

## Conditions for Long Combination Vehicles (LCV): Turnpike Doubles (TPD) and Rocky Mountain Doubles (RMD)

For Routing information, please refer to form T-59A.

### A. GENERAL PROVISIONS

1. The Permittee must maintain in full force and effect third party liability insurance insuring against the risks of third party bodily injury and property damage arising out of the operation of each motor vehicle that is the subject of this permit in an amount not less than five million dollars (\$5,000,000.00) per occurrence.
2. The Permittee must maintain a National Safety Code rating of "Satisfactory" or "Satisfactory Un-Audited".
3. The Permittee must report all LCV accidents that cause personal injury or property damage over \$1000.00, or are caused by mechanical failure, to:  
Manager, Commercial Transport  
Phone: (250) 953-4017  
Fax: (250) 952-0578  
Within seven days of the accident.
4. Upon request, the Permittee will supply to MoT any reasonable statistics related to LCV operations.
5. This permit may not be combined with any other oversize or overload permit. The permit is limited to the required overload permits for the Turnpike Doubles shown in Section D. 3, when the TPD is operated with Gross Combination Vehicle Weight (GCVW) exceeding the legal limit (53 500 kg for A-train and 60 500 kg for C-train) but not exceeding the maximum permitted limit of 63 500 kg.

### B. DRIVER AND INSTRUCTOR QUALIFICATIONS

1. The Permittee shall ensure that their drivers and driver instructors meet and maintain the requirements outlined in the Canadian Trucking Alliance's Long Combination Vehicle Driver's and/or Instructor's Manual.
2. LCV Driving Instructors must be certified in their home jurisdiction and be qualified to instruct the Canadian Trucking Alliance's Long Combination Vehicle Driver Training Course.
3. The Permittee is responsible for issuing an annual LCV Driver's Certificate to each driver. Certificates that are issued in other Canadian jurisdictions that meet or exceed British Columbia's requirements are valid.
4. The Permittee must ensure a driver meets the following qualifications prior to issuing a LCV Driver's Certificate:
  - a) Holds a valid BC Class 1 driver's licence or equivalent;
  - b) Has passed the Canadian Trucking Alliance's "Long Combination Vehicles Driver Training Course", or equivalent;
  - c) Has a minimum of 24 months or 150,000 km of experience driving articulated vehicles;
  - d) Has passed a recognized driver's medical examination within the past 24 months;
  - e) Has passed a Professional Driver's Improvement Course within the past 48 months;
  - f) The driver's abstract, dated not more than one month prior to the issue date of the Drivers Certificate, must not show:
    - Any criminal code convictions in the previous 36 months;
    - more than 2 moving violations in the previous 12 months; or
    - more than 3 moving violations in the previous 36 months.The date of conviction and the current date will be the dates used to determine time periods.
  - g) In the past 12 months the driver has been instructed on all current regulations and LCV permit conditions, including routing.
5. Upon request, the Permittee must provide a list of drivers qualified to operate LCVs under this Permit, and provide documentation to support the drivers' qualifications.

6. A driver-in-training who meets the requirements of 4 (a), (d), (g) above, may operate a LCV, while accompanied by a driver who holds a valid LCV Driver's Certificate.

**C. EQUIPMENT REQUIREMENTS**

**Truck Tractor:**

1. Must be manufactured and equipped in compliance with the *Canada Motor Vehicle Safety Act* standards (CMVSS) for at the time of manufacture.
2. Engine Retarder or Driveline Retarder (hydraulic type) must be equipped and fully functional with minimum rated retardation horsepower capacity equal to or exceeding 75% of rated engine nameplate horsepower.
3. All truck tractors must feature a maximum gross weight to power ratio of 150 kg per one horsepower.
4. The power unit must be adequately geared and powered to be able to maintain speeds at posted speed limits on level ground.
5. Must be equipped with an anti-lock braking (ABS) system.  
Must be equipped with:
  - an electronic log book recorder (elog), and
  - an onboard recording device or computer which measures the LCV's speed and time.

**Trailers:**

1. Must be manufactured and equipped in compliance with the *Canada Motor Vehicle Safety Act* standards (CMVSS) at the date of manufacture.
2. All trailers exceeding 8.6m in length must be equipped with lateral amber lights visible on each side to cross traffic and those lights must be spaced at intervals of approximately one-third of the total overall length of the trailer combination.

**Coupling Devices:**

1. C-Train LCVs must be equipped with a trailer converter dolly manufactured in 1993 or later that meets CMVSS requirements at the time of manufacture.
2. No-slack pintle hitches are required for connecting the C-Converter Dolly.
3. The trailers on A or C-train combinations shall be joined together by means of no-slack pintle hook(s), equipped with an air or hydraulic ram. The no-slack ram is to be incorporated in either the pintle hook or the pintle hook eye of the coupling apparatus.

**LCV Combination:**

1. LCVs must conform with the weights and dimensions described in **Section D**.
2. All equipment used in LCVs must be equipped with brakes that meet CMVSS 121 Standards.
3. The rear axle group of the power unit and all axle groups of the trailers and converters must be equipped with mud flaps or splashguards that are constructed to ensure that they remain in a rigid downward position at all times.
4. All tires must be radial.
5. Super Single or dual tires are required on all wheel positions, except the steering axle. The use of super single tires are subject to the conditions outlined in section 7.25 of the Commercial Transport Regulations (CTR).
6. Jeep axles are prohibited in all LCV configurations.
7. A trailer converter dolly which is not equipped with an anti-lock braking system (ABS), when being operated on a highway without carrying a trailer, may have its service brake system disabled to prevent wheel lock-up.

**D. WEIGHTS AND DIMENSIONS**

1. For all LCV combinations:
  - a) The lead semi-trailer of the configuration must be heavier than the second trailer or semi-trailer.
  - b) The first trailer may be shorter than the second trailer as long as it is heavier.
  - c) Exemptions for length are allowed in accordance with s. 7.08 of the Commercial Transport Regulations.
  - d) Maximum second trailer weight will be as per Appendix G of the British Columbia Commercial Transport Regulations (A- and C- train special calculations apply).

**Rocky Mountain Doubles** - All Rocky Mountain Double LCVs must conform to the following specifications:

	LIMIT		
	A TRAIN	B TRAIN	C TRAIN
Overall Length: Interior / Lower Mainland Peace River District	Max 32 m Max 31 m	Max 32 m Max 31 m	Max 32 m Max 31 m
Maximum Gross Combination Vehicle Weight as per number of axles in the combination:			
5 AXLES:	38 000 kg <sup>a</sup>	38 000 kg <sup>a</sup>	38 000 kg <sup>a</sup>
6 AXLES:	49 800 kg	48 600 kg	49 800 kg
7 AXLES:	53 500 kg	56 500 kg	54 600 kg
8 OR MORE AXLES:	53 500 kg	63 500 kg	60 500 kg
<b>Trailer One:</b>			
Box Length	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m
Wheelbase (WB)	Min. 6.25 m Max 12.5 m	Min 6.25 m Max 12.5 m	Min 6.25 m Max 12.5 m
Hitch Offset: Trailer length 12.2 – 13.7 m Trailer length > 13.7 m <sup>b</sup>	Max 1.8 m Max 2.8 m	N/A N/A	Max 1.8 m Max 2.8 m
Effective Rear Overhang	Max 35% of WB	Max 35% of WB	Max 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17 000 kg	Max. 24 000 kg <sup>c</sup>	Max. 17 000 kg
<b>Converter Dolly:</b>			
Drawbar Length	Max 2.0 m	N/A	Max 2.0 m <sup>d</sup>
Max Number of Axles	2	N/A	1
Tandem Axle Group Weight	9 100 kg	N/A	N/A
<b>Trailer Two:</b>			
Wheelbase	Min. 6.25 m	Min 6.25 m	Min. 6.25 m
Effective Rear Overhang	Max 35% of WB	Max 35% of WB	Max 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17 000 kg <sup>d</sup>	Max. 17 000 kg	Max. 17 000 kg <sup>d</sup>

<sup>a</sup> Max. GCVW 38 000 kg for truck tractor equipped with single drive axle.

<sup>b</sup> The tridem axle group, because of hitch offset requirements, can only be present on A and C- trains on lead trailers of lengths greater than 13.7 metres.

<sup>c</sup> The second fifth wheel must be located within the suspension spread of the lead trailer's tridem axle group.

<sup>d</sup> The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later which meets the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

**Turnpike Doubles** - Turnpike Double LCVs must conform to the following specifications:

	LIMIT		
	A TRAIN	B TRAIN	C TRAIN
Overall Length	Max 41 m	Max 41 m	Max 41 m
Maximum Gross Combination Vehicle Weight as per number of axles in the combination:			
5 AXLES:	38 000 kg <sup>a</sup>	38 000 kg <sup>a</sup>	38 000 kg <sup>a</sup>
6 AXLES:	49 800 kg	49 800 kg	49 800 kg
7 AXLES:	57 700 kg <sup>b</sup>	57 700 kg	57 700 kg
8 OR MORE AXLES:	63 500 kg <sup>b</sup>	63 500 kg	63 500 kg <sup>b</sup>
<b>Trailer One:</b>			
Box Length	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m
Wheelbase (WB)	Min. 9.5 m Max 12.5 m	Min. 9.5 m Max 12.5 m	Min 9.5 m Max 12.5 m
Hitch Offset: Trailer length 12.2 – 13.7 m Trailer length > 13.7 m <sup>c</sup>	Max 1.8 m Max 2.8 m	N/A	Max 1.8 m Max 2.8 m
Effective Rear Overhang	Max 35% of WB	Max 35% of WB	Max 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17 000 kg	Max. 24 000 kg <sup>d</sup>	Max. 17 000 kg
<b>Converter Dolly:</b>			
Drawbar Length	Max. 2.0 m: Single Axle Max 3.65 m: Tandem Axle	N/A	Max 2.0 m <sup>e</sup>
Max. Number of Axles	2	N/A	1
Tandem Axle Group Weight	Max. 9 100 kg: Single axle converter dolly Max 17 000 kg: Tandem axle converter dolly	N/A N/A	N/A N/A

The following maximum weights apply for combinations of axle groups on the lead trailer and dolly as per the following inter-axle spacing.

Configuration	Inter-axle Spacing*	Maximum Combined Weight
Tandem to Single	< 3.0 m	23 000 kg
Tandem To Tandem	<3.0 m	23 000 kg
	3.0 m < 5.0 m	30 000 kg

\*Inter-axle spacing is the distance between the closest axles in adjacent axle groups and is measured from the centre of the axles

**Note:** For a lead trailer with a tandem axle and a dolly with a tandem axle (i.e., tandem to tandem configuration), the maximum combined axle group weight of 30,000 kg can be achieved with an inter-axle spacing of 3.0 m, which is also the maximum allowable combined axle group weight for all inter-axle spacings between 3.0 m and 5.0 m.

<sup>a</sup> Max. GCVW 38 000 kg for truck tractor equipped with single drive axle.

<sup>b</sup> A term overload permit must be purchased as part of the LCV permit to operate in excess of the weight limit shown on Appendix G, of the Commercial Transport Regulations, but not exceeding the maximum permitted limit of 63 500 kg for A, B and C Train-TPD.

<sup>c</sup> The tridem axle group, because of hitch offset requirements, can only be present on A and C- trains on lead trailers of lengths greater than 13.7 metres.

<sup>d</sup> The second fifth wheel must be located within the suspension spread of the lead trailer's tridem axle group.

<sup>e</sup> The 2.0 metre maximum drawbar length is applicable to "C" converters manufactured in 1993 or later which meets the compliance requirements to the CMVSS under the Motor Vehicle Safety Act, Canada.

<b>Trailer Two:</b>			
Box Length	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m	Min 12.2 m Max 16.2 m
Wheelbase	Min. 9.5 m Max 12.5 m	Min 8.25 m Max 12.5 m	Min. 9.5 m Max 12.5 m
Effective Rear Overhang	Max 35% of WB	Max 35% of WB	Max 35% of WB
Tridem Spread	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m	Min. 2.4 m Max. 3.1 m
Tridem Axle Group Weight	Max. 17 000 kg <sup>c</sup>	Max. 17 000 kg	Max. 17 000 kg <sup>c</sup>

#### **E. OPERATING REQUIREMENTS**

1. Normal Freight Load and Transportation of Dangerous Goods:
  - No bulk liquids (excluding tote tanks between 500 – 1000 litres), no homogenous bulk commodity such as hay, wood chips, sawdust or hog fuel, no hanging/sawing load (e.g. meat) will be permitted.
  - No bulk load of dangerous goods, logs, lumber, gravel, etc, will be allowed. No tanker, low beds hauling heavy machinery, or any other unspecified type of vehicles and vehicle combinations will be permitted.
2. Drivers must load and couple vehicles to ensure the LCV combination, when travelling in a straight line on level, smooth, and paved surfaces, will follow the path of the towing vehicle without shifting, swerving, or swaying more than 10cm side to side from the path of the towing vehicle.
3. Drivers must carry their LCV Driver's Certificate when operating an LCV.
4. Unless otherwise authorized in writing by MoT, the Permittee must ensure that LCV are only operated when the eLog and onboard recording device are activated and functioning.
5. Headlights must be on at all times while operating the LCV.
6. Maximum speed shall be the lesser of 100 km/h or the posted speed limit.
7. Unless directed by an authorized MoT employee or a peace officer:
  - a) LCVs may only be operated on routing described in form **T-59A**.
  - b) LCVs may only use highway turn-a-rounds or park trailers on the highway under demonstrated emergency situations; and
  - c) Any breakup or makeup of LCVs must be done off public roadways on private property.

LCVs operating in the Peace District may use the former Pouce Coupe Inspection Station location as a turnaround (breaking up of the combination may be required).
8. LCV drivers must travel in the rightmost lane at all times, except to pass. Passing is allowed under the following conditions:
  - *Highways with two lanes in one direction:* LCVs may only pass vehicles travelling less than 80km per hour, when on level ground.
  - *Highways with three lanes in one direction:* LCVs may travel in the middle lane to pass slow moving vehicles.
  - *Highways in the Peace River District:* LCVs may pass when it is safe to do so.
9. Drivers must avoid crossing opposing lanes of traffic unless absolutely necessary.
10. No convoying with another LCV is allowed within a distance of 1 km.
11. Except in urban areas, drivers must follow other commercial vehicles at a minimum distance of 500 metres.

**Adverse Weather:**

1. LCVs must not operate during adverse weather, or when driving conditions impede the driver's ability to operate in a safe manner or prevent the driver from driving with reasonable consideration for the safety of persons using the highway.

This includes conditions where:

- a) Visibility is obscured to less than 300 m
  - b) There is snow present on the highway which affects the traction of the LCV.
2. Vehicles must not be dispatched when adverse conditions are known to be present on the route. The Permittee is required to make a reasonable effort to determine the driving conditions on the route prior to each trip, and must be able to provide documentation of having done so upon request.
  3. Drivers encountering adverse conditions must stop at the next safe location (or as directed by an authorized MoT employee or a peace officer) and wait for conditions to improve.

**Hours Of Operation**

1. LCV may operate 24 hours a day, 7 days per week, except on:

- a) a General Holiday; or
- b) any day preceding a General Holiday, after:
  - i. 2:00 p.m., on highways in the Lower Mainland or Interior
  - ii. 3:00 p.m., on highways in the Peace River District

"General Holiday" includes New Years Day, Good Friday, Easter Sunday, Easter Monday, Victoria Day, Canada Day, BC Day, Labour Day, Thanksgiving Day, Remembrance Day, Christmas Day and Boxing Day.

If a General Holiday falls on a Saturday or Sunday, the additional designated day of observance (Friday or Monday) will also be considered a General Holiday.