

APPENDIX F

COMPLIANCE CIRCULARS

The following Compliance Circulars address allowances granted by the Province under the general authorization in **Section 7.02** (1) of the Commercial Transport Regulations (CTR), pending updates to the CTR.



COMPLIANCE CIRCULAR

NO. 08/09

October 30, 2009

SUBJECT: NEW PERMITS FOR EXTENDED LENGTH SUPER B-TRAINS HAULING WOOD CHIPS AND MILL PROCESSED WOOD RESIDUALS (Correction: Box Length Limit is 23 m not 25 m)

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| Managers, Victoria Motor Vehicle Inspectors Passenger Transportation Board Deputy Director, CVSE Regional CVSE Managers Managers, Licensing ADM (Compliance and Consumer Services) | Carrier Safety Inspectors Government Agents Appointed Agents Trucking Industry Law Enforcement Agencies Commercial Transport Insp. (Inspection Stations) Passenger Transportation Branch | Driver Services Centres MOT (Director, Chair Transportation Policy) Supt of Motor Vehicles |
|--|--|--|

PURPOSE OF CIRCULAR

This new permit will allow wood chips haulers to use Extended Length Super B-trains with an overall length up to a maximum 27.5 m, a maximum overall box length up to 23 m, and a maximum overall height up to 4.45 m to haul low bulk density wood chips and mill processed wood residuals such as saw dusts and hog fuels. The added volume will compensate for hauling any wood chips and mill processed wood residuals which are extremely dry and light (such as beetle-killed wood chips), and help achieve full legal axle weights.

This initiative will increase trucking productivity and reduce greenhouse gas emissions, when compared with hauling the same amount of wood chips using the existing Super B-train configurations.

From a vehicle dynamic and safety perspective, the new configuration exhibits acceptable vehicle dynamic performance and complies with established commercial vehicle performance thresholds. Because the Extended Length Super B-trains require more room to turn compared with normal Super B-Trains, permits will be restricted to Ministry approved routes only.

BACKGROUND

The pulp and paper industry and independent wood chips haulers have approached the Commercial Vehicle Safety and Enforcement Branch (CVSE) to solve their trucking productivity problem. In many instances, the maximum allowable axle weights for their Super B-Trains were not realized when hauling dry and low bulk density wood chips, especially when hauling beetle-killed wood chips.

CVSE has explored many options and decided that the safest and most practical approach would be to lengthen the allowable box length of the trailers, and increase the allowable height of the trailers in the Super B-Trains. The added volume, approximately +15% over the existing B-Train

combinations, would allow the new Extended Length Super B-Trains to reach the full legal axle weight targets.

Operators of the “Extended Length Super B-Trains” are required to obtain the necessary Over-Dimension Permit before they can operate the lengthened combination on approved routes.

Note: Only tandem or tridem drive Super B-Trains are eligible for this permit. This means the first trailer in a B-Train must be equipped with a tridem axle group, and the second fifthwheel must be placed within the suspension spread of the tridem axle group of the first trailer.

Further dimensional restrictions of the permits, which differ from the existing regulations on legal B-Trains as shown in Appendix G of the Commercial Transport Regulations, are:

- The allowable overall length is increased from a maximum of 25 m to 27.5 m;
- The allowable box length is increased from a maximum of 20 m to 23 m; and
- The maximum overall height is increased from 4.3 m to 4.45 m, provided that only the trailer’s tarp and wood chips may occupy the space over 4.3 m and the actual trailer sidewall height must be no more than 4.15 m.

Under the current section 7.05 (2) of the Commercial Transport Regulations, tarp roll stops are allowed to be positioned up to a height of 4.3 m, and the sidewall of the trailer cannot exceed 4.15 m. The additional space allowances prescribed in this permit - from 4.3 m to 4.45 m - was intended for the added volume of wood chips and the tarp itself. No physical hardware, other than just wood chips and tarp, should occupy this space.

Also note that the vehicle height clearance for any on-road structure is always the driver’s responsibility. Please obey all posted signs, especially those respecting height restrictions.

T-30 Form - Approved Routes

A new T-Form (**T-30**) has been created to outline all the approved routes for the Extended Length Super B-Trains and can be located on our website at:

<http://www.th.gov.bc.ca/cvse/ctm/Forms/forms.htm>

To obtain a Letter of Authorization please contact Jackie Hucal at (250) 953-4061, or jackie.hucal@gov.bc.ca. After receiving the Letter of Authorization, an Over-dimension Permit can be purchased from the Provincial Permit Centre at 1-800-559-9688.



Greg Gilks, P. Eng.,
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure

SUBJECT: Hydro Vac Trucks with Front Mounted Hose Reels to Operate Under General Authorization

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|--------------------------|---------------------------------|--|
| Managers, Victoria | Passenger Transportation Board | Commercial Transport Insp. (Inspection Stations) |
| Regional CVSE Managers | Passenger Transportation Branch | ICBC |
| Area Vehicle Inspectors | Carrier Safety Inspectors | Trucking Industry |
| Deputy Director, CVSE | Government Agents | |
| ADM, Highways Department | Law Enforcement Agencies | |

PURPOSE OF CIRCULAR

To advise that letters of authorization and permit fees are no longer required to operate the front mounted hose reels.

BACKGROUND

Front-mounted hose reels are not specifically addressed in the Commercial Transport Regulations. They are not included in the definition of “permanently mounted equipment”, and are not entitled to the allowance for additional weight for PME. Other provisions for front projection for devices that do not carry cargo¹ are insufficient for the dimensions of many front-mounted hose reels in their unaltered, factory-released state.

AUTHORIZATION

To maintain pace with vehicle technologies and equipment additions that may not have been considered when legislation was enacted or revised, by general authority², these vehicles may operate without permits at legal weights with a front projection of up to 1 meter from the front bumper.



The driver’s clear sightlines to the highway must not be unduly obstructed by the hose reel, and the design and attachment of the hose reel must conform to the original manufacturer’s specifications, and not negatively impact road safety.

¹ Commercial Transport Regulations, section 7.08(2)(c)

² Commercial Transport Regulations, section 7.02(1)

To operate without permit under this general authorization, the overall length of the truck with hose reel must not exceed 13.5 m.

For additional information, please contact Jeff Monty, Manager, Commercial Transport, CVSE, telephone: (250) 953-4017 or email: Jeff.Monty@gov.bc.ca.

A handwritten signature in black ink, appearing to read 'B Murray', with a stylized flourish at the end.

Brian Murray
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation & Infrastructure



SUBJECT: Deadline for Planned Trailer Axle Weight Reductions Extended to December 31, 2020 for Affected Vehicles

| | | |
|--|---|---|
| Managers, Victoria Regional CVSE Managers Area Vehicle Inspectors Deputy Director, CVSE ADM, Highways Department | Passenger Transportation Board Trucking Industry Carrier Safety Inspectors Government Agents Law Enforcement Agencies | Commercial Transport Insp. (Inspection Stations) ICBC |
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PURPOSE OF CIRCULAR

To notify owners and operators of the following truck configurations that the scheduled trailer weight reductions as detailed below will be postponed until **December 31, 2020**.

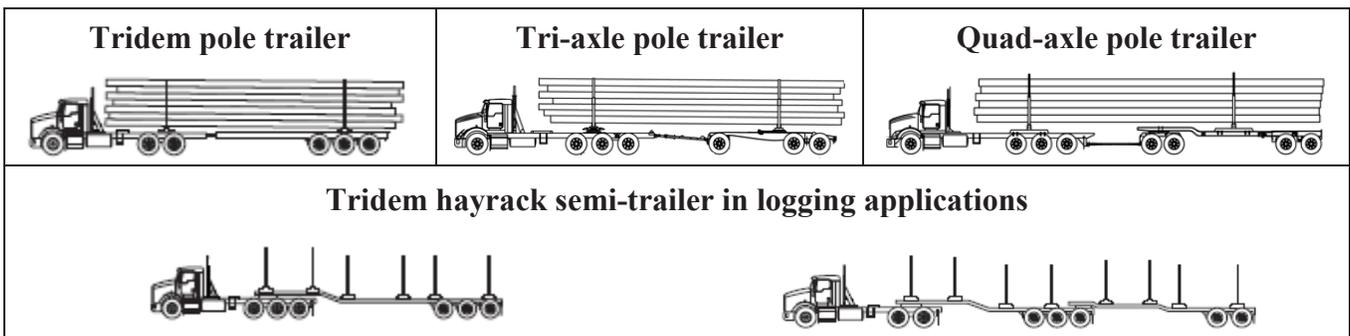
1. Quad-Axle Full Trailers (Appendix F)

The proposed decrease in the maximum allowable weight for a quad-axle full trailer from 34,000 kg to 31,000 kg has been cancelled, per [Director's Decision Feb 2014](#).



2. Tridem Pole Trailers (Appendix H), Quad- and Tri-Axle Pole Trailers (Appendix I), and Tridem Hayrack Semi-Trailers in Logging Applications (Appendices D and G)

The scheduled decreases in the maximum allowable weights for these vehicles will be postponed until December 31, 2020 or until a more permanent decision may be taken, whichever occurs sooner.



With the current allowances, maximum weights on these trailers are as follows; please note that other applicable limits and provisions, such as manufacturers' ratings, tire loading, and the additional weights from section 7.26 CTR, still apply:

- Tridem pole trailer 25,000 kg
- Tri-axle pole trailer 26,100 kg
- Quad-axle pole trailer 34,000 kg including allowances from section 7.26 CTR
- Tridem hayrack semi-trailer 25,000 kg

BACKGROUND

Commercial Vehicle Safety and Enforcement is extending the date for the weight changes described above until **December 31, 2020** pending the completion of further research.

No commercial transport permit is required for operators of vehicle combinations including one of the above trailer types to operate at the unreduced maximum trailer weight.

This allowance is authorized pursuant to the general authority granted to the Director of Commercial Vehicle Safety under Section 7.02 (1) of the Commercial Transport Regulations.



Steve Haywood
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure



SUBJECT: Updated Changes Affecting Wide Base Single Tires (WBST)

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|--------------------------|--------------------------------|----------------------------|
| Managers, Victoria | Passenger Transportation Board | Commercial Transport Insp. |
| Regional CVSE Managers | Trucking Industry | (Inspection Stations) |
| Area Vehicle Inspectors | Carrier Safety Inspectors | ICBC |
| Deputy Director, CVSE | Government Agents | |
| ADM, Highways Department | Law Enforcement Agencies | |

PURPOSE OF CIRCULAR

British Columbia is further amending its policies regarding the use of Wide Base Single Tires (WBST). Effective immediately to harmonize with other provinces, BC will allow increased weight allowances for Wide Base Single Tires that are **445 mm** or wider to receive full weight parity with dual tires, subject to:

1. Operation as described for 'super single tires' in section 7.25 of the CTR (below, with weights amended to reflect the new allowance).

Super single tires

7.25 A person must not, without a permit, use super single tires, unless

- (a) the super single tires
 - (i) are used on a single, tandem or tridem axle group,
 - (ii) do not support, except on the steering axle, more than [4,450 kg] each, and
 - (iii) are on the last axle group, if the super single tires are used on a vehicle combination with a tandem or tridem axle group, and
- (b) subject to section 7.07 (1) (c), the axles on which the super single tires are installed
 - (i) have a minimum axle track width of 2.5 m,
 - (ii) do not have dual wheels or single tires installed on them, and
 - (iii) do not support more than [8,900 kg] each.

2. A maximum of **100 kg/cm tire width** is applicable to all tires.

BACKGROUND

TRAN has allowed WBST, 445 mm or wider, as a replacement for dual tire configurations on commercial trucks (see Figure 1) since 2008, at a reduced legal axle weight allowance of 7,700 kg, compared to conventional dual tire legal axle weights of 9,100 kg for single axles.



Figure 1: Tire comparison (a) NGWBST and (b) Dual Tire Assembly

In June of 2018, BC increased the weight allowance for wide based single tires 455 mm or wider to full parity with dual tires. This latest amendment increases the weight allowance for wide based single tires 445 mm or wider to full parity. New maximum weights for wide based single tires in BC are:

| Maximum Tire Loading | 100 kg/cm | | |
|----------------------------|------------|-------------|-------------|
| Maximum Axle Loading | Dual Tires | 445 mm WBST | 455 mm WBST |
| Single Axle | 9,100 kg | 8,900 kg | 9,100 kg |
| Tandem Axle (1.0 – 1.85 m) | 17,000 kg | 17,000 kg | 17,000 kg |
| Tridem Axle (2.4 – 3.7 m) | 24,000 kg | 24,000 kg | 24,000 kg |

BC is making this change to further harmonization efforts across Canada. Improved fuel savings for commercial trucks with WBST relate directly to greenhouse gas reductions.

SUMMARY:

The increase in weight allowance assists the trucking industry in meeting their greenhouse gas requirements, by reducing the number of trips. Increased fuel economy for WBST also contributes to reductions in greenhouse gas emissions by 3.2%.

The Ministry will allow the new weights by general authority delegated to the Director CVSE in Section 7.02(1) of the Commercial Transport Regulations, pending the next update to the regulations, which will incorporate the increased weights. No permits are required.

For additional information or questions please contact Commercial.Transport@gov.bc.ca.

Cole Delisle
 A/Director, Commercial Vehicle Safety and Enforcement Branch
 Ministry of Transportation and Infrastructure



SUBJECT: Application Process for Overweight or Oversize Fire Apparatus Used for Public Fire Control Operations

Regional CVSE Managers
Commercial Transport Insp.
(Inspection Stations)

Law Enforcement Agencies
BC Fire Departments

BC MoT Bridge Branch
BC Municipalities

PURPOSE OF CIRCULAR

To notify municipalities, cities, towns, regional districts, firetruck manufacturers and other interested parties of updates to BC's firetruck permit policies and processes. This Circular replaces Circular 05/09.

Depending on the size and weight of a firetruck, there are different 'levels' of authorization for its operation by a municipality or other public authority:

1. **Legal vehicles:** A firetruck that fits within the truck allowances set out in Division 7 of the Commercial Transport Regulations does not need a permit to operate on provincial highways.
2. **Policy-compliant firetrucks:** A new permit policy for firetrucks can be found in **Section 5.3.18, Chapter 5** of the Commercial Transport Procedures Manual. The policy is attached to this Circular as **Appendix A**. If the firetruck fits within the dimensions and weights shown in the policy, no additional approvals are needed: the registered owner of the firetruck can contact the Provincial Permit Centre at 1-800-559-9688 for permits. No fees are charged for permits issued to municipalities. For parties that are not public authorities, Section 5.3.18 shows the maximum weights and dimensions allowed for firetrucks.
3. **Custom permits for oversize/overweight municipal firetrucks:** Municipalities should use Form **CVSE1040** to request approval for firetruck weights and dimensions that exceed the policy described in #2, above. The new application form is attached to this Circular as **Appendix B**. It is important to note that permits resulting from these applications may limit, prohibit, or provide directions respecting the use of provincial roadway routes by a person or authority operating or in charge of the fire apparatus. The likelihood of having such conditions on the permit increases the more the vehicle being applied for exceeds the dimension and weight allowances described in #2, above. Holders of these permits are advised to consult CVSE prior to adding new equipment to the fire apparatus covered under the custom permit, in case adjustments to the permit will be required. If the vehicle no longer meets the specifications described in the custom permit, the permit is void.

CUSTOM PERMIT RENEWALS AND AUTHORIZATIONS FOR DELIVERY

This section will address:

- Renewal of the custom approvals described in #3, above; and
- Requirements for carriers and manufacturers to use when requesting a Letter of Authorization for delivery of one of the firetrucks described in #3, above, to a municipality or other authority responsible for public fire control operations.

Custom Firetruck Permit Renewal Requests:

It is recommended that renewal requests are submitted a minimum of 90 days prior to the current permit's expiry. The municipality or other authority responsible for public fire control must submit a new weigh scale certificate/slip from a certified weigh scale, showing the fully loaded operational axle weights, to Commercial.Transport@gov.bc.ca for review. Any discrepancy from the weights in the previous LOA may result in the need for new structural analysis along the proposed route(s), which may delay the renewal process.

Letter of Authorization (LOA) Requests for Delivery Purposes:

A primary or secondary vehicle manufacturer, or a carrier, may apply for an LOA to be able to obtain single trip overweight permits to deliver an overweight fire apparatus to a municipality or other authority responsible for public fire control operations, provided the application for permit from that municipality or authority has already been approved. Delivery routes should be limited to shortest possible route from borders, manufacturer and dealer locations.

These requests are to be submitted to Commercial.Transport@gov.bc.ca and shall include:

- Detailed vehicle information, as described in Form **CVSE1040**,
- Detailed routing information
- A copy of the custom permit issued to the municipality or other public authority responsible for public fire operations, or a letter or email from that municipality or other authority demonstrating an understanding of the need to apply for a permit.

BACKGROUND

Fire apparatus, particularly new firetrucks used as aerial bucket or ladder trucks, regularly exceed provincial permit policy axle weights when fully outfitted for fire operations. Overweight vehicle(s) have a direct impact on MOTI's ability to provide a safe roadway network. Therefore, to meet MOTI's obligations while providing fire protection to the public, a permit with conditions will be issued to fire apparatus that exceed legal and policy axle weights.

Yours truly,

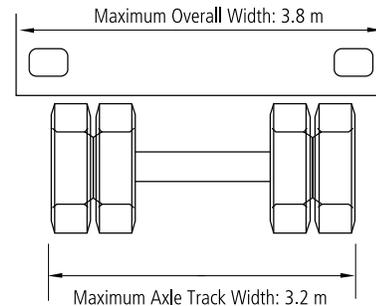
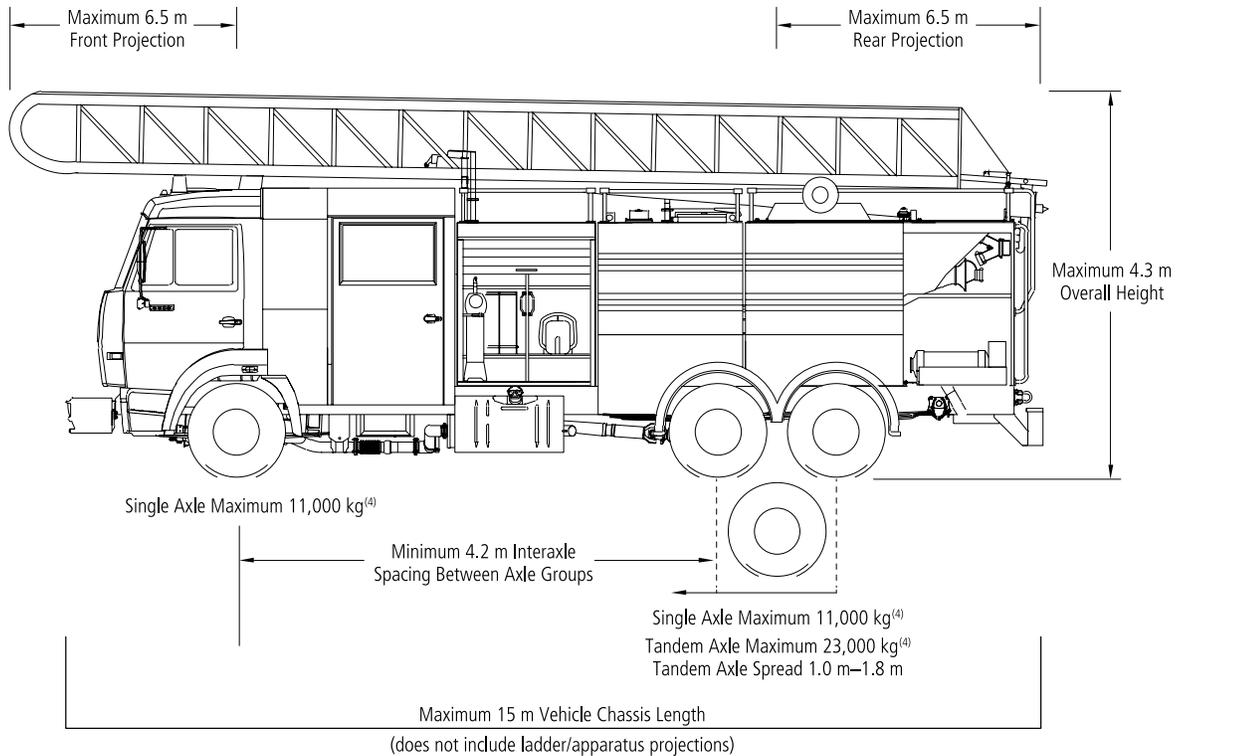


Nam Nguyen
Sr. Vehicle Engineer, Commercial Transport
Ministry of Transportation and Infrastructure

Attachment: **Appendix A** – New Permit Policy for Firetrucks, from Section 5.3.18, [Chapter 5](#),
Commercial Transport Procedures Manual
Appendix B – Link to Form [CVSE1040](#)

5.3 OVERSIZE/OVERWEIGHT VEHICLES

5.3.18.A Municipal Fire Trucks



NOTES:

1. Bridge Formula applies to all axles, Maximum Permitted Weight = axle spacing (in cm) x 30 + 18,000 kg.
2. Legal Single axle weight maximum without permit is 9,100kg. Legal Tandem axle group maximum weight without a permit is 17,000 kg.
3. All weights subject to original equipment manufacturer gross vehicle weight, axle and tire rating.
4. Maximum 110 kg/cm tire width loading:

| Single Tire | | Dual Tire | |
|-----------------|----------------|-----------------|----------------|
| Tire Width (mm) | Max. Axle Load | Tire Width (mm) | Max. Axle Load |
| 385 | 8,470 kg | 235 | 10,340 kg |
| 425 | 9,350 kg | 245 | 10,780 kg |

Non-Compliant Fire Trucks

For municipal fire trucks that do not comply with the dimensions and weights as outlined in this section, please refer to Compliance Circular No. 05/19

www.cvse.ca/CTPM/Com_Circulars/2009/090615_comp_crular_05-19.pdf

These special permits are issued out of the Commercial Transport Office in Victoria and are ONLY available for B.C. municipal fire trucks.



FIRETRUCK APPLICATION FOR MUNICIPALITIES

This application form is to be used by municipalities, cities, towns and regional districts only, for firetrucks that exceed the weights and/or dimensions set out in Section 5.3.18, Chapter 5, Commercial Transport Procedures Manual. Firetrucks operated by other parties must not exceed the dimensions and weights set out in Section 5.3.18. Carriers seeking to deliver firetrucks to municipalities must apply for a special permit, using this form. See Circular 05-19 for more information. An approval resulting from this application will be valid on provincial infrastructure only.

Applicant Name and Contact Information (Municipality or other Public Authority)

Name of Municipality: _____
Contact Person: _____
Phone: _____ Email: _____
Address that the firetruck will operate from: _____

Area of operation: Please attach location and "radial" route information for the primary response area, including diagrams/maps showing the provincial roadways and maximum distances.

If the vehicle is intended to be used in a mutual response area, please include that information in a separate attachment, including diagrams/maps.

Vehicle Description

Year: _____ Make: _____
Model: _____ VIN: _____
Total number of axles on the vehicle: _____

Vehicle Weight Information, in kg:

Gross Vehicle Weight Rating (GVWR)
The original equipment manufacturer's maximum weight rating for the entire vehicle: _____
Gross Axle Weight Rating (GAWR) - Steer Axle
The original equipment manufacturer's rating for maximum weight on the steer axle (Axle 1): _____
Gross Axle Weight Rating (GAWR) - Rear Axle Group
The original equipment manufacturer's rating for maximum weight on the rear axle(s) (Axle 2 or 2+3): _____

Weigh scale slip: Please attach a weigh scale certificate/slip from a certified weigh scale or manufacturer's certified weight estimates showing fully loaded operational axle weights.



Tire Information:

Number of tires on the steer axle (Axle 1): _____

Size of tires on the steer axle (Axle 1): _____

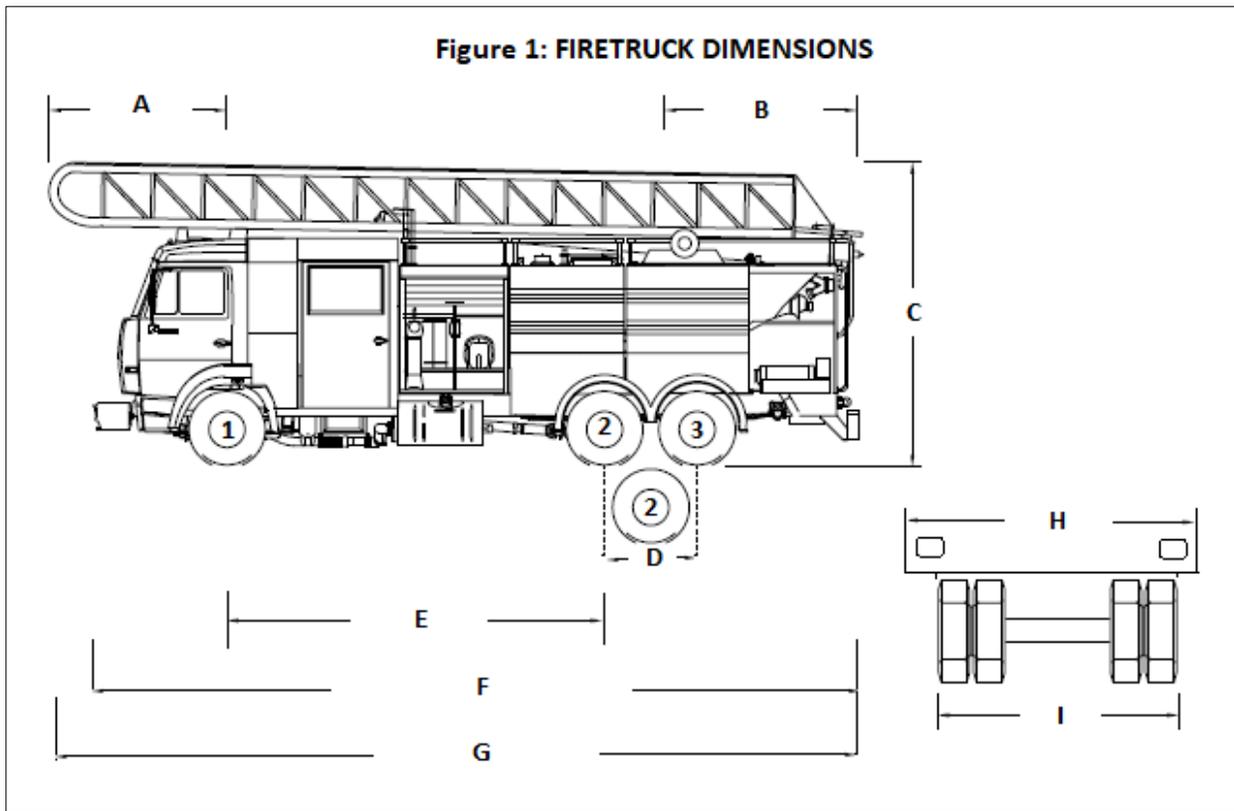
Tire load rating for front tires, in kg:
The original equipment manufacturer's rating for maximum weight on each front tire _____

Number of tires on the rear axle group (Axle 2 or 2+3): _____

Size of tires on the rear axle group (Axle 2 or 2+3): _____

Tire load rating for the rear axle group, in kg:
The original equipment manufacturer's rating for maximum weight on each rear tire _____

Vehicle Dimensions, in metric:



A: Front projection, measured from the centre of the steer axle _____

B: Rear projection, measured from the centre of the rear axle or axle group _____

C: Overall height, measured from the pavement to the highest point of the vehicle in travel mode _____

D: Axle spread on the rear axles, if applicable, measured from the centre of Axle 2 to the centre of Axle 3 _____



E: Interaxle spacing, measured from the centre of Axle 1 (the steer axle) to the centre of Axle 2

F: Length of the vehicle, measured without overhead apparatus

G: Overall length of the vehicle including overhead apparatus

H: Overall width of the vehicle, measured from widest point to widest point, excluding mirrors

I: Axle track width, measured from the outside face of the outside tire on one side to the outside face of the outside tire on the opposite side of the vehicle, at any point above the lowest point of the rim

Timelines and processes:

Information provided on this application form will allow MOTI Bridge and Vehicle Engineers to carry out analysis on the provincially owned structures and road geometry that exist along the proposed route(s). Applicants should seek separate authorization for travel on roads that are not under provincial jurisdiction (i.e. from the municipalities in which they will need to operate). After provincial analysis is complete, MOTI will provide a permit for operation on provincial highways, which will be valid for a three-year period.

It is important to note that the permit may limit, prohibit, or provide directions respecting the use of provincial roadway routes by a person or authority operating or in charge of the fire apparatus. The likelihood of having such conditions on the permit increases the more the vehicle being applied for exceeds the dimension and weight allowances set out in Section 5.3.18, [Chapter 5](#), of the Commercial Transport Procedures Manual.

If you have questions about how to complete this application package, please contact Commercial.Transport@gov.bc.ca, (250) 953-4017.

It is recommended these requests be submitted well in advance of the delivery of the fire apparatus if possible, to prevent any delays in obtaining authorization to utilize the new equipment on provincial roadways. Complete application packages should be submitted to Commercial.Transport@gov.bc.ca

Authorized Signature for the Applicant

Date (mm/dd/yyyy)

Mandatory Attachments to Include:

1. Primary Response Area Information, including diagrams/maps
2. Mutual Response Area Information, if applicable, including diagrams/maps
3. Weigh Scale Slip - *certificate/slip from a certified weigh scale or manufacturer's certified weight estimates showing fully loaded operational axle weights*



SUBJECT: Changes Affecting Long Wheelbase Truck Tractors

Managers, Victoria
Regional CVSE Managers
Area Vehicle Inspectors
Deputy Director, CVSE
ADM, Highways Department

Passenger Transportation Board
Trucking Industry
Carrier Safety Inspectors
Government Agents
Law Enforcement Agencies

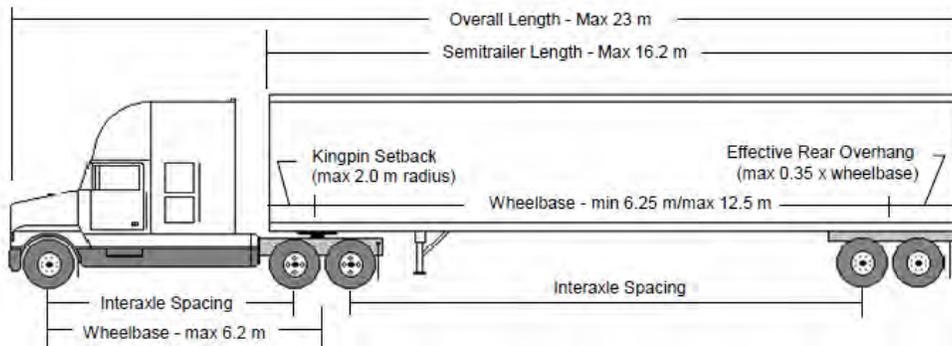
Commercial Transport Insp.
(Inspection Stations)
ICBC

PURPOSE OF CIRCULAR

To announce that British Columbia is amending its policies regarding the use of long wheelbase truck tractors with a tandem drive axle group. Effective immediately, by general authority of section 7.02(1) of the Commercial Transport Regulations (CTR), BC will allow the use of long wheelbase, tandem drive truck tractors in combination with one or two semi-trailers, as follows:

1. Provision to Allow Longer Wheelbase Truck Tractors in Combination with a Single Semi-trailer

Appendix B of the CTR provides a maximum wheelbase of 6.2 m for tandem drive truck tractors. Appendix D of the CTR provides a maximum semi-trailer wheelbase of 12.5 m.



The new authorization grants that the truck tractor wheelbase can be increased up to 7.2 m in a tandem drive truck tractor-semi-trailer configuration, provided the wheelbase of the semi-trailer is reduced in accordance with the following table:

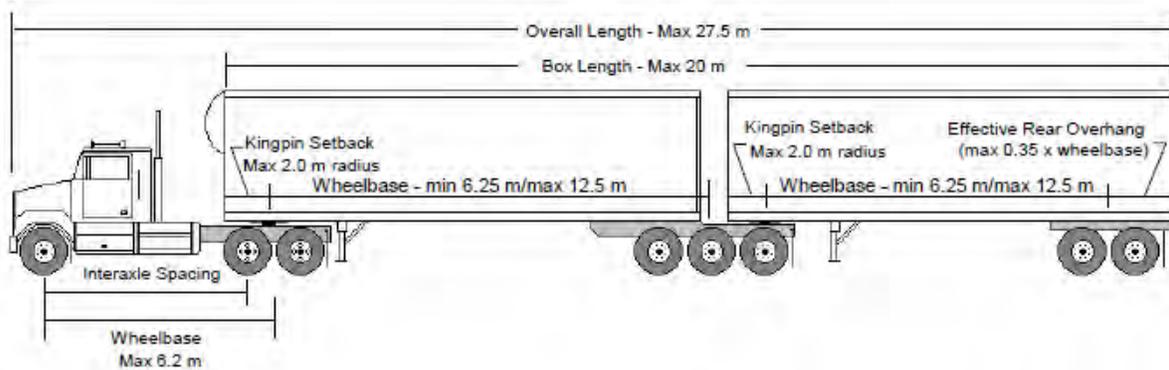
Maximum Semi-trailer Wheelbase for Truck Tractor Wheelbase > 6.2 m

| Truck Tractor Wheelbase | Maximum Semi-trailer Wheelbase |
|-------------------------|--------------------------------|
| 6.2 m or less | ≤ 12.50 m |

| | |
|------------------|-----------|
| > 6.2 m to 6.3 m | ≤ 12.47 m |
| > 6.3 m to 6.4 m | ≤ 12.40 m |
| > 6.4 m to 6.5 m | ≤ 12.33 m |
| > 6.5 m to 6.6 m | ≤ 12.27 m |
| > 6.6 m to 6.7 m | ≤ 12.20 m |
| > 6.7 m to 6.8 m | ≤ 12.13 m |
| > 6.8 m to 6.9 m | ≤ 12.07 m |
| > 6.9 m to 7.0 m | ≤ 12.00 m |
| > 7.0 m to 7.1 m | ≤ 11.93 m |
| > 7.1 m to 7.2 m | ≤ 11.87 m |

As there are some small discrepancies between the old and new tables of single semi-trailer wheelbases in combination with long wheelbase truck tractors, the current allowances will continue to be honoured under permits for a period of 90 days, ending April 10, 2017. The 'old' table may be found in section 5.3.7.A, [Chapter 5](#), of the Commercial Transport Procedures Manual.

2. Provision to Allow Longer Wheelbase Truck Tractors in Combination with Two Semi-trailers (B-Trains)



Appendix B of the CTR provides a maximum wheelbase of 6.2 m for tandem drive truck tractors. Appendix G of the CTR provides a maximum wheelbase of 12.5 m for each semi-trailer.

The new authorization grants that the wheelbase on a tandem drive truck tractor can be up to 6.8 m in a B-Train configuration, provided the sum of the wheelbases of the semi-trailers is reduced in accordance with the following table:

Maximum Sum of Semi-trailer Wheelbases for Truck Tractor Wheelbase > 6.2 m

| Truck Tractor Wheelbase | Maximum Sum of Semi-trailer Wheelbases |
|-------------------------|--|
| > 6.2 m to 6.3 m | ≤ 16.53 m |
| > 6.3 m to 6.4 m | ≤ 16.44 m |
| > 6.4 m to 6.5 m | ≤ 16.36 m |
| > 6.5 m to 6.6 m | ≤ 16.27 m |
| > 6.6 m to 6.7 m | ≤ 16.19 m |
| > 6.7 m to 6.8 m | ≤ 16.10 m |

Permits are not required for use of these new provisions. Previous prohibitions on the use of oversize/overweight permits for loads carried by long wheelbase truck tractor combinations are also cancelled, effective immediately.

Amendments to section [5.3.7.A](#) of the Commercial Transport Procedures Manual will follow in due course.

BACKGROUND

These changes align with amendments to the Memorandum of Understanding Respecting a Federal-Provincial-Territorial Agreement on Vehicle Weights and Dimensions, which were proposed to the Task Force on Vehicle Weights and Dimensions Policy by the trucking industry. The changes are intended to provide additional space to accommodate emissions control equipment, improve driver comfort and allow larger sleeper berths.

On September 28, 2016, the Council of Ministers agreed to amend the MOU, to adopt the above two provisions.

The dimension limits which apply to truck tractors and semi-trailers in the MOU were developed in consideration of vehicle turning performance and to ensure that vehicles can safely negotiate turns within space available at intersections. For this reason the MOU has specified a limit on tandem drive truck tractor wheelbase of 6.2 m since 1988.

From a technical perspective, it is possible to respect the turning performance criteria cited above if an increase in truck tractor wheelbase is accompanied by a reduction in the wheelbase(s) of the trailer(s) being towed to compensate. For this reason, the Task Force was satisfied that the trucking industry's request to use longer wheelbase truck tractors can be safely accommodated if the conditions described in #1 and #2 above are respected.

Questions about the new provisions may be directed to Jan Lansing, Manager Commercial Transport: jan.lansing@gov.bc.ca.



Steve Haywood
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure



SUBJECT: Length Allowances for Autotarp Systems

| | | |
|--------------------------|--------------------------------|----------------------------|
| Managers, Victoria | Passenger Transportation Board | Commercial Transport Insp. |
| Regional CVSE Managers | Trucking Industry | (Inspection Stations) |
| Area Vehicle Inspectors | Carrier Safety Inspectors | ICBC |
| Deputy Director, CVSE | Government Agents | |
| ADM, Highways Department | Law Enforcement Agencies | |

PURPOSE OF CIRCULAR

In response to concerns presented to the Ministry about worker safety, BC will allow length exceptions as described in this Circular for the use of 'autotarp' systems. Operation using the new allowances will be assessed after a period of one year, and a determination will be made at that time about whether to continue the allowances into the future.

For the purposes of this Circular, an automatic tarping (autotarp) system:

- can be operated remotely from ground level; and
- may extend no more than **30.5 cm** to the front or rear of any one vehicle, and
- must be attached at the very top of the vehicle in such a way that no part of the autotarp system descends to a point less than 1.9 m above the ground; and
- must not be designed or used to carry cargo other than a tarp.

Exceptions to the Commercial Transport Regulations (CTR) that will be allowed are:

1. Section 7.08(2) of the Commercial Transport Regulations (CTR) lists devices that may be attached to a vehicle without being included in measurement of the vehicle's (or vehicle combination's) overall length. In addition to the devices currently listed, effective immediately, we will allow an autotarp system installed at the rear of a truck, trailer or semi-trailer. Allowances in 7.08(2)(c) for 30 cm beyond the front or 10 cm beyond the rear of a vehicle for other auxiliary equipment or devices not designed or used to carry cargo may still be used, in combination with the new autotarp allowance, provided the maximum of 30.5 cm extension from the vehicle is not exceeded.
2. Appendix B of the CTR sets out weight and dimensional allowances for trucks and truck tractors. An autotarp system may be excluded from the measurement of the maximum 4.0 m effective rear overhang.

3. Appendix D of the CTR sets out weight and dimensional allowances for truck tractor and semi-trailer combinations. An autotarp system mounted either to the front or the rear of the box on a semi-trailer may be excluded from the measurement of the maximum 16.2 m semi-trailer length, and from the measurement of the maximum effective rear overhang of 35% of semi-trailer wheelbase.
4. Appendix G of the CTR sets out weight and dimensional allowances for A-, B- and C-Trains. An autotarp system mounted either to the front of the box on the front trailer and/or to the rear of the box on the rear trailer may be excluded from the measurement of the maximum 20.0 m box length (a maximum combined allowance of 61 cm) , and from the measurement of the maximum effective rear overhang of 35% of semi-trailer wheelbase.

Exceptions to current permit policy allowances that will be allowed are:

1. Section 4.5.4, [Chapter 4](#) of the Commercial Transport Procedures Manual provides permit allowances for the transport of wood chips, mill processed wood residuals and pulp bales in walled B-Train configurations on routes listed on Form [CVSE1012](#). An autotarp system mounted either to the front of the box on the front trailer and/or to the rear of the box on the rear trailer may be excluded from the measurement of the maximum 23.0 m box length (a maximum combined allowance of 61 cm).

BACKGROUND

Concerned representatives of BC industry approached the Ministry to make us aware of significant issues with worker safety related to manually tarping loads of loose materials.

It appears that autotarp systems that fit within current regulation dimensions are not suitable for all uses, and the Ministry has agreed to provide these limited allowances to assist with improvements to worker safety.

No exceptions to regulation or policy other than those described in this Circular are intended or implied.

Because the equipment will be allowed only at the very top of the vehicles where its potential to interact with other road users is very limited, we do not expect to see detrimental impacts to other road users. However, the on-road safety performance of vehicles operating with these allowances will be assessed after a period of one year, and a determination will be made at that time as to whether to continue the allowances into the future.

Until the allowances are either cancelled or adopted by regulation, the Ministry will allow the increased dimensions by general authority delegated to the Director CVSE in Section 7.02(1) of the Commercial Transport Regulations. No permits are required.

For additional information or questions please contact Commercial.Transport@gov.bc.ca.



Cole Delisle
A/Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure



SUBJECT: New Weight Allowances for Commercial Trucks, Truck Tractors and Buses Powered by Electricity or Hydrogen/Diesel Bi-Fuel, and Changes to Existing Weight Allowances for Full Size Commercial Vehicles Powered by LNG, CNG or LNG/Diesel

| | | |
|--------------------------|--------------------------------|----------------------------|
| Managers, Victoria | Passenger Transportation Board | Commercial Transport Insp. |
| Regional CVSE Managers | Trucking Industry | (Inspection Stations) |
| Area Vehicle Inspectors | Carrier Safety Inspectors | ICBC |
| Deputy Director, CVSE | Government Agents | |
| ADM, Highways Department | Law Enforcement Agencies | |

PURPOSE OF CIRCULAR

To advise industry, staff and the general public about new weight allowances for commercial trucks, truck tractors and buses, as shown in [Appendices B and C of the Commercial Transport Regulations](#), that are electrically powered or use a hydrogen/diesel bi-fuel. These allowances will be available by Letter of Authorization (LOA) effective immediately.

This Circular also serves to advise industry, staff and the general public that effective August 14, 2021, an LOA will also be required for carriers utilizing weight allowances previously granted under [Circular 02-14](#) and [Circular 01-16](#) for trucks, truck tractors, and buses fueled by liquified natural gas (LNG), LNG/diesel bi-fuel or compressed natural gas (CNG).

Implementation

The weight allowances shown in the table below are only permitted on the steering axle and drive axle group. The overall Gross Vehicle Weight (GVW) for the vehicle or combination is also increased accordingly, except that the increase may not be used to exceed the GVW shown in the table below:

| Alternative Fuel Type | Axle Weight Increase | Maximum GVW | LOA Required By |
|-------------------------|----------------------|-------------|-----------------|
| Electric | 1,500 kg | 65,000 kg | Immediately |
| Hydrogen/Diesel Bi-Fuel | 1,000 kg | 64,500 kg | Immediately |
| LNG | 1,500 kg | 65,000 kg | August 14, 2021 |
| LNG/Diesel Bi-Fuel | 1,000 kg | 64,500 kg | August 14, 2021 |
| CNG | 1,500 kg | 65,000 kg | August 14, 2021 |

The increase may not be used to exceed 64,000 kg at the specific locations indicated as having no alternative power weight allowance” on [Form CVSE1011](#).

Qualifying vehicles must not exceed the original equipment manufacturers (OEM’s) stated maximum Gross Axle Weight Rating, Gross Vehicle Weight Rating, or 100 kg/cm of tire width.

With the exception of the steering axle weight, seasonal load restrictions continue to apply. The maximum allowable GVW must be reduced accordingly.

Vehicles must be equipped with a fuel type decal that, if it is not already regulated/required, must be a minimum of 5 cm in height and visible as close as possible to the fuel source of the vehicle.

In order to accurately track uptake of the allowances, CVSE will be requiring carriers to obtain a Letter of Authorization to utilize the additional axle weight. Permits will not be required. To apply for this letter, please send the following information to Commercial.Transport@gov.bc.ca:

- Company or individual name
- Contact email
- Contact phone number
- Contact address
- Vehicle Information:
 - Power source (electric, LNG, CNG, LNG/diesel or hydrogen/diesel)
 - Year
 - Make
 - Model
 - VIN
 - Registration Number

Please contact Commercial.Transport@gov.bc.ca prior to applying for a letter if your fleet size is greater than 6.

BACKGROUND

These alternative fuels are clean and environmentally friendly fuels that produce fewer emissions than diesel fuel for heavy duty trucks, truck tractors and buses. To encourage broader use of these new fuel types, the Ministry of Transportation and Infrastructure is providing additional axle weight allowances to help offset the added weight of the equipment installed on these trucks, truck tractors or buses.

This allowance is authorized by the Director of Commercial Vehicle Safety and Enforcement under Section 7.02(1) of the Commercial Transport Regulations.

For additional information or to apply for an LOA, please call 250-953-4017 or email Commercial.Transport@gov.bc.ca.



Samantha Eburne
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure

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