane and rigging inspections, suspended loads and overhead work, and critical lifts. Customized rescue, emergency response, fall protection, and permitting procedures were also implemented.

Deaths By Runaway Trailers

The recent death of a 10 year old girl, and others before her, has prompted this petition. There are far too many deaths caused by runaway trailers, three in the past year, just in the south Louisiana area. Evidently, the present system is not adequate. We the undersigned are pleading with our State and Federal Safety officials to get a grasp on this very serious safety hazard. We do not want to lose one more loved one by this type of accident.

1. Rayzell Rice
2. Ine Smith
3. Marshall Cotton
4. C. J. Senack
5. Alton Gibbons
6. Kerrie Cook
7. Mary Hamelton
8. Jackie Renise Morris
9. Seth Ruby
10. Brandy Miller
11. Thomas Sheffer
12. Tim Landry
13. Ernest Beckford
14. Lamar Leonard
15. W. R. Young
16. GREG COLEMAN
17. Lewis Brown
18. Mike Smith
19. William Gilmore
20. Monique Davis
21. Nathaniel Wright
22. Eddie Hayes
23. Paula Moya
24. Joe Paul Thomas
25. Jack Anderson
26. [Signature]
27. FIDON PETERS
28. Turk Tyler
29. [Signature]
30. Emily [Signature]

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1. Amie Jackson
2. Crystal L. Matthews
3. ~~Bob Smith~~
4. Samuel Davis
5. Gloria Monroe
6. Roger Johnson
7. JAMES CAGE
8. A. Castro
9. ~~Frank Jones~~
10. ~~Frank Jones~~
11. ~~Frank Jones~~
12. ~~Frank Jones~~
13. Quincy Brown
14. N. Sanchez
15. ~~Frank Jones~~

16. ~~Frank Jones~~
17. Robert Williams
18. JONATHAN MICHAELS
19. Desmond Burris
20. Steven Gerald
21. ~~Frank Jones~~
22. Ted Murray
23. Dorothy Hand ^g Dale
24. Lyndale L. George
25. ~~Frank Jones~~
26. Stacy Thomas
27. Kendra Jones
28. C. K. Hill
29. Carrie Henson
30. ~~Frank Jones~~



Department of Public Safety and Corrections

Public Safety Services

CHRISTOPHER A. KEATON
UNDERSECRETARY

I. "MIKE" FOSTER, JR.
GOVERNOR

VENDOR ID# 721411781 00

TO WHOM IT MAY CONCERN:

Mr. Milazzo came to me sometime ago and presented his safe-tow device. After analyzing his device, along with his permits from the state police, and all his other documentation, I decided to purchase his device for my department.

We have been using his devices for four months and they are working to our satisfaction.

We have had problems in the past, in this area, and feel like this new method will eliminate problems concerning trailer towing safety.

Sincerely,

Gerald R. Graham
Facility Maintenance Manager III
Buildings and Grounds
La. Dept. of Public Safety

12/03/04

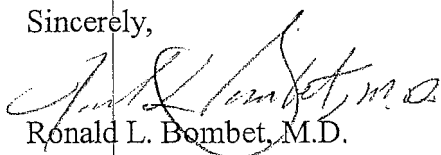
Dear Sirs:

Mr. Jim Milazzo developed a trailer hitch system called Safe-Tow. This hitch system is absolutely the safest trailer hitch I have seen. Before purchasing this system, I felt uncomfortable trailing my boat and other trailers. I have used the new Safe-Tow system for six months now and I feel completely at ease.

I have always been skeptical about the ability of chains to hold a trailer if the hitch or ball was broken. Last year, a car in tow broke loose from the lead car, crossed the neutral ground and hit an oncoming car. Two of my teenage patients were admitted to the hospital in serious condition. Shortly after that I noticed Jim's article in the newspaper, "The Advocate". I contacted him and had the Safe-Tow system installed on two of my automobiles.

I highly recommend the Safe-Tow system to anyone who tows anything. If you want to keep yourself safe and other motorists around you safe, this is a must buy item.

Sincerely,



Ronald L. Bombet, M.D.

^{DA} Jambalaya Shoppe

an Government

To whom it may concern
my company The Jambalaya
shoppe have been using Jimmy
Milazzo's safe-tow trailer
towing system for one year.
We tow large catering & R.V.
trailers. We have been very
pleased with the ease of
installation and safety built
into this towing device.

Andy Williams
owner
The Jambalaya Shoppe



Department of Public Safety and Corrections

Public Safety Services

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UNDERSECRETARY

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Sincerely,

A handwritten signature in cursive script that reads "Gerald R. Graham".

Gerald R. Graham
Facility Maintenance Manager III
Buildings and Grounds
La. Dept. of Public Safety



9236 Ashland Road
Gonzales, LA 70737

(225) 647 - 7474
(800) 257 - 2334

10/31/02

To whom it may concern,

Total Safety, Inc has been using the Safe-Tow trailer hitch safety apparatus for about 1 year. We have approximately 24 trailers and 5 trucks with this device permanently installed. We are very pleased with the results of using this device and also the friendly service of Mr. Jim Milazzo at Safe-Tow Inc.

I thank you for your valuable time, and please call me for any further assistance at (225) 647-7474.

Sincerely,

A handwritten signature in cursive script that reads "Donald Hall".

Donald Hall



DEPARTMENT OF THE ARMY

NEW ORLEANS DISTRICT, CORPS OF ENGINEERS

P.O. BOX 60267

NEW ORLEANS, LOUISIANA 70160-0267

From: Coastal Eng Unit (ED-HC)
279 Main St
Simmesport, La 71369

JUL 15 2003

Subject: Letter of Appreciation

To: Safe-Tow Inc.
Attn: Jim Milazzo
13046 Gurney Rd
Baton Rouge, La 70818

Our organization would like to express appreciation for the seven boat trailer/truck safety hitches that you manufactured and installed for us. We have been using these for the past six months and we are more than satisfied with the hitches. The convenience and safety of the locking balls make it a super hitch. We recommend that anyone trailering the size boats like we have should have one installed.

Sincerely,

Walter Q. Moreau, GS-09
Hydrologic Technician
U.S. Army Corps of Engr

Walter Q. Moreau

*Col. Peter Rowan
504-862-2204*

12/03/04


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I highly recommend the Safe-Tow system to anyone who tows anything. If you want to keep yourself safe and other motorist around you safe, this is a must buy item.

Sincerely,



Ronald L. Bombet, M.D.

WORLD DAILY

World

MONDAY, FEBRUARY 3, 2003

OPELOUSAS, LA.

Sunset

Child killed by loose trailer

A 10-year-old girl was killed Sunday morning when a trailer broke free from its tow truck and smashed into the family car. This was the ninth fatality of the year in Troop I.

At 9:10 a.m. Sunday, Wilbert McComb, Jr., 53, of Carencro, according to Trooper James Flynn of State Police Troop I, was towing a small utility trailer with his pickup truck north on Mills Road near Sunset. For some unknown reason, as McComb and his 13-year old passenger approached Vatican Road, the chain attaching the trailer to the truck broke.

The trailer struck a Plymouth Voyager heading south on Mills Road and driven by Alvin J. Savoie, 65, of Sunset. In the vehicle with Savoie were Mary Savoie, 60, of Sunset, and six juveniles. Both Savoies and two of the children, females ages 10 and 13, were taken to the hospital. Three victims were taken to Our Lady of Lourdes Hospital. The 10-year-old, who died from her injuries, was taken to University Medical Center in Lafayette. The trailer struck her side of the car. All of the juveniles, except the deceased, suffered minor injuries.

McComb was charged

Monday, February 3, 2003

Advocate staff report

Runaway trailer hits car, kills girl

A 10-year-old girl was killed Sunday morning in Lafayette Parish after a utility trailer detached from a pickup and slammed into the car in which she was riding, a State Police Troop F news release said.

The girl, who was not identified, was killed about 9:10 a.m. while the Plymouth Voyager she was in headed south on Mills Road, north of Scott.

The trailer detached from the truck, driven by Wilbert McComb Jr., 53, of Carencro, and hit the Voyager, which was driven by Alvin J. Savoie, 65, of Sunset.

Neither McComb nor his 13-year-old passenger were injured.

Savoie suffered moderate injuries.

The other six passengers with Savoie, including five juveniles, were also injured.

The news release said McComb was cited for driving with unsecured safety chains.

MAY 20-2000

Driver killed in school bus crash

By The Associated Press

DERWOOD, Md. — A trailer carrying a tractor broke loose from a farm truck and crashed into a school bus Friday, killing the bus driver and injuring three children, police

said.

The injured children — two 5-year-old girls and an 11-year-old girl — were airlifted by helicopter to Children's Hospital in Washington, Montgomery County Police spokesman Derek Baliles said.

MAY 21-2000

2B

SUNDAY ADVOCATE, Baton Rouge

Opelousas man killed in I-49 crash

A 22-year-old man was killed Friday after a pickup lost its trailer and went out of control, crossing Interstate 49 and hitting the man's vehicle head-on, said a report from State Police Troop I.

Thomas Vincent, 22, of Opelousas was killed in the crash, the report said.

The accident occurred just before midnight when the trailer separated from a truck being driven north by Steven J. Guillory, 22, of Church Point, the report said.

The truck crossed into the southbound lanes, hit a utility pole and smashed into Vincent's pickup as it entered the highway from an entrance ramp, the report said.

Guillory and a passenger, Shelton Alfred, 39, of Church Point suffered moderate injuries and were being treated at Opelousas General Hospital, the report said.

4-19-2000

Good Samaritans: Penny Bouquet says her sister, Kim Berthelot, came up from New Orleans one evening and borrowed their utility trailer.

"As she approached the big curve at the North 22nd Street exit of I-110," says Penny, "the trailer came off the back of her truck, flew over the wall, and landed in the opposite traffic lane.

"She immediately pulled off the road, crossed the interstate, and began attempting to pull the trailer off to the side."

Two young men stopped and offered to stay with the trailer until she could drive to the nearest exit and re-enter the interstate on the opposite side.

Two older men also offered to help, and two police officers stopped and put their flashing lights on until everything was secure.

Says Penny: "We owe those six men (and her guardian angel!) a debt of gratitude for taking care of my little sister!"

One killed, 4 injured in wreck

By **BOB ANDERSON**
Florida parishes bureau

WALKER — A large trailer unhitched, slid across the median of Interstate 12 and smashed into three oncoming vehicles, killing one driver, Police Chief Elton Burns said Monday.

Authorities closed I-12 westbound from shortly after 9 p.m. Sunday until about 3 a.m. Monday as a result of the wreck, authorities said.

Gerald L. Guitreau, 63, 12015 Willowmore Drive, Baker, died instantly when part of the frame of the trailer came through his windshield, Burns said.

Part of the trailer also rammed through the windshield of a truck occupied by an Evansville, Ind. man and his son. The teen-ager said his father saw the trailer sliding toward them and yelled for him to "get down and hold on."

Lewis Minton, 19, told officers he just managed to brace his feet against the dash before the impact.

He avoided any serious injuries, as part of the trailer crashed through the windshield; his father, William Minton Sr., received lacerations to both hands, police said.

"I remember something coming through the windshield, but I don't know what it was," the elder Minton told officers.

A small car occupied by two young women turned over several times after striking the trailer, but neither woman received any serious injuries, Burns said.

"They were both wearing their seat belts, and the air bags deployed," Burns said.

"I hit the trailer head-on" and the car started "flipping a lot of times," said Angelica Chenevert, 28, 10950 Darryl, Baton Rouge, in a statement to investigators. Other motorists immediately came to their assistance, she said.

Police booked Jimmie Marshall, 35, 3759 San Juan Drive, Mobile, Ala., on a count of negligent homicide, four counts of negligent injury and having a faulty tow bar, police records show.

An initial investigation indicated the size of the tongue on the trailer was "mismatched" to the ball to which it was attached to the rear of the truck, Burns said.

State Police seized the safety chains of the trailer, which was

APRIL 2002

Jan 2004

representative for the ...



Truck trailer slips loose, kills woman

A woman died Monday in a traffic accident on Plank Road after a heavy flatbed trailer broke off from the truck pulling it, crossed the center line and collided with her vehicle, a Baton Rouge police news release says.

Paula Jordan, 43, 5998 Cyrus St., was southbound in the 6500 block of Plank Road at noon when the northbound truck lost its trailer.

The driver of the truck, Joel Waguespack, 54, 12166 Oak Line Acres, St. Amant, was not injured.

Police cited him with improper equipment and an unsecured load. Alcohol was not a factor in the crash, the release says.

Regular Session, 1999

HOUSE BILL NO. 30

BY REPRESENTATIVE DIEZ

AN ACT

To amend and reenact R.S. 32:384(D) and to enact R.S. 32:384(E), relative to towing; to authorize the approval of other safety devices as an alternative to safety chains; to require inspection prior to approval; to provide for certain criteria of such devices; to provide for the promulgation of rules and regulations; and to provide for related matters.

Be it enacted by the Legislature of Louisiana:

Section 1. R.S. 32:384(D) is hereby amended and reenacted and R.S. 32:384(E) is hereby enacted to read as follows:

§384. Trailers and towed vehicles

* * *

D. Every trailer and semitrailer with a loaded gross weight capacity of up to six thousand pounds shall be equipped with safety chains or other safety device approved in accordance with Subsection E. The safety chains or other approved safety device shall be securely attached to the towing vehicle when the trailer or semitrailer is in motion and shall be of sufficient strength to hold the trailer behind the towing vehicle in case the connection between the two vehicles detaches.

E.(1) The Department of Public Safety and Corrections, office of state police, shall have the authority to approve safety devices other than safety chains to be used when towing trailers or semitrailers. The approval of a safety device shall be in writing. Any such device shall be inspected by the office of state police before written approval is given. The following criteria shall be considered in making the determination of whether or not to approve such safety device as an alternative to safety chains:

(a) The physical characteristics of the device, including but not limited to the material or materials used in constructing the device.

(b) The method by which the device is attached to the trailer or semitrailer.

(c) The overall strength of the device.

(2) The office of state police shall promulgate rules and regulations in accordance with the Administrative Procedure Act to implement the provisions of this Subsection, including but not limited to the procedure for accepting and processing applications for approval of alternative safety devices.

SPEAKER OF THE HOUSE OF REPRESENTATIVES

PRESIDENT OF THE SENATE

GOVERNOR OF THE STATE OF LOUISIANA

APPROVED: _____