

**COMPLIANCE CIRCULAR**

No. 2

March 18, 2002

**SUBJECT: AMENDMENT TO THE COMMERCIAL TRANSPORT ACT  
REGULATIONS**

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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  
Industry

**PURPOSE OF CIRCULAR:**

To advise that the Commercial Transport Act Regulations have been amended effective March 15, 2002, to allow the operation of tridem drive straight trucks for variable loads and if equipped with permanently mounted equipment.

**BACKGROUND**

The petroleum industry and other commercial vehicle operators have requested this amendment as a tridem drive truck enhances vehicle traction and load carrying capacity. Tridem drive truck tractors have been included in BC regulations for log hauling configurations since 1997. Since 2000, straight trucks have been used for log and pole hauling but were not previously approved for liquid tanker and general freight loads.

ICBC contracted a third party engineer to conduct field tests of the proposed single vehicle to verify the on road performance hauling liquid loads which is the least stable type of load. The operating characteristics of a tanker truck are different from previously tested tridem configurations. Based upon the results of these tests, regulated safe axle weight and dimensional limits have been introduced and outlined in Appendix K which is attached.

Although interjurisdictional use of these vehicles is not assured, these regulated weight and dimensional limits derived from the engineering studies are consistent with those 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 tandem drive straight trucks 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

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regulations in 1992. 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 #205 dated March 15, 2002, which enacted this amendment.




 Robert G. Kroeker  
Sr. Manager  
Compliance Operations

Attachment

PROVINCE OF BRITISH COLUMBIA  
ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. — 205 . Approved and Ordered MAR 14 2002

  
Lieutenant Governor

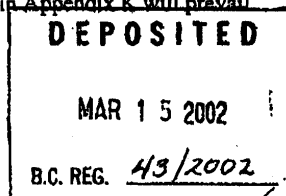
Executive Council Chambers, Victoria

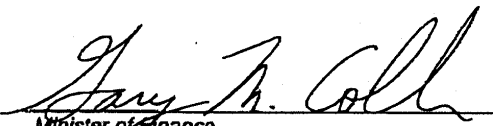
On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that the Commercial Transport Regulations, B.C. Reg. 30/78, is amended as follows:

1 Section 7.39 is amended

- (a) by striking out the marginal note and substituting "Tridem drive truck configurations",
- (b) by repealing subsection (1) and substituting the following:
  - (1) This section applies only to drivers or operators of trucks equipped with tridem drive axle groups.
- (c) by adding the following subsection:
  - (1.1) Configurations described in appendices G, I1, I2 and I3 apply only to drivers or operators of logging trucks exclusively hauling logs or poles.
- (d) by repealing subsection (2) (a) and substituting the following paragraph:
  - (a) the combination conforms to the dimensions and weights as shown in Appendix G, I1, I2, I3, J or K for that combination; and
- (e) by adding the following subsection:
  - (7) Despite section 7.13 (3) (a), and in the event that the dimensions, weights and other conditions stipulated for a tridem straight truck tanker or tridem straight truck configuration not used or configured for use in hauling logs or poles, shown in Appendix K, are in conflict with any other provisions within this Division, the requirements as shown in Appendix K will prevail.

2 The attached Appendix K is added.



  
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)

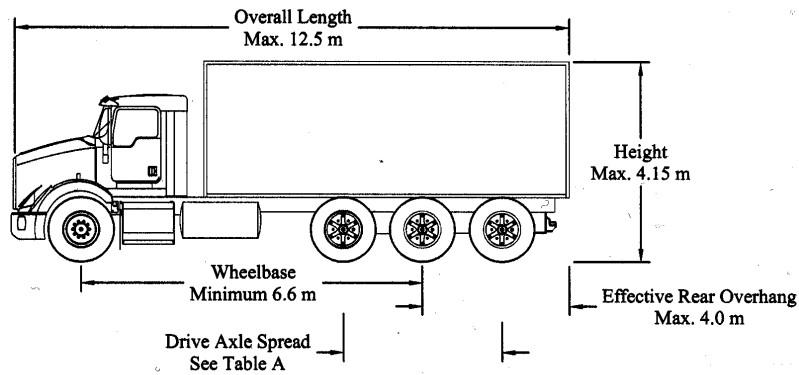
Other (specify):—order in council 27/78

February 15, 2002

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**Commercial Transport Regulation**  
**APPENDIX K**  
**TRIDEM DRIVE STRAIGHT TRUCK**

**DIMENSIONS**



**WEIGHTS**

Max. 7 300 kg Varying Loads	Max. Tridem 24 000 kg
Max. 9 100 kg If equipped with permanently mounted equipment	Max. Tridem (Liquid Load/Tanker) 23 000 kg
Must Be Greater Than 25% of Tridem Drive Axle Group's Weight	Adjacent axles must be load equalized to within 1 000 kg.
<b>Maximum Gross Vehicle Weight (GVW)</b> (without permanently mounted equipment)	
Max. 31 300 kg	
Max. 30 300 kg (Tanker)	

**TABLE A : AXLE SPREAD (BETWEEN CENTRES)**

Single (can include tandem)	up to 1.0 m
Tridem (Tractor)	2.4 - 2.8 m

**Notes:**

- Unless otherwise specified in this diagram, this combination must meet all applicable sections in the Commercial Transport Regulations (CTR)
- A maximum of 100 kg/cm of tire width applies to all tires, and a maximum of 3 000 kg/tire is applicable to all axles except steering axle.

**Specification for Tridem Drive Truck:**

1. Tridem drive axles must be equally spaced.
2. All three axles must drive. No lift, pusher or tag axles allowed.
3. The tridem drive axles must be on a common suspension that equalizes the weight within 1,000 kg from adjacent axles.
4. Minimum 10-inch tires on drive axles.
5. Track width: 2.5 metres minimum, 2.6 metres maximum. Tandem drive axles converted to tridem drive must meet this requirement. All axles in an axle group must have equal track widths.
6. Axle locking devices must be capable of being disengaged during turning manoeuvres.