

COMPLIANCE CIRCULAR

NO. 04/08

September 9, 2008

SUBJECT: Commercial Transport Permits Available for Tandem Steer/Tridem Drive Ready-mixed Concrete Drum Trucks to Reduce the Interaxle Spacing requirement from 5.5 metres to 5 metres.

Effective October 1st, 2008

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 (Compliance and Consumer	(Inspection Stations)	
Services)	Passenger Transportation Branch	

PURPOSE OF CIRCULAR

To notify owners, operators, and truck dealerships of tandem steer/tridem drive ready-mixed concrete drum trucks that Commercial Transport Permits are available to reduce the “tandem to tridem” interaxle spacing (the distance between axle 2 and 3) from 5.5 metres to 5 metres,

provided that:

- when loaded, the truck maintains a minimum of 50% of the tridem drive axle weight on the tandem steering axle (“50% rule”);
- it is only operated on a provincial highway, or within a municipality or organized area that permits it; and
- it does not exceed the maximum axle weight stipulated on any posted sign on a highway.

All other size and weight requirements for this truck set out in the Commercial Transport Regulations remain unchanged.



BACKGROUND

The BC Ready-mixed Concrete Association, a ready-mixed plant operator with tandem steer/tridem drive trucks, and a number of heavy truck dealerships requested that the Commercial Vehicle Safety and Enforcement Branch (CVSE), Ministry of Transportation and Infrastructure, investigate the possibility of reducing the current “tandem to tridem” interaxle spacing from the required 5.5 metres to 5 metres. Doing so would accomplish the following:

- make the shortened ready-mixed concrete trucks easier to turn in confined construction sites;
- lower the tare weight of the truck slightly and increase the payload, creating an increase in productivity;
- facilitate greater inter-province commerce by aligning with Alberta’s existing permit conditions; and
- increase safety by making the tandem steer/tridem drive truck competitive with the more complicated setup of a tandem steer/tandem drive ready-mixed concrete drum truck with a booster.

CVSE has done load testing to ensure that the “50% rule” is achievable under all loaded conditions.

A Commercial Transport Permit is required for drivers and operators of the ready-mixed trucks with the reduced “tandem to tridem” interaxle spacing. Term Permits will also be available.

These new permit conditions will be added to Bulletin 41 of the B.C. Commercial Transport Procedural Manual in the near future and posted in “WHAT’S NEW” on our web site.

Further inquiries should be directed to Samuel Lam, P. Eng., Senior Vehicle Engineer, CVSE, at (250) 953-4025.

A handwritten signature in black ink, appearing to read 'Greg Gilks', with a stylized flourish at the end.

Greg Gilks, P. Eng.,
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure