



SUBJECT: B-Train Overall Length Increased to 27.5 m

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

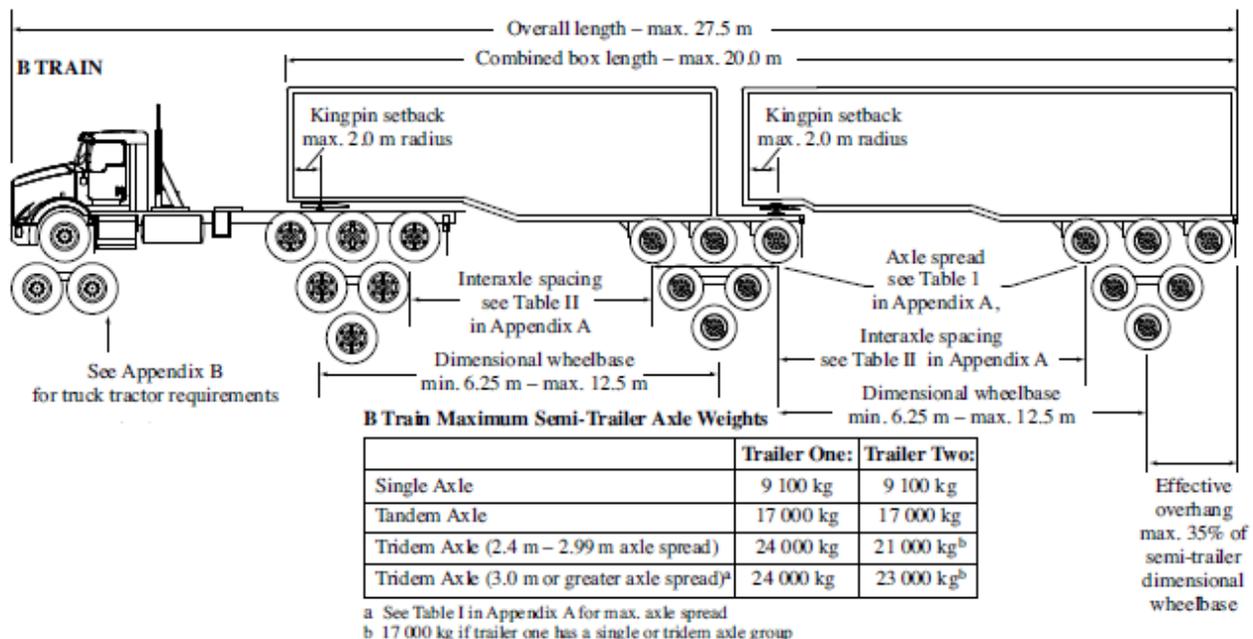
Commercial Transport Insp.
(Inspection Stations)
ICBC

PURPOSE OF CIRCULAR

To notify owners and operators of B-Train combinations that, effective immediately, **overall length may be increased to 27.5 m.**

BACKGROUND

Amendments to the Memorandum of Understanding Respecting a Federal – Provincial – Territorial Agreement on Vehicle Weights and Dimensions were approved by the Council of Ministers in October 2014. Those amendments include an increase in legal B-Train overall length, to 27.5 m.



Note: Vehicle combinations including a single drive axle truck tractor are limited to 38,000 kg gross combination vehicle weight (GCVW). Maximum legal GCVW for all other combinations is 63,500 kg.

DETAILS OF THE NEW PROVISION:

Effective July 28, 2016 by Order in Council No. 591, Appendix G of the Commercial Transport Regulations, B.C. Reg. 30/78, is repealed. A copy of the Order in Council and the new Appendix G follows.

Weight allowances announced in [Circular 07/06](#), for a tridem axle group on the second trailer when a tandem axle group is on the first trailer (a 'Reverse B-Train'), have also been included in the regulation change.

Please note that the provision for up to 30 cm of front projection for auxiliary equipment or devices that are not designed or used to carry cargo, from section [7.08\(2\)\(c\)](#) of the Commercial Transport Regulations, may not be applied to a B-Train that is using these extended length provisions. Allowances for aerodynamic devices installed at the rear of a semi-trailer, from [7.08\(2\)\(e\)](#) of the Commercial Transport Regulations and Circular 06/16 may be applied to a B-Train using this new length allowance.

A- and C-Trains are not affected by this change, and no other increases in dimension or weight are implied.

This increase is expected to allow shippers of lightweight freight to transport more goods in fewer trips, offering economic and environmental advantages to all British Columbians.

If you have questions about these changes, please contact our Commercial Transport Program, at commercial.transport@gov.bc.ca, or Jan Lansing, A/Manager Commercial Transport, at jan.lansing@gov.bc.ca.



Steve Haywood
Director, Commercial Vehicle Safety and Enforcement Branch
Ministry of Transportation and Infrastructure

Attachment: Order of the Lieutenant Governor in Council 591,
Approved and Ordered July 28, 2016

PROVINCE OF BRITISH COLUMBIA

ORDER OF THE LIEUTENANT GOVERNOR IN COUNCIL

Order in Council No. 591 , Approved and Ordered July 28, 2016


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, are amended as set out in the attached Schedule.



Minister of Transportation and Infrastructure



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*, R.S.B.C. 1996, c. 58, ss. 4 and 11;
Motor Vehicle Act, R.S.B.C. 1996, c. 318, s. 210

Other: O.C. 27/78

June 21, 2016

R/498/2016/50

SCHEDULE

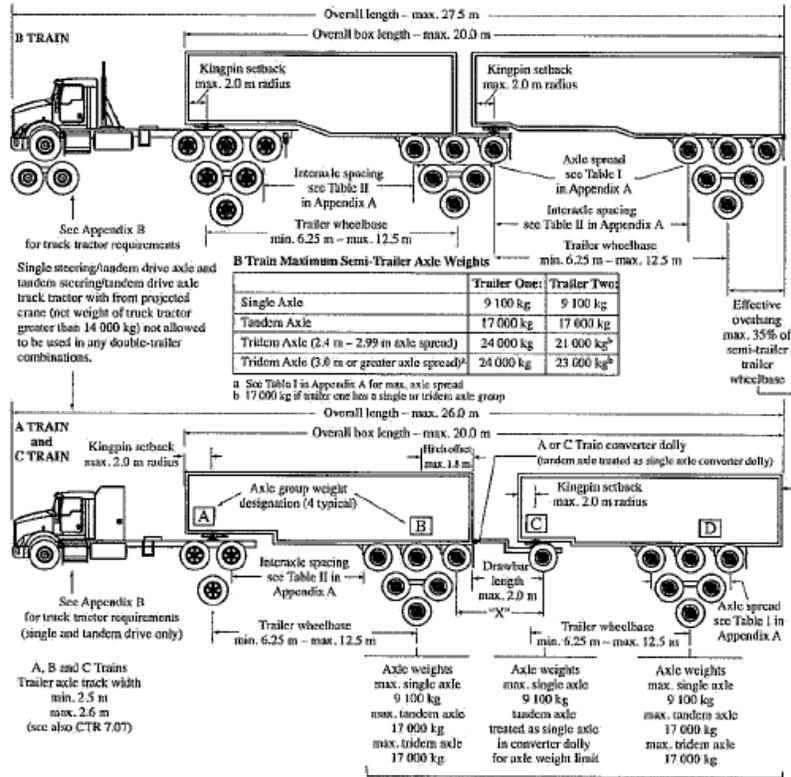
1 *Section 7.08 (2) (e) of the Commercial Transport Regulations, B.C. Reg. 30/78, is repealed and the following substituted:*

- (e) the following portions of an aerodynamic device that is not designed or used to carry cargo, is installed at the rear of a truck, trailer or semi-trailer and is capable of being folded to within 30.5 cm of the rear of the vehicle:
 - (i) any portion of the device more than 1.9 m above the ground that does not protrude more than 1.52 m beyond the rear of the vehicle;
 - (ii) any portion of the device within 1.9 m of the ground that does not protrude beyond a transverse plane that
 - (A) starts from the rear bottom edge of the rear impact guard of the vehicle or, if there is no rear impact guard, the lowest point at the rear of the vehicle, and
 - (B) intersects a point that is 1.74 m above the ground and 1.21 m behind the rear of the vehicle.

2 *Appendix G of Division 7 is repealed and the following substituted:*

APPENDIX G

A TRAINS, B TRAINS AND C TRAINS



A and C Trains: For a group of axles composed of (B) + (C), if the interaxle spacing "X" is less than 3.0 m, max. 17 000 kg for a total of two axles, or max. 23 000 kg for a total of three/four axles, i.e. combined (B) + (C) if the specific interaxle group spacing "X" is less than 3.0 m.

A and C Trains: Sum of the total axle weight of truck tractor drive axles plus the weight of the first trailer axle unit must be greater than the sum of dolly and second trailer axle weights, i.e. (A) + (B) > (C) + (D).

Maximum Gross Combination Vehicle Weight (GCVW)
 A Train – max. 53 500 kg B Train – max. 63 500 kg C Train – max. 60 500 kg
 A, B and C Trains – max. 38 000 kg for combinations with a single drive axle

- Notes:
1. A maximum of 100 kg/cm tire width is applicable to all tires.
 2. A maximum of 3 850 kg/super single tire and 3 000 kg/tire for all others is applicable to all tires except tires in the steering axle(s).
 3. B Train's second fifth wheel must be placed within the first semi-trailer axle spread or up to 30 cm behind the rearmost axle of the first semi-trailer. For single axle semi-trailers, the second fifth wheel must be placed within 30 cm in front or behind the single axle of the first semi-trailer.