



COMPLIANCE CIRCULAR

No. 10

November 26, 2001

SUBJECT: AMENDMENT TO THE COMMERCIAL TRANSPORT ACT REGULATIONS

Registrar of Drivers and Vehicles
Managers, West Esplanade, ICBC
Chair, Motor Carrier Commission
Provincial Manager of Compliance
Regional Managers of Compliance
Managers, Licensing
Air Care

Managers, Government St, Victoria
Motor Vehicle Inspectors
ICBC Appointed Agencies
Motor Carrier Department
Law Enforcement Agencies
Commercial Transport Inspectors
(Weigh Scales)

Carrier Safety Inspectors
Government Agents
(Authorized)
Driver Examiners
Driver Services Centres
Regional Vice Presidents
Trucking Industry

PURPOSE OF CIRCULAR:

To advise that the Commercial Transport Act Regulations have been amended effective November 26, 2001, to allow the operation of tridem drive tractors in combination with hayrack semi-trailers hauling logs and lowbed semi-trailers for heavy haul operations.

BACKGROUND

A hayrack semi-trailer is a fixed bunk semi-trailer without a deck designed to carry logs or poles. A lowbed semi-trailer has a depressed deck area.

The logging industry and equipment manufacturers have requested this amendment as a tridem drive tractor enhances vehicle traction and load carrying capacity. Also allowing this vehicle combination to operate increases flexibility for the industry as tridem drive tractors already in service will be able to be combined with existing hayrack semi-trailers. Since January 2001, tridem drive tractors have been able to operate by permit in heavy haul and overload applications combined with lowbed semi-trailers. ↗

ICBC contracted a thirty party engineer to conduct field tests of the proposed vehicle configuration during October 2000 to verify the on road performance of this configuration. Based upon the results of these tests, regulated safe axle weight and dimensional limits have been introduced and outlined in Appendix J which is attached.

These regulated weight and dimensional limits derived from the engineering studies are also consistent with these for similar vehicle configurations in BC and with the Transportation Association of Canada (TAC) standards.

British Columbia is a signatory of the TAC Memorandum of Understanding on Vehicle Weights and Dimensions. TAC weight and dimensional limits for truck tractor semi-trailer combinations were agreed to in a Memorandum of Understanding (MOU) signed by The Council of Ministers Responsible for Transportation and Highway Safety and were incorporated into British Columbia regulations in 1988. TAC is the standard for interprovincial transportation and while some

provincial regulations vary from TAC standards, TAC is increasingly used as a benchmark for increasing interprovincial consistency and maintaining road safety.

Attached for your information is a copy of an Order in Council # 1007 dated November 23, 2001, which enacted this amendment.

A handwritten signature in black ink, appearing to read "Robert G. Kroeker", followed by a long horizontal line.

Robert G. Kroeker
Sr. Manager
Compliance Programs and Standards

PROVINCE OF BRITISH COLUMBIA
ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

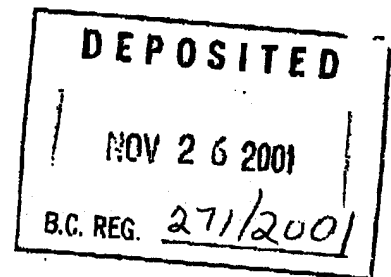
Order in Council No. - **1007**, Approved and Ordered **NOV 23 2001**

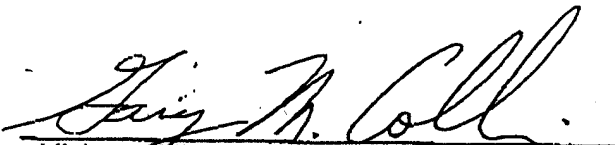

Lieutenant Governor

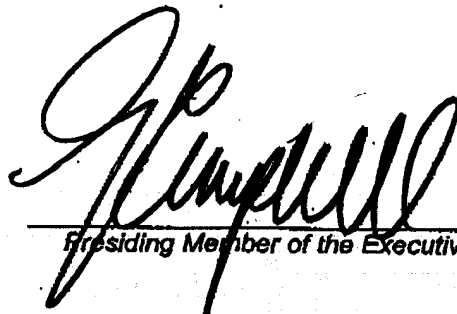
Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that the Commercial Transport Regulations, B.C. Reg. 30/78, is amended

- (a) in section 7.39
- (i) in subsection (2) (a), by striking out "or I3" and substituting ", I3 or J", and
 - (ii) by adding the following subsection:
- (6) Despite section 7.13 (3) (a) and in the event that the dimensions, weights and other conditions stipulated for a tridem tractor and hayrack or lowbed semi-trailer shown in Appendix J are in conflict with any other provisions within this Division, the requirements as shown in Appendix J will prevail. , and
- (a) by adding the attached Appendix J.




Minister of Finance


Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section:-Commercial Transport Act, section 11 (2) (a)

Other (specify):-order in council 27/78

October 16, 2001

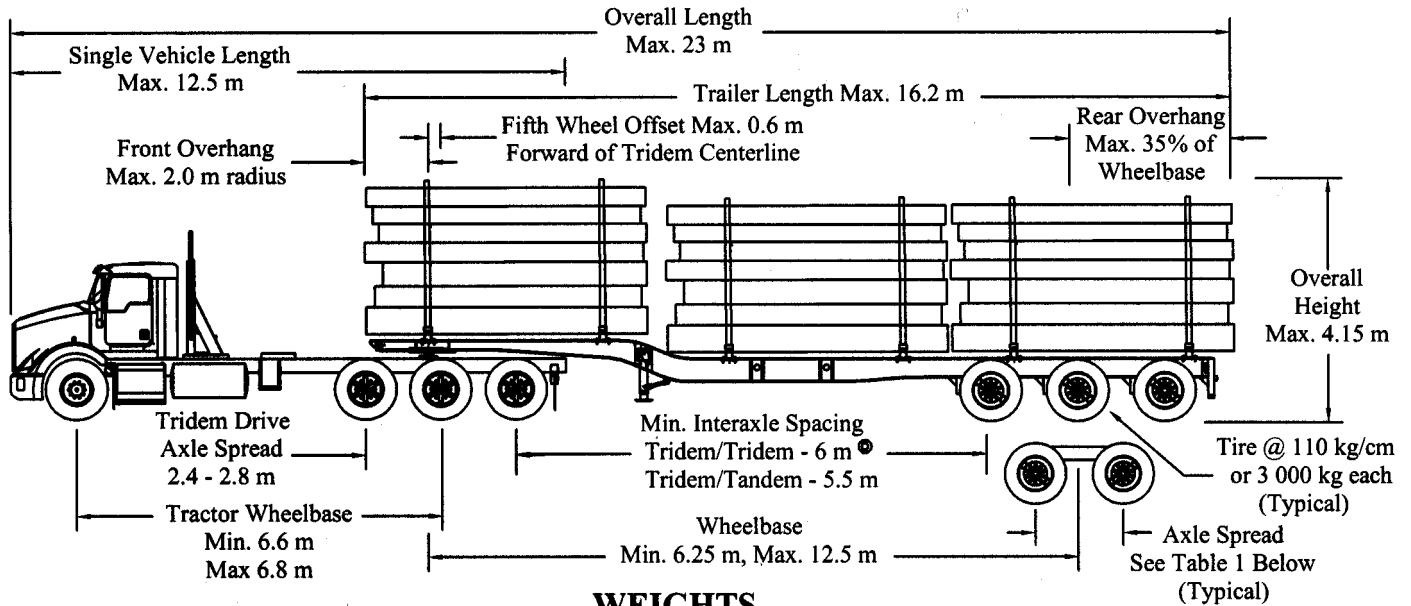
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Commercial Transport Regulations

APPENDIX J

TRIDEM TRACTOR AND HAYRACK / LOWBED SEMI-TRAILER COMBINATION

DIMENSIONS



WEIGHTS

Max. 6 500 kg[△]
(Self-loader
Max. 9 100 kg)[△]
Minimum
see table below

Max. Tridem (drive)[Ⓢ]
24 000 kg
Adjacent axles must be load
equalized to within 1 000 kg.
Must Be Greater
Than 20% of GCVW

Max. Tridem
24 000 kg
Max. Tandem
17 000 kg
Adjacent axles must be load
equalized to within 1 000 kg.

Minimum Steering Axle Weight (Kg) [△]	Corresponding Tridem Drive Axle Group Weight (Kg)
3 900	16 499 or less
4 400	16 500 to 17 999
4 800	18 000 to 19 499
5 200	19 500 to 20 999
5 500	21 000 to 22 499
5 800	22 500 to 23 999
6 100	24 000 to 25 500 *

- △ Single steering axle weight is exempted from seasonal axle weight restrictions
- * The 25 500 kg shown includes the maximum tridem axle weight and the maximum "Logging truck weight allowance" if the tridem-tridem interaxle spacing is 7.0 m or more.
- Ⓢ Logging truck weight allowances as per CTR 7.06 are not applicable to the tridem drive axle if the tridem-tridem interaxle spacing is less than 7.0 m

Maximum Gross Combination Vehicle Weight (GCVW)

Max. 54 500 kg for 7 axle combination

Max. 57 100 kg for 7 axle combination (self-loader)

TABLE 1 : AXLE SPREAD

(All axles within an axle group must have equal track width)

Single (can include Tandem)	up to 1.0 m
Tandem	1.2 - 1.85 m
Tridem (Tractor)	2.4 - 2.8 m
Tridem (Hayrack Semi-Trailer)	2.4 - 3.1 m

Notes:

Minimum steering axle weight is not applicable when the tractor is operated alone and empty or connected to an unladen hayrack semi-trailer combination. "Logging truck weight allowances" as indicated in the Commercial Transport Regulations Section 7.06 are allowed in addition to the axle and gross vehicle weights shown above, except the 25 500 kg marked by *, and if the tridem-tridem interaxle spacing is 7.0 m or more.