



SUBJECT: AMENDED Preapproved and Unladen Heavy Haul (HH) Combinations Travelling on Long Combination Vehicle (LCV) Designated Routes Without a Pilot Car

Managers, Victoria
Regional CVSE Managers
Area Vehicle Inspectors
Deputy Director, CVSE
ADM, Highways Department

Passenger Transportation Board
Trucking Industry
Carrier Safety Inspectors
Government Agents
Law Enforcement Agencies

Commercial Transport Insp.
(Inspection Stations)
ICBC

PURPOSE OF CIRCULAR:

The following Permit Policy will be used to establish preapproved and unladen heavy haul combinations to travel on LCV designated, provincial 4-lane divided highways without pilot cars and to advise that the 48 hour advance notice to travel is no longer required.

CRITERIA FOR THE PILOT PROJECT:

- 1) Heavy Haul (HH) permittee is required to apply to the Manager, Commercial Transport, Commercial Vehicle Safety and Enforcement (CVSE), to participate in this pilot and show proof of previously issued extraordinary load permit in support for the unladen travel portion.
 - 1a) The HH combination covered under this Permit consideration must fall within the following overall dimensions and configurations:

Overall Width: Minimum 2.4 m, maximum 3.2 m
Overall Height: Minimum not specified, maximum 4.3 m (subject to height restrictions on the route); and
Overall Length: Minimum 27.5 m, maximum 41.0 m

Allowed Configurations: All HH combinations approved under Chapter 6 of BC's Commercial Transport Procedures Manual.
- 2) Adhere to posted route clearances; maximum speed shall be the lesser of 100 km/h or the posted speed limit.
- 3) CVSE will issue a Letter of Authorization (LOA) to HH permittee which allows suspending of certain clauses in the applicable T-Form, i.e., pilot car requirements while traveling on LCV designated routes. The LOA would allow HH permittee to opt out of the pilot, and return to full T-Form conditions prescribed in their extraordinary load permit.
- 4) Operating times are as per the original extraordinary load permit.

- 5) All T-Form provisions, except on the pilot car requirements, are still applicable on those portions of the approved LCV route under provincial jurisdiction (CVSE 1014 Form).
- 6) While operating on the designated LCV route, the HH driver must observe the same operating conditions as the LCV operators, i.e., no travel under inclement weather conditions, etc.
(See CVSE 1014 Form - operating requirements - http://www.cvse.ca/commercial_transport.htm)
- 7) HH driver must ensure that the vehicle stays in the lane-way that the unit is traveling in during curves and turns. No encroachment into the lane next to the travel lane at any time will be allowed, including but not limited to bridge approaches or sharp turns. Use of highway shoulder is not allowed in order to make curves or approaches to bridge or tunnels.
- 8) During the trip, all tires must remain in contact with the roadway when brake applications are made. At no time should the rear wheels start jumping due to any application of the air brakes especially if there is a rear booster attached to the main trailer at the time.
- 9) Long load signs must be placed on both front and rear of the preapproved HH combination and they must be visible to the motoring public to ensure that any driver passing the HH combination is aware that this vehicle is longer than a normal legal combination.
- 10) Any deviation from the designated LCV route will require pilot car(s) to meet and escort the HH combination to its final destination.

For information about this circular, please contact Jeffrey Monty, Manager Commercial Transport at 250-953-4017 or by email at Jeff.Monty@gov.bc.ca



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