

**COMPLIANCE CIRCULAR****NO. 07/06**

August 3, 2006

SUBJECT: Pending Amendments to Appendix "G" of the Commercial Transport Regulations (CTR) – Allowing the use of "Reversed B-Trains"

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

PURPOSE OF CIRCULAR

The purpose of this circular is to advise that amendments are required in Appendix "G" of the Commercial Transport Regulations (CTR) to allow the use "Reversed B-Trains". A "Reversed B-Train" is a heavy vehicle combination with a truck tractor and two semi-trailers, that are coupled together by two (2) "high mounted" fifth wheel assemblies and the second trailer has a tridem axle group. A high mounted fifth wheel is a fifth wheel coupler which the pivoting engagement plate is in the horizontal position and is positioned above the top of the trailer tires.

BACKGROUND

In the current Appendix G of the CTR, a tridem axle group is allowed on the second trailer of a B-Train, and the tridem axle group is limited to a maximum weight of 17 000 kg.

In 1994, the Transportation Association of Canada (TAC) Committee on Heavy Vehicle Weights and Dimensions discuss and decided that "Reversed B-trains" should be allowed provided the fifth wheel is not more than 0.3 m behind the rearmost axle of the first trailer. However, the TAC Memorandum of Understanding (MOU) was unclear on what weights would be allowed on the tridem axle of a reverse "B" train. British Columbia based on the diagrams for "B" trains in the TAC MOU, restricted tridem axle group on the rear trailer to 17,000kg.

Commercial Vehicle Safety and Enforcement (CVSE) of the Ministry of Transportation will allow the use of "Reversed B-Trains" which have been allowed in other jurisdictions. The reverse "B" train will be allowed to operate in British Columbia as follows, pending amendments to Appendix G of the CTR to allow the use of Reversed B-Trains provided:

- the fifth wheels used in the Reversed B-Train combination are all high mounted, i.e. the fifth wheel plate, in its horizontal position, is located above the top of the trailer tires;

- the center of the second fifth wheel is located longitudinally between the suspension spread of the first trailer (center of axle to center of axle) or not more than 0.3 m behind the rearmost axle center of the first trailer;
- the tridem axle group will be allowed in the second trailer of the Reversed B-Train with a maximum of 21 000 kg for tridem spread between 2.4 m to less than 3.0 m, and a maximum of 23 000 kg for tridem spread between 3.0 and 3.1 m (the maximum allowable tridem axle weights align with the limits shown under the TAC MOU);
- all other requirements such as the minimum trailer wheelbase and interaxle spacings that are applicable to convention "B" Trains will also be applicable to Reversed "B" Trains; and
- underslung fifthwheels, located on either the truck tractor or on the first semi-trailer are not allowed to be used in the Reversed B-Trains.

Further inquiries should be directed to Marty Stinka, Commercial Transport Advisor, Commercial Vehicle Safety and Enforcement Branch, at (250) 953-4026.



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Ministry of Transportation