

# APPENDIX H

## TERM PERMIT VEHICLE ADDITION PROCESS

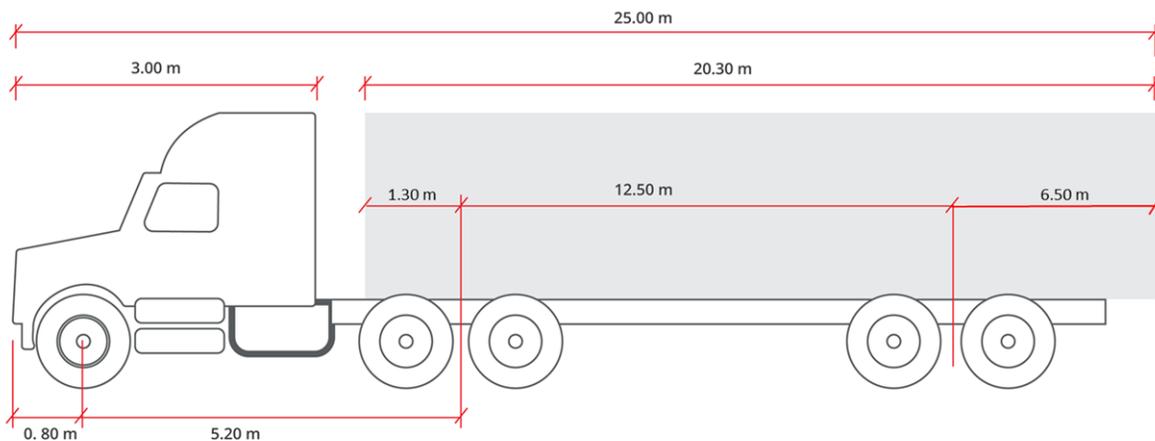
A load, vehicle, and /or combination of vehicles that exceeds the limits in **Section 3.2, Table 6** may be eligible for Term Permits if the turn movement impact area of the configuration is less than the operating envelope of the control vehicle used to develop the applicable Term Permit Network (TPN).

Carriers may submit documentation for their vehicle configuration along with swept path analysis to local road authorities for review. This analysis must be prepared and sealed by a Professional Engineer.

### Control Vehicles

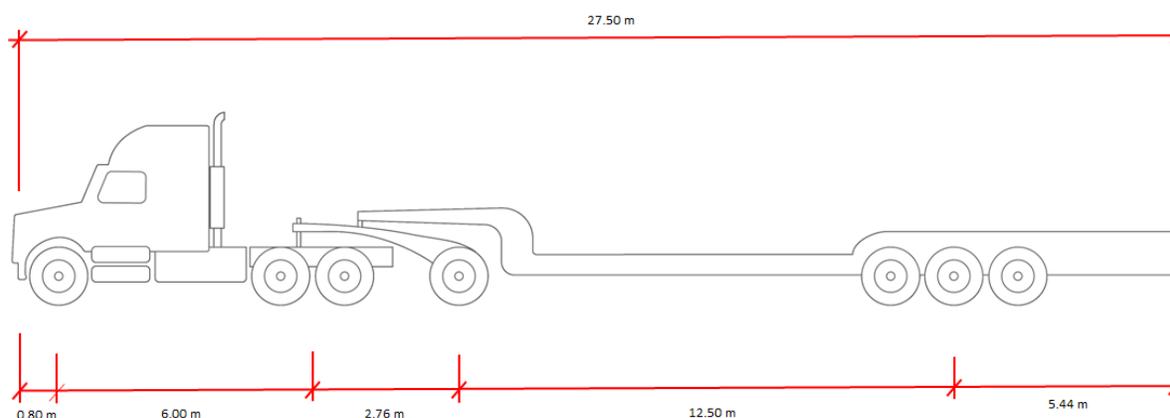
Swept path analyses for the control vehicles below were used to confirm the Tier 1 and Tier 2 TPNs. Only loads, vehicles, or combinations of vehicles with smaller turn movement impact areas than the control vehicles are eligible to use the TPNs with a valid term permit. The dimensions of the control vehicles are provided below.

#### Tier 1 Term Permit Network Control Vehicle



This control vehicle represents a legal tractor semi-trailer combination per **Appendix D** of the *Commercial Transport Regulations* carrying an oversize load with the maximum rear overhang of 6.5 m and maximum load width of 3.2 m per Chapter 6.3.1.B of the *Commercial Transport Procedures Manual*. The wheelbase is 12.5 m, which is the maximum legal trailer wheelbase. The rear axle spread is 1.27 m per **Appendix A** of the *Commercial Transport Regulations*. Only the front axle is steerable, and the vehicle combination has one articulation point.

**Tier 2 Term Permit Network Control Vehicle**



This control vehicle represents a legal tandem drive tractor per **Appendix D** of the *Commercial Transport Regulations* with a steerable front axle towing a steerable jeep and a tridem low bed trailer with a track width of 3.2 m and a wheelbase of 12.50 m. The drive axle spread is 1.52 m per **Appendix A** of the *Commercial Transport Regulations*, and the tridem axle spread is 3.04 m.<sup>1</sup> The axle group spacing between the drive axle group and the jeep axle is 2.76 m. The overall length of 27.5 m is the maximum for term permits for vehicles with multiple articulation points.

**Operating Envelope Maximums**

**Table 1** summarizes the maximum width of the operating envelope for different movement types. Maximum widths for each movement are summarized for each tier. The swept path of the vehicle being considered for Term Permit eligibility may not exceed the maximum width for any movement in the desired tier. Each movement is illustrated in a corresponding figure, as noted in the table below.

*Table 1: Maximum Width of Operating Envelope by Movement and Tier*

Maximum Width of Operating Envelope by Movement and Tier				
	Illustration	Radius	Tier 1	Tier 2
Right U-Turn	Figure 1	15 m	9.46 m	9.87 m
Right 90° Turn	Figure 2	20 m	6.95 m	7.16 m
Through Travel Curve	Figure 3	100 m	4.15 m	4.00 m
Left 90° Turn	Figure 4	20 m	6.99 m	7.19 m
Left U-Turn	Figure 5	15 m	9.45 m	9.86 m

<sup>1</sup> *Project Cargo Corridors - Province of British Columbia (gov.bc.ca)*. Online: <https://www2.gov.bc.ca/gov/content/transportation/vehicle-safety-enforcement/services/permitting/project-cargo-corridors>

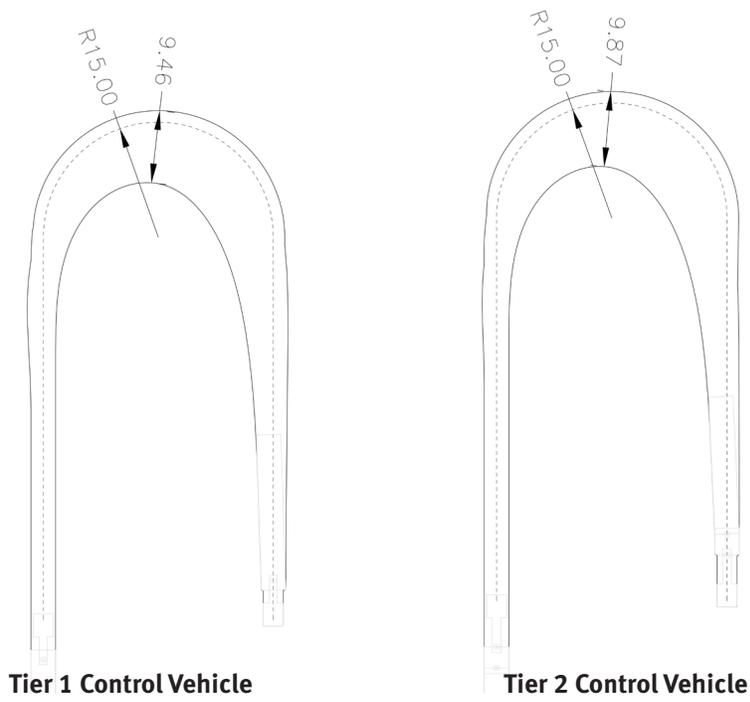


Figure 1: Right U-Turn along 15 m Radius

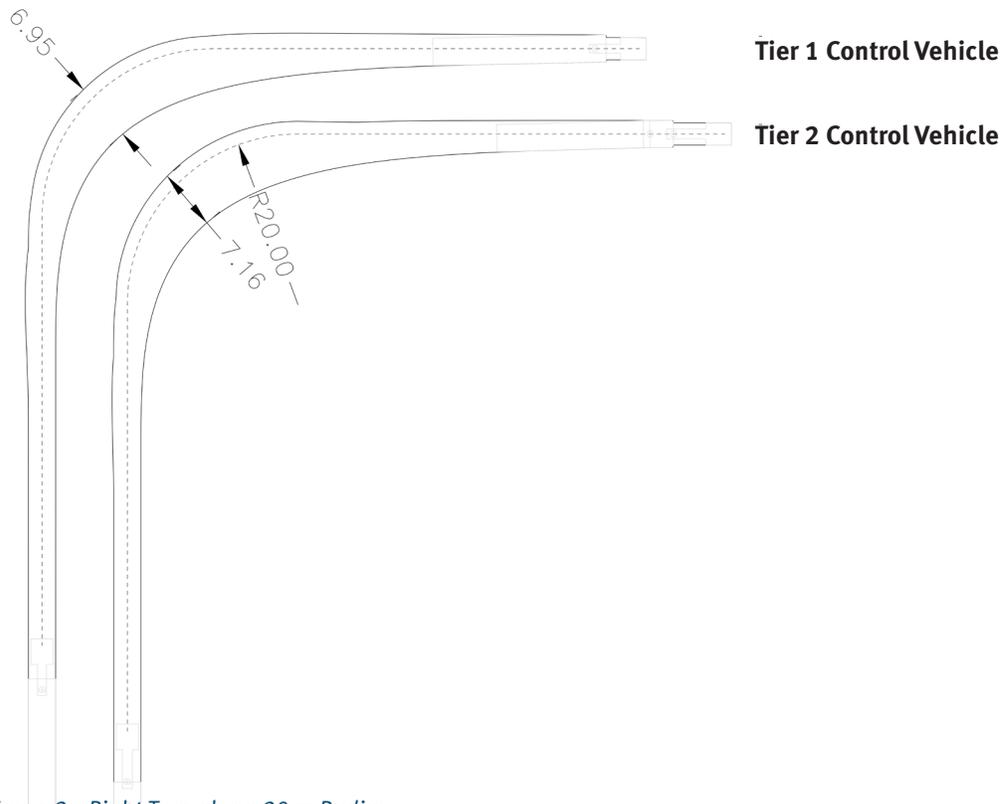


Figure 2: Right Turn along 20 m Radius

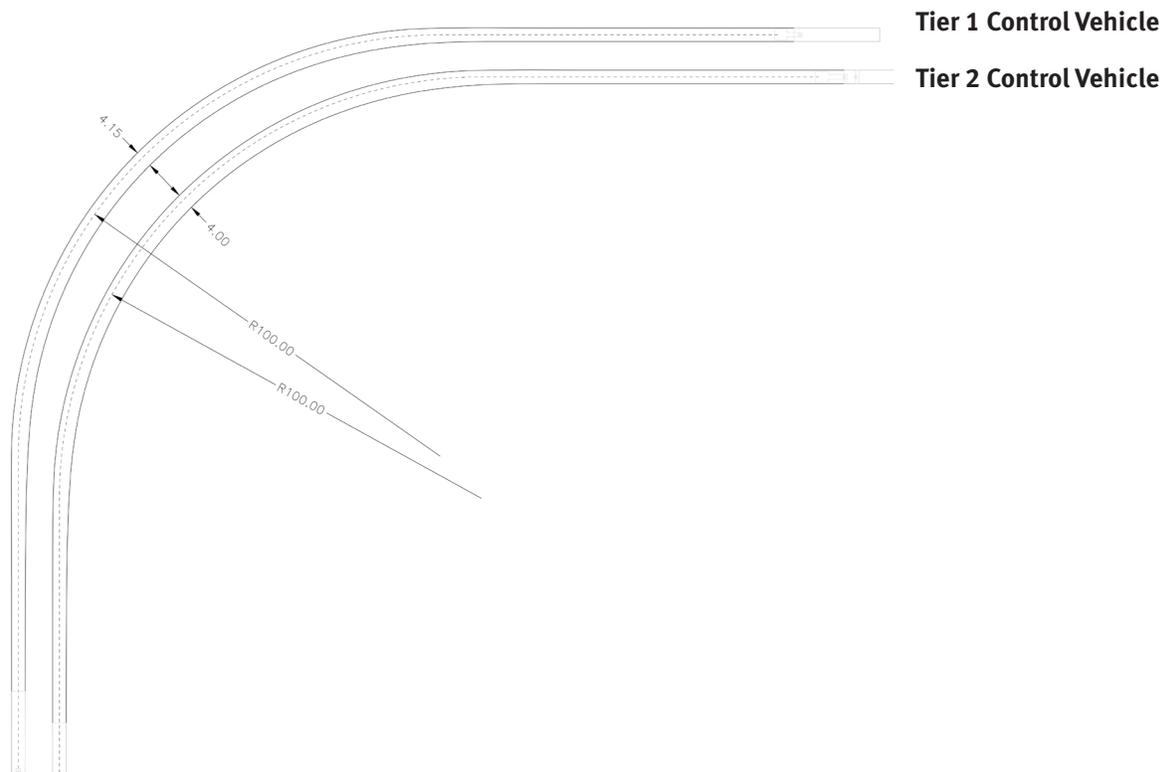


Figure 3: Through Travel along 100 m Radius

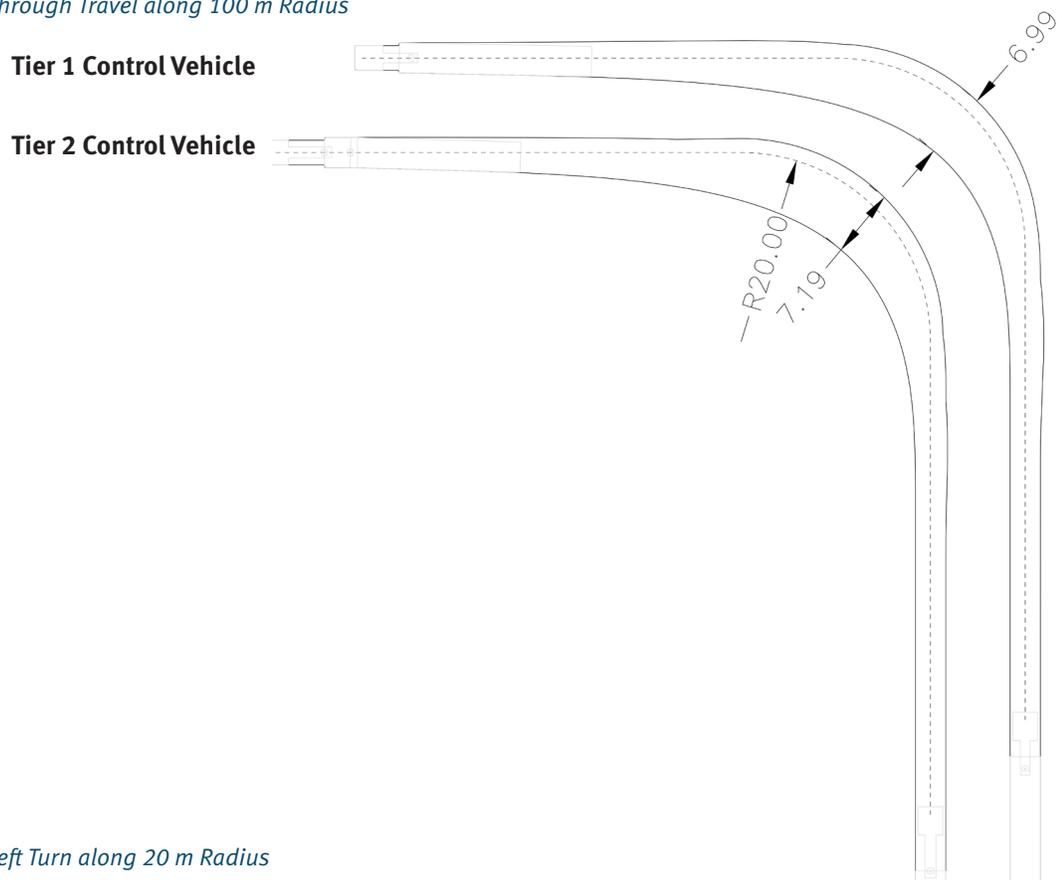


Figure 4: Left Turn along 20 m Radius

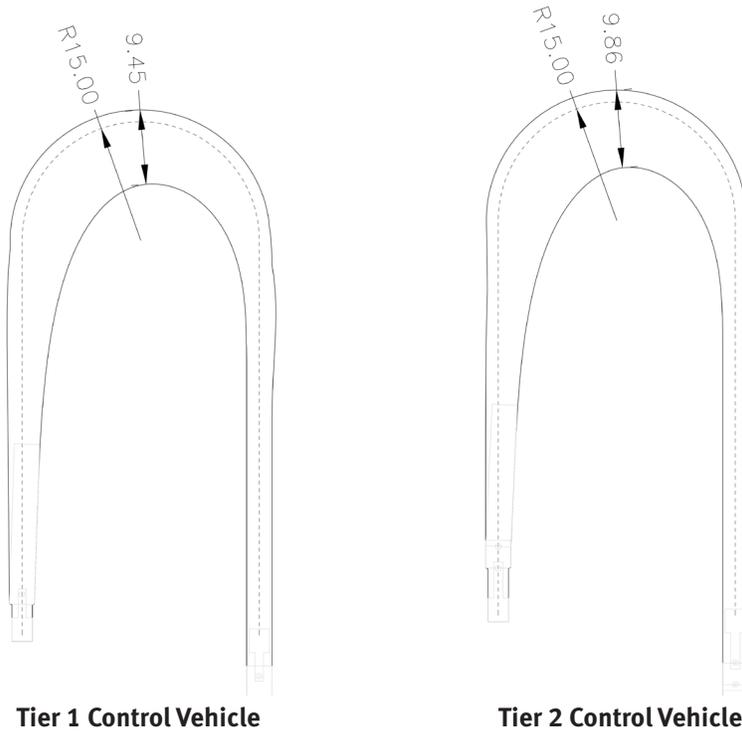


Figure 5: Through Travel along 100 m Radius

### Alternative Process

If the vehicle in question does not satisfy the conditions of this appendix because of a technical constraint resulting from the software or a specific element of the vehicle design, but the applicant has compelling evidence that the specific configuration has an operating envelope that is less than the control vehicles, the carrier may make a case for inclusion. Additional engineering analysis may be submitted for review by local road authorities' engineers or their delegates.

### Adding Vehicles to Future Versions of the RP3M

Specific vehicle configurations that are accepted for a term permit by an individual local road authority may be submitted to TransLink for inclusion in future versions of the RP3M.

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