

COMPLIANCE CIRCULAR

NO. 03/11

March 1, 2011

**SUBJECT: Amendment to Circular #10/10
Soft Enforcement until July 31, 2011 on the Hitch Offset Limits for Truck
and Pony/Full Trailer Combinations Hauling Individual Load on each
Vehicle**

Managers, Victoria	Passenger Transportation Board	Commercial Transport Insp.
Regional CVSE Managers	Passenger Transportation Branch	(Inspection Stations)
Area Vehicle Inspectors	Carrier Safety Inspectors	ICBC
Deputy Director, CVSE	Government Agents	Supt of Motor Vehicles
ADM, Highways Department	Law Enforcement Agencies	Trucking Industry

PURPOSE OF CIRCULAR

AMENDMENT: the period of soft enforcement is extended until July 31, 2011

To advise owners and operators of straight truck and pony or full trailer combinations, hauling separate loads on each vehicle — such as short logs or construction aggregate — that the hitch offset limits shown in Appendix B of the Commercial Transport Regulations (CTR) are

- a maximum of 1.8 m for tandem drive trucks, and
- a maximum of 2.5 m for a tridem drive truck.

Soft enforcement will be applied effective immediately and will expire on **July 31, 2011**.

This allowance is not applicable to tridem drive truck and pole trailers hauling long logs (logs loaded so they are straddled between the truck and trailer). The hitch offset limit for this configuration is a maximum of 3.6 m and it will continue to be enforced.

BACKGROUND

To ensure adequate high speed on-highway performance and safety of heavy truck and trailer combinations, the Transportation Association of Canada (TAC) embarked on a comprehensive technical study of tandem drive straight trucks with full/pony trailers in the early 90's. Its research findings indicated that the hitch offset limit for tandem drive trucks has a profound impact on the performance and handling of the trailer being towed.

Dimensional requirements for tandem drive trucks hauling full or pony trailers, including a hitch offset limit of 1.8 m for the pintle hitch, were included in the TAC Memorandum of Understanding, which all Canadian jurisdictions have adopted into their respective commercial transport regulations.

In the early 2000's British Columbia introduced tridem drive truck and full/pony trailer configurations to the CTR, and specified a hitch offset limit of 2.5 m.

Currently there is no hitch offset limit for a tandem drive truck and pole trailer hauling long logs. However, for a tridem drive truck and pole trailer, the hitch offset limit is a maximum of 3.6 m when hauling long logs.

Operators that haul logs using tridem drive trucks and full/pony trailers should pay close attention to the vehicle specifications when ordering new trucks, since the same truck and trailer combination can be used to haul both long and short logs. Operators that plan on using a tridem drive truck to haul both long and short logs must ensure the tridem drive truck meets the hitch offset limit of 2.5 m.

In order to provide sufficient time for owners to modify their vehicles to be compliant, CVSE will apply soft enforcement on the hitch offset limits on both tandem and tridem drive trucks towing a pony or full trailer, when each truck and trailer each carry their own load (such as short logs or other commodities). This grace period is in effect immediately and will expire on **July 31, 2011**.

This allowance is authorized pursuant to the general authority granted to the Director of Commercial Vehicle Safety and Enforcement Branch under Section 7.02 (1) of the Commercial Transport Regulations.

A handwritten signature in dark ink, appearing to read 'Perry Dennis', with a stylized flourish extending to the right.

Perry Dennis,
A/Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation & Infrastructure